

SOURCE: xkcd.com/2101

Southwest Regional Crash Trends

Ken Johnson | Assistant State Traffic Engineer

Office of Traffic Engineering

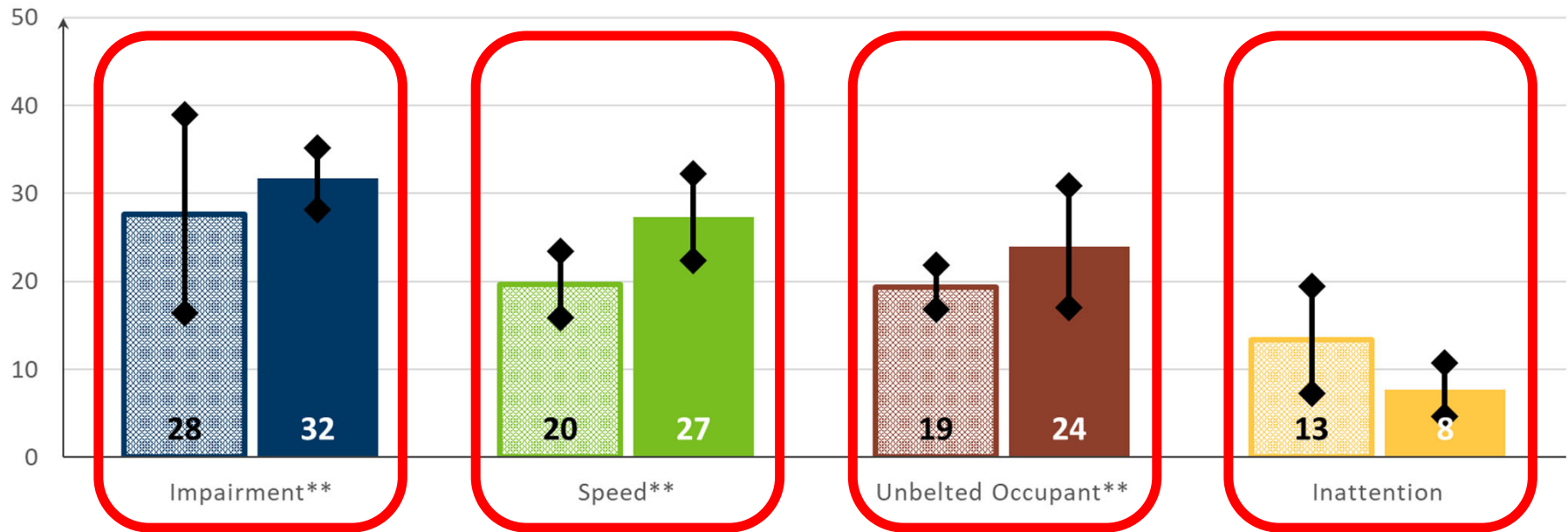
05/11/2023

[Hidden: formatting purposes only!]

