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# MINNESOTA DWI FACTS *At-a-Glance*

<p>SINCE 1970</p>	<ul style="list-style-type: none"> <li>■ More than 500,000 DWI arrests have been made by law enforcement officials</li> <li>■ More than 300,000 people have a DWI on their driving record</li> </ul>	<p><i>see page 12</i></p> <p><i>see page 2</i></p>
<p>SINCE 1980</p>	<ul style="list-style-type: none"> <li>■ More than 3,000 people have been killed in alcohol-related traffic crashes</li> <li>■ More than 65,000 people have been injured in alcohol-related traffic crashes</li> </ul>	<p><i>see page 11</i></p>
<p>IN 1990</p>	<ul style="list-style-type: none"> <li>■ The total cost of alcohol-related traffic crashes was estimated to be \$189.6 million</li> <li>■ One out of five arrests made in Minnesota was for a DWI offense</li> </ul>	<p><i>see page 4</i></p> <p><i>see page 12</i></p>

Minnesota Criminal Justice  
Statistical Analysis Center

Driver and Vehicle Services  
Driver Evaluation Section



May 1992

## **Minnesota DWI Facts**

### *At-a-Glance*

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## **Minnesota Department of Public Safety**

The Department of Public Safety administers and enforces laws relating to drivers, vehicles, and traffic in order to enhance and maintain safety for all persons within the state. The Driver and Vehicle Services Division is responsible for maintaining driver and motor vehicle records.

## **Minnesota Planning**

Minnesota Planning is the Office of Strategic and Long Range Planning. This office develops integrated long-range plans for the state and coordinates activities among all levels of government. The Minnesota Criminal Justice Statistical Analysis Center, a part of Minnesota Planning, conducts analysis on the entire criminal justice system to promote better policy development. The center has been operating for more than ten years and is the only group to analyze all aspects of crime and the criminal justice system.

## **Acknowledgements**

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## Introduction

Approximately 3.2 million drivers are licensed in Minnesota. Only a minority of this population drives after drinking. In September 1990, a random sample of drivers on the road between 10 p.m. and 3 a.m. in 16 Minnesota communities found that 4.4 percent of drivers tested had an alcohol concentration of .10 or higher.

About 300,000 people have Driving While Intoxicated (DWI) convictions or administrative implied consent license revocations on their driving records. An unknown portion of this population continues to drink and drive; not all will be caught or involved in crashes during a given year.

In 1990, 38,785 alcohol-related driver's license revocations were processed by the Department of Public Safety; 15,981 of these revocations were identified as incidents involving repeat DWI offenders. Some offenders were revoked for more than one incident in that year.

In 1990, 790 drivers were involved in 503 fatal crashes which resulted in 568 deaths. As a sub-part of the total, 211 drinking drivers were involved in 196 fatal crashes which resulted in 222 deaths. Of the drinking drivers with an available driver's license record, 72 had either a prior DWI conviction or an implied consent license revocation and can be classified as repeat offenders.

**Data Sources:** Bureau of Criminal Apprehension, Office of Traffic Safety, Driver and Vehicle Services.



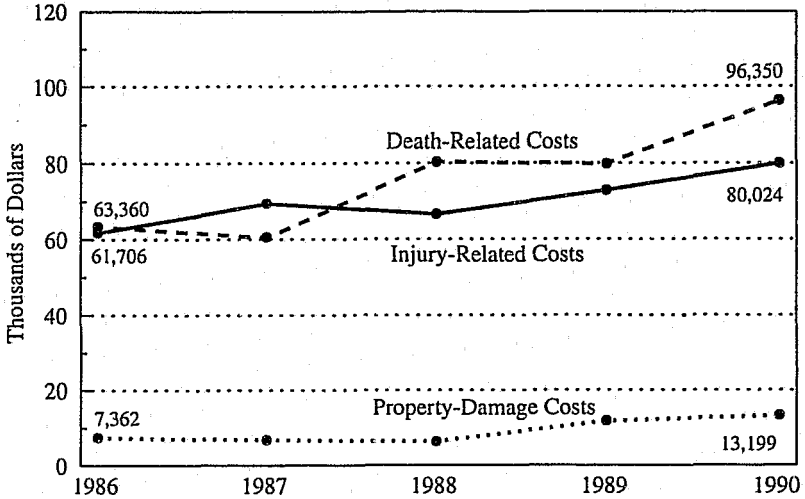
The purpose of this publication is to describe the trends and scope of the DWI problem in Minnesota using the most recent information available. Statewide data from a variety of sources is assembled to describe the current size and historical pattern of this social, criminal justice, and public health problem.

