Traffic Crashes in Southwest Minnesota

Toward Zero Deaths Workshop

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Traffic Crashes in Southwest Minnesota

What Do We Know?

Let’s Look at the Data!

Data = Understanding the Problem

- Who is being severely injured or killed?
- When do the crashes happen?
- Which driving behaviors are contributing to crashes?
- What types of crashes occur?
- Where are the crashes taking place?
- What is the economic impact?
- How can we prevent these tragedies?

TZD Key Principles

Use the data as your foundation to guide initiatives

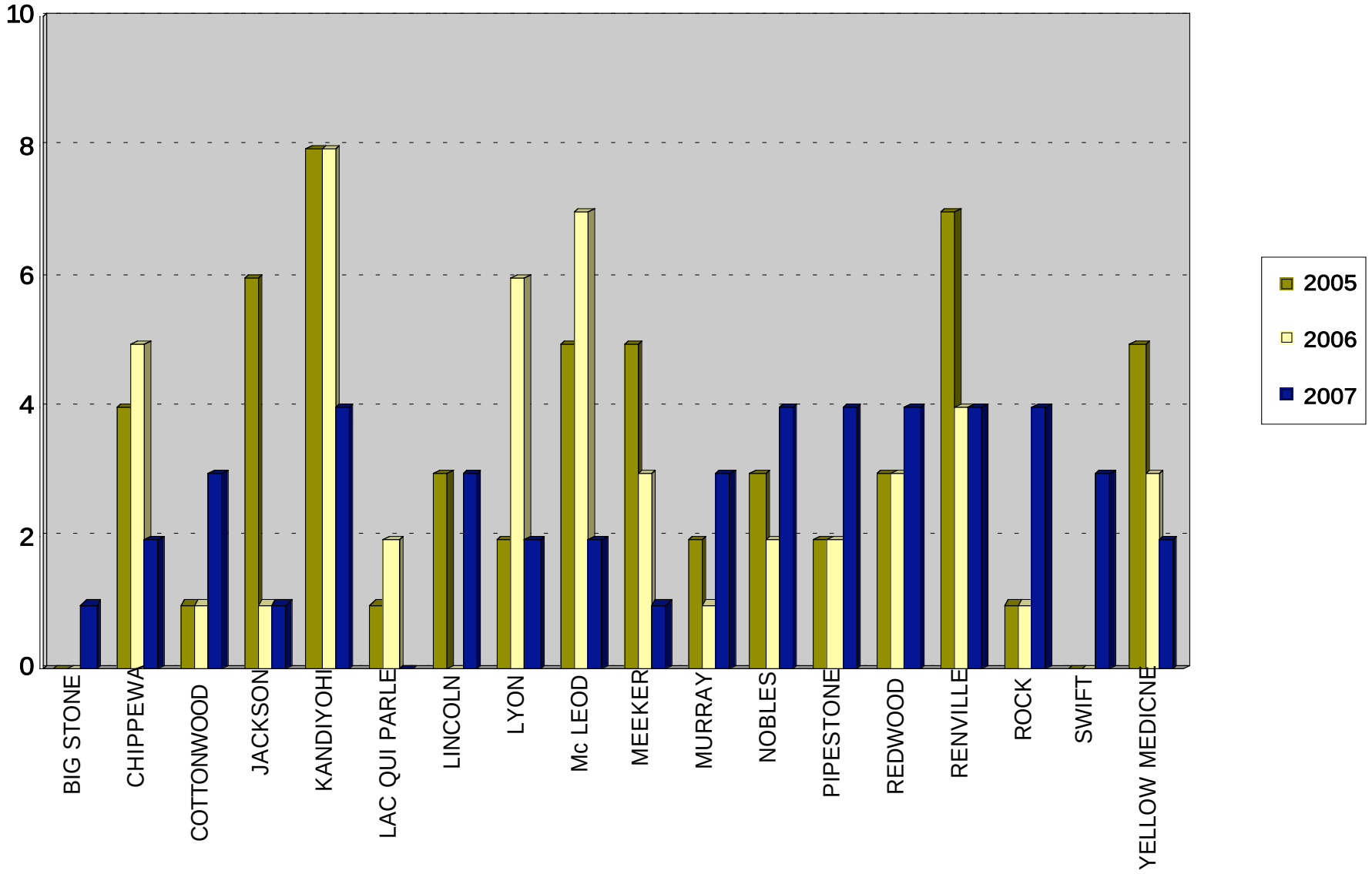
Avoid predetermined solutions in search of a problem

SW 2005-2008
Crash Data Summary

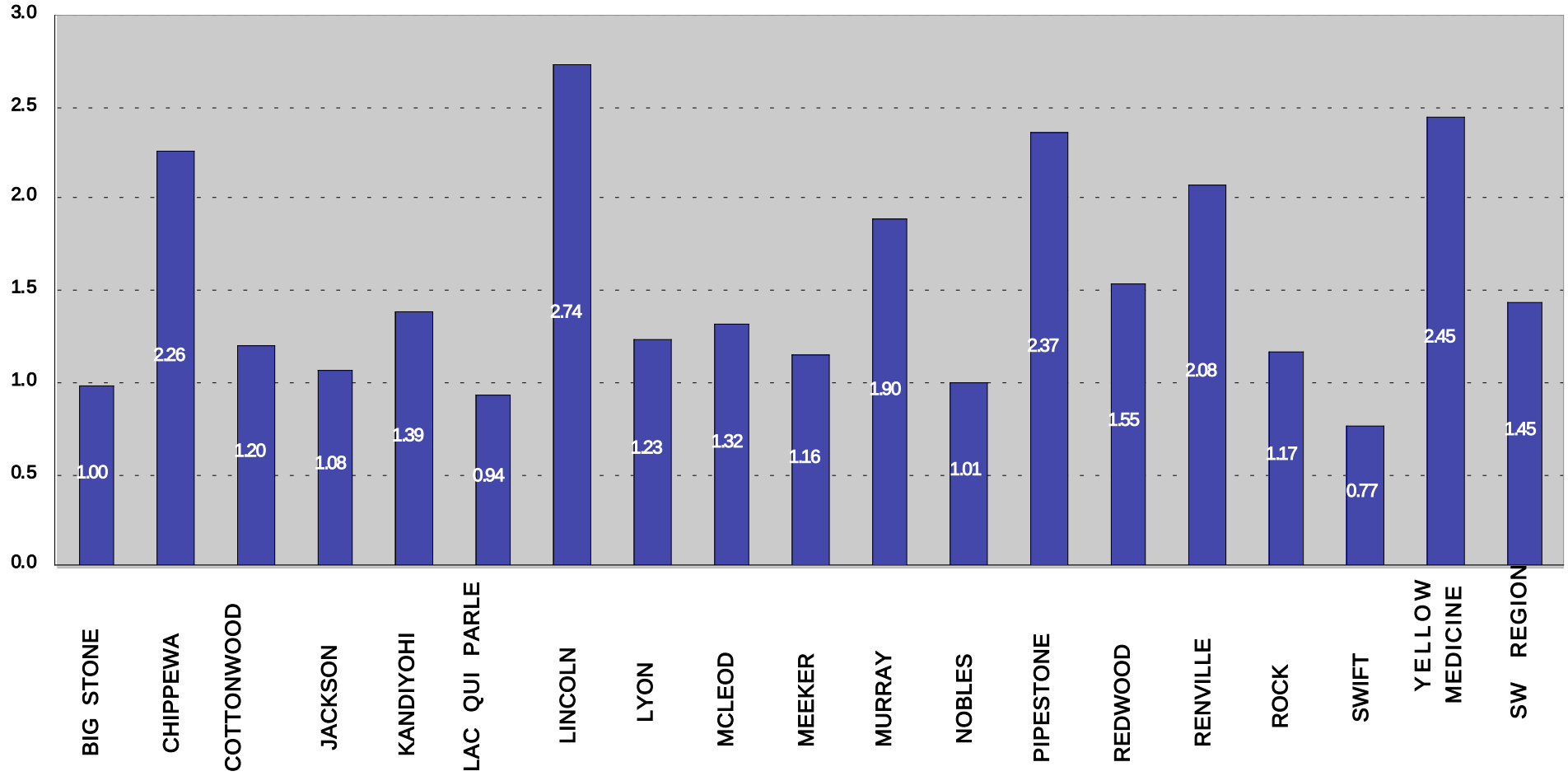
Year	Total Crashes	PDO Crashes	Injury Crashes	Severe Injuries	Fatals
2005	3,945	2,917	1,280	132	58
2006	3,760	2,485	1,229	144	50
2007	3,524	2,307	1,172	138	47
*2008	3,450	2,287	1,128	124	40

