Fatal and Serious Injury Motor Vehicle Crashes:

All Types of Crashes

On all roadways in Met Council, there were 4,094 crashes resulting in fatality or serious injury between 2018 and 2022. This is an average of 819 crashes per year and accounted for 100% of all the fatal and serious injury crashes in this period.

Average annualized trends over this period: fatal crashes increased +8.6% per year (fatalities increased +8.3% per year); serious injury crashes increased +5.7% per year (serious injuries increased +4.9% per year).

Focus Area definitions are published in the SHSP Technical Report. (www.mndot.gov/trafficeng/safety/shsp/technical-report.pdf)

Distribution of All Types of Crashes by Roadway Jurisdiction

	Rural		Urban		Total	
Trunk Highway	108	3%	613	20%	721	23%
County	183	6%	956	31%	1,139	37%
City	26	1%	1,108	36%	1,134	37%
Township	27	1%	0	0%	27	1%
Other	12	0%	64	2%	79	3%
Total	**356**	**11%**	**2,741**	**88%**	**3,100**	**100%**

Crashes occur most frequently on the county system.

Rural is defined as a population less than 5,000, per Crash Facts; crashes that are not geolocated are included in total but not not rural/urban columns.

Distribution of All Types of Crashes by TZD Region

	Rural		Urban		Total	
East Central	3	6%	44	94%	47	100%
Metro	347	11%	2,697	89%	3,047	100%
Total	**350**	**11%**	**2,741**	**89%**	**3,094**	**100%**

Crashes occur most frequently in urban areas.

Rural is defined as a population less than 5,000, per Crash Facts; crashes that are not geolocated are included in total but not not rural/urban columns.

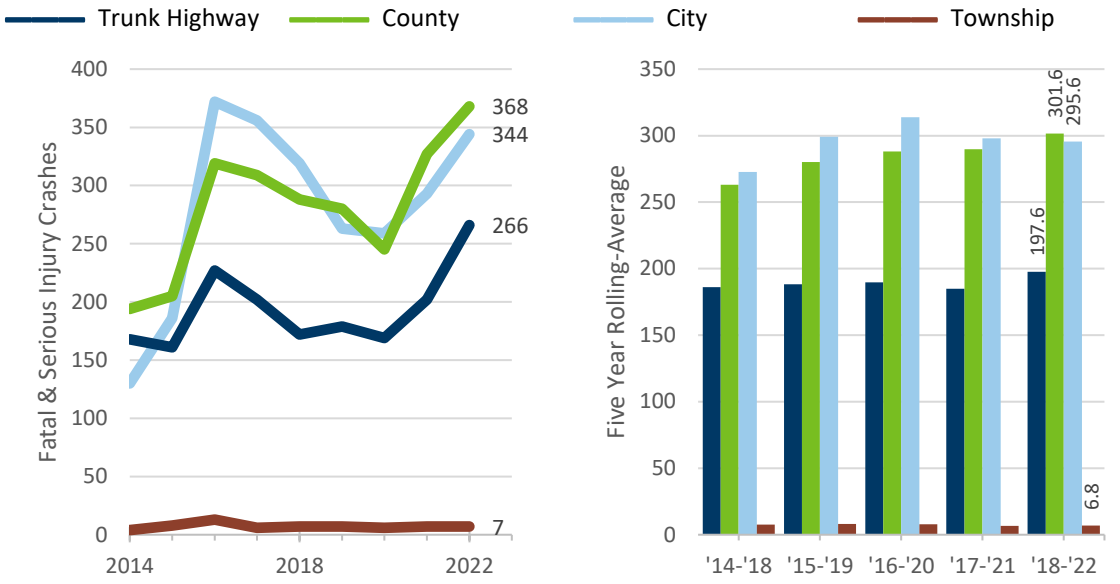
Light Conditions

	All KA
Daylight	56.9%
Sunrise/Sunset	5.8%
Night/Dark	37.0%
Street Lights On	30.4%
Street Lights Off	0.9%
Unknown/No Lighting	5.7%
Other/Unknown	0.4%

Roadway Conditions

	All KA
Dry	80.5%
Wet	10.9%
Snow/Slush/Ice	6.9%
Other	1.6%

Trends in All Types of Crashes



NOTE: In 2016, Minnesota modified the injury severity definitions to align with Federal Standards. This change resulted in an 80% increase in reported serious injury crashes.

Interaction with Strategic Highway Safety Plan focus areas

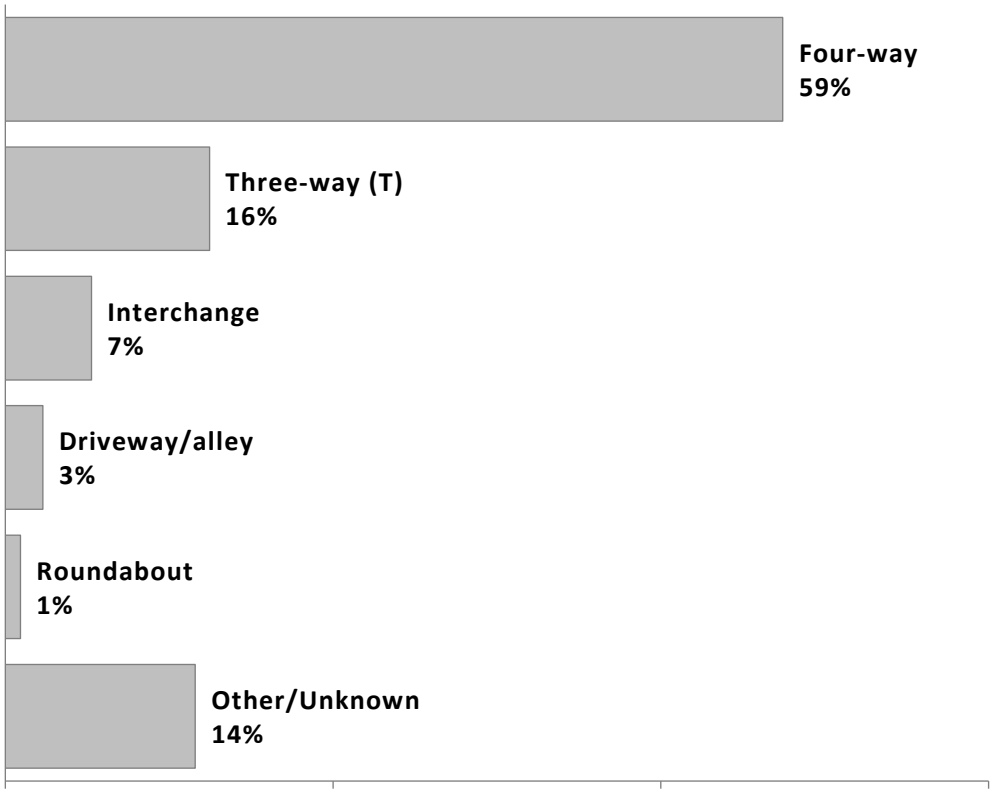
Focus Area	All K+A Crash Types		Rank*
Intersection	2,387	58.3%	#1
Impaired User	1,037	25.3%	#2
Speed	943	23.0%	#3
Unlicensed Driver	930	22.7%	#4
Single Veh. Run-off-road	925	22.6%	#5
Pedestrian	698	17.0%	#6
Motorcycle	648	15.8%	#7
Younger Driver	645	15.8%	#8
Older Driver	633	15.5%	#9
Head-on	468	11.4%	#10
Unbelted Occupant	401	9.8%	#11
Inattentive Driver	326	8.0%	#12
Commercial Vehicle	242	5.9%	#13
Bicyclist	239	5.8%	#14
Work Zone	113	2.8%	#15
Train	4	0.1%	#16

Seasonality of All Types of Crashes

	3 AM to 6 AM	6 AM to 9 AM	9 AM to 12 PM	12 PM to 3 PM	3 PM to 6 PM	6 PM to 9 PM	9 PM to 12 AM	12 AM to 3 AM	Σ
January	0.2%	0.6%	0.9%	0.7%	1.1%	1.0%	0.6%	0.3%	5%
February	0.4%	0.6%	0.6%	0.8%	0.7%	1.1%	0.5%	0.4%	5%
March	0.3%	0.8%	0.5%	1.0%	1.1%	0.8%	1.0%	0.5%	6%
April	0.3%	0.4%	0.7%	1.1%	1.2%	1.1%	1.0%	0.4%	6%
May	0.5%	0.7%	0.6%	1.2%	2.3%	1.9%	1.2%	0.9%	**9%**
June	0.4%	0.5%	1.3%	1.6%	2.2%	2.4%	2.0%	0.9%	**11%**
July	0.3%	0.7%	1.0%	1.9%	2.2%	1.9%	1.7%	1.1%	**11%**
August	0.3%	0.9%	1.0%	1.3%	2.2%	2.1%	1.7%	1.0%	**11%**
September	0.3%	1.1%	1.0%	2.0%	2.1%	1.7%	1.2%	1.0%	**10%**
October	0.4%	1.3%	1.0%	1.3%	2.0%	2.1%	1.1%	0.8%	**10%**
November	0.2%	0.6%	0.8%	1.0%	1.9%	1.3%	0.8%	0.7%	7%
December	0.2%	0.6%	0.5%	0.6%	1.3%	1.2%	0.6%	0.7%	6%
Σ	4%	9%	10%	**15%**	**20%**	**19%**	**13%**	9%	100%

A fatal or serious injury crash occurred approximately every 12 hours. These crashes are more prevalent in the summer and autumn & during the evening hours; this analysis does not control for existing traffic patterns.