No laws or administrative rules will eliminate drinking and driving for all drivers. The challenge facing society and government agencies today is to determine the most cost-effective and socially acceptable methods to reduce drinking and driving in an era of limited resources. The search continues for a policy (or combination of policies) that would reduce the number of drivers who continue to drink and drive despite public education, aggressive laws, and extensive law enforcement.

Data Sources: Bureau of Criminal Apprehension, Office of Traffic Safety, Driver and Vehicle Services.



## Alcohol-Related Crash Costs 1986-1990



### Estimated 1990 DWI Crash Costs

	Average Cost Per Incident	Numbers of Incidents	Total Costs
<b>Deaths</b>	\$410,000	235	\$96,350,000
<b>Injuries</b>	\$11,800	6,762	\$80,024,000
<b>Property Damage Only</b>	\$3,500	3,771	\$13,198,500
<b>Total Cost</b>			<b>\$189,572,500</b>

Data Sources: Office of Traffic Safety, National Safety Council.



## Alcohol-Related Crash Costs

- In 1990, the total cost of alcohol-related traffic crashes was estimated to be \$189.6 million.

Costs of alcohol-related crashes are determined by multiplying the number of individuals killed and injured and the number of property damage crashes by the annual cost estimates provided by the National Safety Council. Those estimates are based on wage loss, medical expenses, insurance administration, and motor vehicle property damage.

The 1990 costs used in this analysis include an average of \$410,000 per death, \$11,800 per injury, and \$3,500 per property damage crash. Injury costs are based on the following three levels of severity and the costs associated with these levels:

1990 Injury Level Crashes	Injuries	Estimated Cost per Injury	Cost
A. Severe or incapacitating	1,234	\$38,200	\$47,139,000
B. Moderate or non-incapacitating	2,809	\$8,900	\$25,000,000
C. Minor or possible	2,719	\$2,900	\$7,885,000
Total	6,762		\$80,024,000

Alcohol-related injuries and property-damage crashes are determined by the officer's notation on the accident report. Alcohol-related deaths are determined by the officer's report and the medical examiner's report and are thought to be more complete and accurate.

**NOTE:** The increasing total cost of crashes from 1986 to 1990 is due to increased cost per crash rather than increased number of crashes. For comparison, there were 264 alcohol-related traffic deaths in 1986, 7,297 alcohol-related traffic injuries, and 4,601 alcohol-related property damage only crashes, but the respective costs per incident were \$240,000, \$8,456, and \$1,600.

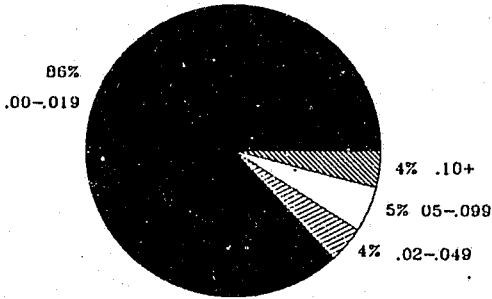
Data Sources: Office of Traffic Safety, National Safety Council.



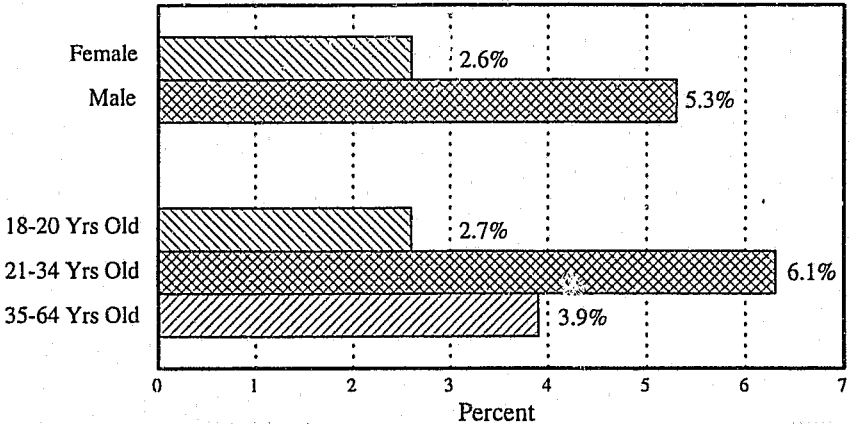


## Prevalence of Drinking & Driving

**1990 Roadside Survey  
 Alcohol Concentration Distribution  
 (Wednesday - Saturday 10 p.m. to 3 a.m.)**



**1990 Roadside Survey  
 Percent Testing .10 or Higher by Age & Sex**



Data Source: Office of Traffic Safety.