Average annual fatal and serious injury crashes in behavior focus areas

** denotes a percent change greater than the percent change in all fatal and serious injury crashes

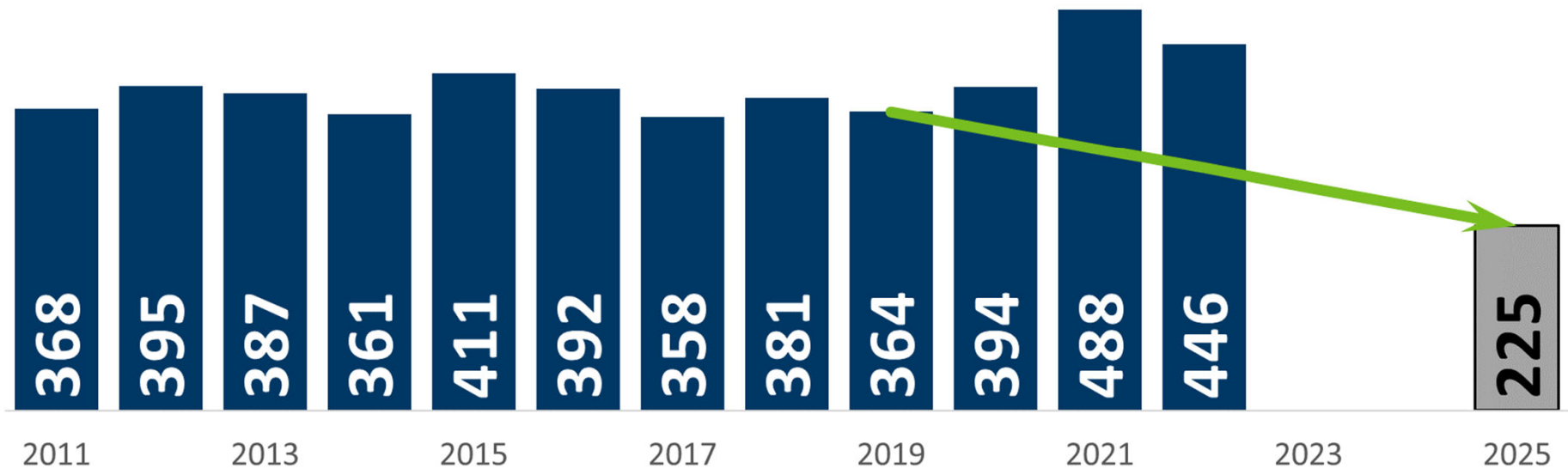
■ 2017-2019 ■ 2020-2022



Statewide Progress Toward SHSP Goal

2022 crashes preliminary as of 04/14/2023

Minnesota Progression to 225 in 2025



Regional Progress Toward SHSP Goal

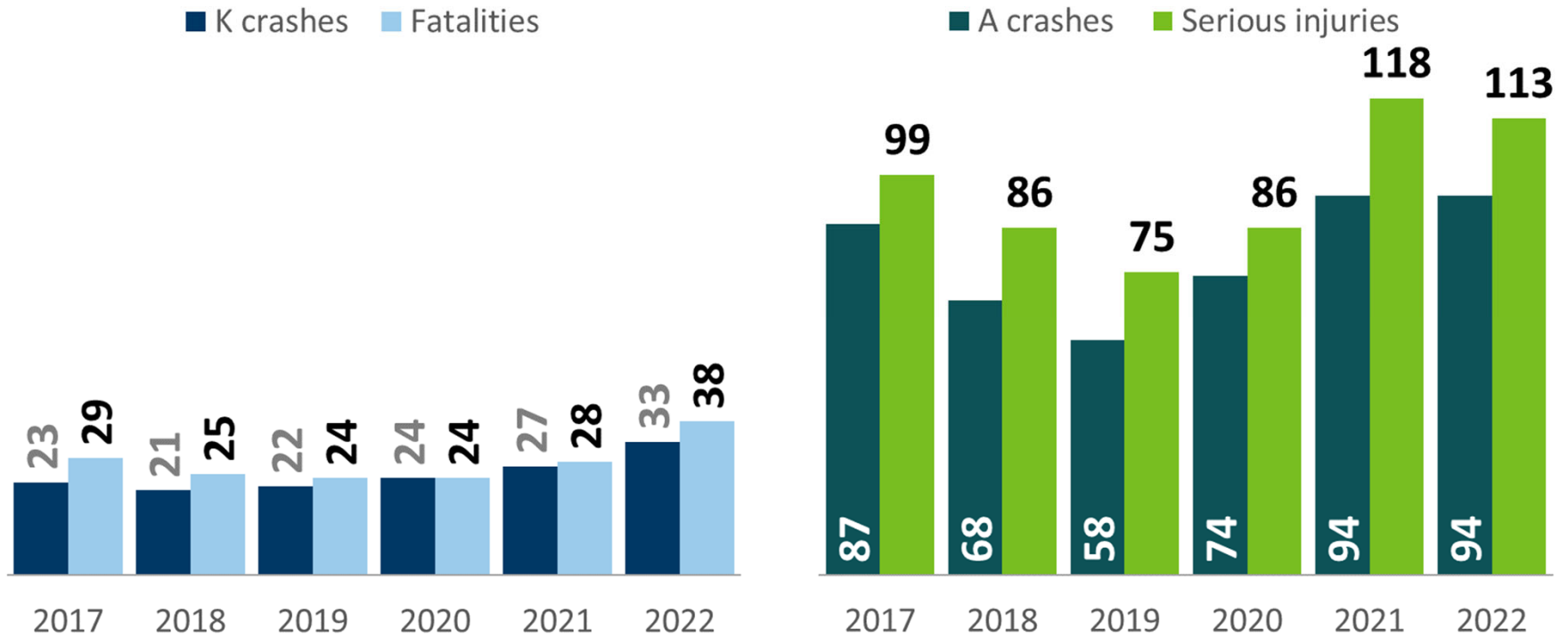
2022 crashes preliminary as of 04/14/2023