Top Five Intersection Types (where intersection/interchange related)



About 3 in 5 fatal and serious injury crashes (59%) were intersection or interchange related.

Fatal and Serious Injury Motor Vehicle Crashes:

Intersection/Interchange Crashes

On all roadways in Met Council, there were 2,387 crashes involving an intersection or interchange resulting in fatality or serious injury between 2018 and 2022. This is an average of 477 crashes per year and accounted for 58% of all the fatal and serious injury crashes in this period.

Intersections are a Core Focus Area. The core focus areas have been given a high degree of emphasis in the traffic safety community and will continue to be strong areas of focus. Strategies and tactics are available in the 2020-2024 Strategic Highway Safety Plan. (www.mndot.gov/trafficeng/safety/shsp/index.html)

Focus Area definitions are published in the SHSP Technical Report. (www.mndot.gov/trafficeng/safety/shsp/technical-report.pdf)

Distribution of Intersection/Interchange Crashes by Roadway Jurisdiction

	Rural		Urban		Total	
Trunk Highway	45	3%	275	15%	320	18%
County	72	4%	614	34%	686	38%
City	18	1%	727	41%	745	42%
Township	11	1%	0	0%	11	1%
Other	5	0%	19	1%	25	1%
Total	**151**	**8%**	**1,635**	**91%**	**1,787**	**100%**

Crashes involving an intersection or interchange occur most frequently on the municipal system.

Rural is defined as a population less than 5,000, per Crash Facts; crashes that are not geolocated are included in total but not not rural/urban columns.

Distribution of Intersection/Interchange Crashes by TZD Region

	Rural		Urban		Total	
East Central	0	0%	25	100%	25	100%
Metro	149	8%	1,610	91%	1,760	100%
Total	**149**	**8%**	**1,635**	**92%**	**1,785**	**100%**

Crashes involving an intersection or interchange occur most frequently in urban areas.

Rural is defined as a population less than 5,000, per Crash Facts; crashes that are not geolocated are included in total but not not rural/urban columns.

Light Conditions

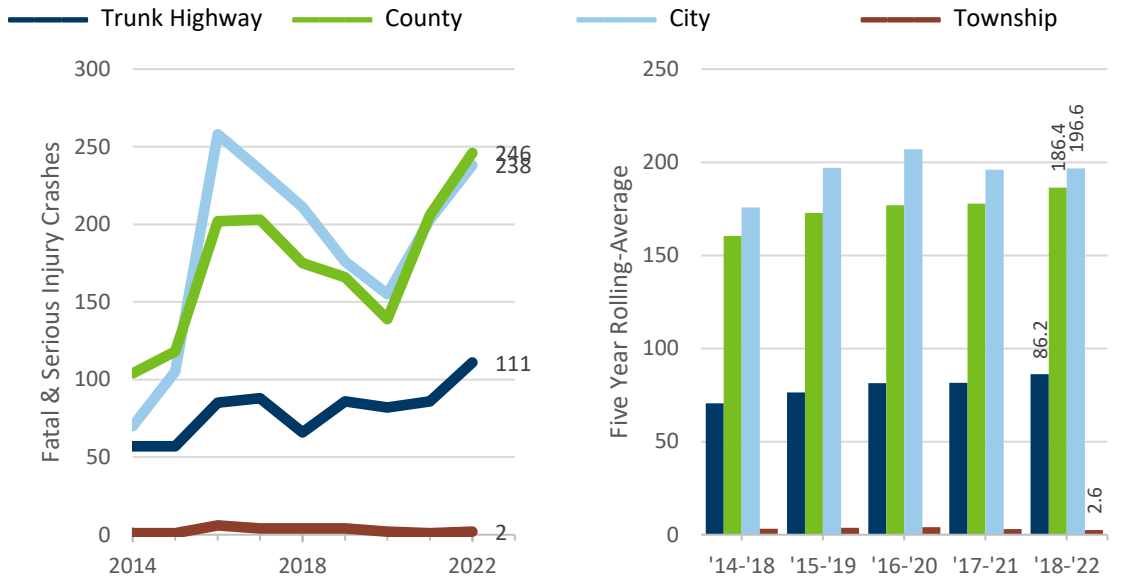
	Focus Area	All KA
Daylight	**61.3%**	56.9%
Sunrise/Sunset	5.3%	5.8%
Night/Dark	33.3%	37.0%
Street Lights On	30.0%	30.4%
Street Lights Off	0.6%	0.9%
Unknown/No Lighting	2.7%	5.7%
Other/Unknown	0.1%	0.4%

Roadway Conditions

	Focus Area	All KA
Dry	**82.4%**	80.5%
Wet	**11.6%**	10.9%
Snow/Slush/Ice	5.0%	6.9%
Other	1.0%	1.6%

Trends in Intersection/Interchange Crashes

Statewide, the percent of all fatal and serious injury crashes involving an intersection or interchange is increasing.



NOTE: In 2016, Minnesota modified the injury severity definitions to align with Federal Standards. This change resulted in an 80% increase in reported serious injury crashes.

Interaction with other Strategic Highway Safety Plan focus areas

Focus Area	Intersection/Interchange Crashes		All K+A Crash Types		Difference		Rank*
Older Driver	427	17.9%	633	15.5%	+ 2.4%	–	–
Bicyclist	191	8.0%	239	5.8%	+ 2.2%	–	–
Younger Driver	422	17.7%	645	15.8%	+ 1.9%	–	–
Pedestrian	414	17.3%	698	17.0%	+ 0.3%	–	–
Train	4	0.2%	4	0.1%	+ 0.1%	–	–
Commercial Vehicle	141	5.9%	242	5.9%	- 0.0%	–	–
Inattentive Driver	185	7.8%	326	8.0%	- 0.2%	–	–
Unlicensed Driver	525	22.0%	930	22.7%	- 0.7%	–	–
Work Zone	49	2.1%	113	2.8%	- 0.7%	–	–
Motorcycle	358	15.0%	648	15.8%	- 0.8%	–	–
Head-on	240	10.1%	468	11.4%	- 1.4%	–	–
Unbelted Occupant	177	7.4%	401	9.8%	- 2.4%	–	–
Speed	439	18.4%	943	23.0%	- 4.6%	↓	–
Impaired User	480	20.1%	1,037	25.3%	- 5.2%	↓	–
Single Veh. Run-off-road	302	12.7%	925	22.6%	- 9.9%	↓	–
Intersection	2,387	100.0%	2,387	58.3%	N/A		N/A

* Rankings shows areas with greatest overrepresentation compared to all fatal and serious injury crashes.

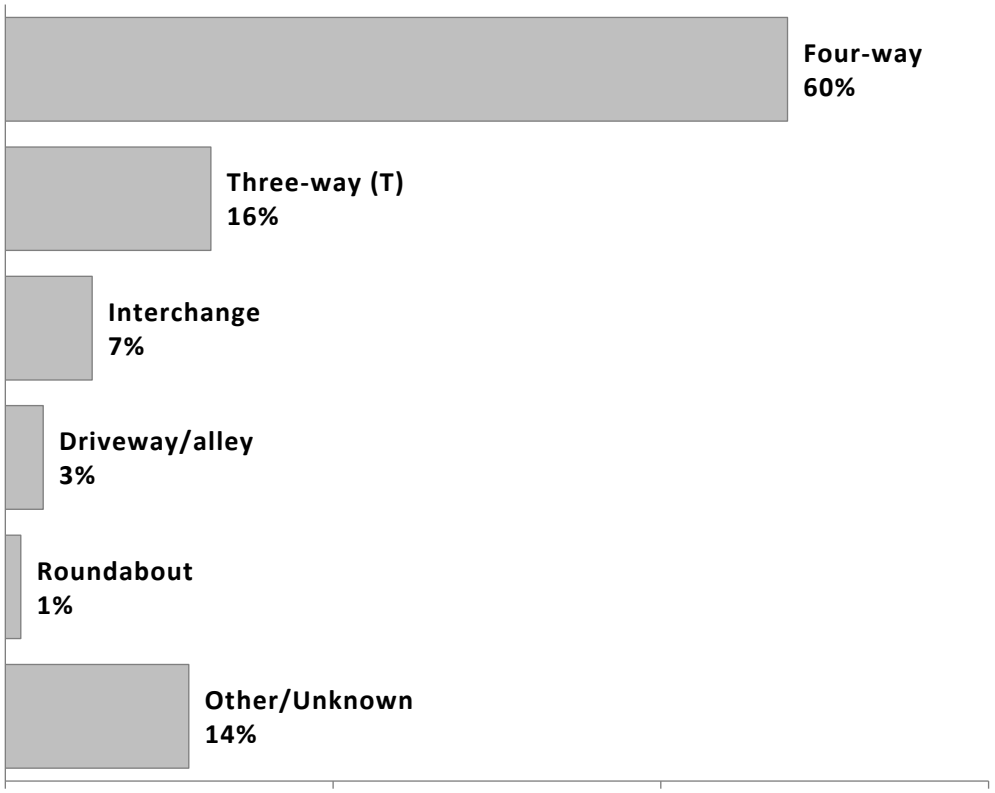
Compared to all fatal and serious injury crashes, fatal and serious injury crashes involving an intersection or interchange do not show a clear pattern of over-representation compared to all serious injury crashes.