*2008 data are preliminary

SW 2005 - 2007
Region Fatalities By County

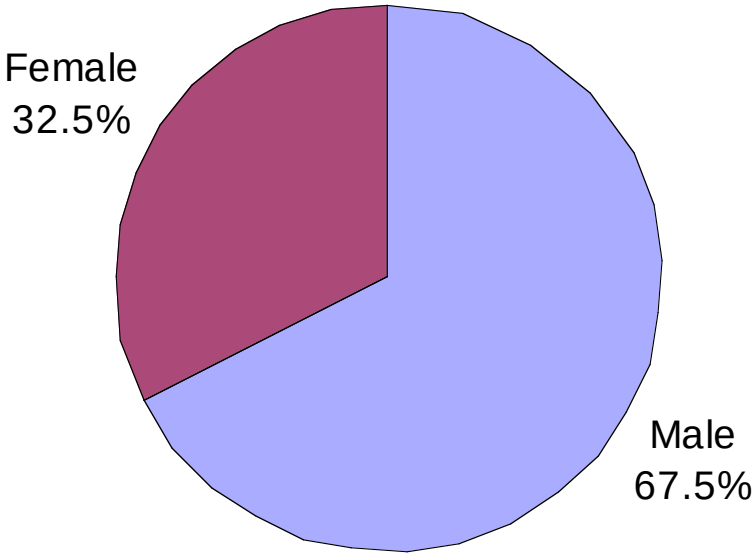


SW 2005-2007
County Fatality Rates per
100M Vehicle Miles Traveled

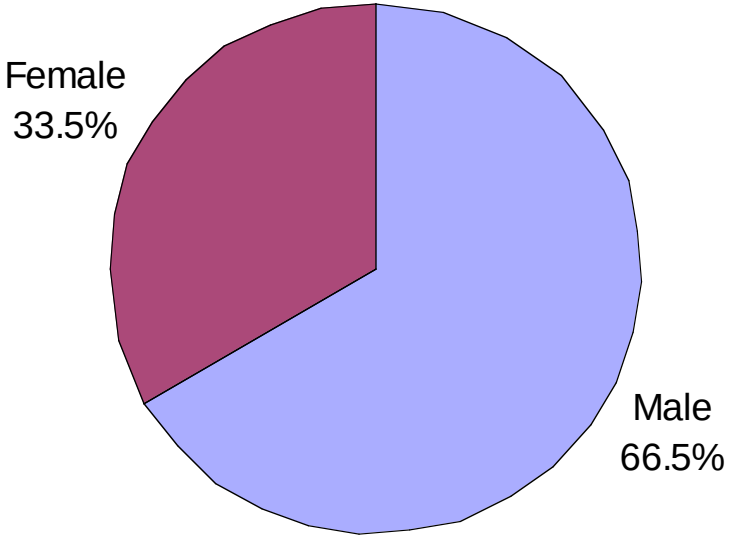


Who is being severely injured or killed?

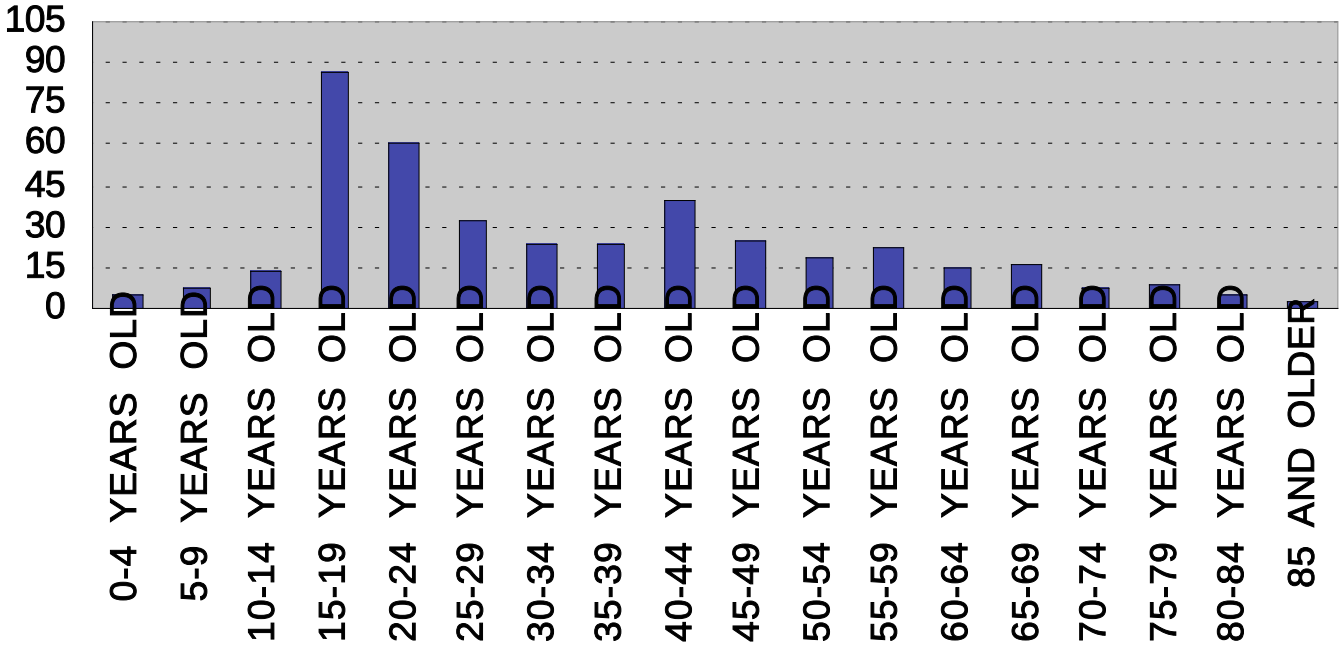
SW 2005 - 2007
Severely Injured by Gender