Southwest Regional Progression to 225 in 2025

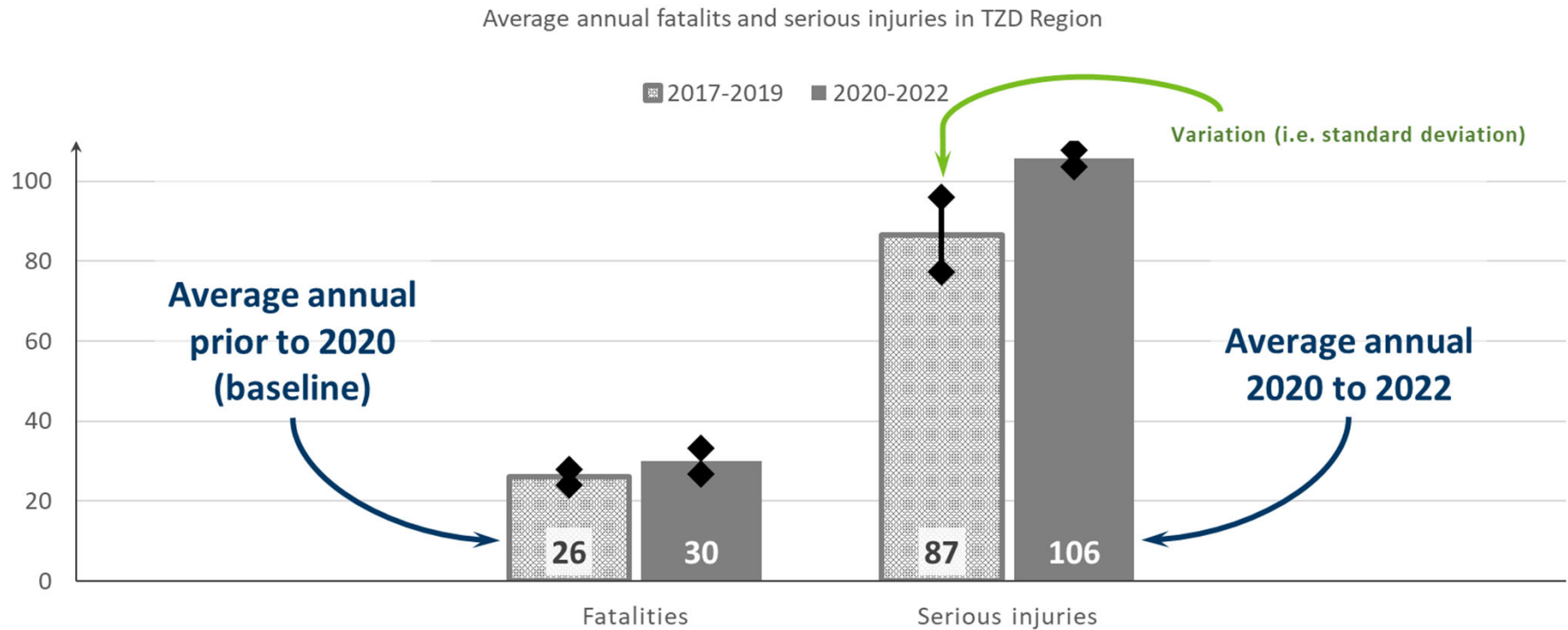


Regional Trends

2022 crashes preliminary as of 04/14/2023



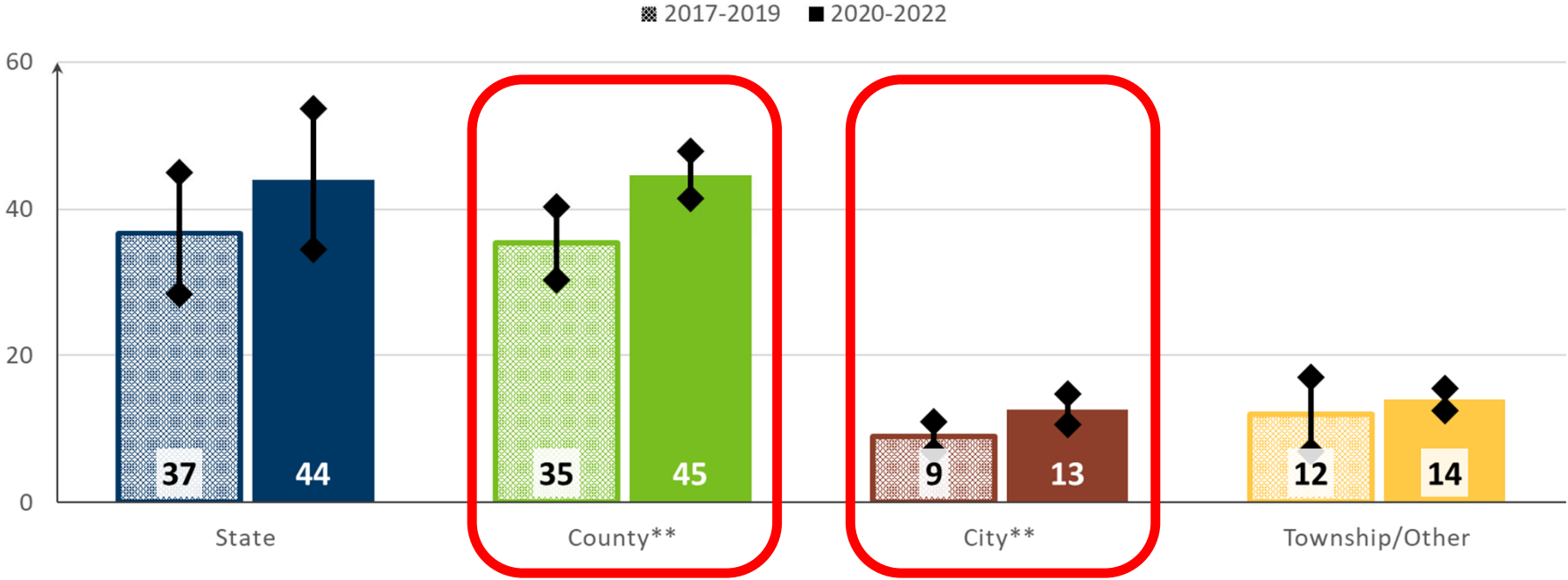
Trends Pre-/Post-2020



Roadways | Southwest Region

2022 crashes preliminary as of 04/14/2023

Average annual fatal and serious injury crashes by roadway jurisdiction
*** denotes a percent change greater than the percent change in all fatal and serious injury crashes*



