

II: ALCOHOL - RELATED CRASHES

BACKGROUND AND DEFINITIONS

1. Impaired driving incidents.

As used here, an “impaired driving incident” is one where there was an arrest for driving while under the influence of alcohol or drugs and a violation from that incident was subsequently entered on the person’s driving record. In prior years, tables in this section reported “DWI Arrests.” “DWI” is an older term that usually connotes intoxication by alcohol. “Impaired driving” is a broader and thus more descriptive term, and it conforms better to current Minnesota law. Law enforcement agencies and courts report violations to Driver Licensing, making driver license records the most complete centralized source of data for statistics on impaired driving. Additionally, since it is almost impossible for a person, once arrested, to evade all of the criminal charges and administrative actions the law calls for, the number of impaired driving incidents on record is almost the same as the number of arrests.

(2) Alcohol-related crashes

While the term “impaired driving” covers many possible types of impairment, the term “alcohol-related” is restrictive: *only* alcohol-related crashes are counted. For example, if a driver tests positive for cocaine, but negative for alcohol, the crash will not be counted in this section. A crash is classified as “alcohol-related” if any driver, pedestrian, or bicyclist is shown by a chemical test to be positive for alcohol. Thus, alcohol at the *.01-or-higher* level or higher makes the crash alcohol-related. In the absence of test data, if the officer reports that he or she believes the person had been drinking, or was under the influence, the crash is also classified as alcohol-related. Though rare, an officer sometimes reports he or she believed a person had been drinking or was under the influence, but the alcohol test is negative. In these cases, the test result takes priority over the officer’s perception, and the crash is not classified as alcohol-related.

Alcohol-related fatalities and injuries

Once a crash is so classified, no matter whether it was a driver, pedestrian, or bicyclist that was drinking, then every fatality and injury in the crash is classified as alcohol-related.

Officers’ reported perceptions are conservative

Officers are cautious, or conservative, in reporting that a driver, pedestrian, or bicyclist had been drinking or was under the influence. However, officers’ cautiousness is less a factor in fatal crashes, because every effort is made to obtain alcohol test results. For less severe crashes, though, the officer’s judgment is all that is available. Therefore, alcohol-related non-fatal crashes are almost certain to be considerably underestimated.

Important caveats to the definition

Not all alcohol-related traffic fatalities are due to driving while intoxicated. If a drinking pedestrian or bicyclist is in a crash, and then he or she (or anyone in the crash) dies, the death is an alcohol-related traffic death. In 2006, six drinking pedestrians and one drinking bicyclist died after colliding with a vehicle driven by a non-drinking driver. (Three more drinking pedestrians died after colliding with drinking drivers).

Additionally, the definition given above makes an assumption that the person drinking caused, or contributed significantly to the crash. Experts who study fatal traffic crashes in detail confirm that this is almost always true, but it is important to recognize that the assumption is not invariably true. There will be exceptions to the rule.

Sometimes a crash is alcohol-related, but is not classified as such due to inadequate data. For example, a drunk driver may die in a fiery crash and the body may be incinerated. In this case, there may be no evidence remaining that the crash involved alcohol. Or a driver may die and lose all his or her blood from wounds received in the crash, which likewise prevents alcohol tests from being performed.

“Known” versus “estimated” alcohol-related deaths.

Testing drivers for alcohol is the key to accurately classifying crashes. Minnesota is much better at testing than most states. Because many drivers are still not tested, the National Highway Traffic Safety Administration (NHTSA) developed a sophisticated statistical procedure that estimates how many fatalities really were alcohol-related. The idea that a computerized statistical procedure can accurately make such estimates initially invites skepticism. However, NHTSA developed the procedure with the greatest care over many years. (This procedure was once again improved in 2002). Tests of the procedure, performed by having it make estimates for datasets from which critical data was removed and then comparing the estimates against the true parameters (putting back in the data that has been removed), show that the procedure is accurate to within about plus or minus one percentage point. Tables 2.01 and 2.07 show alcohol-related fatalities for Minnesota using the two procedures (NHTSA’s estimating procedure and the state’s procedure based on known data). NHTSA’s estimate of the true percentage of alcohol-related fatalities is always higher than, but very close to, the state’s numbers. The reason the two numbers are so close is that Minnesota does a good job of collecting test results on drivers, pedestrians, and bicyclists in fatal crashes.

Alcohol-related crashes in Minnesota 2006

Drinking and driving remains a serious problem in Minnesota and across the nation. For 2006, the National Safety Council has made a conservative estimate of \$278 million as the cost of alcohol-related crashes in Minnesota. Predictably, there is a strong positive relationship between alcohol use and crash severity. That is, as crash severity increases, alcohol is more likely to have been a factor in the crash. Last year, 8% of minor injuries, 13% of moderate injuries, 24% of severe injuries, and 34% of deaths were alcohol-related. In all, 166 known people died and 3,501 known people were injured in crashes classified as alcohol-related. (NHTSA estimates will be higher).

Impaired driving incidents (DWI's) increase

There were 41,842 impaired driving incidents last year in Minnesota. This number represents a 13% increase from the previous year. There would surely be more impaired driving arrests each year if staffing levels of State Troopers and police officers in Minnesota had not remained static over the past 20 years. These low staffing levels are inconsistent with the fact that the population and the number of roads continue to rise, and the fact that the number of licensed drivers in Minnesota is now quickly approaching 4 million people.

Males and young people especially incur the incidents

Males made up 69% of the DWI offenders last year. Females are getting arrested more and more often though. In 2006, they accounted for 22% of the incidents. (Ten years ago, they were 18% of the offenders.) Impaired driving is especially a problem among young adults. A person can legally buy alcohol at age 21 (raised from 19 in 1986), and drinking and driving too often follows that. Last year, 21-to-34 year-olds committed fully 53% of the incidents on record. Drivers under age 21 accounted for 10%.

