

| Fatal Crash Stat Board To Date As of 06/28/2025 | | | | | | | | Yearly Totals | | | | | |
|--|---|----------|--------------|----------|--------------|----------|--------------|---------------|--------------|-----------|--------------|-----------|--------------|
| | | 2025 | % | 2024 | % | 2023 | % | 2024 | % | 2023 | % | 2022 | % |
| Fatality Vehicle Type | Pedestrian | 5 | 13.2% | 2 | 6.1% | 4 | 10.0% | 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 | 10 | 26.3% | 4 | 12.1% | 4 | 10.0% | 17 | 19.1% | 16 | 15.1% | 21 | 21.4% |
| | ATV/Recreational Vehicles | 3 | 7.9% | 0 | 0.0% | 2 | 5.0% | 3 | 3.4% | 2 | 1.9% | 6 | 6.1% |
| | Farm/Heavy Equipment | 0 | 0.0% | 1 | 3.0% | 0 | 0.0% | 1 | 1.1% | 0 | 0.0% | 0 | 0.0% |
| | Other | 0 | 0.0% | 1 | 3.0% | 1 | 2.5% | 1 | 1.1% | 2 | 1.9% | 1 | 1.0% |
| | Car/Pickup/SUV/Van/CMV | 20 | 52.6% | 25 | 75.8% | 29 | 72.5% | 61 | 68.5% | 76 | 71.7% | 63 | 64.3% |
| Total | Fatalities | 38 | 100.0% | 33 | 100.0% | 40 | 100.0% | 89 | 100.0% | 106 | 100.0% | 98 | 100.0% |
| | Crashes | 37 | | 30 | | 36 | | 83 | | 96 | | 96 | |
| Alcohol Involvement in Fatal Crashes ¹ | Operator(s) Positive BAC and/or LE Reported ² | 5 | 13.5% | 8 | 26.7% | 8 | 22.2% | 18 | 21.7% | 31 | 32.3% | 36 | 37.5% |
| | Operator(s) Negative BAC and Not LE Reported ³ | 8 | 21.6% | 10 | 0.0% | 21 | 58.3% | 37 | 44.6% | 47 | 49.0% | 31 | 32.3% |
| | Operator(s) Not Tested ⁴ | 0 | 0.0% | 12 | 0.0% | 7 | 19.4% | 29 | 34.9% | 18 | 18.8% | 28 | 29.2% |
| | Crashes w/ Investigation Pending ⁵ | 24 | 64.9% | | | | | | | | | | |
| | Fatalities from Alcohol Crashes | 7 | 18.4% | 8 | 24.2% | 9 | 22.5% | 19 | 21.3% | 33 | 31.1% | 36 | 36.7% |
| Fatality Seat Belt Use | Worn | 3 | 13.6% | 13 | 48.1% | 9 | 30.0% | 27 | 42.2% | 22 | 28.6% | 14 | 20.6% |
| | Not Worn | 11 | 50.0% | 8 | 29.6% | 16 | 53.3% | 30 | 46.9% | 37 | 48.1% | 47 | 69.1% |
| | Unknown | 8 | 36.4% | 6 | 22.2% | 5 | 16.7% | 7 | 10.9% | 18 | 23.4% | 7 | 10.3% |
| | Not Applicable ⁶ | 16 | | 6 | | 10 | | 25 | | 29 | | 30 | |
| | Seat Belt Eligible | 22 | | 27 | | 30 | | 64 | | 77 | | 68 | |
| Speed-Related ⁷ | Fatalities | 5 | 13.2% | 6 | 18.2% | 7 | 17.5% | 21 | 23.6% | 24 | 22.6% | 25 | 25.5% |
| | Crashes | 5 | 13.5% | 6 | 20.0% | 7 | 19.4% | 19 | 22.9% | 24 | 25.0% | 24 | 25.0% |
| Fatal Crash Involved Lane Departure ⁸ | | 22 | 59.5% | 19 | 63.3% | 18 | 50.0% | 57 | 68.7% | 52 | 54.2% | 51 | 53.1% |
| Fatal Crash Involved Intersection ⁹ | | 9 | 24.3% | 10 | 33.3% | 11 | 30.6% | 24 | 28.9% | 30 | 31.3% | | |
| Fatal Crash Involved on an Interstate ¹⁰ | | 6 | 16.2% | | | | | | | | | | |
| Fatal Crash Involved a Work Zone ¹¹ | | 0 | 0.0% | | | | | | | | | | |
| Fatal Crash Involved a Younger Driver(s) 14-20 years old | | 3 | 8.1% | 4 | 13.3% | 5 | 13.9% | 7 | 8.4% | 9 | 9.4% | 16 | 16.7% |
| Fatal Crash Involved an Older Driver(s) 65+ years old | | 13 | 35.1% | 10 | 33.3% | 12 | 33.3% | 27 | 32.5% | 28 | 29.2% | 24 | 25.0% |
| Fatal Crash Involved a Train | | 0 | 0.0% | 0 | 0.0% | 3 | 8.3% | 0 | 0.0% | 3 | 3.1% | 1 | 1.0% |
| Fatal Crash Involved a Commercial Motor Vehicle(s) ¹² | | 6 | 16.2% | 8 | 26.7% | 11 | 30.6% | 20 | 24.1% | 21 | 21.9% | 21 | 21.9% |
| Holiday Fatalities ¹³ | | 2 | | 1 | | 5 | | 3 | | 16 | | 9 | |

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

¹ Alcohol involvement may be higher than currently reported due to pending investigations.

² 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.

³ 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.

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

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

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

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

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

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

¹⁰ Indicates crash occurred on Interstate 29 or Interstate 94.

¹¹ 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.

¹² 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.

¹³ 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.