# 2013
# South Dakota
# Motor Vehicle Traffic Crash Summary


**Prepared By**
**Department of Public Safety**
**Office of Highway Safety/Accident Records**

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**Governor**


MARKS
SPOT
THE
WHY DIE?

# STATE OF SOUTH DAKOTA
DENNIS DAUGAARD, GOVERNOR

July 22, 2014

My Fellow South Dakotans,

I am pleased to release the 2013 issue of the Annual South Dakota Crash Report. Within this document, you will find some roadway safety victories, along with other areas that need continued vigilance and correction.

One area showing great improvement is the number of drivers in alcohol-involved fatal crashes. In 2013, South Dakota had 25 percent fewer motor vehicle drivers involved in this type of crash over the same category in 2012. This is a significant decrease and is a good sign of the continued social abhorrence of this behavior.

A very important law impacting roadway safety went into effect on July 1, 2014. Earlier this year, legislators passed a bill banning texting while driving in South Dakota. On July 1, our state joined the ranks of other states that recognize this challenging safety issue. I assure you our highway safety professionals are working on various means to reduce the number of injury and fatal crashes caused by those distracted by a simple text message.

Finally, I cannot overstate the importance of adults setting good examples for the young passengers who watch our every move behind the wheel. Please buckle up every time you drive and ask your passengers to do the same. Keep your hands on the steering wheel, your eyes on the road, and your cell phone tucked away while driving. Never put other drivers and innocent pedestrians in jeopardy by drinking and driving.

Our roadways will be much safer if we all follow these simple steps. Please be safe out there.

Sincerely,

Dennis Daugaard

DD:nn

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# I. INTRODUCTION

The Motor Vehicle Traffic Crash Summary is divided into two main sections, Historical Trends and 2013 Motor Vehicle Traffic Crash Profile. The Historical Trend section provides information on alcohol involvement in motor vehicle crashes, severity of injury by record type and sex of drivers involved in crashes. This section also provides data on restraint usage and crash trends. The 2013 Traffic Crash Profile section details the crash picture for 2013 as well as a glossary of terms.

The South Dakota Crash Data System conforms to standards established by the Model Minimum Uniform Crash Criteria (MMUCC) guidelines. The purpose of MMUCC is to provide a standardized data set for describing crashes of motor vehicles that generates the necessary information to improve highway safety.

By utilizing MMUCC, the highway safety community is making an explicit statement that comparable data from all states are crucial to our ability to identify problems and make improvements.

Information collected from crash reports is merged into a central computerized crash database. This data provides the basic information necessary for developing effective highway and traffic safety programs. The crash data is used by local, state and federal agencies to:

- Identify highway and traffic safety problem areas.
- Initiate and evaluate the effectiveness of laws and policies intended to reduce deaths, injuries, injury severity and costs.
- Assess the relationship between vehicle and highway characteristics, crash propensity, and injury severity to support either the development of countermeasures or their evaluation.

The majority of the information in this book is compiled by the Office of Accident Records within the Department of Public Safety. Current state law requires an accident report to be filed for each motor vehicle traffic accident resulting in the **death or injury of a person, or property damage to an apparent extent of one thousand dollars or more to any one person's property or two thousand dollars accumulated damage per accident.**

Law enforcement agencies provide the accident reports to the Office of Accident Records. These individual reports are available to the public for a search fee of four dollars.

***FOR FURTHER INFORMATION:***


Office of Accident Records
118 West Capitol Avenue
Pierre SD 57501-2000

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E-mail: Lee.Axdahl@state.sd.us


Webpage:
http://dps.sd.gov/enforcement/accident_records/Annual_Crash_Reports.aspx

***NOTE! Data Extracted on 04/16/2014 This report reflects a one day picture of CY2013 data collected, any data received after this date would not be included in this report.***