Young people and the drinking drivers themselves pay the price

Young people may have better reflexes than their elders, but as drivers they take more risks and have less experience than older people. They pay a clear price for this. Fifteen-to-thirty-four year-olds accounted for 44% of all traffic deaths, and for fully 59% of the alcohol-related deaths. It is also the drinkers themselves who are more likely to pay the price for their dangerous behavior. Last year, 124 (75%) of the 166 people who died in alcohol-related crashes were themselves the people whose drinking behavior caused the crash to be classified as alcohol-related. In short, drinking drivers, pedestrians, and bicyclists mostly kill and injure themselves. The remaining 42 people who died in the alcohol crashes were non-drinking drivers, pedestrians, or bicyclists, or were drinking or non-drinking vehicle passengers.

When the crashes occur: weekends, late night

Most alcohol-related crashes occur on Fridays, Saturdays, and Sundays. Combined, these three days accounted for 41% of all traffic crashes, but 61% of the alcohol-related crashes. The late night hours from 9:00 PM to 3:00 AM accounted for 14% of all crashes, but 52% of the alcohol crashes.

Fatal alcohol crashes usually involve just one vehicle

Of the 156 alcohol-related fatal crashes in 2006, 125 (80%) involved just one motor vehicle in transport. Of the 125 single vehicle alcohol-related fatal crashes, 49 involved a single vehicle colliding with a fixed object, and 50 involved a single vehicle losing control and overturning.

Test results for killed drivers

Minnesota is consistently at or near the top among the states in the proportion of drivers in fatal crashes who are tested for alcohol. Also, NHTSA developed a procedure (explained on page 38) that compensates for missing data. In 2006, there were 346 motor vehicle drivers who were killed. (Note that this total does not include pedestrians or bicyclists). Of the 346 killed drivers, the Department of Public Safety was able to get alcohol test results for 321 (93%). Of the 321 tested, 207 (64%) tested negative, 15 (5%) tested between .01 and .07, 5 (2%) tested between .08 and .09, and 94 (29%) tested .10 or greater.

Majority of alcohol-related fatalities test above the legal limit

The 166 alcohol-related fatalities in 2006 consisted of 102 car or truck drivers, 31 car or truck passengers, 19 motorcycle drivers, 1 motorcycle passenger, 12 pedestrians, and 1 bicyclist. Of the 166, the Department of Public Safety was able to get alcohol test results for 153. Of the 153 tested, 117 (76%) had a result above the legal limit of .08.

Success story in Minnesota

In reality, the percentage of alcohol-related traffic fatalities in Minnesota has steadily decreased in the past half century. In the 1960's, around 60% of all traffic deaths per year were alcohol-related. Today, this percentage hovers around 33% per year. This is a great success story for Minnesota and the nation as a whole. It is also proof that as drivers change their behavior, less tragedy occurs on our roadways. The implementation of the .08 legal limit law in mid-2005 will also help this downward trend continue.

Many factors can contribute to a traffic death. Speeding, driver inattention, and not wearing a seat belt are but a few of these. Drinking and driving should not be one of them!

TABLE 2.01
ALCOHOL-RELATED FATAL CRASH SUMMARY, 1980 - 2006

Year	Alcohol Concentration Test Results on Fatally Injured Drivers Only										All Traffic Fatalities					
	Drivers Killed			Results on Drivers Tested							Total	Alcohol-Related Fatalities				
	Total	Tested for Alcohol		Negative for Alcohol		.01 to .09 Alcohol		.10 or Higher Alcohol		Total		Known *		Estimated **		
		num-ber	% of total	num-ber	% of tested	num-ber	% of tested	num-ber	% of tested			num-ber	% of total	num-ber	% of total	
1980	519	337	65	103	31	37	11	197	58	863						
1981	437	288	66	110	38	28	10	150	52	763						
1982	321	232	72	106	46	14	6	112	48	581			322	56		
1983	345	258	75	113	44	28	11	117	45	558			314	56		
1984	383	318	83	133	42	36	11	149	47	584	305	52	332	57		
1985	372	295	79	156	53	31	10	108	37	610	261	43	287	47		
1986	347	281	81	143	51	24	8	114	41	572	264	46	284	50		
1987	297	265	89	132	50	18	7	115	43	530	224	42	248	47		
1988	361	313	87	163	52	32	10	118	38	615	277	45	294	48		
1989	368	313	85	158	51	26	8	129	41	605	275	45	289	48		
						.01 to .07	.08 to .09									
1990	334	260	78	129	50	19	7	4	2	108	41	568	235	41	258	46
1991	327	242	74	135	56	20	8	2	1	85	35	531	212	40	233	44
1992	344	237	69	135	57	9	3	6	2	89	38	581	229	39	240	41
1993	355	283	80	174	61	14	5	5	2	90	32	538	196	36	216	40
1994	377	303	80	183	60	16	5	7	3	97	32	644	226	35	250	39
1995	383	343	90	198	58	22	7	8	2	115	34	597	246	41	269	45
1996	359	314	87	209	67	16	5	6	2	83	26	576	205	36	222	38
1997	384	345	90	226	66	15	5	4	1	100	29	600	178	30	197	33
1998	406	369	91	218	59	23	6	6	2	122	33	650	273	42	285	44
1999	426	370	87	254	69	9	2	7	2	100	27	626	195	31	206	33
2000	403	375	93	226	60	16	4	6	2	127	34	625	245	39	258	41
2001	361	322	89	198	62	17	5	6	2	101	31	568	211	37	226	40
2002	430	365	85	223	61	21	6	3	1	118	32	657	239	36	255	39
2003	435	376	86	219	58	18	5	5	1	134	36	655	255	39	267	41
2004	389	337	87	219	65	11	3	4	1	103	31	567	177	31	184	32
2005	379	348	92	213	61	17	5	5	1	113	33	559	197	35	201	36
2006	346	321	93	207	64	15	5	5	2	94	29	494	166	34	NA	NA

* For explanation of the difference between “known” and “estimated” alcohol-related fatalities, see page 38.