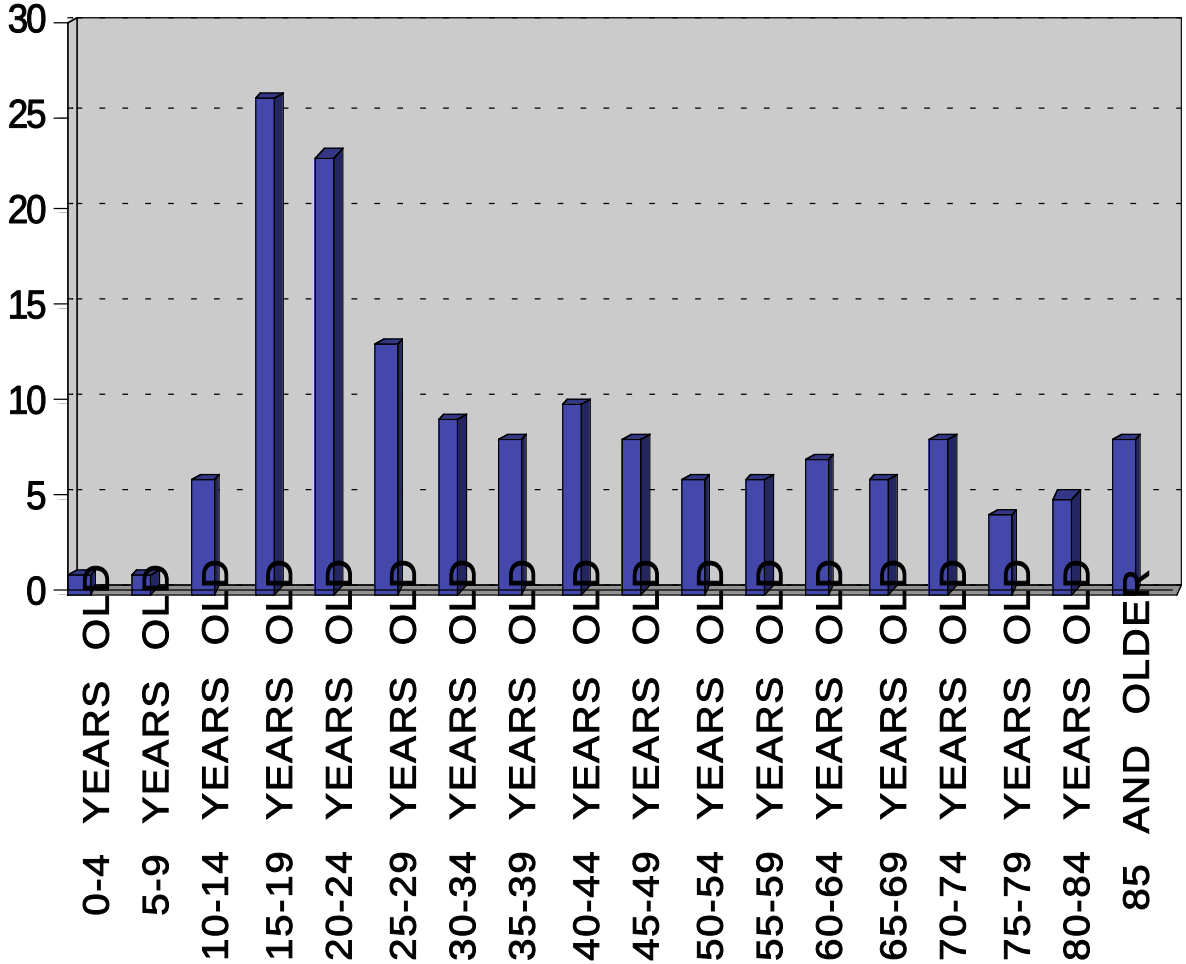
SW 2005 – 2007
Fatalities by Gender



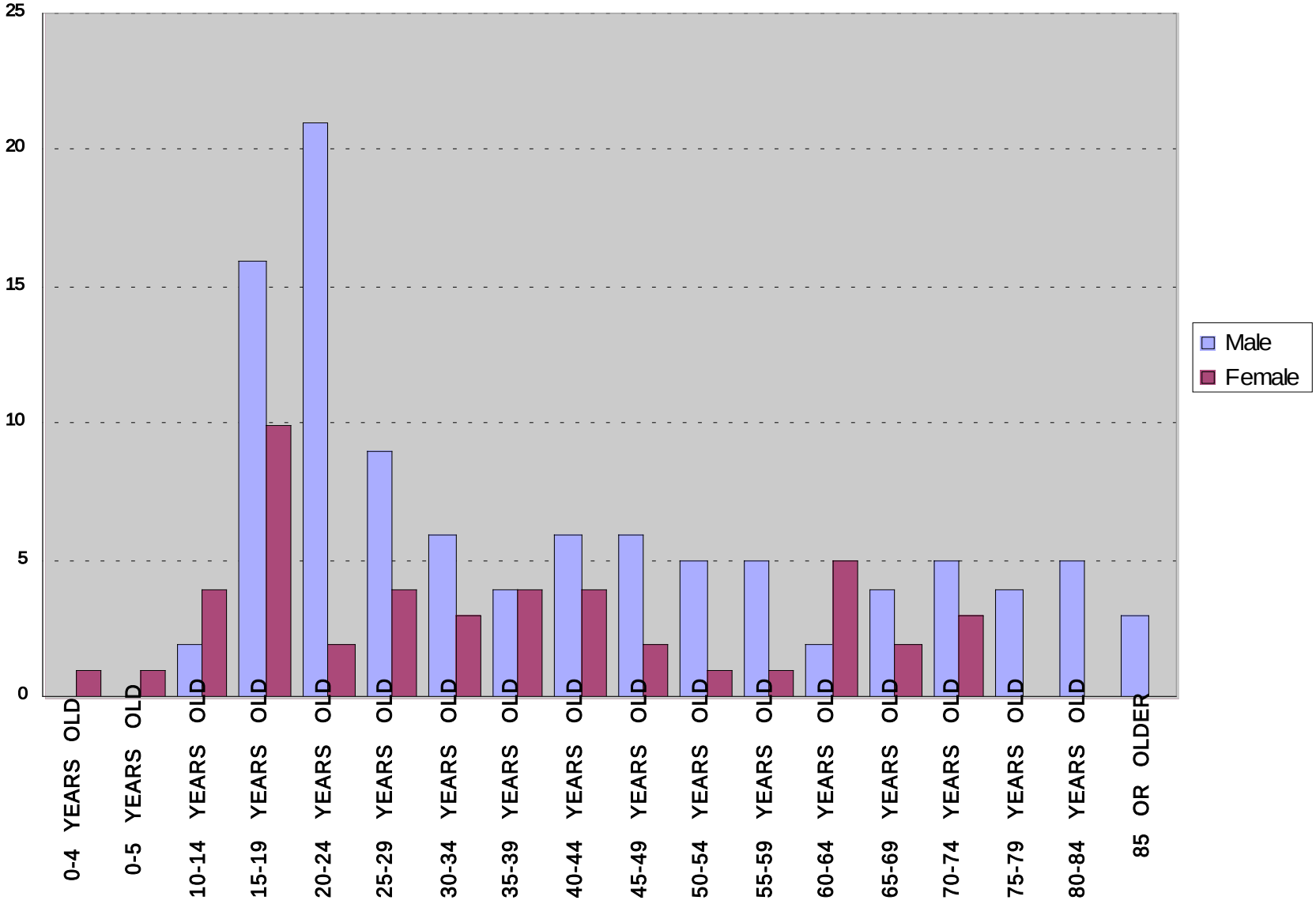
SW 2005-2007
Severely Injured by Age



SW 2005 - 2007
Fatalities by Age



SW 2005 - 2007
Fatalities by Age and Gender

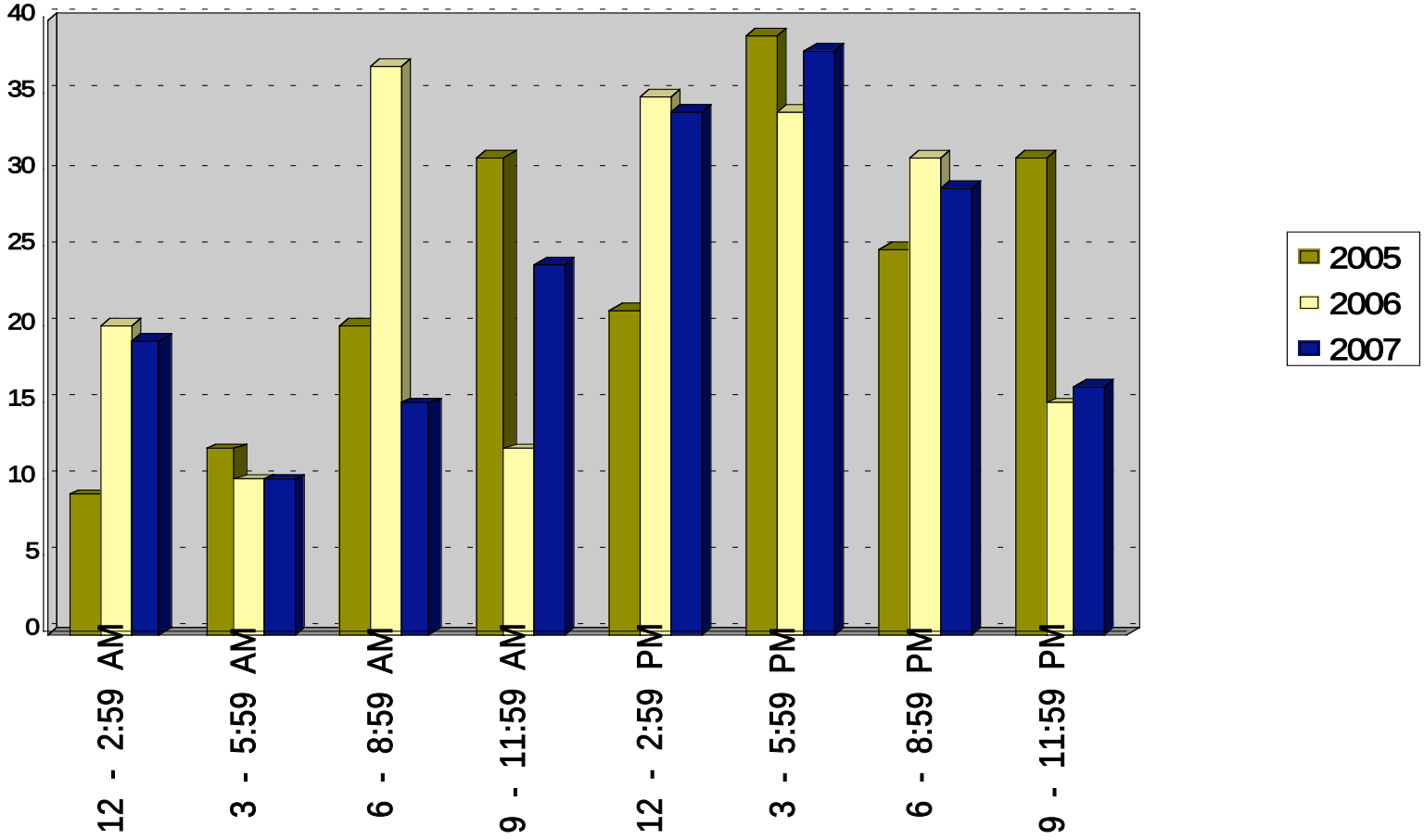


When do fatal and severe crashes happen?

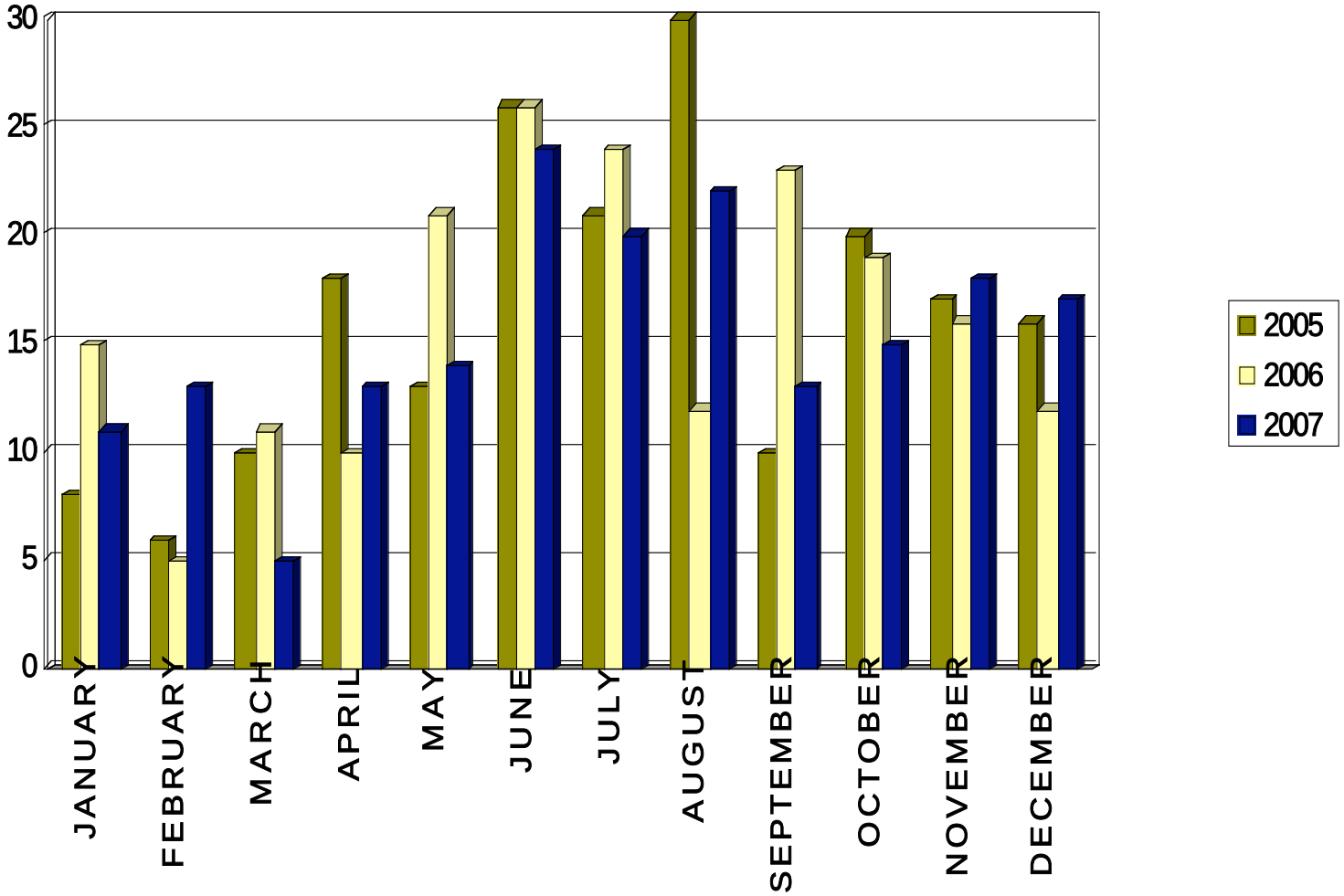
-Time of day

-Month

SW 2005 - 2007
FATALITIES AND SEVERE INJURIES
BY TIME OF DAY



SW 2005 - 2007
Fatalities and Severe Injuries by Month



Which driver behaviors are contributing to crashes?

SW 2007
Single Vehicle Crashes
Contributing Factors by Percent Within Age Group

CONTRIBUTING FACTOR	AGE					
	15-19	20-24	25-29	30-34	35-64	65-79
ILLEGAL/UNSAFE SPEED	19.7	27.4	19.1	25.2	17.6	9.8
OVERCORRECTING	11.0	6.9	5.5	4.5	4.8	4.9
DRIVER INATTENTION/DISTRACTION	12.1	11.4	15.3	11.7	14.9	23.0
DRIVER INEXPIERENCE	21.0	4.1	3.8	1.0	1.4	0.0
CHEMICAL IMPAIRMENT*	3.7	7.6	4.9	10.8	6.6	3.3
SKIDDING	9.7	11.0	18.0	16.2	15.6	11.5