# SOUTH DAKOTA TRAFFIC STATISTICAL SUMMARY
# 2012-2013

| | 2012 | 2013 |
|---|---|---|
| ➢ NUMBER OF REPORTED MOTOR VEHICLE TRAFFIC CRASHES | **16,261** | **16,620** |
| ➢ AMOUNT OF MOTOR VEHICLE TRAFFIC CRASH PROPERTY DAMAGE | **$112 MILLION** | **$88 MILLION** |
| ➢ NUMBER OF MOTOR VEHICLE TRAFFIC CRASH INJURIES | **5,432** | **5,462** |
| ➢ NUMBER OF MOTOR VEHICLE TRAFFIC CRASH FATALITIES | **133** | **135** |
| ➢ FATALITY RATE PER 100,000,000 MILES OF TRAVEL | **1.47** | **1.48** |
| ➢ PERCENT OF DRIVERS IN FATAL CRASHES WHO HAD BEEN DRINKING | **26.1%** | **18.0%** |
| ➢ NUMBER KILLED IN ALCOHOL-RELATED CRASHES | **53** | **42** |
| ➢ NUMBER INJURED IN ALCOHOL-RELATED CRASHES | **721** | **639** |
| ➢ NUMBER OF PEDESTRIANS KILLED | **2** | **9** |
| ➢ NUMBER OF MOTORCYCLISTS KILLED | **25** | **22** |
| ➢ NUMBER OF BICYCLISTS KILLED | **0** | **0** |
| ➢ PERCENT OF LICENSED DRIVERS UNDER 25 | **15.5%** | **15.3%** |
| ➢ PERCENT OF CRASH-INVOLVED SPEEDING DRIVERS UNDER 25 | **51.9%** | **48.6%** |
| ➢ PERCENT OF CRASH-INVOLVED DRINKING DRIVERS UNDER 25 | **37.0%** | **31.0%** |
| ➢ NUMBER OF OCCUPANTS KILLED IN MOTOR VEHICLES *(EXCLUDES MOPED, MOTORCYCLE, ATV & SNOWMOBILE OCCUPANTS)* | **102** | **103** |
| ➢ NUMBER OF OCCUPANTS KILLED IN MOTOR VEHICLES WHO WERE WEARING A SAFETY RESTRAINT *(EXCLUDES MOPED, MOTORCYCLE, ATV & SNOWMOBILE OCCUPANTS)* | **29** | **34** |
| ➢ NUMBER OF UNRESTRAINED OCCUPANTS UNDER 5 YEARS OF AGE IN MOTOR VEHICLE CRASHES WHO WERE KILLED | **2** | **0** |
| WHO WERE INJURED *(EXCLUDES MOPED, MOTORCYCLE, ATV & SNOWMOBILE OCCUPANTS)* | **9** | **11** |
| ➢ NUMBER OF UNRESTRAINED OCCUPANTS UNDER 5 YEARS OF AGE WITH CHILD RESTRAINT NOT USED PROPERLY WHO WERE KILLED | **0** | **0** |
| WHO WERE INJURED *(EXCLUDES MOPED, MOTORCYCLE, ATV & SNOWMOBILE OCCUPANTS)* | **2** | **2** |
| ➢ ECONOMIC LOSS FROM MOTOR VEHICLE TRAFFIC CRASHES | **$406 MILLION** | **$389 MILLION** |

*Source: SD Department of Public Safety – Office of Accident Records*

# II. HISTORICAL TRENDS

## *Motor Vehicle Crashes*

The preliminary death rates per 100 million vehicle miles traveled from 2004-2013 for South Dakota, states surrounding South Dakota and the nation are shown in TABLE 2-1. FIGURE 2-1 compares South Dakota with the national rate and two comparable rural states, North Dakota and Wyoming.

**TABLE 2-1**
**FATALITY RATE COMPARISON**
**2004-2013**

| State | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 |
|---|---|---|---|---|---|---|---|---|---|---|
| South Dakota | 2.3 | 2.3 | 2.3 | 1.7 | 1.4 | 1.5 | 1.6 | 1.2 | 1.5 | **1.5** |
| Iowa | 1.2 | 1.4 | 1.4 | 1.4 | 1.4 | 1.2 | 1.0 | 1.2 | 1.2 | **n/a** |
| Minnesota | 1.0 | 1.0 | 0.9 | 0.9 | 0.8 | 0.8 | 0.7 | 0.7 | 0.7 | **0.7** |
| Montana | 2.0 | 2.3 | 2.3 | 2.4 | 2.1 | 2.0 | 1.7 | 1.8 | 1.7 | **n/a** |
| Nebraska | 1.3 | 1.4 | 1.4 | 1.3 | 1.1 | 1.0 | 0.9 | 0.9 | 1.1 | **1.1** |
| North Dakota | 1.3 | 1.6 | 1.4 | 1.4 | 1.3 | 1.8 | 1.3 | 1.6 | 1.7 | **1.5** |
| Wyoming | 1.8 | 1.9 | 2.1 | 1.6 | 1.7 | 1.4 | 1.7 | 1.5 | 1.3 | **n/a** |
| National | 1.4 | 1.5 | 1.4 | 1.3 | 1.3 | 1.2 | 1.1 | 1.1 | 1.2 | **1.1** |