## Prevalence of Drinking & Driving

This graph shows the results of a voluntary roadside survey of nighttime drivers conducted during two weeks in September, 1990. Four survey teams operated on eight nights in 15 cities between the hours of 10 p.m. and 3 a.m. Of the 2,992 drivers stopped, 96 percent agreed to be interviewed and 94 percent agreed to provide a breath sample. Drivers over .05 alcohol concentration were offered a ride home.

■ In the Roadside Survey, 86 percent of the drivers providing a breath sample had not been drinking or had an insignificant amount of alcohol recorded, 4 percent had an alcohol concentration between .02 and .049, 5 percent had an alcohol concentration between .05 and .099, and 4 percent had an alcohol concentration of .10 or higher.

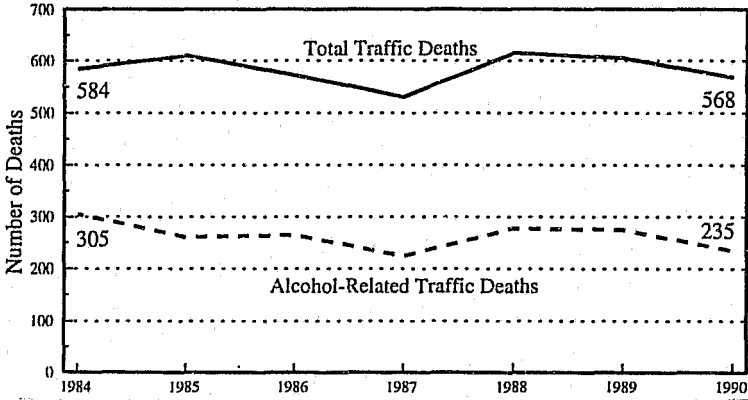
- In the same survey, 5 percent of the males had an alcohol concentration of .10 or higher, compared to 3 percent of the females.
- Also in the survey, 6 percent of the drivers 21 to 34 years old had an alcohol concentration of .10 or higher, compared with 4 percent of drivers 35 to 64 years old and 3 percent of drivers 18 to 20 years old.

■ Data Source: Office of Traffic Safety.

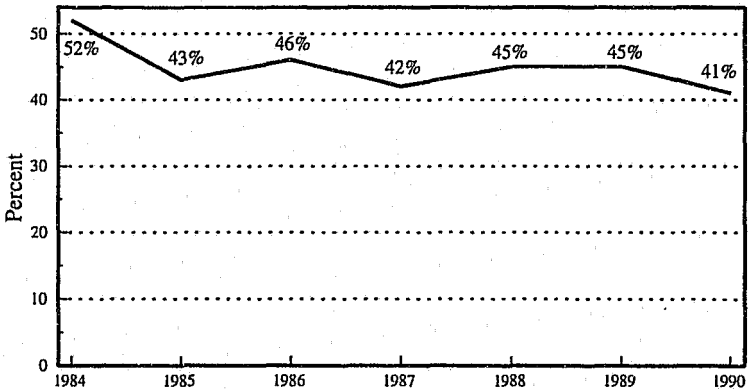


## Alcohol-Related Traffic Deaths

Traffic Deaths: Total & Alcohol-Related  
1984-1990



Percent of Traffic Deaths  
That Were Alcohol-Related  
1984-1990



Data Source: Office of Traffic Safety.



## Alcohol-Related Traffic Deaths

In Minnesota, for a death to be counted as a traffic death, it must result from an unintended motor vehicle crash on a public traffic-way, and it must occur within 30 days of the crash.