Seasonality of Intersection/Interchange Crashes

	3 AM to 6 AM	6 AM to 9 AM	9 AM to 12 PM	12 PM to 3 PM	3 PM to 6 PM	6 PM to 9 PM	9 PM to 12 AM	12 AM to 3 AM	Σ
January	0.3%	0.7%	0.7%	0.8%	1.0%	1.1%	0.8%	0.1%	6%
February	0.3%	0.6%	0.6%	0.9%	1.0%	0.8%	0.4%	0.4%	5%
March	0.1%	0.9%	0.6%	1.0%	1.4%	0.6%	1.0%	0.4%	6%
April	0.2%	0.2%	1.0%	1.0%	1.3%	0.8%	1.0%	0.3%	6%
May	0.3%	0.7%	0.9%	1.2%	2.3%	1.8%	0.8%	0.8%	**9%**
June	0.4%	0.6%	1.6%	1.8%	2.2%	2.5%	1.7%	0.7%	**12%**
July	0.3%	0.8%	1.1%	1.9%	2.4%	1.6%	1.6%	1.0%	**11%**
August	0.1%	1.0%	1.0%	1.3%	2.6%	2.1%	1.6%	0.8%	**11%**
September	0.4%	1.4%	1.0%	2.3%	2.5%	2.0%	1.3%	1.0%	**12%**
October	0.2%	1.6%	1.4%	1.7%	2.4%	2.3%	1.3%	0.7%	**12%**
November	0.0%	0.6%	1.2%	1.0%	1.8%	1.3%	0.8%	0.6%	7%
December	0.1%	0.6%	0.5%	0.7%	1.3%	1.3%	0.6%	0.5%	6%
Σ	3%	10%	12%	**16%**	**22%**	**18%**	**13%**	7%	100%

A fatal or serious injury crash involving an intersection or interchange occurred approximately every 24 hours. These crashes are more prevalent in the summer and autumn & during the afternoon and evening hours; this analysis does not control for existing traffic patterns.

Top Five Intersection Types (where intersection/interchange related)



About 1 in 1 fatal and serious injury crashes involving an intersection or interchange (100%) were intersection or interchange related.

Fatal and Serious Injury Motor Vehicle Crashes:

Speed Crashes

On all roadways in Met Council, there were 943 crashes involving speed resulting in fatality or serious injury between 2018 and 2022. This is an average of 189 crashes per year and accounted for 23% of all the fatal and serious injury crashes in this period.

Speed is a Core Focus Area. The core focus areas have been given a high degree of emphasis in the traffic safety community and will continue to be strong areas of focus. Strategies and tactics are available in the 2020-2024 Strategic Highway Safety Plan. (www.mndot.gov/trafficeng/safety/shsp/index.html)

Focus Area definitions are published in the SHSP Technical Report. (www.mndot.gov/trafficeng/safety/shsp/technical-report.pdf)

Distribution of Speed Crashes by Roadway Jurisdiction

	Rural		Urban		Total	
Trunk Highway	23	3%	186	25%	209	28%
County	43	6%	183	25%	226	31%
City	5	1%	256	35%	261	36%
Township	14	2%	0	0%	14	2%
Other	6	1%	17	2%	24	3%
Total	**91**	**12%**	**642**	**87%**	**734**	**100%**

Crashes involving speed occur most frequently on the municipal system.

Rural is defined as a population less than 5,000, per Crash Facts; crashes that are not geolocated are included in total but not not rural/urban columns.

Distribution of Speed Crashes by TZD Region

	Rural		Urban		Total	
East Central	2	20%	8	80%	10	100%
Metro	89	12%	634	88%	724	100%
Total	**91**	**12%**	**642**	**87%**	**734**	**100%**

Crashes involving speed occur most frequently in urban areas.

Rural is defined as a population less than 5,000, per Crash Facts; crashes that are not geolocated are included in total but not not rural/urban columns.

Light Conditions

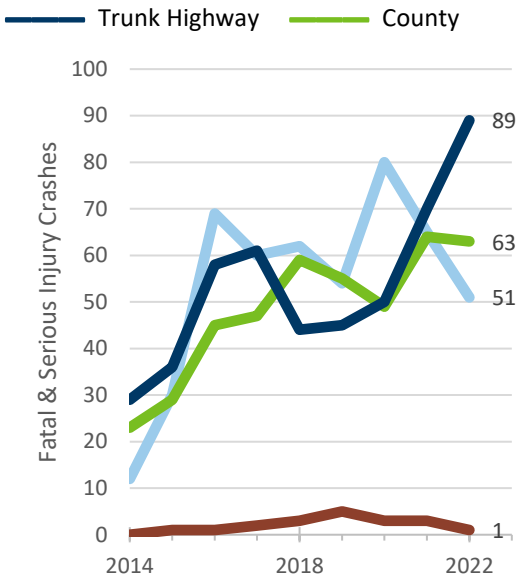
	Focus Area	All KA
Daylight	49.4%	56.9%
Sunrise/Sunset	5.0%	5.8%
Night/Dark	**45.3%**	37.0%
Street Lights On	**37.6%**	30.4%
Street Lights Off	**1.1%**	0.9%
Unknown/No Lighting	**6.6%**	5.7%
Other/Unknown	0.3%	0.4%

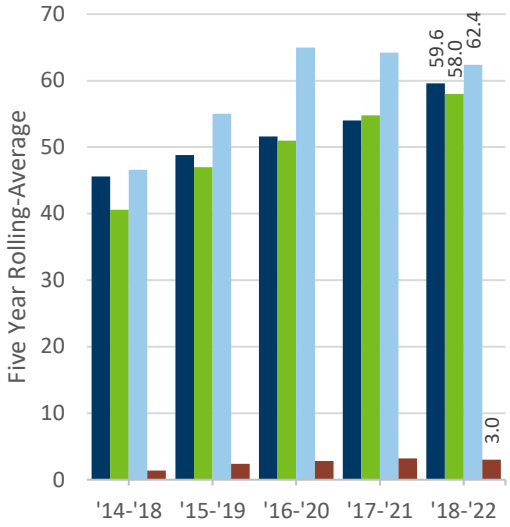
Roadway Conditions

	Focus Area	All KA
Dry	76.2%	80.5%
Wet	10.1%	10.9%
Snow/Slush/Ice	**12.3%**	6.9%
Other	1.4%	1.6%

Trends in Speed Crashes

Statewide, the percent of all fatal and serious injury crashes involving speed is increasing.





NOTE: In 2016, Minnesota modified the injury severity definitions to align with Federal Standards. This change resulted in an 80% increase in reported serious injury crashes.

Interaction with other Strategic Highway Safety Plan focus areas

Focus Area	Speed Crashes		All K+A Crash Types		Difference		Rank*
Single Veh. Run-off-road	395	41.9%	925	22.6%	+ 19.3%	↑	#1
Impaired User	408	43.3%	1,037	25.3%	+ 17.9%	↑	#2
Unlicensed Driver	370	39.2%	930	22.7%	+ 16.5%	↑	#3
Unbelted Occupant	170	18.0%	401	9.8%	+ 8.2%	↑	#4
Younger Driver	192	20.4%	645	15.8%	+ 4.6%	↑	#5
Motorcycle	163	17.3%	648	15.8%	+ 1.5%	–	–
Inattentive Driver	85	9.0%	326	8.0%	+ 1.1%	–	–
Commercial Vehicle	61	6.5%	242	5.9%	+ 0.6%	–	–
Work Zone	26	2.8%	113	2.8%	- 0.0%	–	–
Train	0	0.0%	4	0.1%	- 0.1%	–	–
Head-on	92	9.8%	468	11.4%	- 1.7%	–	–
Bicyclist	4	0.4%	239	5.8%	- 5.4%	↓	–
Older Driver	73	7.7%	633	15.5%	- 7.7%	↓	–
Intersection	439	46.6%	2,387	58.3%	- 11.8%	↓	–
Pedestrian	49	5.2%	698	17.0%	- 11.9%	↓	–
Speed	943	100.0%	943	23.0%	N/A		N/A

* Rankings shows areas with greatest overrepresentation compared to all fatal and serious injury crashes.

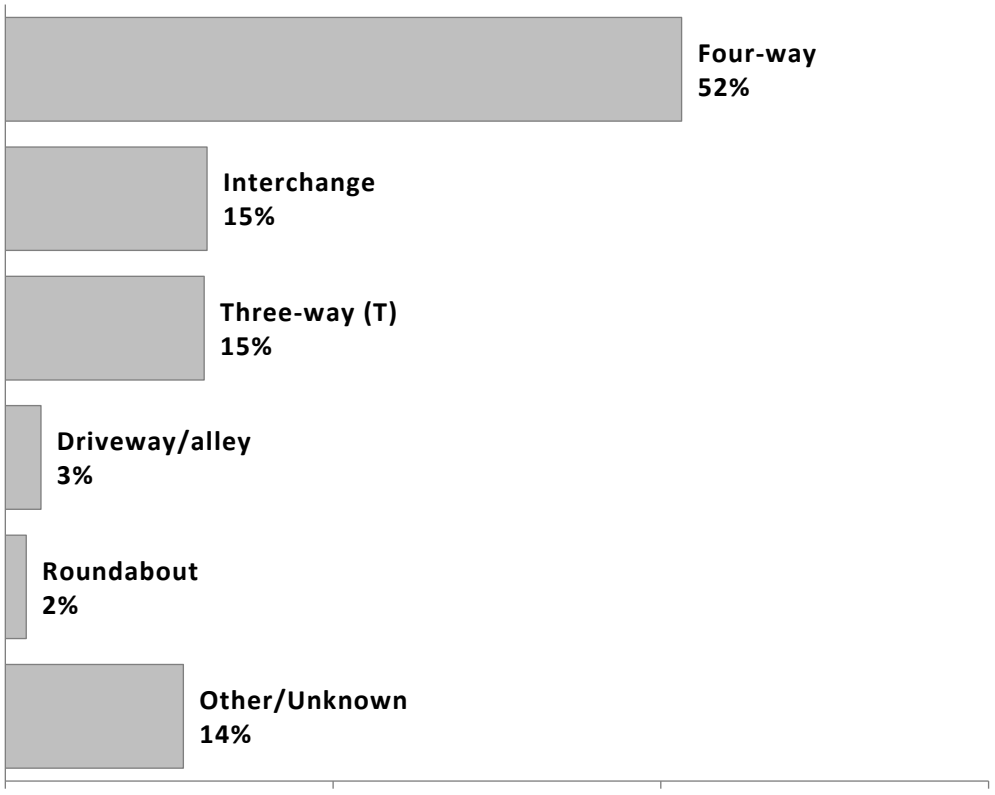
Compared to all fatal and serious injury crashes, the Single Veh. Run-off-road, Impaired User, Unlicensed Driver, Unbelted Occupant and Younger Driver focus areas are over-represented in crashes involving speed. These focus areas may present unique challenges and opportunities for reducing Speed Crashes in Minnesota.