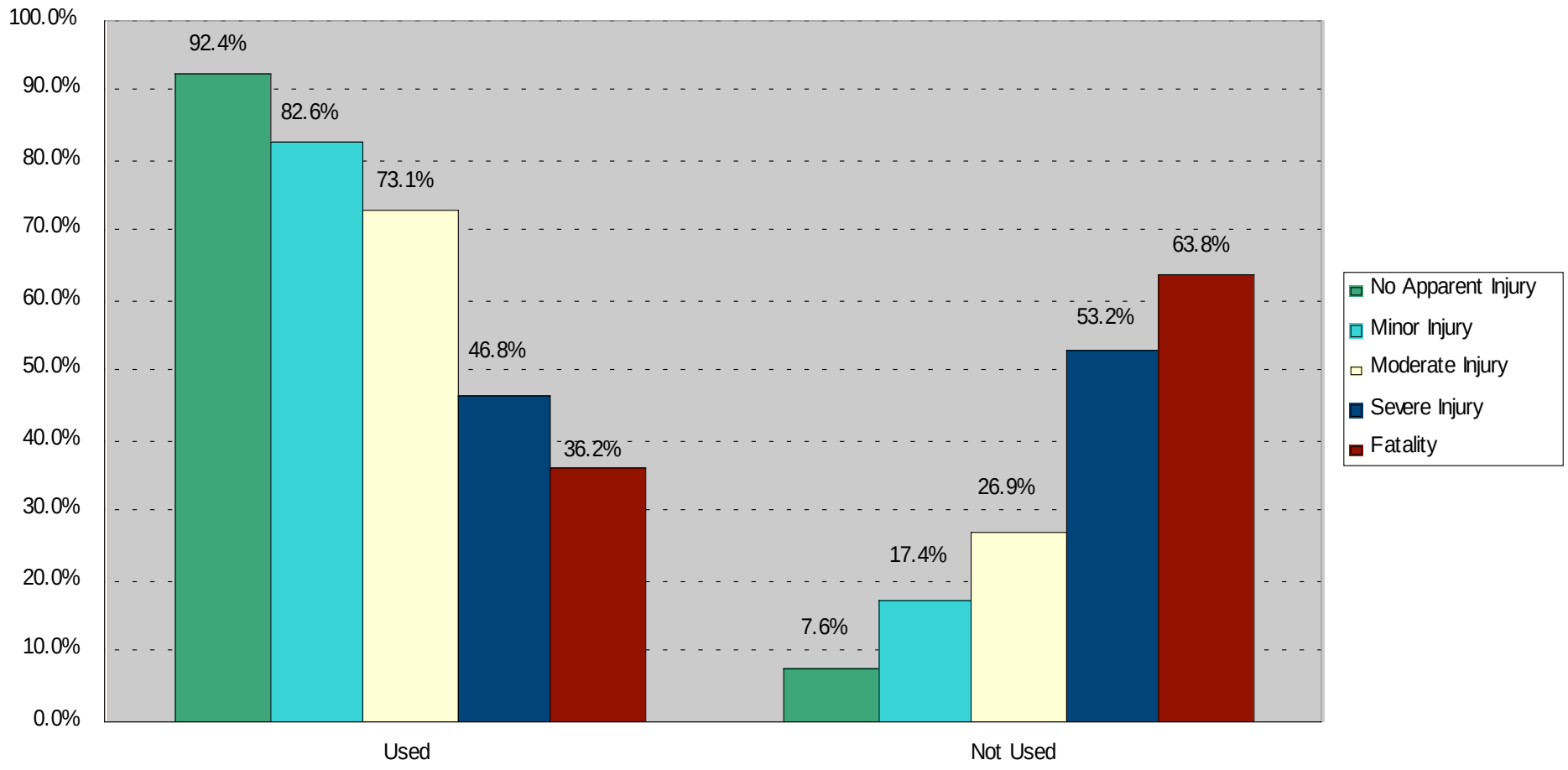
*Chemical impairment based on officer's perception of possible alcohol involvement as noted on crash report.

SW 2007
Multiple Vehicle Crashes
Contributing Factors by Percent Within Age Group

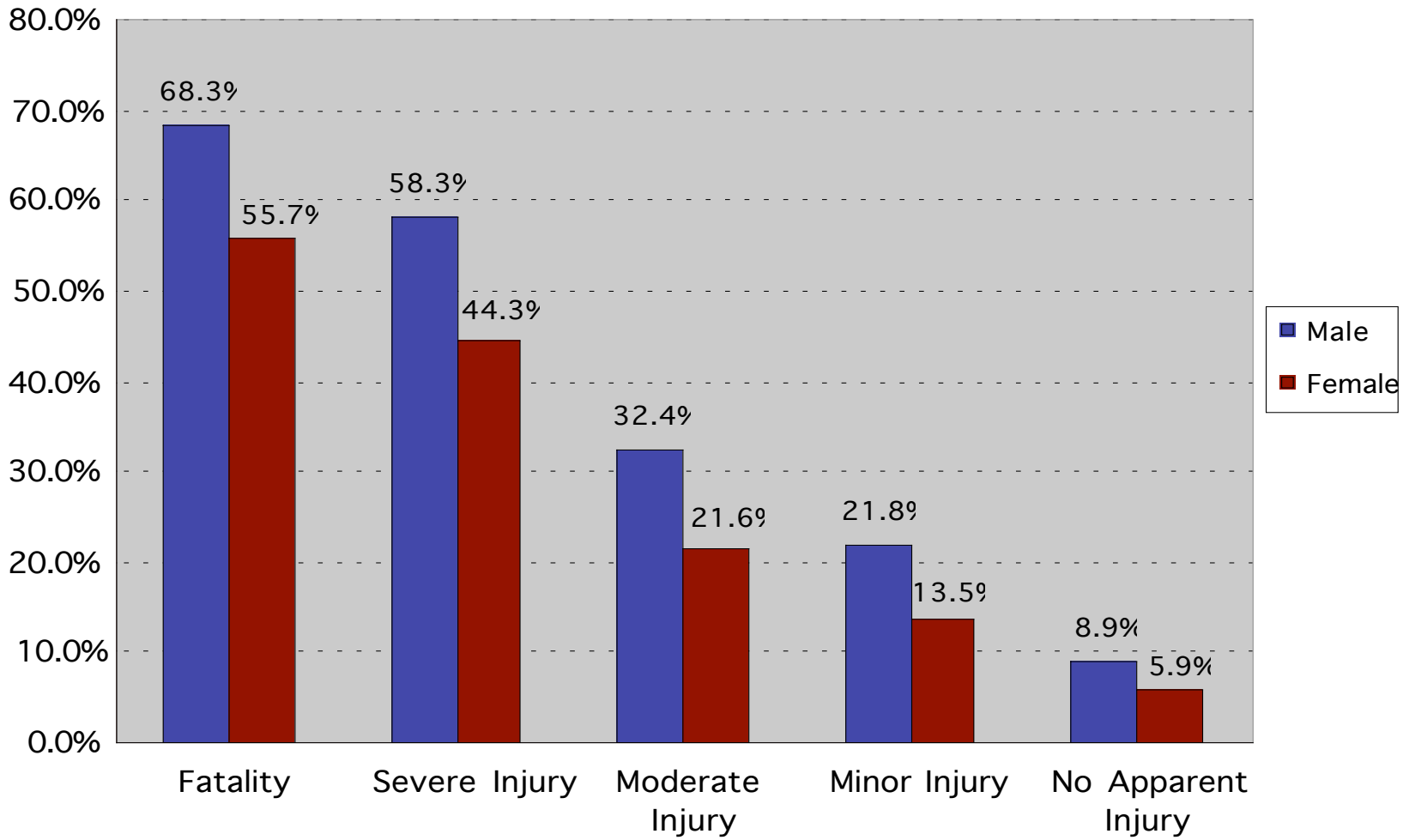
CONTRIBUTING FACTOR	AGE						
	15-19	20-24	25-29	30-34	35-64	65-79	80+
FAILURE TO YIELD RIGHT OF WAY	22.5	25.7	25.5	23.2	25.7	36.4	47.2
ILLEGAL/UNSAFE SPEED	6.6	7.1	5.4	5.5	3.4	1.2	0.0
FOLLOWING TOO CLOSE	10.3	6.9	5.4	10.5	6.1	1.6	0.6
DISREGARD OF TRAFFIC CONTROL	2.0	2.2	0.8	1.7	2.7	3.9	5.0
DRIVER INATTENTION/DISTRACTION	20.2	20.8	23.5	19.9	21.7	15.6	19.9
UNSAFE BACKING	2.9	4.7	1.7	2.2	5.1	5.0	5.0
CHEMICAL IMPAIRMENT*	1.0	2.2	3.3	1.7	1.8	0.8	0.0

*Chemical impairment based on officer's perception of possible alcohol involvement as noted on crash report