**Note:** Death Rate is the number of traffic fatalities per 100 million vehicle miles traveled.
**The 2013 rates are preliminary estimates and will be updated the following year with the final numbers.**

*Source: SD Department of Public Safety - Office of Accident Records*

**FIGURE 2-1**
**South Dakota Fatality Rate**
**vs. Wyoming - North Datkota - National Rates**

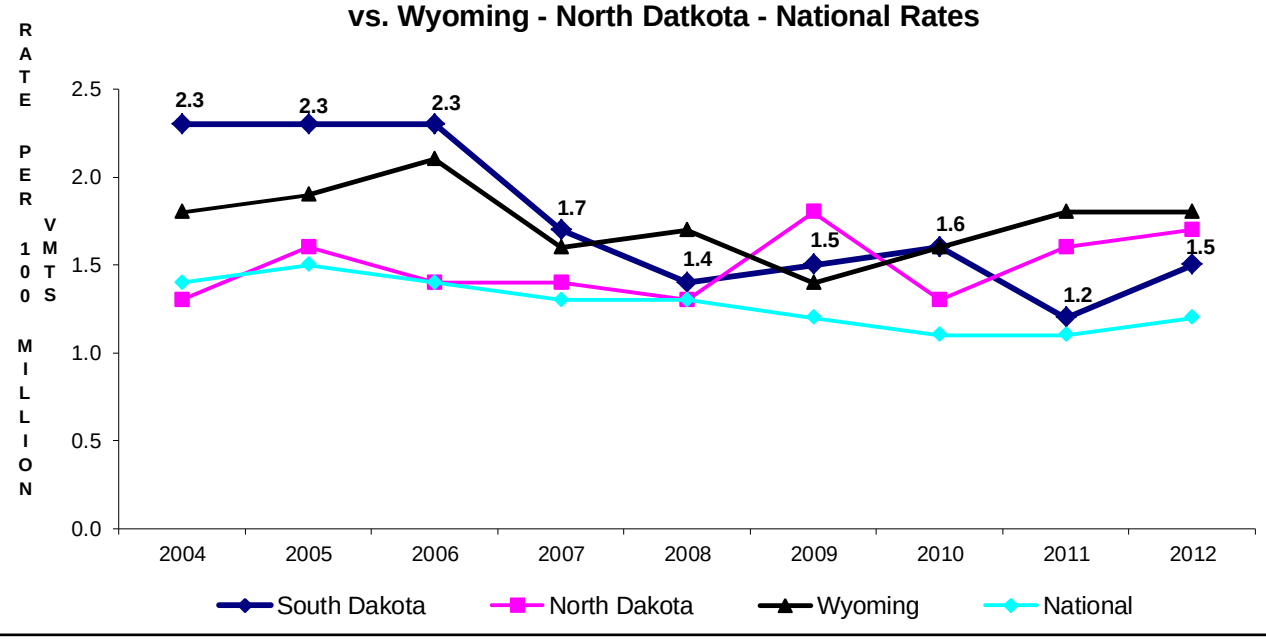


TABLE 2-2 provides a yearly comparison of South Dakota's motor vehicle traffic crashes from 1984 through 2013. Any comparison of motor vehicle crashes must be made with caution due to the changes in the definition of a reportable crash. For example, in the late 1970's the definition of a fatality caused by a motor vehicle crash was changed from the death occurring up to one year after the crash to death occurring within 30 days after the crash. Using vehicle miles of travel, the 2013 death rate increased to 1.48, a 1.1% increase from the 2012 death rate of 1.47. The 5,462 people injured in crashes are a 0.6% increase from the 5,432 in 2012 (see TABLE 2-2).

**TABLE 2-2**
**SOUTH DAKOTA YEARLY COMPARISON**
**OF MOTOR VEHICLE TRAFFIC FATALITIES, INJURIES,**
**CRASHES, MILES TRAVELED, & REGISTERED MOTOR VEHICLES**