Seasonality of Speed Crashes

	3 AM to 6 AM	6 AM to 9 AM	9 AM to 12 PM	12 PM to 3 PM	3 PM to 6 PM	6 PM to 9 PM	9 PM to 12 AM	12 AM to 3 AM	Σ
January	0.2%	0.7%	1.0%	0.8%	0.8%	1.2%	0.8%	0.3%	6%
February	0.6%	0.5%	0.3%	0.8%	0.6%	1.0%	1.0%	1.0%	6%
March	0.5%	0.6%	0.5%	0.8%	0.7%	0.4%	1.4%	1.2%	6%
April	0.7%	0.3%	0.6%	1.2%	1.1%	1.7%	1.6%	0.6%	8%
May	0.4%	0.8%	0.4%	1.1%	1.4%	2.4%	2.0%	1.5%	**10%**
June	1.0%	0.5%	0.8%	1.3%	2.0%	2.3%	2.0%	1.3%	**11%**
July	0.2%	0.2%	1.0%	1.8%	1.8%	2.1%	1.7%	1.8%	**11%**
August	0.5%	0.4%	0.8%	0.6%	1.8%	2.1%	2.0%	1.7%	**10%**
September	0.5%	0.6%	0.7%	1.7%	1.4%	1.1%	1.0%	1.4%	**8%**
October	0.4%	0.6%	1.1%	0.8%	1.5%	1.2%	1.4%	1.9%	**9%**
November	0.1%	0.3%	1.0%	1.0%	1.5%	1.3%	1.5%	1.5%	8%
December	0.4%	0.7%	0.7%	0.5%	1.0%	1.1%	1.0%	1.3%	7%
Σ	6%	6%	9%	12%	**16%**	**18%**	**17%**	**16%**	100%

A fatal or serious injury crash involving speed occurred approximately every 2 days. These crashes are more prevalent in the summer and autumn & during the evening and late night hours; this analysis does not control for existing traffic patterns.

Top Five Intersection Types (where intersection/interchange related)



About 1 in 2 fatal and serious injury crashes involving speed (47%) were intersection or interchange related.

Fatal and Serious Injury Motor Vehicle Crashes:

Single Vehicle Run-off-road Crashes

On all roadways in Met Council, there were 925 crashes involving a single vehicle run-off-road resulting in fatality or serious injury between 2018 and 2022. This is an average of 185 crashes per year and accounted for 23% of all the fatal and serious injury crashes in this period.

Single Vehicle Run-off-road (Lane Departure) is a Core Focus Area. The core focus areas have been given a high degree of emphasis in the traffic safety community and will continue to be strong areas of focus. Strategies and tactics are available in the 2020-2024 Strategic Highway Safety Plan. (www.mndot.gov/trafficeng/safety/shsp/index.html)

Focus Area definitions are published in the SHSP Technical Report. (www.mndot.gov/trafficeng/safety/shsp/technical-report.pdf)

Distribution of Single Vehicle Run-off-road Crashes by Roadway Jurisdiction

	Rural		Urban		Total	
Trunk Highway	28	4%	188	26%	216	30%
County	67	9%	166	23%	233	32%
City	9	1%	214	30%	223	31%
Township	20	3%	0	0%	20	3%
Other	6	1%	24	3%	30	4%
Total	**130**	**18%**	**592**	**82%**	**722**	**100%**

Crashes involving a single vehicle run-off-road occur most frequently on the county system.

Rural is defined as a population less than 5,000, per Crash Facts; crashes that are not geolocated are included in total but not not rural/urban columns.

Distribution of Single Vehicle Run-off-road Crashes by TZD Region

	Rural		Urban		Total	
East Central	2	14%	12	86%	14	100%
Metro	127	18%	580	82%	707	100%
Total	**129**	**18%**	**592**	**82%**	**721**	**100%**

Crashes involving a single vehicle run-off-road occur most frequently in urban areas.

Rural is defined as a population less than 5,000, per Crash Facts; crashes that are not geolocated are included in total but not not rural/urban columns.

Light Conditions

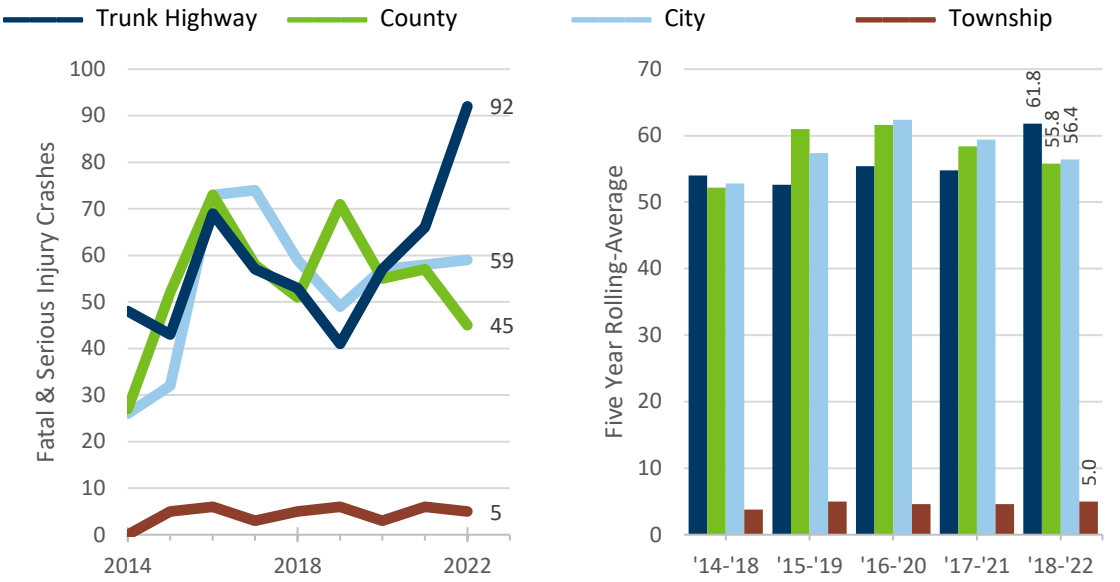
	Focus Area	All KA
Daylight	45.3%	56.9%
Sunrise/Sunset	**6.6%**	5.8%
Night/Dark	**47.6%**	37.0%
Street Lights On	**37.0%**	30.4%
Street Lights Off	**1.4%**	0.9%
Unknown/No Lighting	**9.2%**	5.7%
Other/Unknown	**0.5%**	0.4%

Roadway Conditions

	Focus Area	All KA
Dry	80.1%	80.5%
Wet	9.1%	10.9%
Snow/Slush/Ice	**8.0%**	6.9%
Other	**2.8%**	1.6%

Trends in Single Vehicle Run-off-road Crashes

Statewide, the percent of all fatal and serious injury crashes involving a single vehicle run-off-road is increasing.



NOTE: In 2016, Minnesota modified the injury severity definitions to align with Federal Standards. This change resulted in an 80% increase in reported serious injury crashes.

Interaction with other Strategic Highway Safety Plan focus areas

Focus Area	Single Vehicle Run-off-road Crashes		All K+A Crash Types		Difference		Rank*
Speed	395	42.7%	943	23.0%	+ 19.7%	↑	#1
Impaired User	361	39.0%	1,037	25.3%	+ 13.7%	↑	#2
Unbelted Occupant	209	22.6%	401	9.8%	+ 12.8%	↑	#3
Unlicensed Driver	261	28.2%	930	22.7%	+ 5.5%	↑	#4
Motorcycle	174	18.8%	648	15.8%	+ 3.0%	↑	#5
Train	0	0.0%	4	0.1%	- 0.1%	–	–
Work Zone	22	2.4%	113	2.8%	- 0.4%	–	–
Inattentive Driver	58	6.3%	326	8.0%	- 1.7%	–	–
Younger Driver	117	12.6%	645	15.8%	- 3.1%	↓	–
Commercial Vehicle	9	1.0%	242	5.9%	- 4.9%	↓	–
Bicyclist	0	0.0%	239	5.8%	- 5.8%	↓	–
Older Driver	66	7.1%	633	15.5%	- 8.3%	↓	–
Head-on	0	0.0%	468	11.4%	- 11.4%	↓	–
Pedestrian	4	0.4%	698	17.0%	- 16.6%	↓	–
Intersection	302	32.6%	2,387	58.3%	- 25.7%	↓	–
Single Veh. Run-off-road	925	100.0%	925	22.6%	N/A		N/A

* Rankings shows areas with greatest overrepresentation compared to all fatal and serious injury crashes.