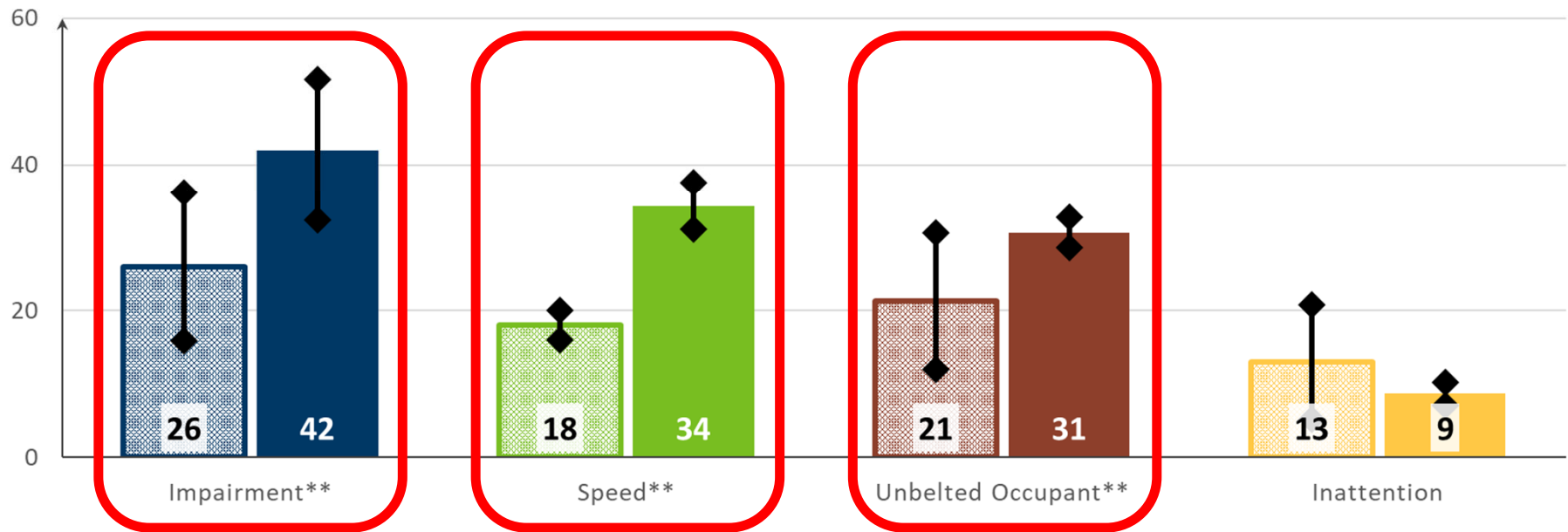
Behaviors | Southwest Region

2022 crashes preliminary as of 04/14/2023

Average annual fatal and serious injury crashes in behavior focus areas

** denotes a percent change greater than the percent change in all fatal and serious injury crashes

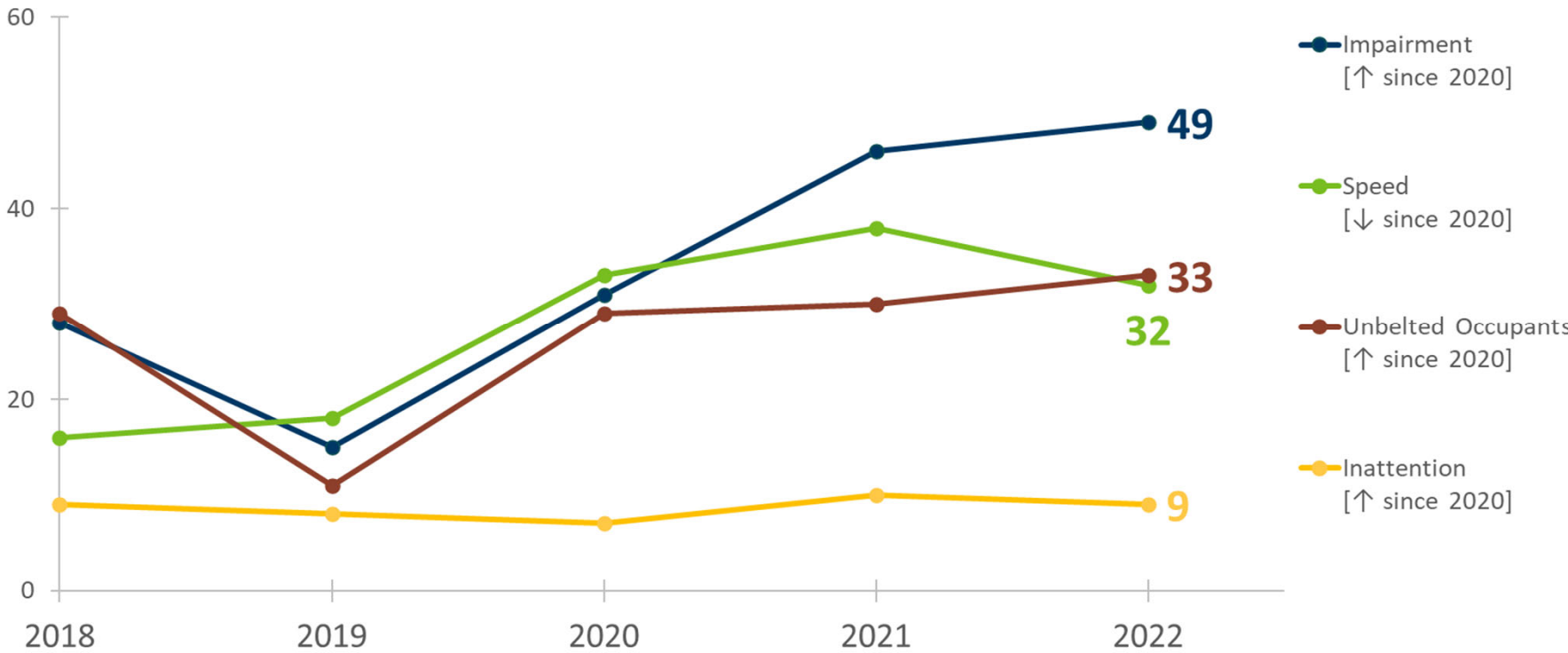
▨ 2017-2019 ■ 2020-2022



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Behavior Trends | Southwest Region

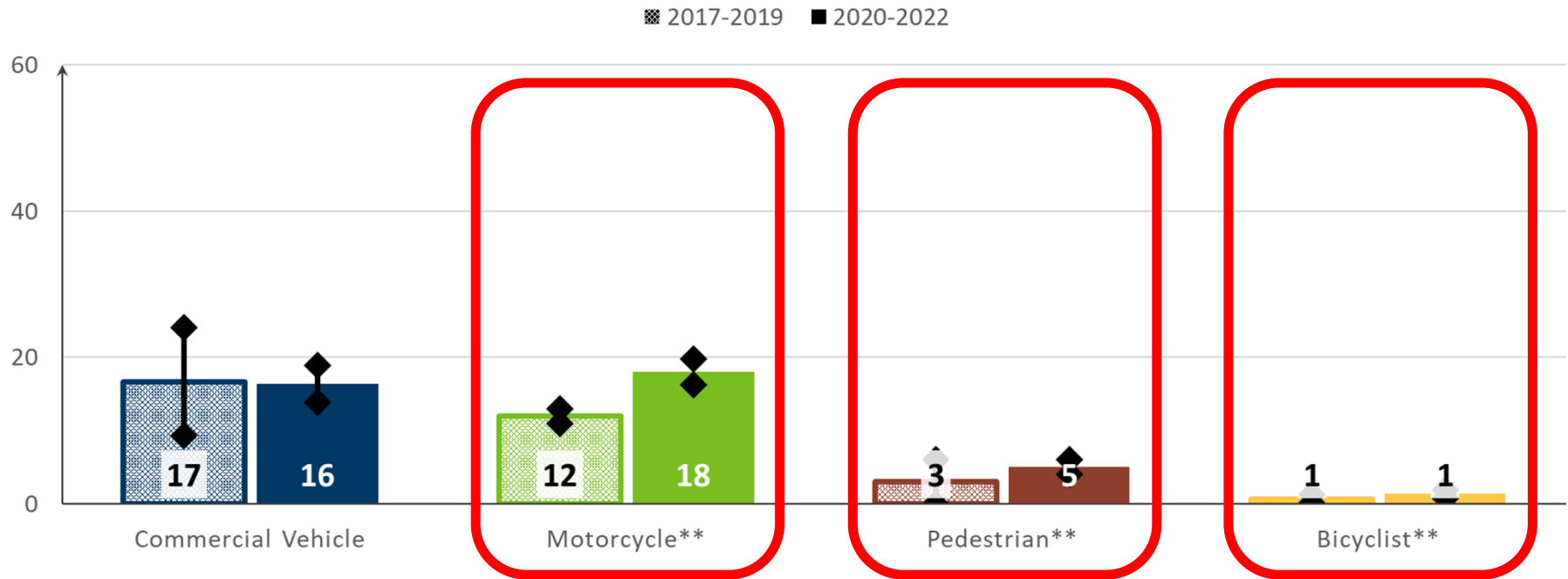
2022 crashes preliminary as of 04/14/2023



