

| Fatal Crash Stat Board To Date As of 05/07/2025                  |   |          |             |          |              |          |              | Yearly Totals |              |           |              |           |              |
|--|---|----------|-------------|----------|--------------|----------|--------------|---------------|--------------|-----------|--------------|-----------|--------------|
|  |   | 2025     | %           | 2024     | %            | 2023     | %            | 2024          | %            | 2023      | %            | 2022      | %            |
| Fatality Vehicle Type  | Pedestrian  | 3        | 15.0%       | 1        | 5.0%         | 4        | 14.8%        | 5             | 5.6%         | 10        | 9.4%         | 6         | 6.1%         |
|  | Bicycle   | 0        | 0.0%        | 0        | 0.0%         | 0        | 0.0%         | 1             | 1.1%         | 0         | 0.0%         | 1         | 1.0%         |
|  | Motorcycle  | 3        | 15.0%       | 1        | 5.0%         | 1        | 3.7%         | 17            | 19.1%        | 16        | 15.1%        | 21        | 21.4%        |
|  | ATV/Recreational Vehicles                                 | 0        | 0.0%        | 0        | 0.0%         | 0        | 0.0%         | 3             | 3.4%         | 2         | 1.9%         | 6         | 6.1%         |
|  | Farm/Heavy Equipment                                      | 0        | 0.0%        | 1        | 5.0%         | 0        | 0.0%         | 1             | 1.1%         | 0         | 0.0%         | 0         | 0.0%         |
|  | Other   | 0        | 0.0%        | 1        | 5.0%         | 0        | 0.0%         | 1             | 1.1%         | 2         | 1.9%         | 1         | 1.0%         |
|  | Car/Pickup/SUV/Van/CMV                                    | 14       | 70.0%       | 16       | 80.0%        | 22       | 81.5%        | 61            | 68.5%        | 76        | 71.7%        | 63        | 64.3%        |
| Total  | Fatalities  | 20       | 100.0%      | 20       | 100.0%       | 27       | 100.0%       | 89            | 100.0%       | 106       | 100.0%       | 98        | 100.0%       |
|  | Crashes   | 19       |             | 20       |              | 23       |              | 83            |              | 96        |              | 96        |              |
| Alcohol Involvement in Fatal Crashes <sup>1</sup>                | Operator(s) Positive BAC and/or LE Reported <sup>2</sup>  | 0        | 0.0%        | 5        | 25.0%        | 5        | 21.7%        | 18            | 21.7%        | 31        | 32.3%        | 36        | 37.5%        |
|  | Operator(s) Negative BAC and Not LE Reported <sup>3</sup> | 4        | 21.1%       | 8        | 0.0%         | 12       | 52.2%        | 37            | 44.6%        | 47        | 49.0%        | 31        | 32.3%        |
|  | Operator(s) Not Tested <sup>4</sup>                       | 0        | 0.0%        | 7        | 0.0%         | 6        | 26.1%        | 29            | 34.9%        | 18        | 18.8%        | 28        | 29.2%        |
|  | Crashes w/ Investigation Pending <sup>5</sup>             | 15       | 78.9%       |          |              |          |              |               |              |           |              |           |              |
|  | <b>Fatalities from Alcohol Crashes</b>                    | <b>1</b> | <b>5.0%</b> | <b>5</b> | <b>25.0%</b> | <b>6</b> | <b>22.2%</b> | <b>19</b>     | <b>21.3%</b> | <b>33</b> | <b>31.1%</b> | <b>36</b> | <b>36.7%</b> |
| Fatality Seat Belt Use   | Worn  | 3        | 21.4%       | 7        | 38.9%        | 6        | 27.3%        | 27            | 42.2%        | 22        | 28.6%        | 14        | 20.6%        |
|  | Not Worn  | 8        | 57.1%       | 7        | 38.9%        | 12       | 54.5%        | 30            | 46.9%        | 37        | 48.1%        | 47        | 69.1%        |
|  | Unknown   | 3        | 21.4%       | 4        | 22.2%        | 4        | 18.2%        | 7             | 10.9%        | 18        | 23.4%        | 7         | 10.3%        |
|  | Not Applicable <sup>6</sup>                               | 6        |             | 2        |              | 5        |              | 25            |              | 29        |              | 30        |              |
|  | Seat Belt Eligible  | 14       |             | 18       |              | 22       |              | 64            |              | 77        |              | 68        |              |
| Speed-Related <sup>7</sup>                                       | Fatalities  | 1        | 5.0%        | 4        | 20.0%        | 5        | 18.5%        | 21            | 23.6%        | 24        | 22.6%        | 25        | 25.5%        |
|  | Crashes   | 1        | 5.3%        | 4        | 20.0%        | 5        | 21.7%        | 19            | 22.9%        | 24        | 25.0%        | 24        | 25.0%        |
| Fatal Crash Involved Lane Departure <sup>8</sup>                 | 10  | 52.6%    | 13          | 65.0%    | 12           | 52.2%    | 57           | 68.7%         | 52           | 54.2%     | 51           | 53.1%     |              |
| Fatal Crash Involved Intersection <sup>9</sup>                   | 5   | 26.3%    | 7           | 35.0%    | 4            | 17.4%    | 24           | 28.9%         | 30           | 31.3%     |              |           |              |
| Fatal Crash Involved on an Interstate <sup>10</sup>              | 5   | 26.3%    |             |          |              |          |              |               |              |           |              |           |              |
| Fatal Crash Involved a Work Zone <sup>11</sup>                   | 0   | 0.0%     |             |          |              |          |              |               |              |           |              |           |              |
| Fatal Crash Involved a Younger Driver(s) 14-20 years old         | 3   | 15.8%    | 1           | 5.0%     | 4            | 17.4%    | 7            | 8.4%          | 9            | 9.4%      | 16           | 16.7%     |              |
| Fatal Crash Involved an Older Driver(s) 65+ years old            | 6   | 31.6%    | 8           | 40.0%    | 9            | 39.1%    | 27           | 32.5%         | 28           | 29.2%     | 24           | 25.0%     |              |
| Fatal Crash Involved a Train                                     | 0   | 0.0%     | 0           | 0.0%     | 3            | 13.0%    | 0            | 0.0%          | 3            | 3.1%      | 1            | 1.0%      |              |
| Fatal Crash Involved a Commercial Motor Vehicle(s) <sup>12</sup> | 4   | 21.1%    | 7           | 35.0%    | 7            | 30.4%    | 20           | 24.1%         | 21           | 21.9%     | 21           | 21.9%     |              |
| Holiday Fatalities <sup>13</sup>                                 | 0   |          | 0           |          | 1            |          | 3            |               | 16           |           | 9            |           |              |