- Traffic deaths ranged from 610 to 530 per year between 1984 and 1990; the average was 583. Alcohol-related traffic deaths ranged from 305 to 224 per year; the average was 263. Traffic deaths decreased 3 percent from 1984 to 1990, while alcohol-related traffic deaths decreased 23 percent from 1984 to 1990.
- The percentage of traffic deaths that were alcohol-related decreased from 52 percent in 1984 to 41 percent in 1990.

A fatal crash is classified as alcohol-related if there is a positive (.01 or higher) alcohol concentration test result for any driver, pedestrian, or bicyclist involved in the crash. In the absence of such test results, the crash will be classified as alcohol-related if the police accident report shows that the officer believed that any driver, pedestrian, or bicyclist involved in the crash had been drinking, or had been under the influence of alcohol. An alcohol-related traffic death is any death that results from a crash so classified.

**NOTE:** *Of the 235 alcohol-related fatalities in 1990, 64 percent were drivers, 23 percent were passengers, and 11 percent were pedestrians. At least 73 percent of those who died in alcohol-related crashes had been drinking.*

■ Data Source: Office of Traffic Safety.



**Minnesota DWI Facts  
At-a-Glance**

**Total & Alcohol-Related Traffic Deaths by Age: 1990**

Age Group	Total Traffic Deaths	Percent of Total Deaths	Alcohol-Related Deaths	% of Alcohol-Related Deaths
0-14	34	6.0%	2	0.9%
15-29	234	41.2%	127	54.0%
30-44	134	23.6%	80	34.0%
45-59	57	10.0%	18	7.7%
60+	108	19.0%	8	3.4%
Unknown	1		0	
<b>TOTAL All Ages</b>	<b>568</b>	<b>100.0%</b>	<b>235</b>	<b>100.0%</b>

**Total & Alcohol-Related Traffic Injuries by Age: 1990**

Age Group	Total Traffic Injuries	Percent of Total Injuries	Alcohol-Related Injuries	% of Alcohol-Related Injuries
0-14	4,595	10.3%	264	3.9%
15-29	19,296	43.2%	3,903	57.7%
30-44	9,730	21.8%	1,609	23.8%
45-59	4,085	9.2%	412	6.1%
60+	3,942	8.8%	180	2.7%
Unknown	2,986	6.7%	394	5.8%
<b>TOTAL All Ages</b>	<b>44,634</b>	<b>100.0%</b>	<b>6,762</b>	<b>100.0%</b>

Data Source: Office of Traffic Safety.



## Alcohol-Related Traffic Deaths & Injuries by Age Groups

### Deaths

- Since 1980, more than 3,000 people have been killed in alcohol-related traffic crashes.
- In 1990, 41 percent of all traffic deaths were people between the ages of 15 and 29 years old. However, this age group accounted for 54 percent of alcohol-related traffic deaths.

### Injuries

- Since 1980, more than 65,000 people have been injured in alcohol-related traffic crashes.
- In 1990, 43 percent of the total traffic injuries were to people between the ages of 15 and 29, while 58 percent of alcohol-related injuries were in this age group.

Alcohol-related traffic deaths and injuries are those that occurred in crashes where any use of alcohol by any driver, pedestrian, or bicyclist was reported. Note that this includes alcohol use both above and below .10 alcohol concentration.

Only the officer's perceptions of alcohol involvement from the traffic accident report are used in cases of injury-producing crashes. Therefore, the number of alcohol-related traffic crashes resulting in injury and property damage may be underestimated due to non-detection or non-reporting.

**NOTE:** In each graph, the first column shows the number of individuals within an age group who were killed or injured in traffic crashes in 1990. The third column shows the number of deaths and injuries involving alcohol. It is possible to determine the role of alcohol involvement by dividing the number of alcohol-related deaths or injuries by the number of total deaths or injuries within an age range. For example, 80 of the 134 traffic deaths (60 percent) within the 30 to 44 year old group resulted from an alcohol-related traffic crash.

Data Source: Office of Traffic Safety.





## DWI Arrests

- Of the 178,801 arrests for all crimes in 1991, 33,574 were for a DWI offense; thus nearly 19 percent of the arrests made in Minnesota were for DWI violations. Between 1983 and 1985, nearly a quarter of all arrests each year were for DWI offenses.
  - Between 1971 and 1991, law enforcement agencies made over 500,000 arrests for DWI violations.
- The DWI arrest rate provides a meaningful description of DWI arrest trends. In 1971, nearly four DWI arrests were made for every 1,000 licensed drivers. The arrest rate increased in 1974 to eight per thousand, but decreased to six per thousand in 1977. The arrest rate started climbing in 1980 from eight per thousand and peaked in 1984 at 13 per thousand. In 1991, slightly over 10 DWI arrests were made for every 1,000 licensed drivers.