** NHTSA recently improved its method of estimating the true percentage of alcohol-related fatalities for each year. The above table reflects these changes back to the year 1982.

TABLE 2.02

**IMPAIRED DRIVING INCIDENTS (“DWIs”) BY GENDER
AND BY AREA OF STATE WHERE ARREST WAS MADE, 1990 - 2006**

Year	Total	Gender						Area of State			
		Male		Female		Not Stated		Metro		Non-Metro	
		Num-ber	Per-cent	Num-ber	Per-cent	Num-ber	Per-cent	Num-ber	Per-cent	Num-ber	Per-cent
1990	36,884	29,397	79.7	6,160	16.7	1,327	3.6	20,692	56.1	16,192	43.9
1991	32,466	25,830	79.6	5,438	16.8	1,198	3.7	17,597	54.2	14,869	45.8
1992	30,834	24,760	80.3	5,581	18.1	493	1.6	16,311	52.9	14,523	47.1
1993	30,111	24,149	80.2	5,480	18.2	482	1.6	15,597	51.8	14,514	48.2
1994	29,739	23,182	77.9	5,296	17.8	1,261	4.2	15,477	52.0	14,262	48.0
1995	30,255	23,217	76.7	5,425	17.9	1,613	5.3	15,678	51.8	14,577	48.2
1996	30,515	23,588	77.3	5,371	17.6	1,556	5.1	15,774	51.7	14,741	48.3
1997	30,905	23,636	76.5	5,733	18.6	1,536	5.0	15,954	51.6	14,951	48.4
1998	32,001	24,193	75.6	6,048	18.9	1,760	5.5	16,537	51.7	15,464	48.3
1999	34,529	25,938	75.1	6,505	18.8	2,086	6.0	17,126	49.6	17,403	50.4
2000	34,803	27,741	74.0	6,755	19.4	2,307	6.6	16,739	48.1	18,064	51.9
2001	33,305	24,479	73.5	6,494	19.5	2,331	7.0	16,284	48.9	17,021	51.1
2002	32,948	23,887	72.5	6,557	19.9	2,504	7.6	16,147	49.0	16,801	51.0
2003	32,193	23,082	71.7	6,535	20.3	2,575	8.0	15,972	49.6	16,221	50.4
2004	34,199	24,199	70.8	7,165	21.0	2,835	8.3	16,762	49.0	17,437	51.0
2005	36,870	25,712	69.7	7,989	21.7	3,169	8.6	17,837	48.4	19,033	51.6
2006	41,842	28,665	68.6	9,293	22.2	3,884	9.3	20,496	49.0	21,346	51.0

* Note: The table above creates the impression that the proportion of violators with gender “not stated” is increasing over time. This is *not* so. If a person arrested for impaired driving does not have a Minnesota driver’s license, then a record is created, but the new record does *not* show the person’s gender. As years pass, many of these violators do eventually get a Minnesota driver’s license, which does record gender. Thus, as time passes, the gender of more and more past violators becomes known. The table above merely uses current information that was not available at the time of the original violation.

TABLE 2.03

IMPAIRED DRIVING INCIDENTS (“DWIs”) FOR SELECTED AGE GROUPS, 1990 - 2006

Year	Total	Age								Total Under 21	21-34	35-49	50 & Older
		0-14	15	16	17	18	19	20					
1990	36,884	3	19	184	454	989	1,346	1,477	4,472	21,778	8,191	2,443	
1991	32,466	9	13	143	328	747	1,033	1,252	3,525	19,062	7,854	2,025	
1992	30,834	3	12	111	290	594	830	1,036	2,876	18,055	7,887	2,016	
1993	30,111	2	8	89	254	500	744	837	2,434	17,299	8,379	1,999	
1994	29,739	5	7	108	233	545	644	761	2,303	16,481	8,871	2,084	
1995	30,255	1	20	111	243	519	723	799	2,416	16,368	9,302	2,169	
1996	30,515	2	10	135	300	608	791	826	2,672	15,815	9,762	2,266	
1997	30,905	5	17	102	273	627	751	886	2,661	15,495	10,283	2,466	
1998	32,001	2	17	102	297	675	888	911	2,892	15,624	10,973	2,512	
1999	34,529	4	18	114	285	740	1,004	1,032	3,197	17,100	11,479	2,753	
2000	34,803	5	10	124	330	691	984	1,104	3,248	17,245	11,472	2,838	
2001	33,305	2	14	118	277	636	911	1,030	2,988	16,791	10,740	2,786	
2002	32,948	6	13	122	298	655	849	1,086	3,029	16,594	10,379	2,946	
2003	32,193	3	21	117	279	689	904	1,064	3,077	16,518	9,732	2,866	
2004	34,199	3	13	105	300	679	889	1,012	3,001	17,382	10,185	3,181	
2005	36,870	5	16	118	335	705	1,028	1,236	3,443	19,505	10,557	3,365	
2006	41,842	6	24	135	394	854	1,274	1,346	4,035	22,465	11,487	3,855	