Operator: A motor vehicle driver, bicyclist, or pedestrian directly involved in a crash

<sup>1</sup> Alcohol involvement may be higher than currently reported due to pending investigations.

<sup>2</sup> Indicates at least one operator had a positive Blood Alcohol Content (BAC) AND/OR law enforcement reported alcohol involvement at scene; passenger BACs are excluded.

<sup>3</sup> Indicates operators who had samples taken had a negative Blood Alcohol Content (BAC) AND no alcohol involvement reported by law enforcement; passenger BACs are excluded.

<sup>4</sup> Indicates no operators had samples taken for alcohol testing, therefore, alcohol involvement is unknown. Passenger BACs are excluded.

<sup>5</sup> Indicates crash record is not fully complete; unknown if samples were taken, or results are pending

<sup>6</sup> Indicates situations where no restraint was available in the seat position of the occupant. Examples would be Motorcycle, Pedestrian, Snowmobile, etc.

<sup>7</sup> Speed-Related includes law enforcement-reported contributing factors of "exceeded speed limit" AND/OR "driving too fast for conditions".

<sup>8</sup> Indicates documented loss of control resulting in a vehicle leaving the original lane of travel.

<sup>9</sup> Indicates crash occurred at a location defined as an intersection or is intersection-related.

<sup>10</sup> Indicates crash occurred on Interstate 29 or Interstate 94.

<sup>11</sup> Indicates crash occurred at a location defined as a work zone, which meet the following criteria: Work Zone (Construction/Maintenance/Utility); and Before the First Work Zone Warning Sign; Advance Warning Area; Transition Area; Activity Area; or Termination Area.

<sup>12</sup> Commercial Motor Vehicles include vehicles that meet the following criteria: Any truck with a gross vehicle weight rating (GVWR) of 10,000 lbs or more; any motor vehicle with seating to transport nine or more people including driver; any motor vehicle displaying hazardous material placards regardless of weight.

<sup>13</sup> Reflects a multiple day period that varies per holiday and the day of the week on which the holiday falls.

**Disclaimer: 2025 data is preliminary and subject to change as additional information is received.**