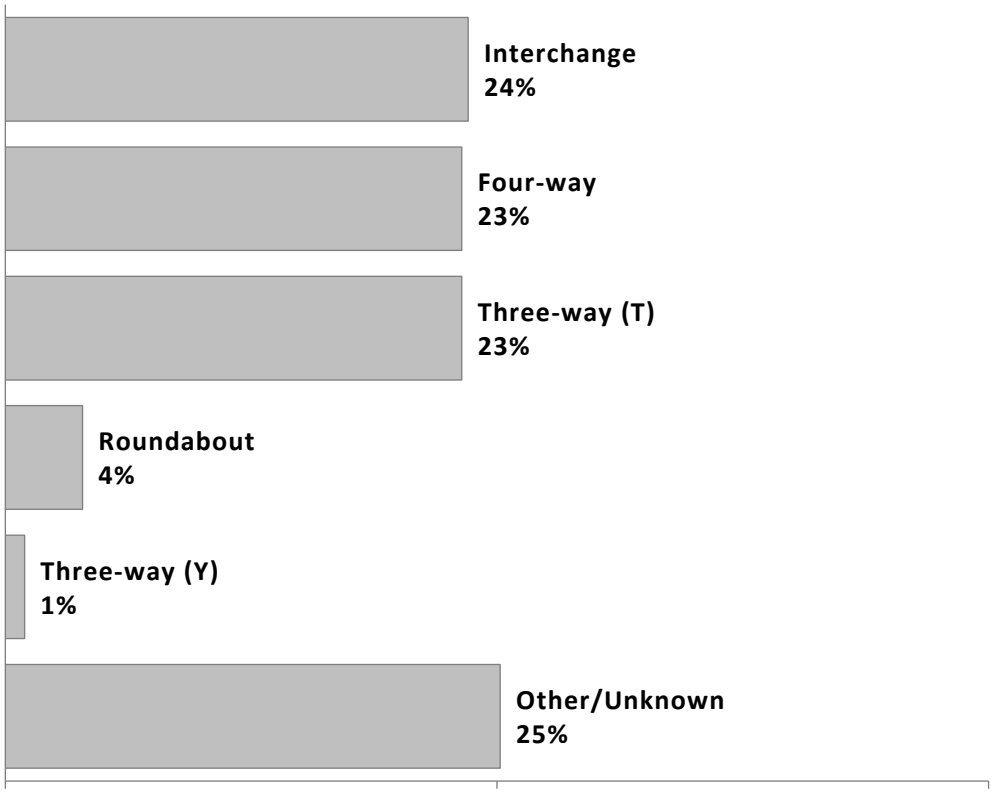
Compared to all fatal and serious injury crashes, the Speed, Impaired User, Unbelted Occupant, Unlicensed Driver and Motorcycle focus areas are over-represented in crashes involving a single vehicle run-off-road. These focus areas may present unique challenges and opportunities for reducing Single Vehicle Run-off-road Crashes in Minnesota.

Seasonality of Single Vehicle Run-off-road Crashes

	3 AM to 6 AM	6 AM to 9 AM	9 AM to 12 PM	12 PM to 3 PM	3 PM to 6 PM	6 PM to 9 PM	9 PM to 12 AM	12 AM to 3 AM	Σ
January	0.4%	0.6%	0.9%	0.6%	0.9%	1.2%	1.2%	0.6%	6%
February	0.5%	0.3%	0.1%	0.4%	0.5%	0.8%	0.5%	1.0%	4%
March	0.6%	0.3%	0.4%	1.2%	0.9%	0.5%	1.2%	0.9%	6%
April	0.9%	0.8%	0.4%	0.4%	0.9%	1.5%	1.4%	0.9%	7%
May	1.1%	1.1%	0.4%	0.9%	1.2%	3.0%	1.6%	2.2%	**12%**
June	0.8%	0.1%	1.0%	1.0%	1.8%	2.3%	3.1%	1.6%	**12%**
July	0.6%	0.8%	0.9%	2.4%	1.3%	1.3%	1.3%	1.9%	**11%**
August	0.9%	0.5%	1.2%	1.2%	1.3%	2.5%	1.3%	2.3%	**11%**
September	0.4%	0.6%	0.6%	1.5%	1.7%	1.1%	1.0%	1.8%	**9%**
October	1.1%	0.8%	1.0%	0.6%	1.2%	1.9%	1.2%	1.5%	**9%**
November	0.4%	0.4%	0.8%	0.5%	1.0%	1.4%	1.0%	1.5%	7%
December	0.8%	0.6%	0.4%	0.4%	0.8%	1.0%	0.9%	1.3%	6%
Σ	9%	7%	8%	11%	**14%**	**19%**	**16%**	**18%**	100%

A fatal or serious injury crash involving a single vehicle run-off-road occurred approximately every 2 days. These crashes are more prevalent in the summer & during the evening and late night hours; this analysis does not control for existing traffic patterns.

Top Five Intersection Types (where intersection/interchange related)



About 3 in 10 fatal and serious injury crashes involving a single vehicle run-off-road (33%) were intersection or interchange related.

Fatal and Serious Injury Motor Vehicle Crashes:

Impaired Roadway User Crashes

On all roadways in Met Council, there were 1,037 crashes involving an impaired driver or non-motorist resulting in fatality or serious injury between 2018 and 2022. This is an average of 207 crashes per year and accounted for 25% of all the fatal and serious injury crashes in this period.

Impaired Roadway Users are a Core Focus Area. The core focus areas have been given a high degree of emphasis in the traffic safety community and will continue to be strong areas of focus. Strategies and tactics are available in the 2020-2024 Strategic Highway Safety Plan. (www.mndot.gov/trafficeng/safety/shsp/index.html)

Focus Area definitions are published in the SHSP Technical Report. (www.mndot.gov/trafficeng/safety/shsp/technical-report.pdf)

Distribution of Impaired Roadway User Crashes by Roadway Jurisdiction

	Rural		Urban		Total	
Trunk Highway	28	4%	190	24%	218	28%
County	50	6%	229	29%	279	36%
City	6	1%	251	32%	257	33%
Township	11	1%	0	0%	11	1%
Other	2	0%	14	2%	16	2%
Total	**97**	**12%**	**684**	**88%**	**781**	**100%**

Crashes involving an impaired driver or non-motorist occur most frequently on the county system.

Rural is defined as a population less than 5,000, per Crash Facts; crashes that are not geolocated are included in total but not not rural/urban columns.

Distribution of Impaired Roadway User Crashes by TZD Region

	Rural		Urban		Total	
East Central	2	13%	14	88%	16	100%
Metro	93	12%	670	88%	763	100%
Total	**95**	**12%**	**684**	**88%**	**779**	**100%**

Crashes involving an impaired driver or non-motorist occur most frequently in urban areas.

Rural is defined as a population less than 5,000, per Crash Facts; crashes that are not geolocated are included in total but not not rural/urban columns.

Light Conditions

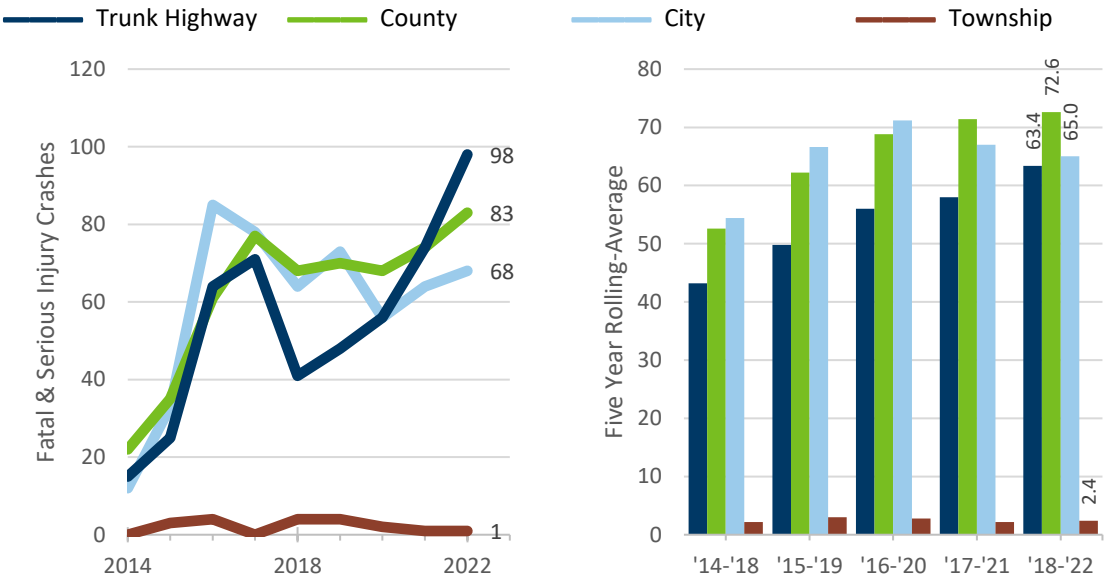
	Focus Area	All KA
Daylight	33.7%	56.9%
Sunrise/Sunset	5.1%	5.8%
Night/Dark	**60.9%**	37.0%
Street Lights On	**48.5%**	30.4%
Street Lights Off	**1.3%**	0.9%
Unknown/No Lighting	**11.2%**	5.7%
Other/Unknown	0.3%	0.4%

Roadway Conditions

	Focus Area	All KA
Dry	**81.2%**	80.5%
Wet	**11.6%**	10.9%
Snow/Slush/Ice	5.7%	6.9%
Other	1.5%	1.6%

Trends in Impaired Roadway User Crashes

Statewide, the percent of all fatal and serious injury crashes involving an impaired driver or non-motorist is increasing.