Modes | Southwest Region

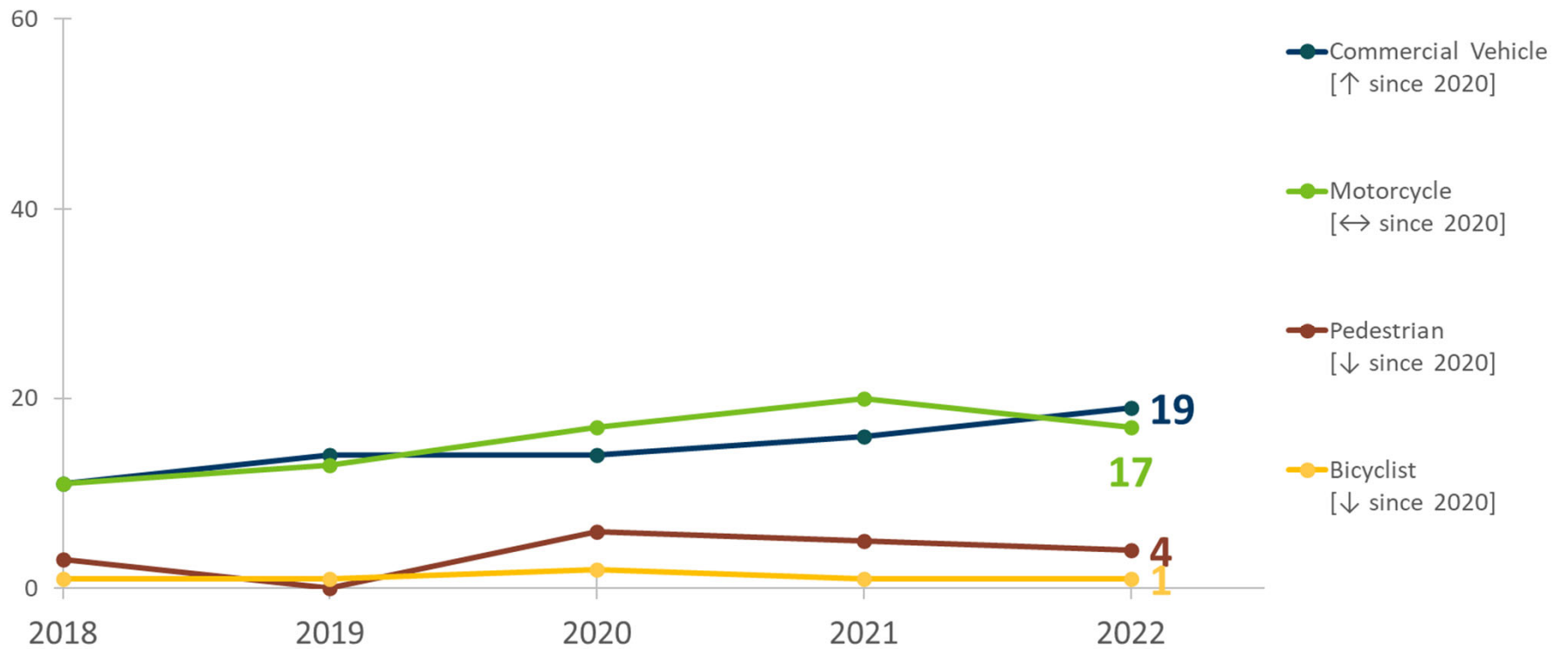
2022 crashes preliminary as of 04/14/2023

Average annual fatal and serious injury crashes in modal focus areas
*** denotes a percent change greater than the percent change in all fatal and serious injury crashes*



