

Fatal and Serious Injury Motor Vehicle Crashes:

Speed Crashes

On Minnesota roadways, there were 2,154 crashes involving speed resulting in fatality or serious injury between 2019 and 2023. This is an average of 431 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	218	17%	193	15%	411	32%
County	315	24%	152	12%	467	36%
City	25	2%	260	20%	285	22%
Township	83	6%	1	0%	84	7%
Other	19	1%	19	1%	39	3%
Total	660	51%	625	49%	1,286	100%

Crashes involving speed 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 rural/urban columns.

Distribution of Speed Crashes by TZD Region

	Rural		Urban		Total	
Northeast	84	72%	32	28%	116	100%
Northwest	52	87%	8	13%	60	100%
East Central	155	82%	33	18%	188	100%
West Central	62	83%	13	17%	75	100%
Southeast	87	74%	30	26%	117	100%
South Central	61	82%	13	18%	74	100%
Southwest	82	92%	7	8%	89	100%
Metro	77	14%	489	86%	567	100%
Total	660	51%	625	49%	1,286	100%

Crashes involving speed occur most frequently in rural areas.

56% of these crashes occurred in Greater Minnesota.

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

Light Conditions

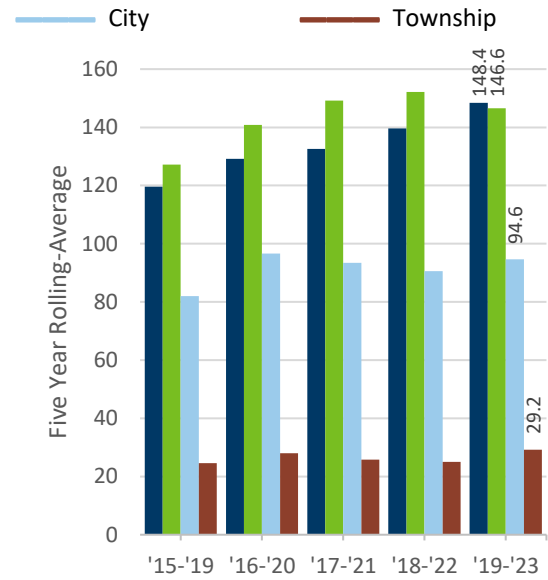
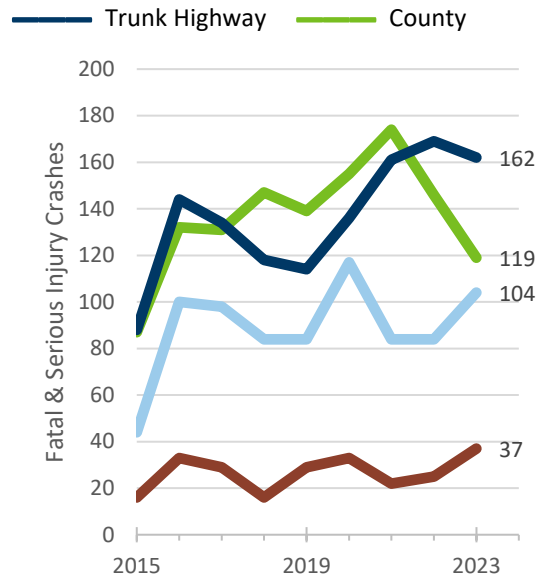
	Focus Area	All KA
Daylight	53.7%	59.7%
Sunrise/Sunset	5.5%	6.2%
Night/Dark	40.5%	33.6%
Street Lights On	23.0%	18.7%
Street Lights Off	0.7%	0.9%
Unknown/No Lighting	16.8%	14.0%
Other/Unknown	0.3%	0.5%

Roadway Conditions

	Focus Area	All KA
Dry	72.0%	78.3%
Wet	8.0%	8.8%
Snow/Slush/Ice	15.0%	8.8%
Other	4.9%	4.1%

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	1,068	49.6%	2,980	31.8%	+ 17.8%	↑	#1
Impaired User	952	44.2%	2,616	27.9%	+ 16.3%	↑	#2
Unlicensed Driver	693	32.2%	1,918	20.5%	+ 11.7%	↑	#3
Unbelted Occupant	510	23.7%	1,346	14.4%	+ 9.3%	↑	#4
Younger Driver	455	21.1%	1,495	16.0%	+ 5.2%	↑	#5
Inattentive Driver	183	8.5%	735	7.8%	+ 0.6%	—	—
Motorcycle	369	17.1%	1,572	16.8%	+ 0.3%	—	—
Train	1	0.0%	18	0.2%	- 0.1%	—	—
Work Zone	36	1.7%	197	2.1%	- 0.4%	—	—
Commercial Vehicle	152	7.1%	824	8.8%	- 1.7%	—	—
Head-on	207	9.6%	1,057	11.3%	- 1.7%	—	—
Bicyclist	11	0.5%	364	3.9%	- 3.4%	↓	—
Pedestrian	70	3.2%	1,037	11.1%	- 7.8%	↓	—
Older Driver	236	11.0%	1,771	18.9%	- 8.0%	↓	—
Intersection	824	38.3%	4,575	48.8%	- 10.6%	↓	—
Speed	2,154	100.0%	2,154	23.0%	N/A		N/A