NOTE: In 2016, Minnesota modified the injury severity definitions to align with Federal Standards. This change resulted in an 80% increase in reported serious injury crashes.

Interaction with other Strategic Highway Safety Plan focus areas

Focus Area	Impaired Roadway User Crashes		All K+A Crash Types		Difference		Rank*
Speed	408	39.3%	943	23.0%	+ 16.3%	↑	#1
Single Veh. Run-off-road	361	34.8%	925	22.6%	+ 12.2%	↑	#2
Unlicensed Driver	353	34.0%	930	22.7%	+ 11.3%	↑	#3
Unbelted Occupant	167	16.1%	401	9.8%	+ 6.3%	↑	#4
Head-on	129	12.4%	468	11.4%	+ 1.0%	–	–
Train	1	0.1%	4	0.1%	- 0.0%	–	–
Work Zone	26	2.5%	113	2.8%	- 0.3%	–	–
Inattentive Driver	73	7.0%	326	8.0%	- 0.9%	–	–
Pedestrian	165	15.9%	698	17.0%	- 1.1%	–	–
Motorcycle	143	13.8%	648	15.8%	- 2.0%	–	–
Commercial Vehicle	36	3.5%	242	5.9%	- 2.4%	–	–
Bicyclist	31	3.0%	239	5.8%	- 2.8%	↓	–
Younger Driver	129	12.4%	645	15.8%	- 3.3%	↓	–
Older Driver	87	8.4%	633	15.5%	- 7.1%	↓	–
Intersection	480	46.3%	2,387	58.3%	- 12.0%	↓	–
Impaired User	1,037	100.0%	1,037	25.3%	N/A		N/A

* Rankings shows areas with greatest overrepresentation compared to all fatal and serious injury crashes.

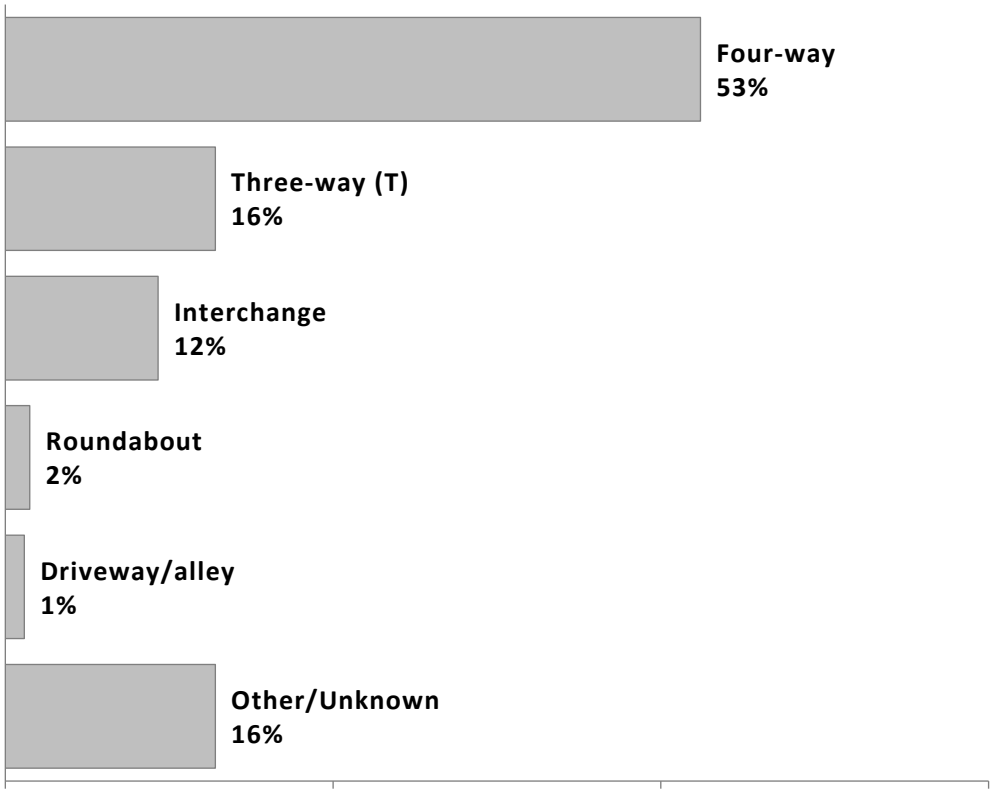
Compared to all fatal and serious injury crashes, the Speed, Single Veh. Run-off-road, Unlicensed Driver and Unbelted Occupant focus areas are over-represented in crashes involving an impaired driver or non-motorist. These focus areas may present unique challenges and opportunities for reducing Impaired Roadway User Crashes in Minnesota.

Seasonality of Impaired Roadway User Crashes

	3 AM to 6 AM	6 AM to 9 AM	9 AM to 12 PM	12 PM to 3 PM	3 PM to 6 PM	6 PM to 9 PM	9 PM to 12 AM	12 AM to 3 AM	Σ
January	0.2%	0.5%	0.5%	0.5%	0.8%	1.3%	1.1%	0.9%	6%
February	0.6%	0.1%	0.3%	0.3%	0.4%	1.5%	0.9%	1.2%	5%
March	0.3%	0.4%	0.3%	0.5%	0.8%	1.2%	1.5%	1.1%	6%
April	0.4%	0.5%	0.3%	1.1%	0.5%	1.7%	1.6%	0.7%	7%
May	0.8%	0.6%	0.2%	0.8%	1.0%	3.1%	2.3%	2.0%	**11%**
June	0.8%	0.1%	0.2%	0.7%	1.6%	2.0%	3.2%	2.1%	**11%**
July	0.5%	0.5%	0.6%	0.5%	1.9%	2.0%	3.2%	2.1%	**11%**
August	0.7%	0.5%	0.1%	0.4%	1.4%	2.4%	2.8%	2.2%	**11%**
September	0.6%	0.5%	0.5%	0.3%	1.6%	1.6%	2.3%	2.0%	**9%**
October	0.8%	0.2%	0.2%	0.8%	0.9%	2.4%	1.8%	1.9%	**9%**
November	0.3%	0.3%	0.2%	0.7%	1.7%	1.8%	1.5%	1.8%	8%
December	0.1%	0.4%	0.2%	0.4%	0.8%	1.7%	1.2%	1.8%	7%
Σ	6%	5%	4%	7%	**13%**	**23%**	**23%**	**20%**	100%

A fatal or serious injury crash involving an impaired driver or non-motorist occurred approximately every 2 days. These crashes are more prevalent in the summer and autumn & during the evening and late night hours; this analysis does not control for existing traffic patterns.

Top Five Intersection Types (where intersection/interchange related)



About 1 in 2 fatal and serious injury crashes involving an impaired driver or non-motorist (46%) were intersection or interchange related.

Fatal and Serious Injury Motor Vehicle Crashes:

Unlicensed Driver Crashes

On all roadways in Met Council, there were 930 crashes involving an unlicensed or improperly licensed driver resulting in fatality or serious injury between 2018 and 2022. This is an average of 186 crashes per year and accounted for 23% of all the fatal and serious injury crashes in this period.

Unlicensed Drivers are a Connected Focus Area. Most crashes in connected focus areas are correlated with core and strategic focus areas.

Focus Area definitions are published in the SHSP Technical Report. (www.mndot.gov/trafficeng/safety/shsp/technical-report.pdf)

Distribution of Unlicensed Driver Crashes by Roadway Jurisdiction

	Rural		Urban		Total	
Trunk Highway	18	3%	152	22%	170	24%
County	24	3%	207	29%	231	33%
City	5	1%	277	39%	282	40%
Township	3	0%	0	0%	3	0%
Other	1	0%	18	3%	19	3%
Total	**51**	**7%**	**654**	**93%**	**705**	**100%**

Crashes involving an unlicensed or improperly licensed driver occur most frequently on the municipal system.

Rural is defined as a population less than 5,000, per Crash Facts; crashes that are not geolocated are included in total but not not rural/urban columns.

Distribution of Unlicensed Driver Crashes by TZD Region

	Rural		Urban		Total	
East Central	1	14%	6	86%	7	100%
Metro	49	7%	648	93%	697	100%
Total	**50**	**7%**	**654**	**93%**	**704**	**100%**

Crashes involving an unlicensed or improperly licensed driver occur most frequently in urban areas.

Rural is defined as a population less than 5,000, per Crash Facts; crashes that are not geolocated are included in total but not not rural/urban columns.