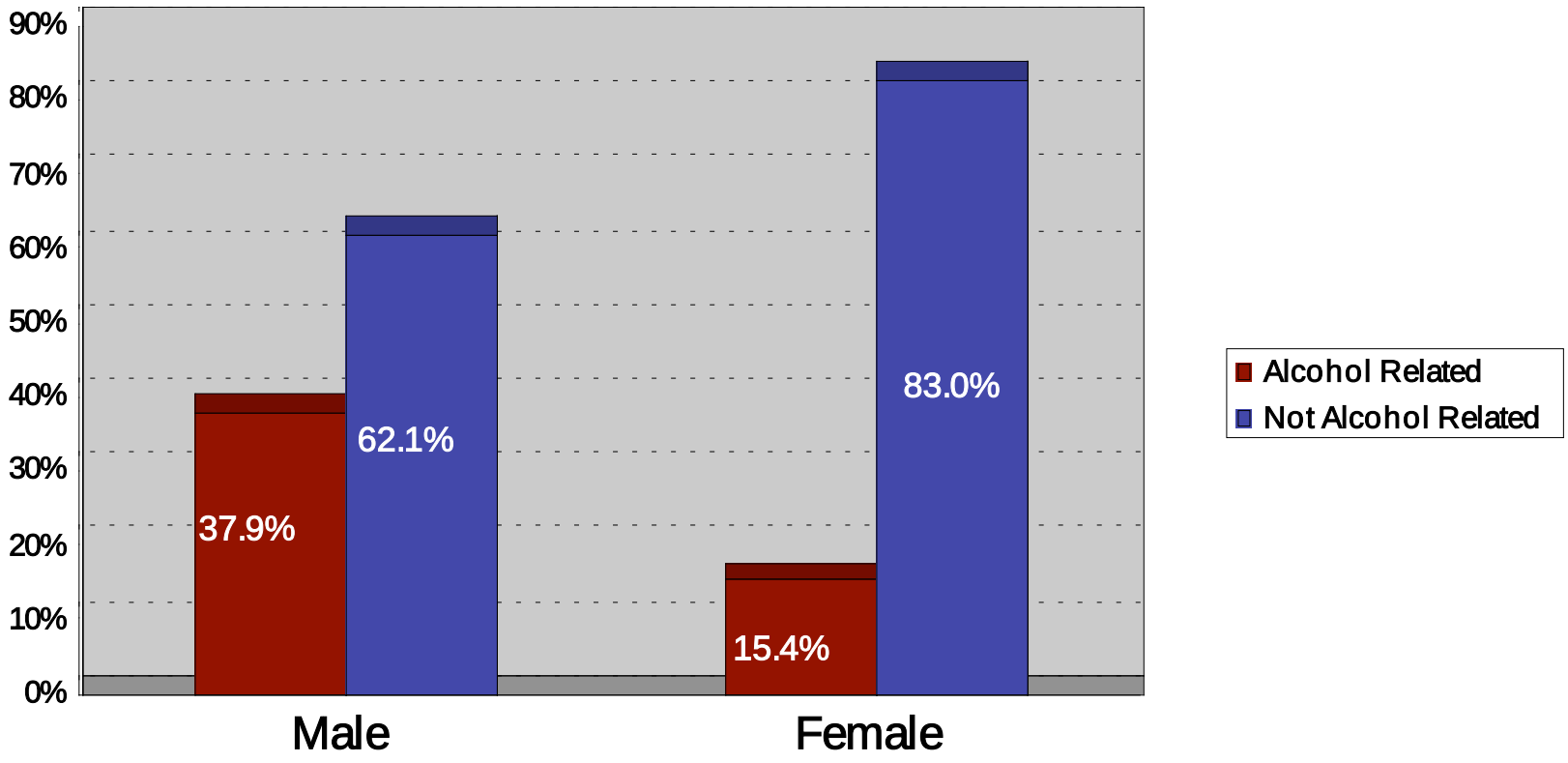
Impact of Seat Belt Use on Injury Level Southwest 2005-2007



SW 2005-2007
Injury Level by Gender
(proportion not wearing belts)