Mode Trends | Southwest Region

2022 crashes preliminary as of 04/14/2023

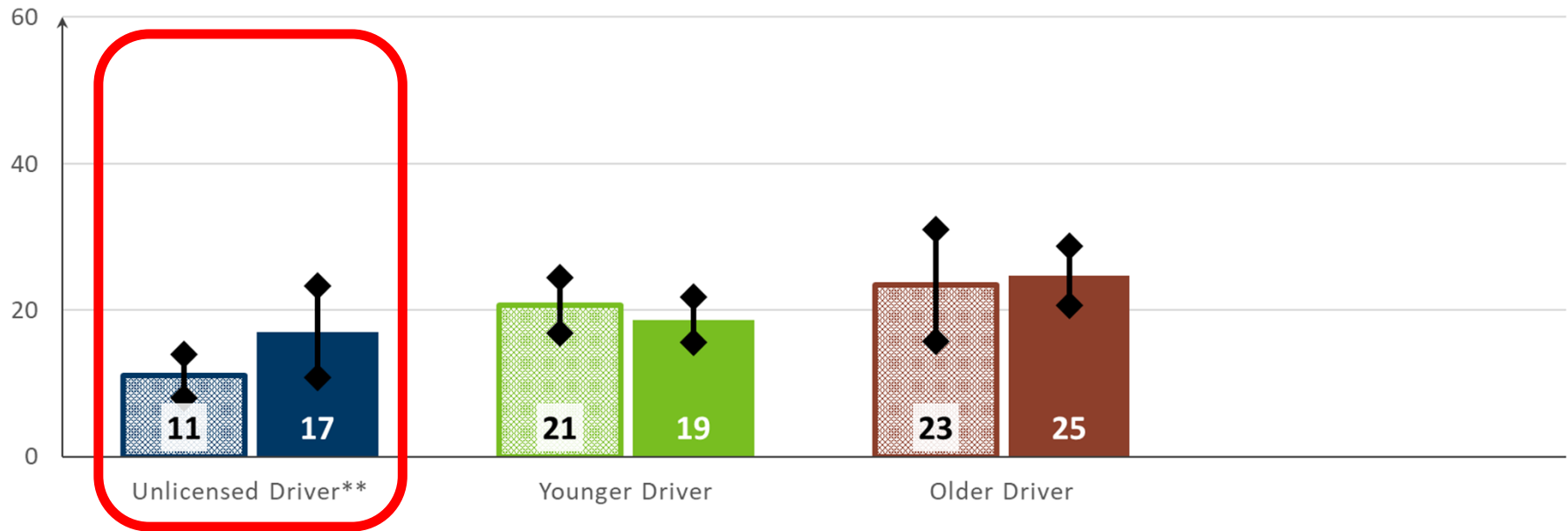


Drivers | Southwest Region

2022 crashes preliminary as of 04/14/2023

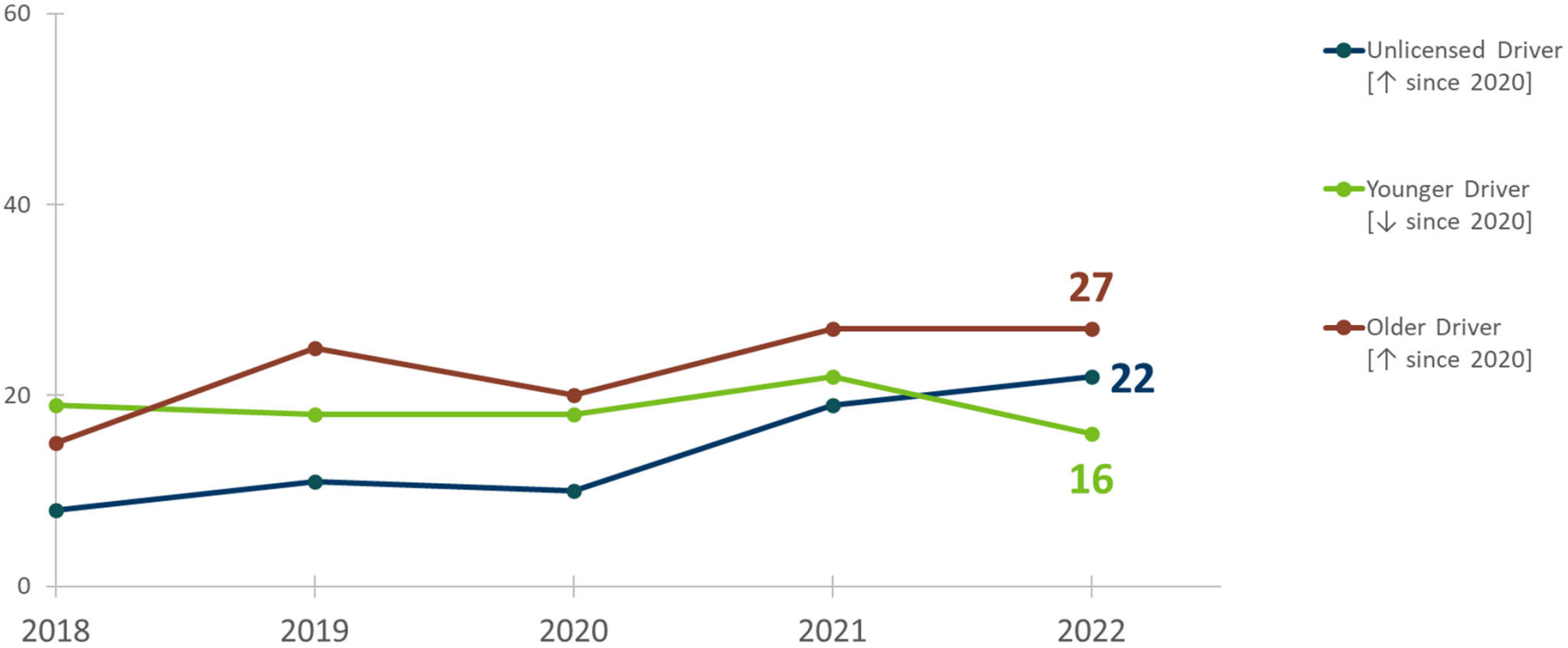
Average annual fatal and serious injury crashes in driver focus areas
*** denotes a percent change greater than the percent change in all fatal and serious injury crashes*