Light Conditions

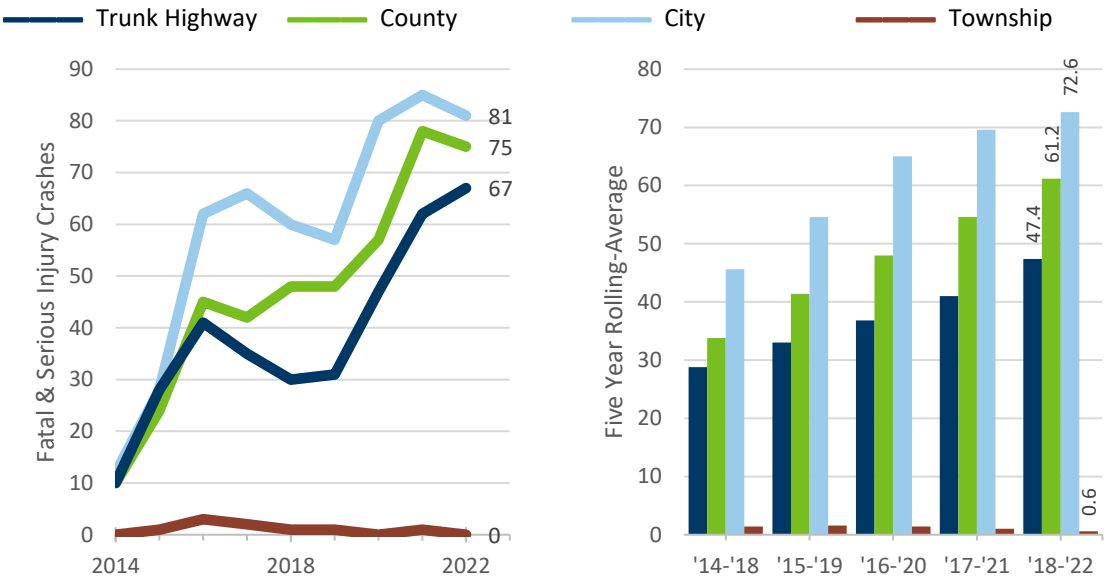
	Focus Area	All KA
Daylight	47.4%	56.9%
Sunrise/Sunset	**6.7%**	5.8%
Night/Dark	**45.5%**	37.0%
Street Lights On	**40.4%**	30.4%
Street Lights Off	0.5%	0.9%
Unknown/No Lighting	4.5%	5.7%
Other/Unknown	**0.4%**	0.4%

Roadway Conditions

	Focus Area	All KA
Dry	**81.3%**	80.5%
Wet	10.3%	10.9%
Snow/Slush/Ice	**7.2%**	6.9%
Other	1.2%	1.6%

Trends in Unlicensed Driver Crashes

Statewide, the percent of all fatal and serious injury crashes involving an unlicensed or improperly licensed driver is increasing.



NOTE: In 2016, Minnesota modified the injury severity definitions to align with Federal Standards. This change resulted in an 80% increase in reported serious injury crashes.

Interaction with other Strategic Highway Safety Plan focus areas

Focus Area	Unlicensed Driver Crashes		All K+A Crash Types		Difference		Rank*
Speed	370	39.8%	943	23.0%	+ 16.8%	↑	#1
Impaired User	353	38.0%	1,037	25.3%	+ 12.6%	↑	#2
Single Veh. Run-off-road	261	28.1%	925	22.6%	+ 5.5%	↑	#3
Unbelted Occupant	139	14.9%	401	9.8%	+ 5.2%	↑	#4
Head-on	118	12.7%	468	11.4%	+ 1.3%	–	–
Younger Driver	154	16.6%	645	15.8%	+ 0.8%	–	–
Train	1	0.1%	4	0.1%	+ 0.0%	–	–
Inattentive Driver	73	7.8%	326	8.0%	- 0.1%	–	–
Work Zone	24	2.6%	113	2.8%	- 0.2%	–	–
Commercial Vehicle	39	4.2%	242	5.9%	- 1.7%	–	–
Intersection	525	56.5%	2,387	58.3%	- 1.9%	–	–
Motorcycle	128	13.8%	648	15.8%	- 2.1%	–	–
Bicyclist	17	1.8%	239	5.8%	- 4.0%	↓	–
Pedestrian	103	11.1%	698	17.0%	- 6.0%	↓	–
Older Driver	66	7.1%	633	15.5%	- 8.4%	↓	–
Unlicensed Driver	930	100.0%	930	22.7%	N/A		N/A

* Rankings shows areas with greatest overrepresentation compared to all fatal and serious injury crashes.

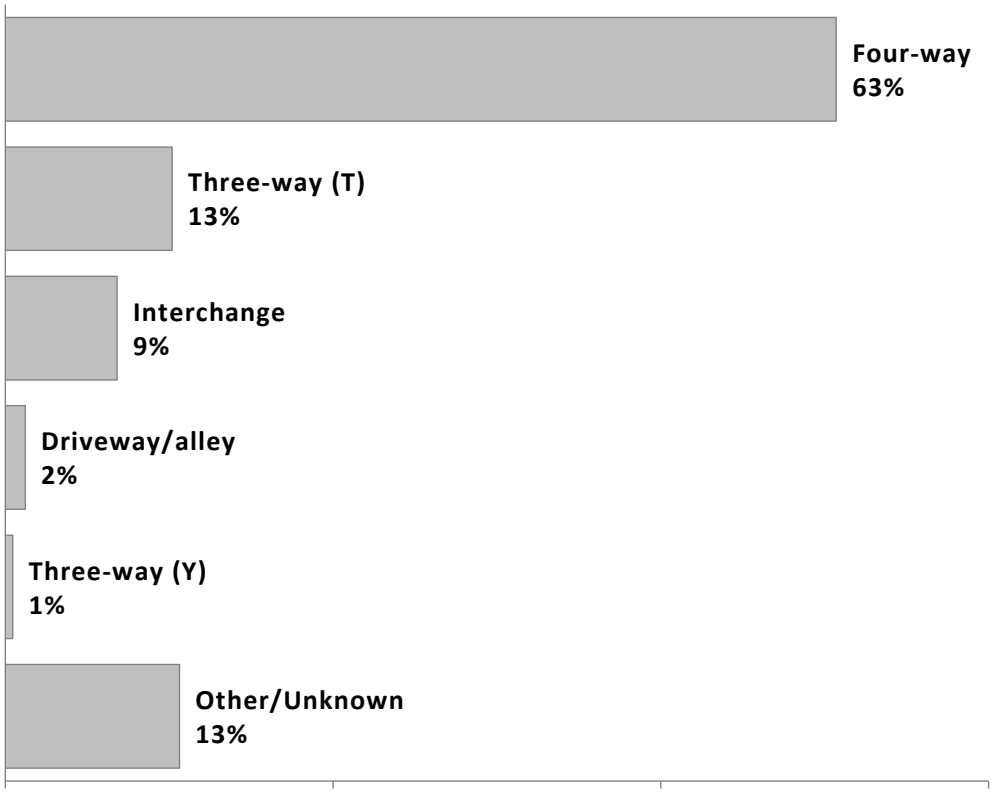
Compared to all fatal and serious injury crashes, the Speed, Impaired User, Single Veh. Run-off-road and Unbelted Occupant focus areas are over-represented in crashes involving an unlicensed or improperly licensed driver. These focus areas may present unique challenges and opportunities for reducing Unlicensed Driver Crashes in Minnesota.

Seasonality of Unlicensed Driver Crashes

	3 AM to 6 AM	6 AM to 9 AM	9 AM to 12 PM	12 PM to 3 PM	3 PM to 6 PM	6 PM to 9 PM	9 PM to 12 AM	12 AM to 3 AM	Σ
January	0.0%	0.3%	0.9%	1.1%	0.5%	1.0%	0.8%	0.4%	5%
February	0.5%	0.2%	0.6%	0.3%	0.5%	0.8%	0.4%	0.8%	4%
March	0.4%	0.9%	0.4%	0.8%	0.8%	0.8%	1.2%	1.1%	6%
April	0.4%	0.2%	0.4%	1.0%	0.8%	1.1%	1.6%	0.9%	6%
May	0.8%	1.1%	0.2%	0.9%	2.5%	2.3%	2.0%	1.6%	**11%**
June	0.8%	0.5%	0.8%	1.1%	2.3%	2.4%	2.5%	1.2%	**12%**
July	0.3%	0.3%	1.1%	2.2%	2.2%	1.9%	1.7%	1.2%	**11%**
August	0.5%	0.9%	0.5%	1.3%	1.4%	1.9%	2.0%	1.2%	**10%**
September	0.6%	1.3%	0.9%	1.9%	1.6%	1.6%	1.6%	1.5%	**11%**
October	0.5%	0.6%	0.6%	1.9%	1.3%	1.9%	1.5%	1.8%	**10%**
November	0.3%	0.3%	0.5%	0.6%	1.7%	1.0%	1.0%	1.1%	7%
December	0.4%	0.5%	0.6%	0.6%	1.1%	1.2%	1.0%	1.5%	7%
Σ	6%	7%	8%	**14%**	**17%**	**18%**	**17%**	**14%**	100%

A fatal or serious injury crash involving an unlicensed or improperly licensed driver occurred approximately every 2 days. These crashes are more prevalent in the summer and autumn & during the evening and late night hours; this analysis does not control for existing traffic patterns.

Top Five Intersection Types (where intersection/interchange related)



About 3 in 5 fatal and serious injury crashes involving an unlicensed or improperly licensed driver (57%) were intersection or interchange related.

Fatal and Serious Injury Motor Vehicle Crashes:

Motorcycle Crashes

On all roadways in Met Council, there were 648 crashes involving a motorcycle resulting in fatality or serious injury between 2018 and 2022. This is an average of 130 crashes per year and accounted for 16% of all the fatal and serious injury crashes in this period.

Motorcycles are a Strategic Focus Area. The strategic focus areas are emerging priorities. They are rising in importance due to factors such as changes in prevalence, public/stakeholder perception, and demographics. Strategies and tactics are available in the 2020-2024 Strategic Highway Safety Plan. (www.mndot.gov/trafficeng/safety/shsp/index.html)

Focus Area definitions are published in the SHSP Technical Report. (www.mndot.gov/trafficeng/safety/shsp/technical-report.pdf)

Distribution of Motorcycle Crashes by Roadway Jurisdiction

	Rural		Urban		Total	
Trunk Highway	11	2%	96	20%	107	22%
County	57	12%	145	30%	202	42%
City	2	0%	159	33%	161	33%
Township	5	1%	0	0%	5	1%
Other	0	0%	6	1%	7	1%
Total	**75**	**16%**	**406**	**84%**	**482**	**100%**

Crashes involving a motorcycle occur most frequently on the county system.