FIGURE 2.01
PERCENT OF IMPAIRED DRIVING INCIDENTS ("DWIs")
COMMITTED BY OFFENDERS IN FOUR AGE GROUPS, 1990 - 2006

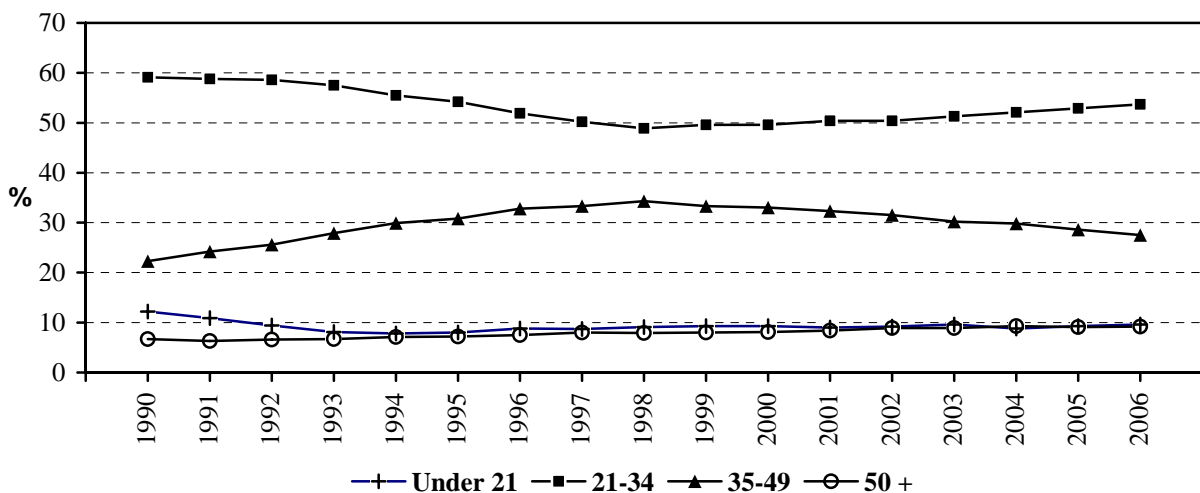


TABLE 2.04
IMPAIRED DRIVING INCIDENTS ("DWIs") BY AGE, 1990 - 2006

Year	Age Group															Total	
	0-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-84		85+
1990	3	2,992	8,287	8,548	6,420	4,073	2,629	1,489	997	591	420	238	127	52	15	3	36,884
1991	9	2,264	7,167	7,051	6,096	3,985	2,580	1,289	815	482	355	216	92	49	13	3	32,466
1992	3	1,837	6,940	6,284	5,867	3,916	2,498	1,473	828	510	357	173	100	35	9	4	30,834
1993	2	1,595	6,377	5,944	5,815	4,295	2,577	1,507	870	512	296	184	94	35	5	3	30,111
1994	5	1,537	5,819	5,608	5,815	4,224	2,891	1,756	849	567	339	188	81	44	12	4	29,739
1995	1	1,616	5,850	5,517	5,800	4,536	3,034	1,732	957	550	324	185	93	43	17	0	30,255
1996	2	1,844	5,731	5,507	5,403	4,719	3,144	1,899	991	589	317	213	96	43	16	1	30,515
1997	5	1,770	5,733	5,651	4,997	4,888	3,295	2,100	1,154	615	335	204	96	46	14	2	30,905
1998	2	1,979	6,176	5,513	4,846	5,160	3,591	2,222	1,137	671	333	192	102	57	18	2	32,001
1999	4	2,161	7,389	5,843	4,900	5,267	3,844	2,368	1,330	670	405	190	98	45	12	3	34,529
2000	5	2,139	7,725	5,819	4,805	5,071	3,922	2,479	1,396	692	368	191	118	55	18	0	34,803
2001	2	1,956	7,839	5,437	4,545	4,408	3,887	2,445	1,450	649	333	194	99	43	14	4	33,305
2002	6	1,937	8,080	5,255	4,345	4,030	3,849	2,500	1,451	754	355	198	105	60	18	5	32,948
2003	3	2,010	8,195	5,394	3,993	3,621	3,646	2,465	1,380	753	381	188	97	47	19	1	32,193
2004	3	1,986	8,689	5,895	4,260	3,660	3,817	2,708	1,641	789	425	166	93	38	26	3	34,199
2005	5	2,202	9,594	6,790	4,360	3,778	3,850	2,929	1,664	920	410	213	92	48	10	5	36,870
2006	6	2,681	11,021	8,043	4,749	4,134	4,011	3,342	1,985	1,030	447	225	107	39	18	4	41,842