▨ 2017-2019 ■ 2020-2022



Driver Trends | Southwest Region

2022 crashes preliminary as of 04/14/2023



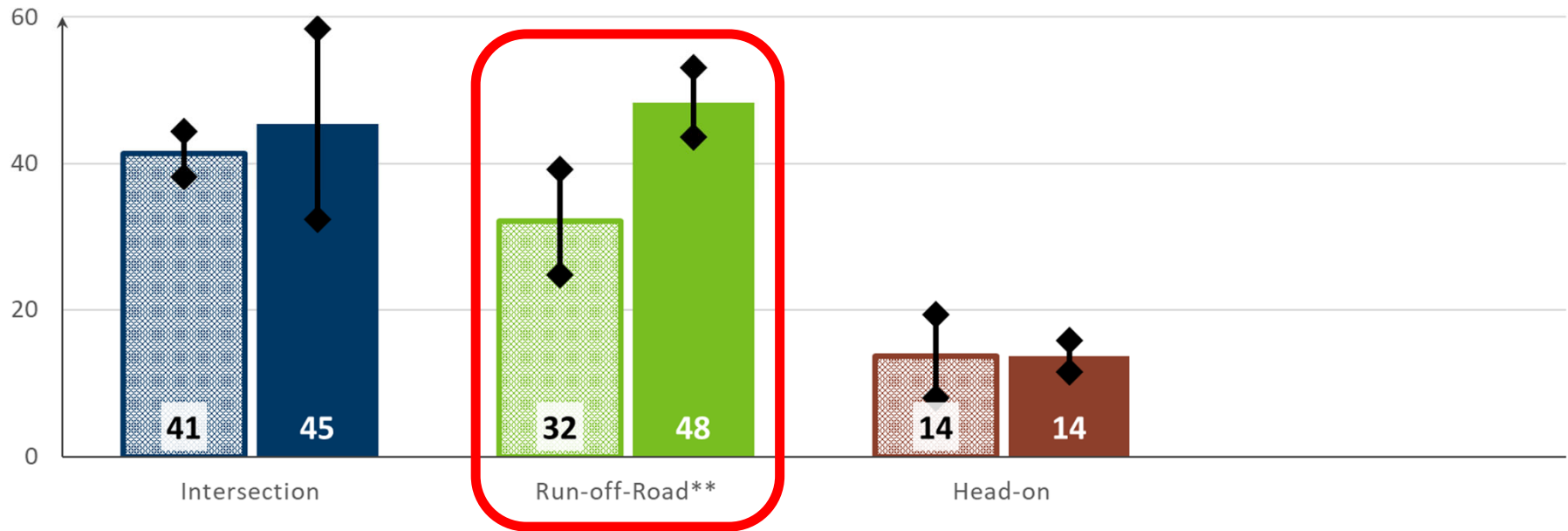
Engineering | Southwest Region

2022 crashes preliminary as of 04/14/2023

Average annual fatal and serious injury crashes in engineering focus areas

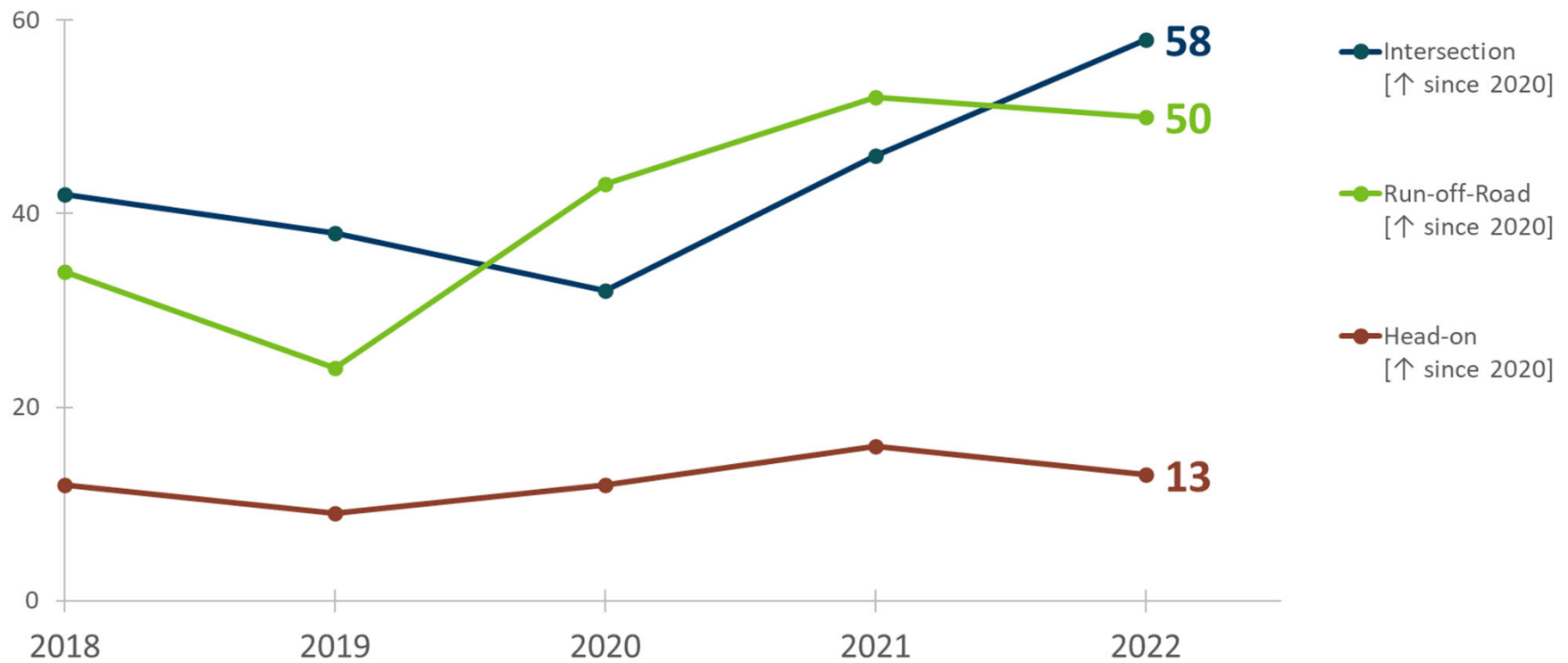
** denotes a percent change greater than the percent change in all fatal and serious injury crashes