Rural is defined as a population less than 5,000, per Crash Facts; crashes that are not geolocated are included in total but not not rural/urban columns.

Distribution of Motorcycle Crashes by TZD Region

	Rural		Urban		Total	
East Central	1	14%	6	86%	7	100%
Metro	73	15%	400	84%	474	100%
Total	**74**	**15%**	**406**	**84%**	**481**	**100%**

Crashes involving a motorcycle occur most frequently in urban areas.

Rural is defined as a population less than 5,000, per Crash Facts; crashes that are not geolocated are included in total but not not rural/urban columns.

Light Conditions

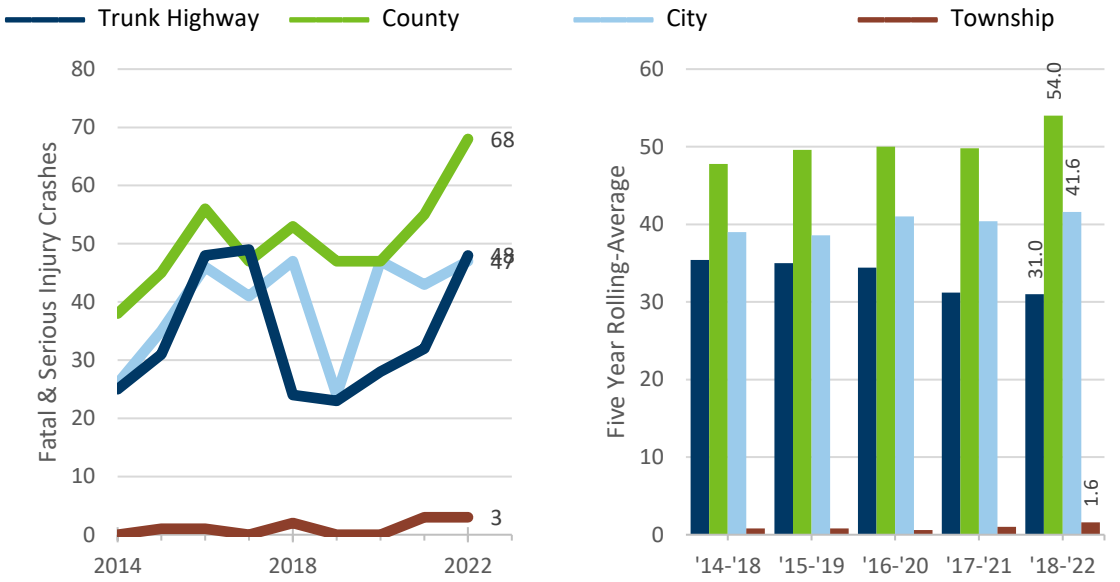
	Focus Area	All KA
Daylight	**68.1%**	56.9%
Sunrise/Sunset	**6.5%**	5.8%
Night/Dark	24.8%	37.0%
Street Lights On	18.8%	30.4%
Street Lights Off	0.3%	0.9%
Unknown/No Lighting	**5.7%**	5.7%
Other/Unknown	**0.6%**	0.4%

Roadway Conditions

	Focus Area	All KA
Dry	**94.9%**	80.5%
Wet	2.9%	10.9%
Snow/Slush/Ice	0.0%	6.9%
Other	**2.2%**	1.6%

Trends in Motorcycle Crashes

Statewide, the percent of all fatal and serious injury crashes involving a motorcycle is decreasing.



NOTE: In 2016, Minnesota modified the injury severity definitions to align with Federal Standards. This change resulted in an 80% increase in reported serious injury crashes.

Interaction with other Strategic Highway Safety Plan focus areas

Focus Area	Motorcycle Crashes		All K+A Crash Types		Difference		Rank*
Single Veh. Run-off-road	174	26.9%	925	22.6%	+ 4.3%	↑	#1
Speed	163	25.2%	943	23.0%	+ 2.1%	–	–
Work Zone	21	3.2%	113	2.8%	+ 0.5%	–	–
Train	0	0.0%	4	0.1%	- 0.1%	–	–
Unlicensed Driver	128	19.8%	930	22.7%	- 3.0%	↓	–
Younger Driver	82	12.7%	645	15.8%	- 3.1%	↓	–
Intersection	358	55.2%	2,387	58.3%	- 3.1%	↓	–
Impaired User	143	22.1%	1,037	25.3%	- 3.3%	↓	–
Older Driver	77	11.9%	633	15.5%	- 3.6%	↓	–
Head-on	51	7.9%	468	11.4%	- 3.6%	↓	–
Commercial Vehicle	14	2.2%	242	5.9%	- 3.8%	↓	–
Inattentive Driver	25	3.9%	326	8.0%	- 4.1%	↓	–
Bicyclist	4	0.6%	239	5.8%	- 5.2%	↓	–
Unbelted Occupant	0	0.0%	401	9.8%	- 9.8%	↓	–
Pedestrian	6	0.9%	698	17.0%	- 16.1%	↓	–
Motorcycle	648	100.0%	648	15.8%	N/A		N/A

* Rankings shows areas with greatest overrepresentation compared to all fatal and serious injury crashes.

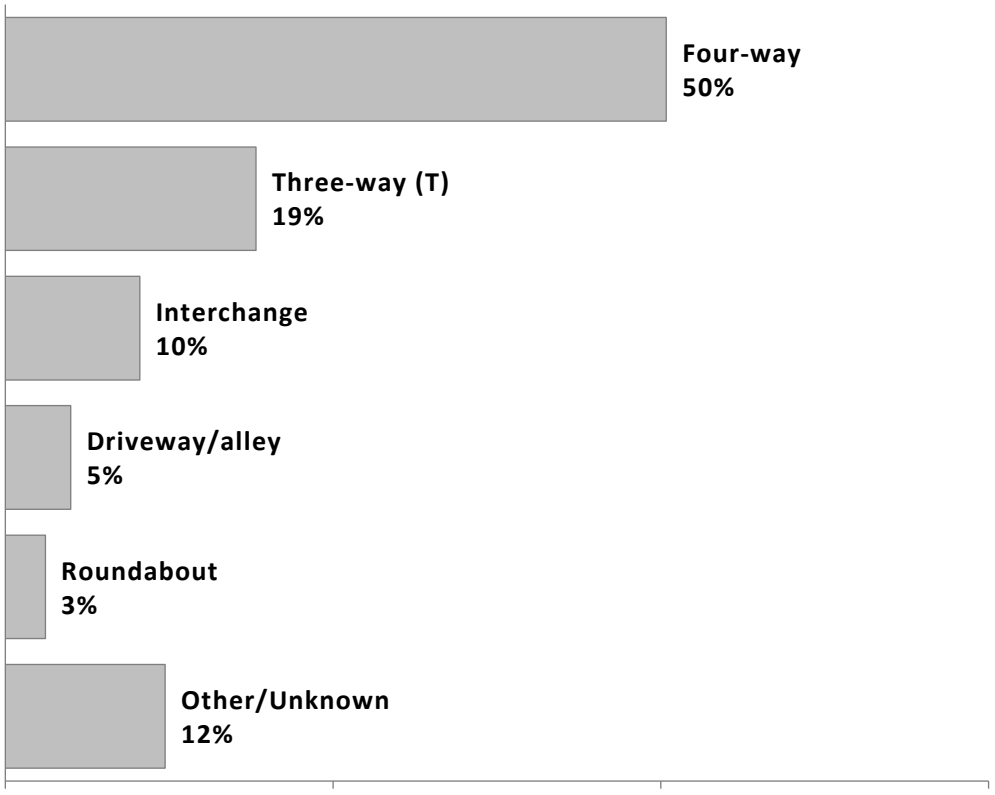
Compared to all fatal and serious injury crashes, the Single Veh. Run-off-road focus area is over-represented in crashes involving a motorcycle. This focus area may present a unique challenge and opportunity for reducing Motorcycle Crashes in Minnesota.

Seasonality of Motorcycle Crashes

	3 AM to 6 AM	6 AM to 9 AM	9 AM to 12 PM	12 PM to 3 PM	3 PM to 6 PM	6 PM to 9 PM	9 PM to 12 AM	12 AM to 3 AM	Σ
January	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0%
February	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0%
March	0.0%	0.0%	0.0%	0.3%	0.5%	0.3%	0.2%	0.0%	1%
April	0.0%	0.2%	0.3%	0.6%	1.2%	1.5%	0.9%	0.0%	5%
May	0.5%	0.6%	0.3%	2.3%	3.7%	4.8%	1.5%	0.6%	**14%**
June	0.6%	0.3%	2.3%	2.6%	4.5%	5.6%	3.5%	1.4%	**21%**
July	0.2%	0.5%	0.9%	3.4%	3.4%	3.1%	3.7%	1.2%	**16%**
August	0.0%	0.6%	0.6%	1.7%	4.5%	5.9%	2.6%	1.1%	**17%**
September	0.5%	0.6%	0.6%	3.4%	3.5%	2.8%	1.7%	1.2%	**14%**
October	0.5%	0.3%	0.9%	0.8%	3.1%	2.3%	1.1%	0.3%	**9%**
November	0.0%	0.0%	0.0%	0.8%	0.6%	0.2%	0.2%	0.2%	2%
December	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0%
Σ	2%	3%	6%	**16%**	**25%**	**27%**	**15%**	6%	100%

A fatal or serious injury crash involving a motorcycle occurred approximately every 3 days. These crashes are more prevalent in the summer and autumn & during the evening hours; this analysis does not control for existing traffic patterns.

Top Five Intersection Types (where intersection/interchange related)



About 3 in 5 fatal and serious injury crashes involving a motorcycle (56%) were intersection or interchange related.