**NOTE:** *The number of drivers license records in 1971 was approximately 2,125,000, compared to 3,223,154 in 1991.*

**Source:** Bureau of Criminal Apprehension, Driver and Vehicle Services.



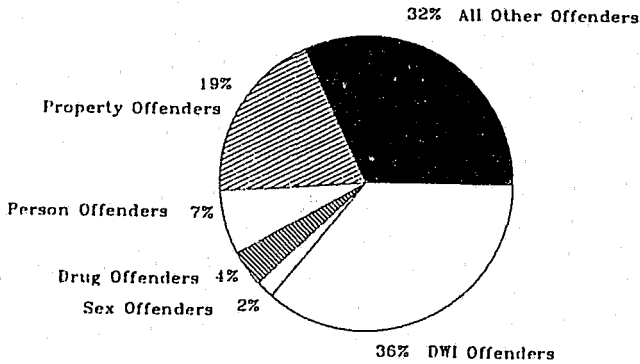






## Jail Usage

### Jail Use by Sentenced Offenders 1988



**NOTE:** In 1988, one third of jail space used statewide was for pre-sentence detention. The other two-thirds was used by sentenced offenders.

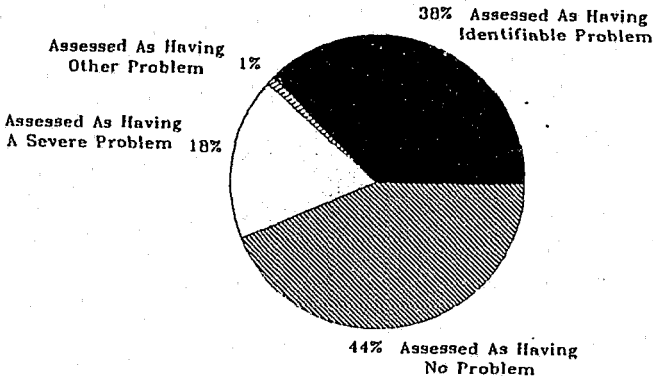
Data Sources: House Research.



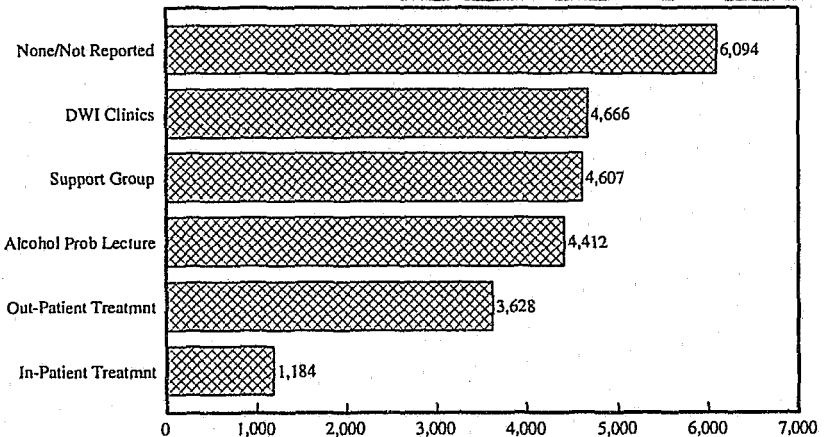


## Chemical Use Assessments & Court Referrals

### 1990 Chemical Use Assessments Reported to Department of Public Safety



### 1990 Court Requirements for DWI Offenders



Data Source: Driver and Vehicle Services.



## Chemical Use Assessments & Court Referrals

A Chemical Use Assessment is required (MN Statute, Section 169.126) for any driver convicted of any offense arising out of a DWI arrest. This assessment includes an evaluation of the severity of the driver's use of mood-altering chemicals in relation to operating a motor vehicle and recommendations to address the identified problems.