▨ 2017-2019 ■ 2020-2022



Engineering Trends | Southwest Region

2022 crashes preliminary as of 04/14/2023

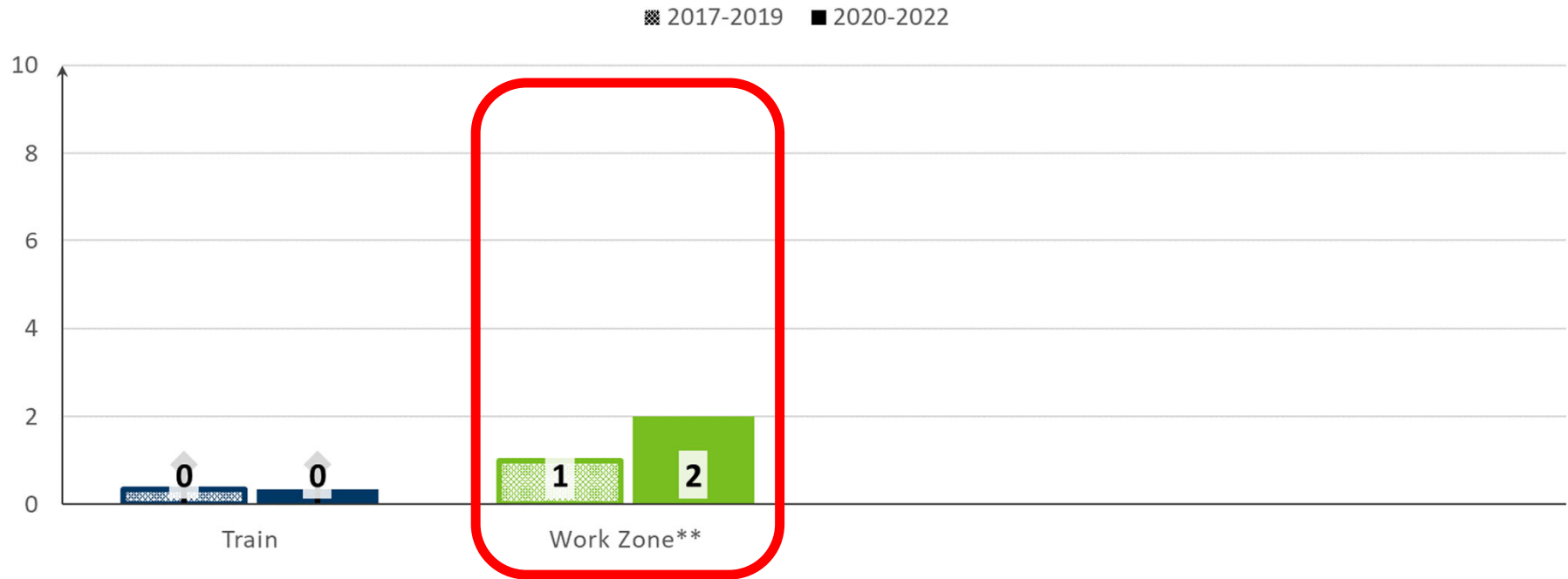


Complex Environments | Southwest Region

2022 crashes preliminary as of 04/14/2023

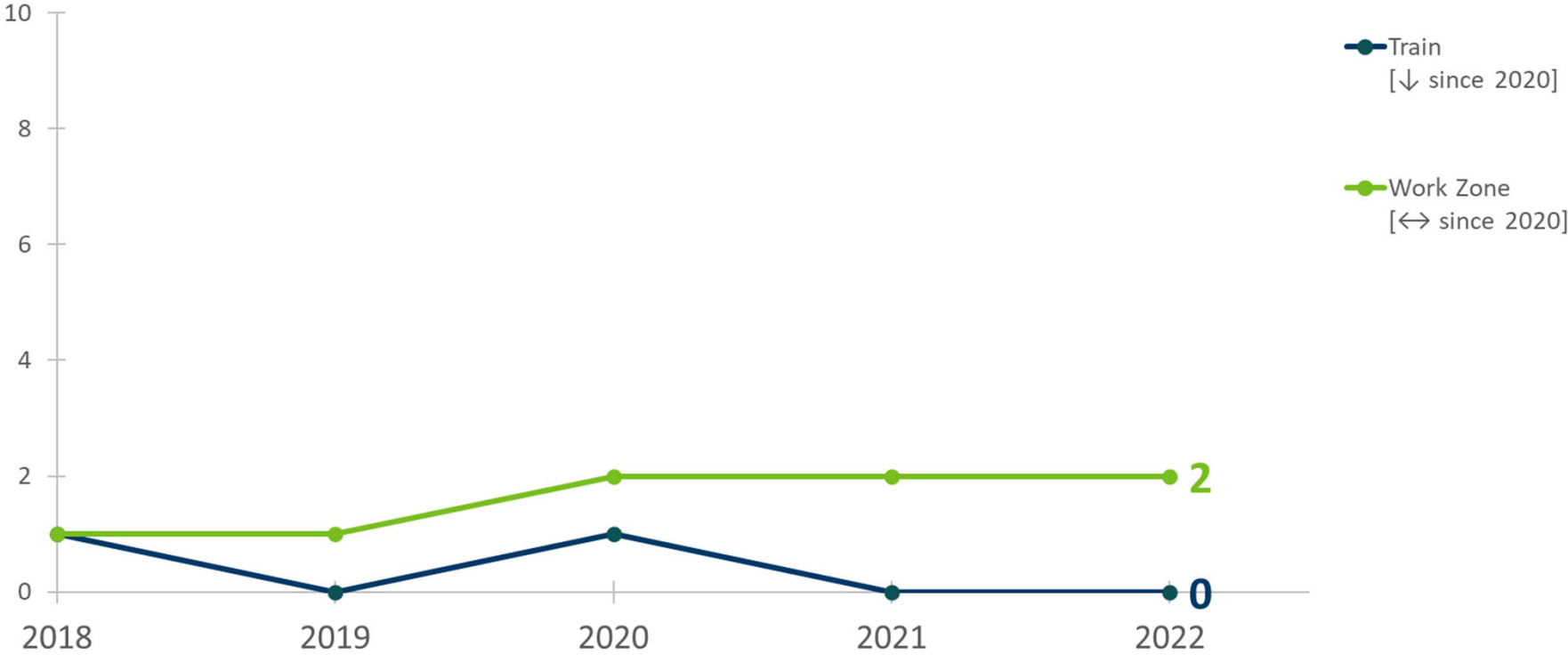
Average annual fatal and serious injury crashes in complex environments

** denotes a percent change greater than the percent change in all fatal and serious injury crashes



Complex Trends | Southwest Region

2022 crashes preliminary as of 04/14/2023



Key Takeaways | Southwest Region

2022 crashes preliminary as of 04/14/2023

- A. Fatal and serious injury crashes 2020-2022 are up relative to 2017-2019
 - +24% relative to baseline
- B. Crash types greater than baseline and trending up:
 - Impairment, Unbelted, [potentially Speed]
 - [potentially Motorcycle]
 - Unlicensed Driver, Older Driver
 - Intersection/Interchange, Single-vehicle Run-off-road
- C. Three Counties had ZERO fatalities! (i.e., Chippewa, Lac Qui Parle, Redwood)

Remember Our Successes!

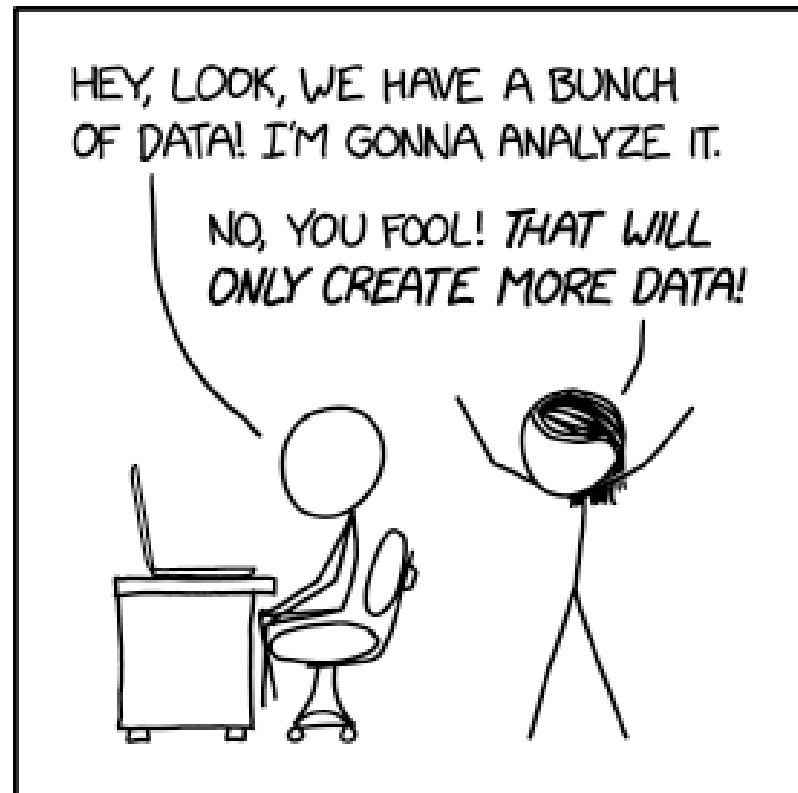
Change since pre-TZD	Southwest Region			Statewide		
	2002	2022	% Change	2002	2022	% Change
Fatalities	47	38	-19%	657	446	-32%
Fatality rate	1.75	1.35	-23%	1.21	0.78	-36%
K crashes	39	33	-15%	590	420	-29%

SOURCE: Minnesota Crash Facts (2002) and preliminary 2022 crashes (04/14/23).

Questions and Contact

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SOURCE: xkcd.com/2582

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