

Minnesota Illegal/Unsafe Speed Statistics by County, 2002–2006

Source: Minnesota Department of Public Safety Office of Traffic Safety

County	Total Traffic Fatalities	Estimated Cost of All Traffic Fatalities	Total Speed-Related Traffic Fatalities	Estimated Cost of All Speed-Related Fatalities
AITKIN	26	\$28,710,000	3	\$3,350,000
ANOKA	135	\$149,410,000	34	\$37,400,000
BECKER	28	\$30,820,000	7	\$7,600,000
BELTRAMI	30	\$33,300,000	6	\$6,750,000
BENTON	35	\$38,290,000	7	\$7,700,000
BIG STONE	6	\$6,670,000	4	\$4,400,000
BLUE EARTH	41	\$45,350,000	9	\$9,900,000
BROWN	14	\$15,450,000	7	\$7,660,000
CARLTON	37	\$40,690,000	11	\$11,980,000
CARVER	44	\$48,180,000	14	\$15,190,000
CASS	46	\$49,840,000	19	\$20,410,000
CHIPPEWA	17	\$18,830,000	2	\$2,160,000
CHISAGO	44	\$48,550,000	11	\$12,330,000
CLAY	41	\$44,930,000	10	\$11,090,000
CLEARWATER	16	\$17,680,000	6	\$6,760,000
COOK	6	\$6,600,000	3	\$3,390,000
COTTONWOOD	7	\$7,820,000	0	\$0
CROW WING	49	\$54,310,000	13	\$14,520,000
DAKOTA	117	\$129,740,000	37	\$40,890,000
DODGE	19	\$21,080,000	7	\$7,740,000
DOUGLAS	32	\$35,880,000	16	\$17,900,000
FARIBAULT	13	\$14,280,000	3	\$3,390,000
FILLMORE	17	\$18,990,000	6	\$6,840,000
FREEBORN	30	\$32,850,000	12	\$13,240,000
GOODHUE	37	\$40,840,000	17	\$18,590,000
GRANT	8	\$8,640,000	3	\$3,230,000
HENNEPIN	261	\$287,280,000	92	\$102,050,000
HOUSTON	13	\$14,170,000	8	\$8,710,000
HUBBARD	30	\$32,980,000	9	\$9,910,000
ISANTI	41	\$45,180,000	6	\$6,660,000
ITASCA	38	\$41,930,000	7	\$7,770,000
JACKSON	13	\$14,320,000	2	\$2,170,000
KANABEC	22	\$24,060,000	6	\$6,690,000
KANDIYOHI	50	\$55,270,000	11	\$12,160,000
KITSON	9	\$9,770,000	1	\$1,130,000
KOOCHICING	8	\$8,910,000	1	\$1,130,000
LAC QUI PARLE	8	\$8,890,000	5	\$5,530,000
LAKE	17	\$18,850,000	6	\$6,730,000
LAKE OF THE WOODS	8	\$8,660,000	1	\$1,040,000
LE SUEUR	21	\$23,140,000	3	\$3,300,000
LINCOLN	12	\$13,080,000	7	\$7,600,000
LYON	18	\$20,190,000	2	\$2,240,000
MCLEOD	25	\$27,580,000	7	\$7,620,000
MAHNOMEN	10	\$10,950,000	4	\$4,360,000
MARSHALL	6	\$6,550,000	1	\$1,040,000

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MARTIN	15	\$16,590,000	2	\$2,250,000
MEEKER	24	\$26,410,000	5	\$5,470,000
MILLE LACS	37	\$41,110,000	12	\$13,510,000
MORRISON	50	\$54,720,000	9	\$10,050,000
MOWER	18	\$19,640,000	6	\$6,530,000
MURRAY	10	\$11,000,000	1	\$1,040,000
NICOLLET	18	\$20,020,000	5	\$5,690,000
NOBLES	14	\$15,420,000	1	\$1,130,000
NORMAN	9	\$9,670,000	1	\$1,090,000
OLMSTED	70	\$77,300,000	23	\$25,330,000
OTTER TAIL	44	\$48,320,000	14	\$15,460,000
PENNINGTON	12	\$13,120,000	1	\$1,040,000
PINE	45	\$49,570,000	17	\$18,630,000
PIPESTONE	11	\$12,160,000	1	\$1,040,000
POLK	27	\$29,860,000	8	\$9,020,000
POPE	16	\$17,650,000	2	\$2,080,000
RAMSEY	135	\$148,250,000	46	\$50,070,000
RED LAKE	7	\$7,670,000	5	\$5,510,000
REDWOOD	7	\$7,930,000	2	\$2,280,000
RENVILLE	27	\$29,820,000	6	\$6,640,000
RICE	61	\$67,400,000	16	\$17,600,000
ROCK	5	\$5,560,000	2	\$2,250,000
ROSEAU	14	\$15,410,000	0	\$0
ST. LOUIS	122	\$134,030,000	39	\$42,910,000
SCOTT	75	\$82,290,000	15	\$16,330,000
SHERBURNE	71	\$78,320,000	18	\$19,700,000
SIBLEY	7	\$7,780,000	4	\$4,480,000
STEARNS	90	\$99,520,000	29	\$32,170,000
STEELE	34	\$37,850,000	14	\$15,550,000
STEVENS	11	\$12,110,000	4	\$4,390,000
SWIFT	5	\$5,380,000	1	\$1,040,000
TODD	26	\$29,000,000	6	\$6,670,000
TRAVERSE	4	\$4,270,000	1	\$1,150,000
WABASHA	28	\$30,990,000	8	\$8,930,000
WADENA	12	\$13,270,000	2	\$2,170,000
WASECA	13	\$14,300,000	2	\$2,240,000
WASHINGTON	93	\$102,830,000	39	\$43,080,000
WATONWAN	16	\$17,820,000	1	\$1,090,000
WILKIN	7	\$7,570,000	2	\$2,210,000
WINONA	41	\$44,820,000	9	\$9,890,000
WRIGHT	79	\$87,010,000	15	\$16,510,000
YELLOW MEDICINE	17	\$18,790,000	3	\$3,260,000
MINNESOTA	2,932	\$3,232,040,000	843	\$929,730,000

NOTE: Each year, the National Safety Council provides estimates for the costs of traffic deaths for the prior year. Costs cited above are based on multiplying the number of deaths in a given year by the cost figures used for deaths in that year. Thus, two counties having the same number of deaths in a five-year period can have differing cost estimates, depending on the years in which the deaths occurred. The Minnesota Department of Public Safety uses “direct economic cost” associated with traffic deaths. Other organizations use estimated “comprehensive costs” which are about three times as great as “direct” cost estimates.