- In 1990, 22,832 Chemical Use Assessments were conducted and reported to the Department of Public Safety following a DWI arrest. Of these assessments, 44 percent of the drivers were assessed as having no identifiable alcohol problem, 38 percent as having an identifiable alcohol problem, 18 percent as having a severe alcohol problem, and 1 percent as having other drug/physical/ mental problems.
- Of the 4,009 drivers assessed with a severe alcohol problem, 54 percent were required by the court to complete chemical dependency treatment.
- Of the 8,654 drivers assessed with an identifiable alcohol problem, 27 percent were required by the court to complete chemical dependency treatment.

No standardized criteria were used by all counties to define the level of the problem prior to 1991. In that year, the Department of Public Safety adopted the Department of Human Services' "Rule 25" chemical use problem levels, which are "No Apparent Problem, Risk Status, Chemical Abuse, and Chemical Dependency." The above statistics do not include assessments done by private vendors.

**NOTE:** *Since more than one referral can be given to a single offender, the number of court requirements is greater than the number of reports. Some offenders complete treatment before the assessment and referral, which sometimes results in a "no problem" assessment.*

**Source:** Driver and Vehicle Services.

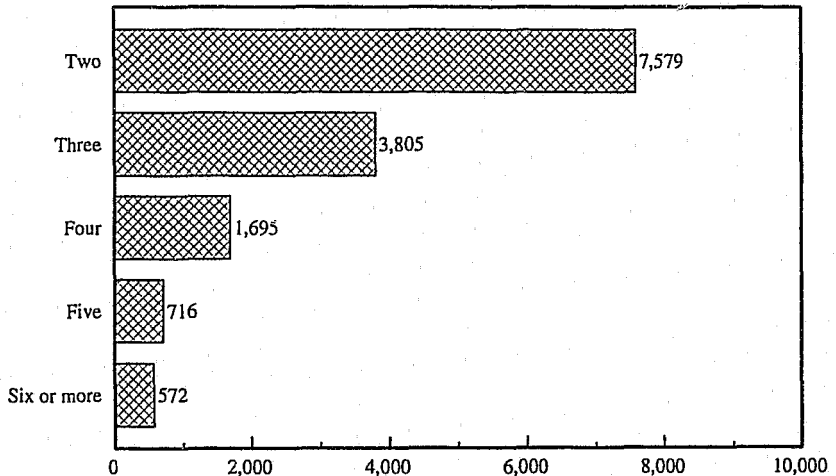


## Recidivism

	1987	1988	1989	1990	1991
Total Revocations	37,710	34,270	35,470	38,785	34,023
Number of Repeat Revocations	14,940	13,846	14,408	15,981	14,367
Percent of Repeat Revocations	39.6%	40.4%	40.6%	41.2%	42.2%

### 1991 Alcohol-Related License Revocations By Number of Repeat Incidents on Record

Number of Offenses on Record



Data Source: Driver and Vehicle Services.









## Definitions

**Administrative driver license revocation** results from a driver either refusing an alcohol concentration test or taking a test with a result over .10. This license revocation is independent of any criminal charges or convictions resulting from the driving incident (see MN Statute 169.123).

**Alcohol concentration (AC)** means the number of grams of alcohol per 100 milliliters of blood, or 210 liters of breath, or 67 milliliters of urine. This term replaced blood alcohol concentration (BAC) in 1978.

**Breath sample** is a sample of breath given by an individual during a breath test to determine an alcohol concentration.

**Implied consent law** states that any person who drives, operates, or is in physical control of a motor vehicle in Minnesota has automatically given consent to a test of blood, breath, or urine to determine the alcohol concentration or presence of drugs (see MN Statute 169.123).

**"Rule 25"** is the unofficial designation for Minnesota Rules, parts 9530.6600 to 9530.6655, promulgated by the Minnesota Department of Human Services in 1986. This Rule established criteria to determine the appropriate level of chemical dependency care for each recipient of public assistance. These criteria are also used in the assessment of all DWI offenders.



## **At-A-Glance Reports Available at the MN CJ SAC:**

- Crime & Arrest - Minnesota & Nation 1980-1989
- Felony & Gross Misdemeanor Arrests 1985-1988
- Minorities in the Juvenile Justice System - Minnesota 1990
- Narcotic Task Forces - Minnesota 1990
- Treatment Programs for Offenders - Minnesota 1990
- DWI Facts - Minnesota
- DWI Laws - Minnesota

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please call the Minnesota Criminal Justice  
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