TABLE 2.05
**AGE OF PERSONS KILLED AND INJURED IN ALL CRASHES
 AND IN ALCOHOL - RELATED CRASHES, 2006**

Age Group	Persons Killed		Persons Injured by Severity						Total Persons Injured	
	All	Alcohol-Related ¹	Severe		Moderate		Minor		All	Alcohol-Related ²
			All	Alcohol-Related ²	All	Alcohol-Related ²	All	Alcohol-Related ²		
00 - 04	3	0	22	2	87	7	419	23	528	32
05 - 09	2	0	36	3	192	6	563	21	791	30
10 - 14	9	1	56	2	291	15	683	26	1,030	43
15	5	0	22	3	121	12	320	18	463	33
16	19	4	46	11	367	28	841	29	1,254	68
17	12	2	73	15	370	36	884	54	1,327	105
18	18	6	71	16	368	46	845	61	1,284	123
19	16	8	63	21	331	62	814	88	1,208	171
20	14	3	58	19	338	61	695	69	1,091	149
Total Under 21:	98	24	447	92	2,465	273	6,064	389	8,976	754
00 - 14	14	1	114	7	570	28	1,665	70	2,349	105
15 - 19	70	20	275	66	1,557	184	3,704	250	5,536	500
20 - 24	66	31	282	117	1,435	320	3,203	425	4,920	862
25 - 29	46	27	197	72	894	186	2,393	300	3,484	558
30 - 34	36	21	146	40	632	116	1,769	169	2,547	325
35 - 39	21	10	125	29	670	90	1,722	150	2,517	269
40 - 44	40	20	134	33	670	99	1,826	112	2,630	244
45 - 49	40	10	152	38	693	82	1,734	115	2,579	235
50 - 54	33	9	110	19	550	48	1,507	75	2,167	142
55 - 59	33	8	102	7	435	29	1,143	50	1,680	86
60 - 64	10	2	53	2	304	26	738	36	1,095	64
65 - 69	19	4	44	4	198	8	510	14	752	26
70 - 74	15	1	37	3	164	8	391	8	592	19
75 - 79	16	0	25	0	154	7	324	7	503	14
80 - 84	19	1	14	1	118	3	247	2	379	6
85 & Older	16	1	18	0	76	1	159	1	253	2
Not Stated	0	0	16	2	203	10	823	32	1,042	44
Total	494	166	1,844	440	9,323	1,245	23,858	1,816	35,025	3,501

¹ Based on alcohol test results plus officer's perception of possible alcohol involvement as noted on crash report.

² Based only on officer's perception of possible alcohol involvement as noted on crash report.

* As shown, there were 166 alcohol-related traffic deaths in the year 2006. Twelve of those deaths were to pedestrians, and 9 of those 12 pedestrians were drinking. In 3 of the 12 crashes involving drinking pedestrians, the motor vehicle driver had also been drinking. Additionally, 1 bicyclist was among the 166 alcohol-related deaths. In that crash, the bicyclist was drinking and the motor vehicle driver was not.

TABLE 2.06
2006 ALCOHOL - RELATED FATALITIES'
LEVEL OF ALCOHOL CONCENTRATION BY TRAFFIC ROLE

Traffic Role	Killed	Tested	.00	.01 - .07	.08 - .09	.10 +
Car or Truck Driver	102	102	7	14	4	77
Car or Truck Passenger	31	19	4	6	1	8
Motorcycle Driver	19	19	0	1	1	17
Motorcycle Passenger	1	1	0	0	0	1
Snowmobile Driver	0	0	0	0	0	0
ATV Driver	0	0	0	0	0	0
Pedestrian	12	11	2	1	0	8
Bicyclist	1	1	0	1	0	0
Total	166	153	13	23	6	111

TABLE 2.07

**PERCENT OF DEATHS, INJURIES, AND PROPERTY DAMAGE CRASHES
DETERMINED TO BE ALCOHOL - RELATED, 1997 - 2006**

	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006
Deaths* (Known)	30%	42%	31%	39%	37%	36%	39%	31%	35%	34%
(Estimated)	33%	44%	33%	41%	40%	39%	41%	32%	36%	NA
Injuries**	11%	11%	10%	10%	10%	10%	NA	9%	9%	10%
PDO Crashes**	4%	4%	4%	4%	4%	4%	NA	3%	4%	4%

* Based on alcohol test results plus officer's perception of possible alcohol involvement as noted on crash report.

** Based only on police officer's perception of possible alcohol involvement. (PDO = Property Damage Only).

TABLE 2.08

**FIRST HARMFUL EVENT IN ALCOHOL-RELATED
FATAL CRASHES AND ALL FATAL CRASHES, 2006**

First Harmful Event	All Fatal Crashes		Alcohol-Related Fatal Crashes *	
	Number	Percent	Number	Percent
Collision with:				
Another Motor Vehicle	193	42.3%	31	19.9%
Parked Motor Vehicle	10	2.2	5	3.2
Railroad Train	8	1.8	2	1.3
Bicycle	8	1.8	1	0.6
Pedestrian	35	7.7	12	7.7
Deer	3	0.7	0	0.0
Fixed Object	91	20.0	49	31.4
Other Collision Type	4	0.9	2	1.3
Non-Collision:				
Overturn	96	21.0	50	32.0
Submersion	2	0.4	1	0.6
Other Type Non-Collision	1	0.2	1	0.6
Other/Unknown	5	1.1	2	1.3
Total	456	100.0%	156	100.0%

* Based on alcohol test results plus officer's perception of possible alcohol involvement as noted on crash report.

TABLE 2.09
TEST RESULTS OF DRIVERS KILLED, 1997 - 2006

Year	Killed	Tested	.00	.01 - .07	.08 - .09	.10 +
1997	384	345	226 (66%)	15 (5%)	4 (1%)	100 (29%)
1998	406	369	218 (59%)	23 (6%)	6 (2%)	122 (33%)
1999	426	370	254 (69%)	9 (2%)	7 (2%)	100 (27%)
2000	403	375	226 (60%)	16 (4%)	6 (2%)	127 (34%)
2001	361	322	198 (61%)	17 (5%)	6 (2%)	101 (31%)
2002	430	365	223 (61%)	21 (6%)	3 (1%)	118 (32%)
2003	435	376	219 (58%)	18 (5%)	5 (1%)	134 (36%)
2004	389	337	219 (65%)	11 (3%)	4 (1%)	103 (31%)
2005	379	348	213 (61%)	17 (5%)	5 (1%)	113 (33%)
2006	346	321	207 (64%)	15 (5%)	5 (2%)	94 (29%)

* Percents based on drivers tested.