SW 2005-2007
Alcohol-Related Fatalities



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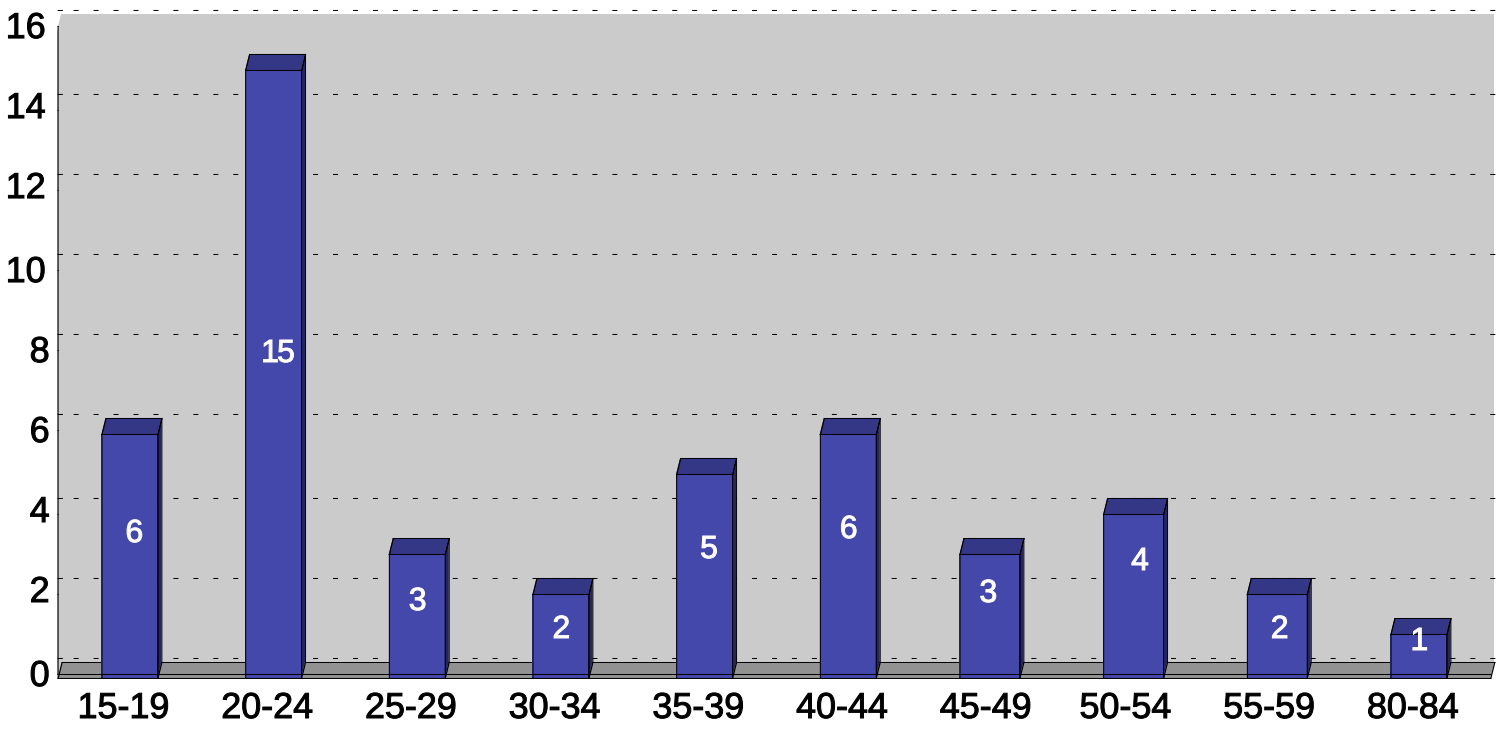
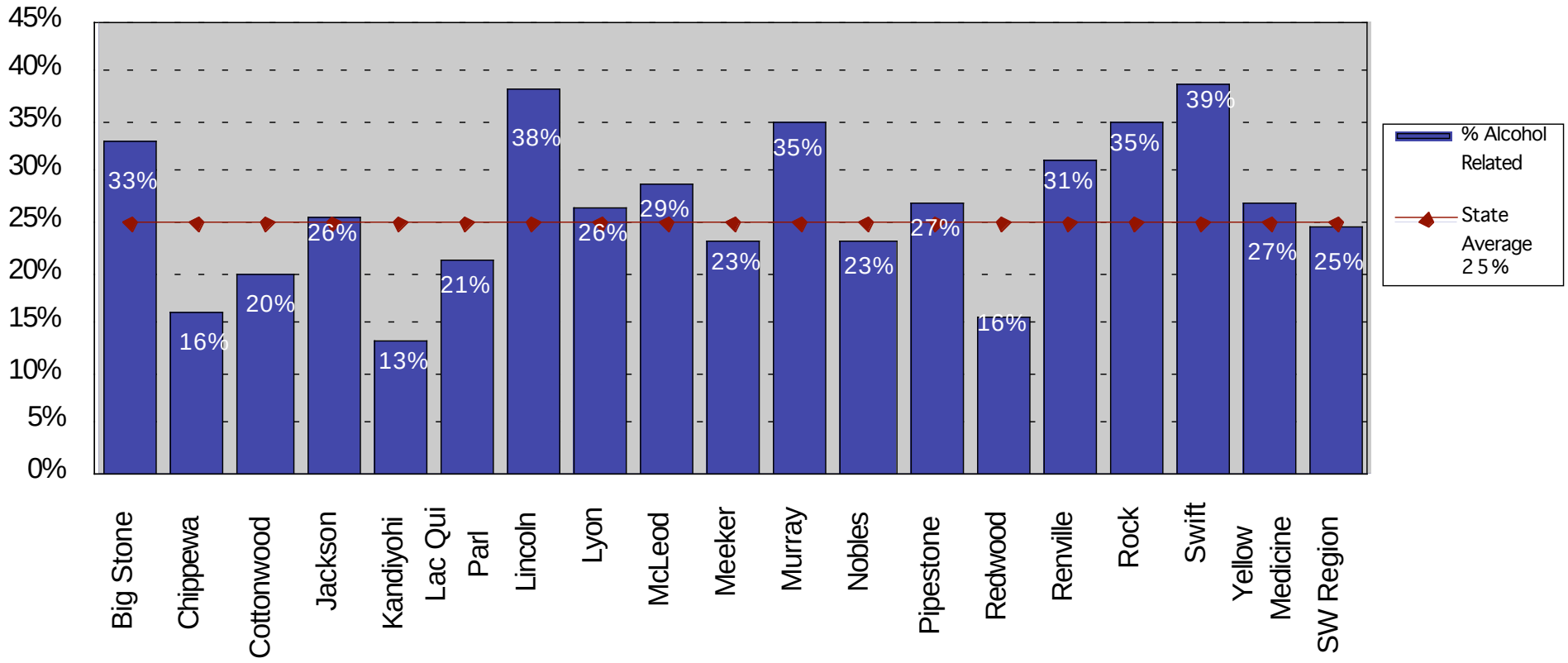
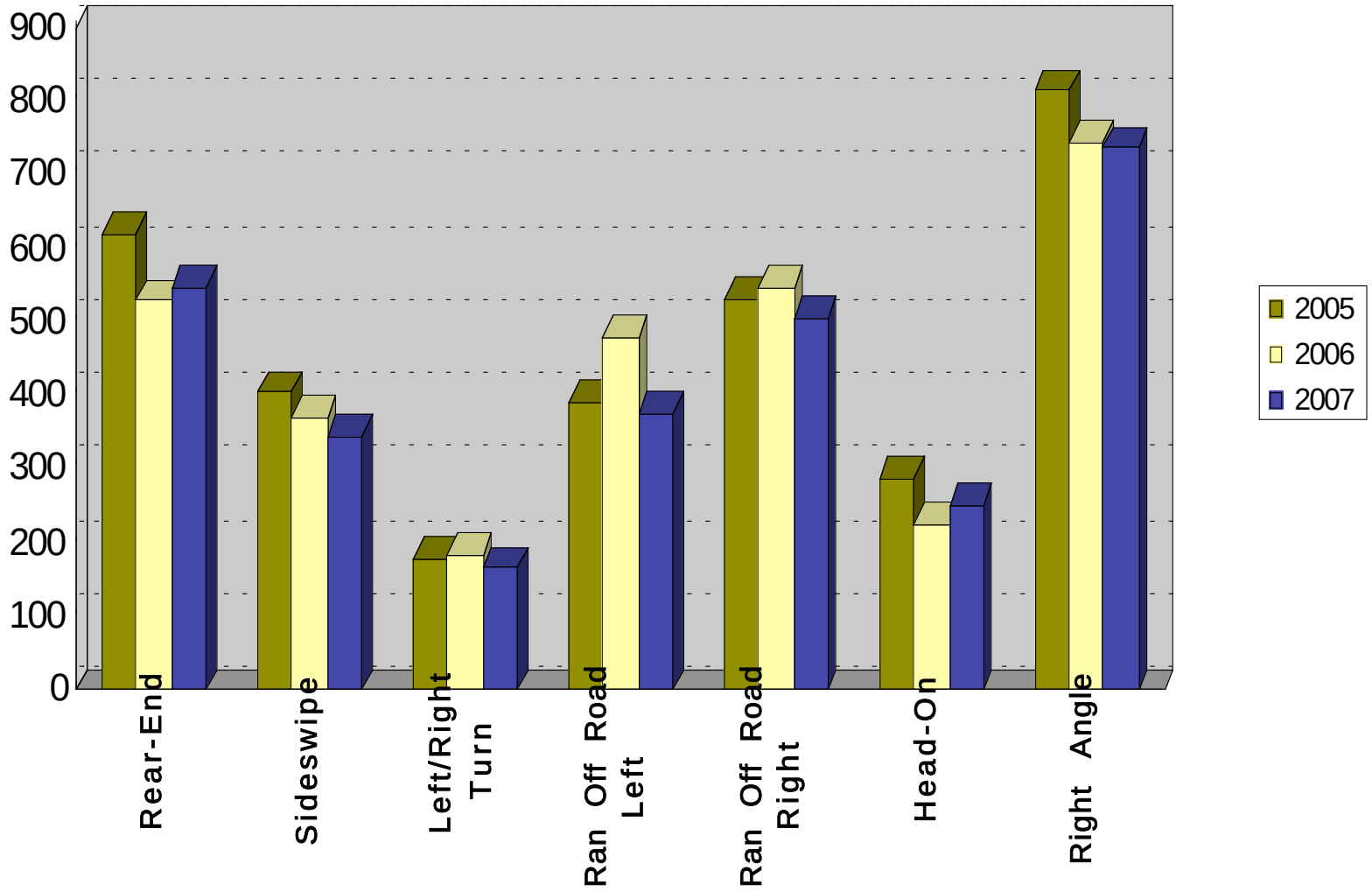


