

| Fatal Crash Stat Board To Date As of 03/31/2026 | | | | | | | | Yearly Totals | | | | | |
|--|---|----------|--------------|----------|-------------|----------|--------------|---------------|--------------|-----------|--------------|-----------|--------------|
| | | 2026 | % | 2025 | % | 2024 | % | 2025 | % | 2024 | % | 2023 | % |
| Fatality Vehicle Type | Pedestrian | 2 | 11.1% | 2 | 16.7% | 0 | 0.0% | 8 | 9.4% | 5 | 5.6% | 10 | 9.4% |
| | Bicycle | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 1 | 1.2% | 1 | 1.1% | 0 | 0.0% |
| | Motorcycle | 0 | 0.0% | 1 | 8.3% | 0 | 0.0% | 17 | 20.0% | 17 | 19.1% | 16 | 15.1% |
| | ATV/Recreational Vehicles | 1 | 5.6% | 0 | 0.0% | 0 | 0.0% | 4 | 4.7% | 3 | 3.4% | 2 | 1.9% |
| | Farm/Heavy Equipment | 0 | 0.0% | 0 | 0.0% | 1 | 6.7% | 1 | 1.2% | 1 | 1.1% | 0 | 0.0% |
| | Other | 1 | 5.6% | 0 | 0.0% | 0 | 0.0% | 2 | 2.4% | 1 | 1.1% | 2 | 1.9% |
| | Car/Pickup/SUV/Van/CMV | 14 | 77.8% | 9 | 75.0% | 14 | 93.3% | 52 | 61.2% | 61 | 68.5% | 76 | 71.7% |
| Total | Fatalities | 18 | 100.0% | 12 | 100.0% | 15 | 100.0% | 85 | 100.0% | 89 | 100.0% | 106 | 100.0% |
| | Crashes | 16 | | 11 | | 15 | | 77 | | 83 | | 96 | |
| Alcohol Involvement in Fatal Crashes ¹ | Operator(s) Positive BAC and/or LE Reported ² | 2 | 12.5% | 0 | 0.0% | 5 | 33.3% | 19 | 24.7% | 18 | 21.7% | 31 | 32.3% |
| | Operator(s) Negative BAC and Not LE Reported ³ | 3 | 18.8% | 5 | 0.0% | 5 | 33.3% | 18 | 23.4% | 37 | 44.6% | 47 | 49.0% |
| | Operator(s) Not Tested ⁴ | 0 | 0.0% | 0 | 0.0% | 5 | 33.3% | 0 | 0.0% | 29 | 34.9% | 18 | 18.8% |
| | Crashes w/ Investigation Pending ⁵ | 11 | 68.8% | | | | | | | | | | |
| | Fatalities from Alcohol Crashes | 2 | 11.1% | 1 | 8.3% | 5 | 33.3% | 24 | 28.2% | 19 | 21.3% | 33 | 31.1% |
| Fatality Seat Belt Use | Worn | 6 | 40.0% | 1 | 11.1% | 6 | 40.0% | 10 | 17.2% | 27 | 42.2% | 22 | 28.6% |
| | Not Worn | 8 | 53.3% | 6 | 66.7% | 5 | 33.3% | 33 | 56.9% | 30 | 46.9% | 37 | 48.1% |
| | Unknown | 1 | 6.7% | 2 | 22.2% | 4 | 26.7% | 15 | 25.9% | 7 | 10.9% | 18 | 23.4% |
| | Not Applicable ⁶ | 3 | | 3 | | 0 | | 27 | | 25 | | 29 | |
| | Seat Belt Eligible | 15 | | 9 | | 15 | | 58 | | 64 | | 77 | |
| Speed-Related ⁷ | Fatalities | 1 | 5.6% | 0 | 0.0% | 2 | 13.3% | 16 | 18.8% | 21 | 23.6% | 24 | 22.6% |
| | Crashes | 2 | 12.5% | 0 | 0.0% | 2 | 13.3% | 15 | 19.5% | 19 | 22.9% | 24 | 25.0% |
| Fatal Crash Involved Lane Departure ⁸ | 9 | 56.3% | 6 | 54.5% | 11 | 73.3% | 44 | 57.1% | 57 | 68.7% | 52 | 54.2% | |
| Fatal Crash Involved Intersection ⁹ | 4 | 25.0% | 4 | 36.4% | 6 | 40.0% | 23 | 29.9% | 24 | 28.9% | 30 | 31.3% | |
| Fatal Crash Involved on an Interstate ¹⁰ | 3 | 18.8% | 2 | 18.2% | 1 | 6.7% | 10 | 13.0% | 5 | 6.0% | 12 | 12.5% | |
| Fatal Crash Involved a Work Zone ¹¹ | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | |
| Fatal Crash Involved a Younger Driver(s) 14-20 years old | 1 | 6.3% | 2 | 18.2% | 0 | 0.0% | 11 | 14.3% | 7 | 8.4% | 9 | 9.4% | |
| Fatal Crash Involved an Older Driver(s) 65+ years old | 5 | 31.3% | 1 | 9.1% | 7 | 46.7% | 22 | 28.6% | 27 | 32.5% | 28 | 29.2% | |
| Fatal Crash Involved a Train | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 1 | 1.3% | 0 | 0.0% | 3 | 3.1% | |
| Fatal Crash Involved a Commercial Motor Vehicle(s) ¹² | 6 | 37.5% | 3 | 27.3% | 6 | 40.0% | 14 | 18.2% | 20 | 24.1% | 21 | 21.9% | |
| Holiday Fatalities ¹³ | 0 | | 0 | | 0 | | 8 | | 2 | | 16 | | |

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: 2026 and 2025 data is preliminary and subject to change as additional information is received.