TABLE 2.10
DRIVERS KILLED WHO TESTED .01 OR HIGHER, 1997 - 2006
("Any Alcohol")

Year	Total	Male	Female	Occurred Between	Under
				Midnight - 3 AM	Legal Age
1997	119	102 (86%)	17 (14%)	32 (27%)	13 (11%)
1998	151	126 (83%)	25 (17%)	41 (27%)	26 (17%)
1999	116	98 (84%)	16 (16%)	30 (26%)	16 (14%)
2000	149	125 (84%)	24 (16%)	47 (32%)	15 (10%)
2001	124	104 (84%)	20 (16%)	37 (30%)	17 (14%)
2002	142	124 (87%)	18 (13%)	41 (29%)	23 (16%)
2003	157	135 (86%)	22 (14%)	42 (27%)	14 (9%)
2004	118	101 (86%)	17 (14%)	35 (30%)	19 (16%)
2005	135	120 (89%)	15 (11%)	34 (25%)	11 (8%)
2006	114	95 (83%)	19 (17%)	34 (30%)	14 (12%)

TABLE 2.11
DRIVERS KILLED WHO TESTED OVER THE LEGAL LIMIT, 1997 - 2006
(The legal limit in Minnesota was lowered to .08 in mid-2005)

Year	Total	Male	Female	Occurred Between	Under
				Midnight - 3 AM	Legal Age
1997	100	89 (89%)	11 (11%)	32 (32%)	13 (13%)
1998	122	104 (85%)	18 (15%)	36 (30%)	19 (16%)
1999	100	87 (87%)	13 (13%)	26 (26%)	14 (14%)
2000	127	105 (83%)	22 (17%)	43 (34%)	14 (11%)
2001	101	86 (85%)	15 (15%)	31 (31%)	15 (15%)
2002	118	102 (86%)	16 (14%)	34 (29%)	16 (14%)
2003	134	115 (86%)	19 (14%)	39 (29%)	9 (7%)
2004	103	90 (87%)	13 (13%)	34 (33%)	16 (16%)
2005	118	105 (89%)	13 (11%)	33 (28%)	9 (8%)
2006	99	84 (85%)	15 (15%)	32 (32%)	13 (13%)

FIGURE 2.02
Killed Drivers Tested for Alcohol: 1975 - 2006
Percent Over .01 Alcohol Level and Percent Over Legal Limit
(The legal limit in Minnesota was lowered to .08 in 2005)