SW 2005-2007
Alcohol Related Fatalities and Severe Injuries

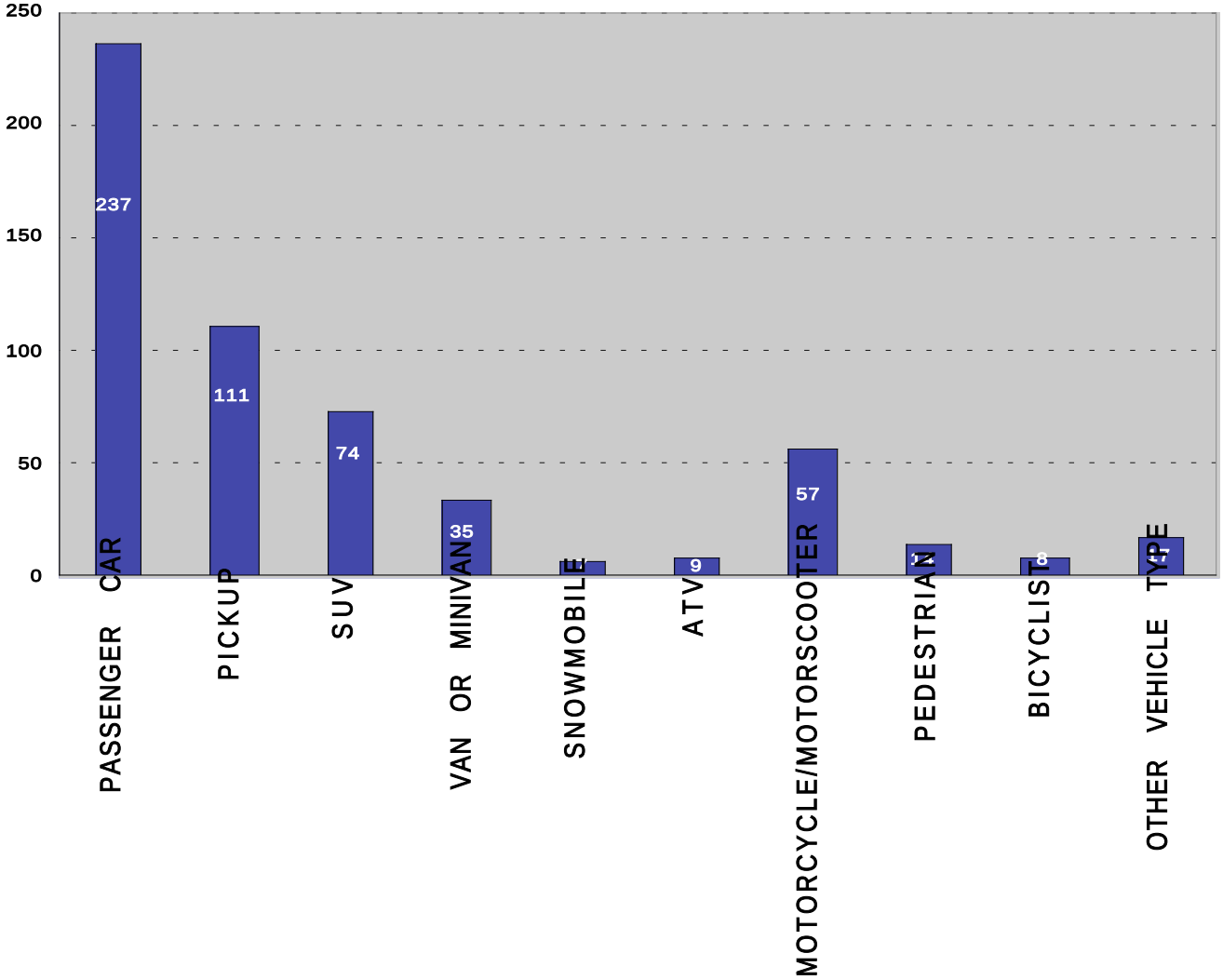


What types of crashes occur?

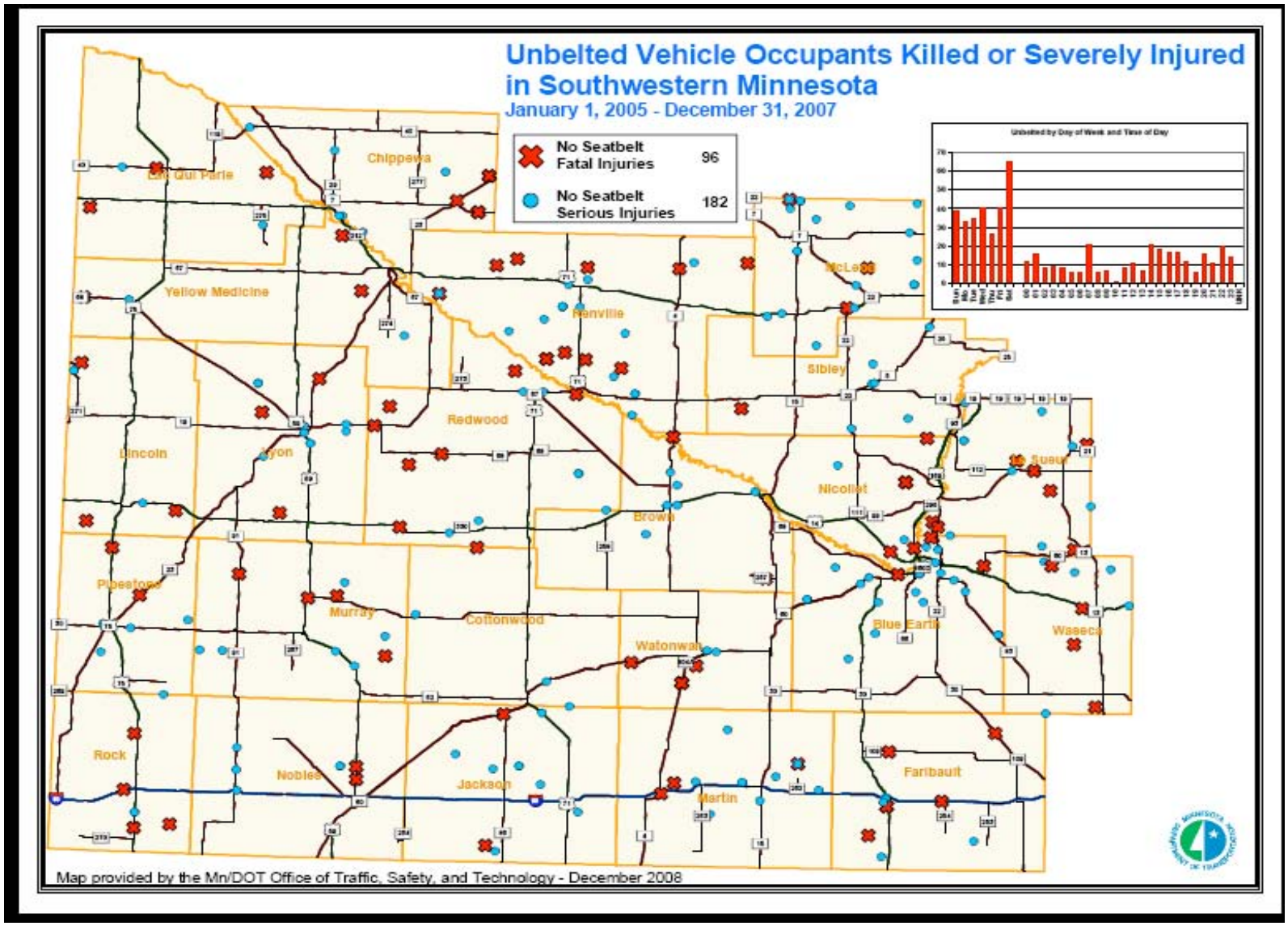
SW 2005-2007
Type of Crash



SW 2005 – 2007
Fatalities and Severe Injuries-Type of Vehicle



Where are the crashes taking place?



Economic Cost of Motor Vehicle Crashes*

- Wage and productivity losses
- Medical expenses
- Administrative expenses
  - -Insurance, property damage, legal
- Motor vehicle damage
- Employers' uninsured costs
  - -Time lost, hiring/training replacements, OT

*National Safety Council

Economic Cost of the Unbelted
SW 2005 – 2007

Severity	Unbelted	Economic Cost
Killed	81	$94,050,000
Severely Injured	152	$9,204,000
Total	233	$103,254,000

How can we prevent these tragedies?

SW TZD - Key Themes

- Fatalities decreased in Southwest (down 31% from 2005).
- Most fatal and severe crashes occur during the summer months June – August
- Two-thirds of persons killed and severely injured were young males (15 – 24 years-old)
- Speeding is a major factor in single vehicle crashes – particularly from 15 to 34 years-old.
- Male motor vehicle occupants are more likely to be unbelted than female motor vehicle occupants
- Male fatalities 2½ times more likely to have die in an alcohol related crash than females.
- Unbelted fatalities and severe injuries cost the region over 100 million dollars 2005 – 2007

TZD Vision and Mission

Vision – To reduce fatalities and serious injuries on Minnesota's roads to zero.

Mission – To create a culture where fatalities are no longer acceptable through the integrated application of education, engineering, enforcement, and emergency medical and trauma services. These efforts will be driven by data, best practices, and research.

Thank you
Office of Traffic Safety
MN Department of Public Safety

www.dps@state.mn.us/ots