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

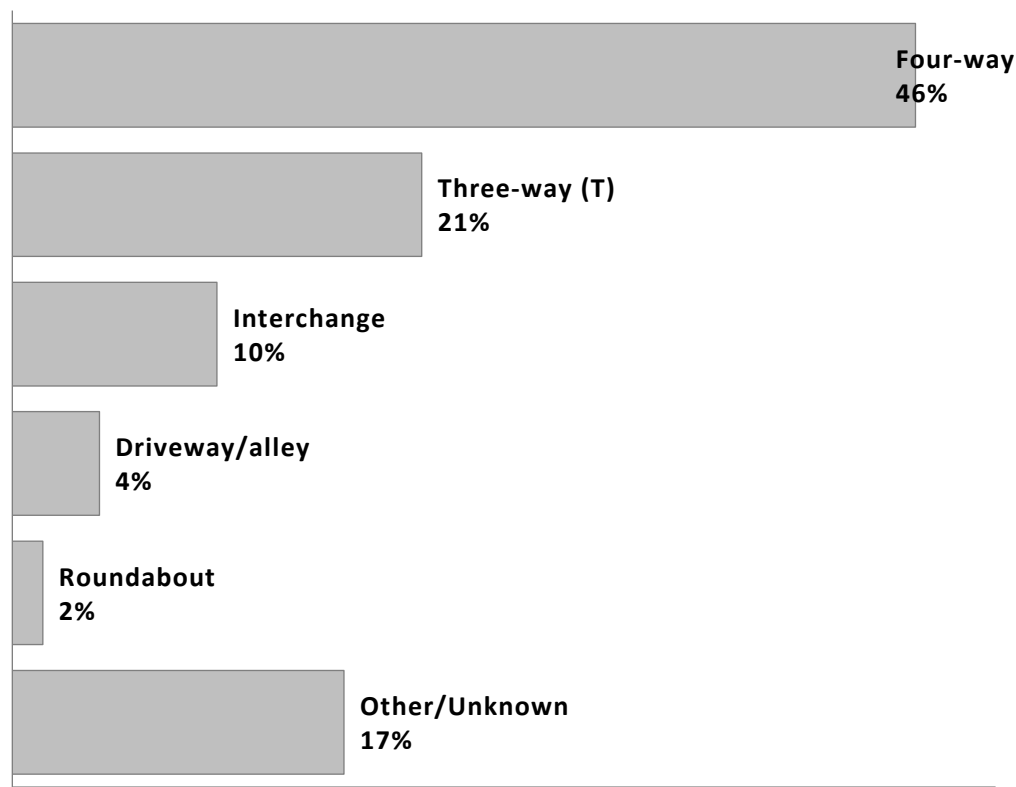
Compared to all fatal and serious injury crashes, the Single Veh. Run-off-road, Impaired User, Unlicensed Driver, Unbelted Occupant and Younger Driver focus areas are over-represented in crashes involving speed. These focus areas may present unique challenges and opportunities for reducing Speed Crashes 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%	0.8%	0.8%	0.7%	0.8%	0.7%	0.6%	0.6%	5%
February	0.5%	0.7%	0.6%	0.6%	1.2%	0.8%	0.8%	1.0%	6%
March	0.4%	0.8%	0.6%	0.6%	0.9%	0.7%	1.1%	0.8%	6%
April	0.7%	0.6%	0.6%	1.0%	1.4%	1.4%	1.3%	0.6%	8%
May	0.5%	0.5%	0.6%	1.0%	1.8%	2.3%	1.3%	1.1%	9%
June	0.7%	1.0%	0.8%	1.3%	1.9%	1.9%	1.5%	1.3%	10%
July	0.6%	0.6%	1.0%	1.9%	2.0%	2.5%	2.2%	1.7%	13%
August	0.6%	0.6%	0.9%	0.9%	2.0%	2.4%	1.6%	1.6%	11%
September	0.6%	0.5%	0.5%	1.5%	1.6%	1.2%	1.3%	0.9%	8%
October	0.3%	0.6%	0.6%	1.0%	1.8%	1.3%	1.6%	1.3%	9%
November	0.5%	0.9%	1.3%	0.9%	1.4%	1.3%	1.2%	1.0%	9%
December	0.6%	1.1%	0.9%	1.0%	1.2%	0.9%	0.8%	0.9%	7%
Σ	6%	9%	9%	12%	18%	17%	15%	13%	100%

A fatal or serious injury crash involving speed occurred approximately every 24 hours. 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 2 in 5 fatal and serious injury crashes involving speed (39%) were intersection or interchange related.