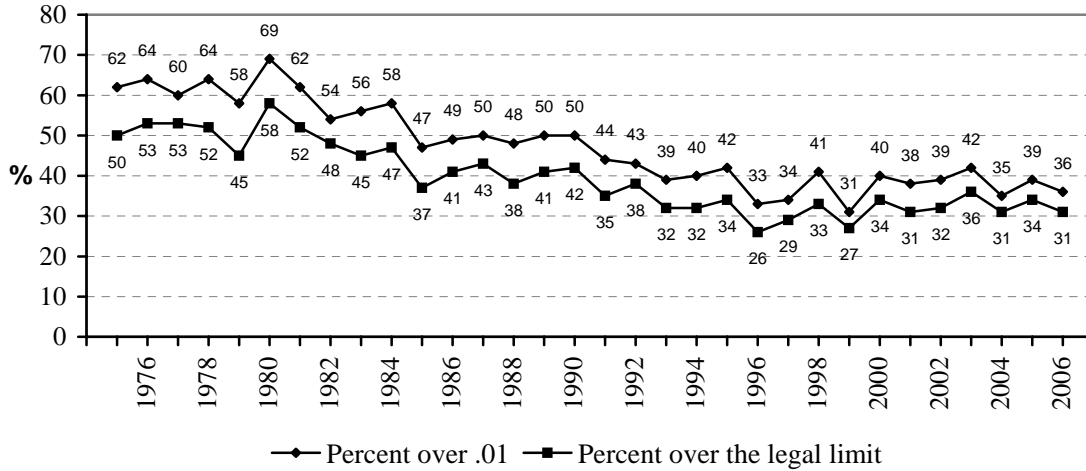


FIGURE 2.03
Percent of Drivers Killed Who Had Been Drinking, by Age, 2006

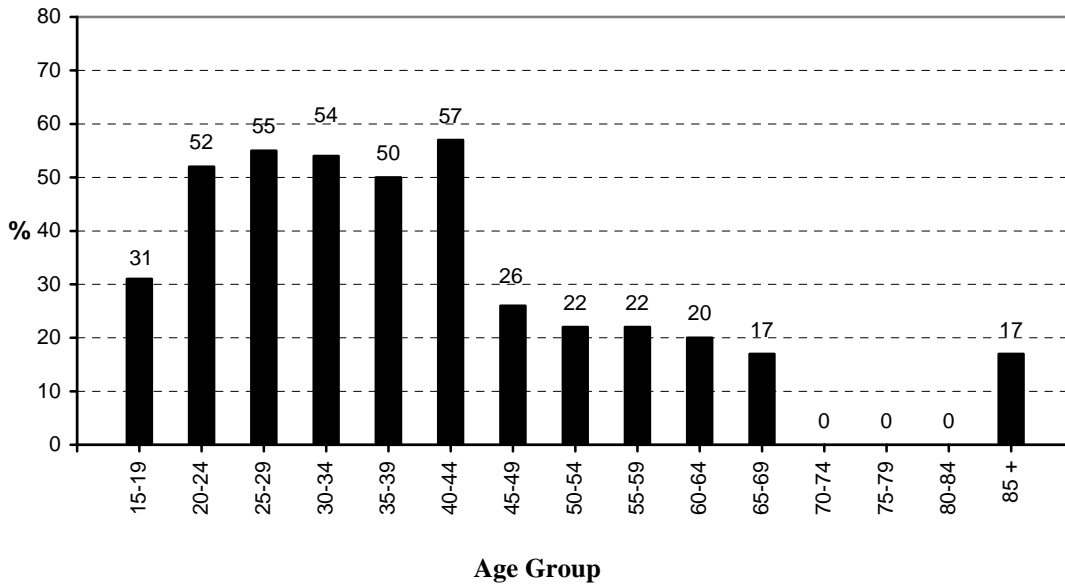


TABLE 2.12
2006 DRIVER FATALITIES' LEVEL OF ALCOHOL CONCENTRATION BY AGE

Age	Killed Tested		Alcohol Concentration								Alcohol Concentration						
			.00		.01 - .07		.08 - .09		.10 +		.01-	.05-	.10-	.15-	.20-	.25	
			num- ber	per- cent	num- ber	per- cent	num- ber	per- cent	num- ber	per- cent	.00	.04	.09	.14	.19	.24	+
14 & Younger	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
15	2	1	1	0	0	0	0	0	1	0	0	0	0	0	0	0	
16	12	12	10	0	0	0	2	10	0	0	1	1	0	0	0	0	
17	6	6	5	0	0	0	1	5	0	0	0	0	0	0	1	1	
18	9	8	5	1	0	0	2	5	1	0	1	0	1	0	1	0	
19	9	9	4	0	1	4	4	4	0	1	4	0	0	0	0	0	
20	8	8	5	0	0	3	3	5	0	0	0	0	0	3	0	0	
Under 21	47	44	30	1	1	12	30	1	1	6	1	4	1	4	1	1	
14 & Younger	1	0	0	0.0	0	0.0	0	0.0	0	0.0	0	0	0	0	0	0	
15 - 19	38	36	25	69.4	1	2.8	1	2.8	9	25.0	25	1	1	6	1	1	
20 - 24	43	40	19	47.5	2	5.0	0	0.0	19	47.5	19	1	1	2	6	8	
25 - 29	33	33	15	45.4	1	3.0	0	0.0	17	51.5	15	0	1	1	8	4	
30 - 34	27	26	12	46.2	3	11.5	0	0.0	11	42.3	12	2	1	2	3	2	
35 - 39	19	18	9	50.0	1	5.6	0	0.0	8	44.4	9	0	1	3	1	3	
40 - 44	33	30	13	43.3	4	13.3	1	3.3	12	40.0	13	4	1	0	4	4	
45 - 49	34	31	23	74.2	0	0.0	1	3.2	7	22.6	23	0	1	0	0	3	
50 - 54	24	23	18	78.3	0	0.0	1	4.4	4	17.4	18	0	1	2	0	1	
55 - 59	27	27	21	77.8	0	0.0	1	3.7	5	18.5	21	0	1	0	2	2	
60 - 64	10	10	8	80.0	1	10.0	0	0.0	1	10.0	8	1	0	1	0	0	
65 - 69	17	12	10	83.3	1	8.3	0	0.0	1	8.3	10	1	0	0	0	0	
70 - 74	7	7	7	100.0	0	0.0	0	0.0	0	0.0	7	0	0	0	0	0	
75 - 79	12	10	10	100.0	0	0.0	0	0.0	0	0.0	10	0	0	0	0	0	
80 - 84	13	12	12	100.0	0	0.0	0	0.0	0	0.0	12	0	0	0	0	0	
85 +	8	6	5	83.3	1	16.7	0	0.0	0	0.0	5	1	0	0	0	0	
Total	346	321	207	64.5	15	4.7	5	1.6	94	29.3	207	11	9	17	25	28	

* Percents, based on drivers tested, may not add to 100.0% due to rounding.

TABLE 2.13

2006 ALCOHOL - RELATED CRASHES BY MONTH

Month	Fatal Crashes	Injury Crashes	Property Damage Crashes	Total Crashes	Killed	Injured
January	13	186	200	399	14	265
February	9	173	191	373	9	226
March	6	175	195	376	7	244
April	17	198	153	368	17	287
May	18	208	187	413	19	300
June	9	209	139	357	9	297
July	22	240	148	410	23	348
August	16	200	162	378	18	273
September	11	225	162	398	11	333
October	8	212	185	405	9	300
November	12	190	158	360	12	274
December	15	237	199	451	18	354
Total	156	2,453	2,079	4,688	166	3,501

TABLE 2.14

2006 ALCOHOL - RELATED CRASHES BY ROADWAY TYPE

Roadway Type	Fatal Crashes	Injury Crashes	Property Damage Crashes	Total Crashes	Killed	Injured
Urban Interstate	13	192	196	401	13	273
Rural Interstate	0	34	36	70	0	45
Urban US Trunk Hwy	3	106	115	224	3	156
Rural US Trunk Hwy	12	133	89	234	13	188
Urban MN Trunk Hwy	12	178	149	339	15	263
Rural MN Trunk Hwy	20	249	107	376	20	369
County State Aid Hwy	54	783	534	1,371	57	1,120
County Road	16	99	50	165	17	139
Township Road	13	132	80	225	13	210
Local Street	13	529	699	1,241	15	718
Other	0	18	24	42	0	20
Total	156	2,453	2,079	4,688	166	3,501

FIGURE 2.04
2006 Alcohol-Related Crashes by Time of Day

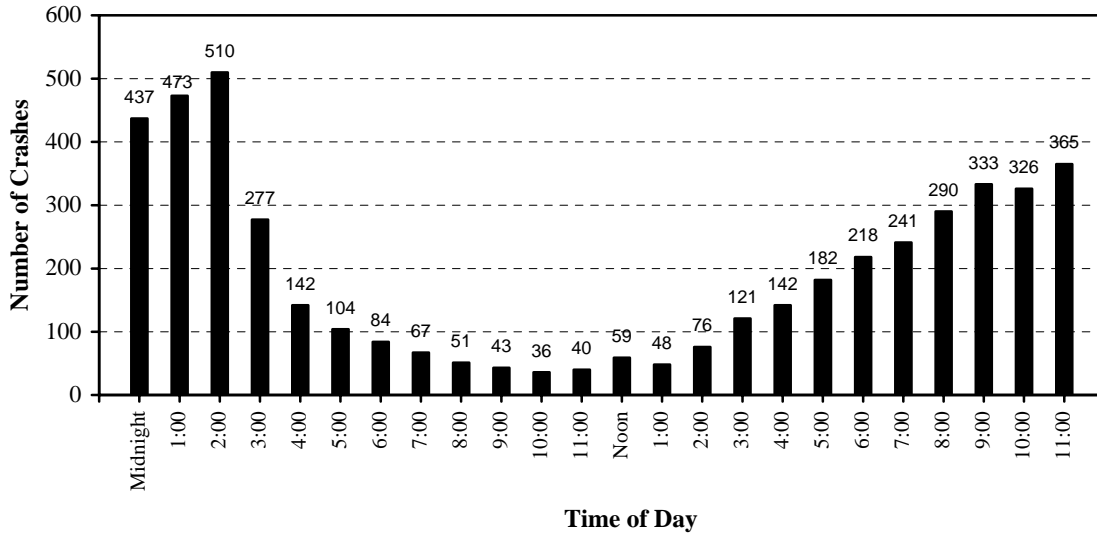


FIGURE 2.05
2006 Alcohol-Related Crashes by Day of Week

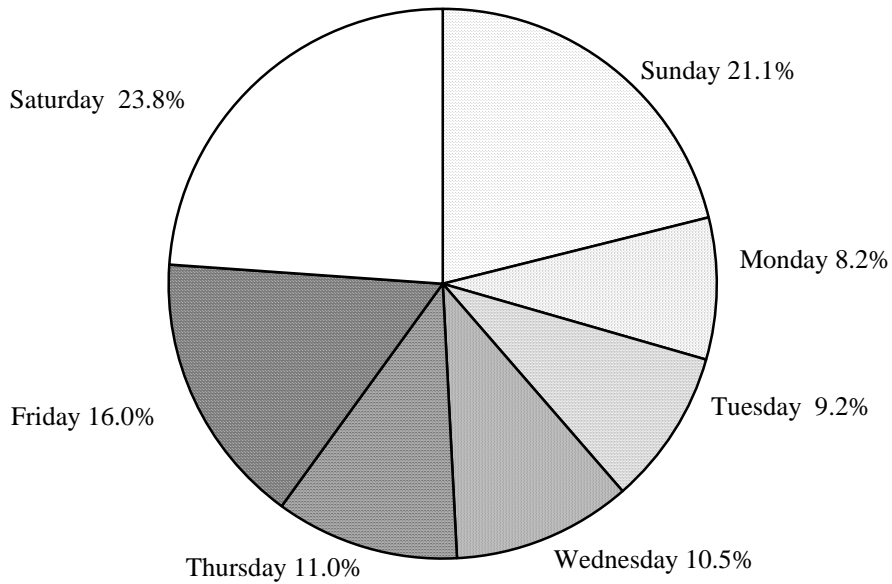


TABLE 2.15

2006 ALCOHOL-RELATED CRASHES BY TIME OF DAY AND DAY OF WEEK

Hour Beginning	Sun-day	Mon-day	Tues-day	Wednes-day	Thurs-day	Fri-day	Satur-day	Total Crashes	Total Killed	Total Injured
Midnight	99	29	34	44	46	64	121	437	16	307
1:00 AM	127	34	34	43	44	61	130	473	13	342
2:00 AM	150	28	28	19	55	72	158	510	19	380
3:00 AM	89	11	20	17	28	24	88	277	10	189
4:00 AM	46	5	8	12	14	15	42	142	3	105
5:00 AM	34	10	5	10	8	8	29	104	3	65
6:00 AM	26	5	3	10	7	8	25	84	5	59
7:00 AM	14	3	3	13	6	7	21	67	4	58
8:00 AM	15	3	2	9	5	10	7	51	2	31
9:00 AM	9	7	4	3	4	8	8	43	2	26
10:00 AM	16	1	2	2	3	4	8	36	1	27
11:00 AM	4	6	4	9	2	7	8	40	4	37
Noon	11	6	9	7	7	5	14	59	0	40
1:00 PM	11	7	6	6	8	6	4	48	2	26
2:00 PM	15	10	10	10	5	13	13	76	3	73
3:00 PM	20	19	16	12	14	15	25	121	3	93
4:00 PM	29	10	17	17	18	30	21	142	5	115
5:00 PM	33	20	26	23	19	32	29	182	10	133
6:00 PM	31	19	23	29	26	36	54	218	3	180
7:00 PM	38	23	35	34	20	43	48	241	10	193
8:00 PM	56	23	33	33	39	42	64	290	10	232
9:00 PM	44	35	41	52	42	63	56	333	11	290
10:00 PM	27	38	33	39	54	76	59	326	14	207
11:00 PM	41	33	37	38	42	95	79	365	13	277
Unknown	5	1	0	3	2	5	7	23	0	16
Total	990	386	433	494	518	749	1,118	4,688	166	3,501