| Year | Deaths | Death Rate[1] | Injuries | Total Crashes | Total Crashes Rate[4] | Fatal Crashes | Injury Crashes | PDO[2] Crashes | Miles[3] Traveled +(000,000) | Registered Motor Vehicles[5] +(000) |
|---|---|---|---|---|---|---|---|---|---|---|
| 1984 | 143 | 2.24 | 6,158 | 15,093 | 236.42 | 132 | 4,297 | 10,664 | 6,384 | 669 |
| 1985 | 130 | 2.07 | 6,240 | 15,435 | 245.94 | 109 | 4,229 | 11,097 | 6,276 | 674 |
| 1986 | 134 | 2.15 | 6,008 | 13,714 | 219.85 | 118 | 4,105 | 9,491[2] | 6,238 | 686 |
| 1987 | 134 | 2.09 | 6,221 | 13,083 | 203.59 | 107 | 4,173 | 8,803 | 6,426 | 711 |
| 1988 | 147 | 2.22 | 6,579 | 14,821 | 224.02 | 127 | 4,455 | 10,239 | 6,616 | 709 |
| 1989 | 152 | 2.27 | 6,828 | 15,005 | 223.79 | 134 | 4,605 | 10,266 | 6,705 | 719 |
| 1990 | 153 | 2.19 | 7,261 | 15,073 | 215.67 | 139 | 4,820 | 10,114 | 6,989 | 698 |
| 1991 | 143 | 2.10 | 7,310 | 16,009 | 235.32 | 130 | 4,830 | 11,049 | 6,803 | 710 |
| 1992 | 161 | 2.24 | 7,813 | 17,170 | 238.51 | 141 | 5,112 | 11,917 | 7,199 | 722 |
| 1993 | 140 | 1.89 | 8,410 | 18,664 | 251.74 | 118 | 5,525 | 13,021 | 7,414 | 749 |
| 1994 | 154 | 2.02 | 8,540 | 19,408 | 254.30 | 141 | 5,711 | 13,556 | 7,632 | 805 |
| 1995 | 158 | 2.06 | 8,323 | 19,362 | 252.41 | 140 | 5,543 | 13,679 | 7,671 | 812 |
| 1996 | 175 | 2.24 | 8,490 | 21,653 | 277.57 | 142 | 5,653 | 15,858 | 7,801 | 815 |
| 1997 | 148 | 1.88 | 8,161 | 20,899 | 264.81 | 128 | 5,478 | 15,293 | 7,892 | 827 |
| 1998 | 165 | 2.05 | 7,723 | 19,735 | 245.49 | 149 | 5,112 | 14,474 | 8,039 | 837 |
| 1999 | 150 | 1.84 | 7,574 | 20,019 | 245.00 | 136 | 5,032 | 14,851 | 8,171 | 841 |
| 2000 | 173 | 2.08 | 7,888 | 19,475 | 234.16 | 150 | 5,252 | 14,073[2] | 8,317 | 862 |
| 2001 | 171 | 2.04 | 7,118 | 17,699 | 211.43 | 154 | 4,888 | 12,657 | 8,371 | 872 |
| 2002 | 180 | 2.12 | 6,997 | 17,335 | 204.47 | 159 | 4,702 | 12,474 | 8,478 | 890 |
| 2003 | 203 | 2.43 | 6,944 | 18,018 | 215.99 | 173 | 4,781 | 13,064 | 8,342 | 909 |
| 2004 | 197 | 2.38 | 6,535 | 17,163 | 207.33 | 166 | 4,581 | 12,416 | 8,278 | 927 |
| 2005 | 186 | 2.29 | 6,212 | 16,254 | 200.07 | 158 | 4,346 | 11,750 | 8,124 | 919 |
| 2006 | 191 | 2.25 | 6,015 | 15,730 | 185.04 | 172 | 4,196 | 11,362 | 8,501 | 972 |
| 2007 | 146 | 1.72 | 5,782 | 16,220 | 191.25 | 130 | 4,071 | 12,019 | 8,481 | 971 |
| 2008 | 121 | 1.43 | 5,708 | 15,907 | 187.80 | 109 | 4,107 | 11,691 | 8,470 | 924[5] |
| 2009 | 131 | 1.50 | 5,704 | 16,994 | 194.44 | 112 | 4,101 | 12,781 | 8,740 | 952 |
| 2010 | 140 | 1.58 | 5,801 | 17,626 | 198.92 | 124 | 4,155 | 13,347 | 8,861 | 992 |
| 2011 | 111 | 1.23 | 5,374 | 17,362 | 193.06 | 101 | 3,973 | 13,288 | 8,993 | 976 |
| 2012 | 133 | 1.47 | 5,432 | 16,261 | 179.15 | 118 | 3,887 | 12,256 | 9,077 | 992 |
| **2013** | **135** | **1.48** | **5,462** | **16,620** | **182.36** | **121** | **3,921** | **12,578** | **9,114** | **1,006** |

**FOOTNOTES**

[1]Number of deaths per 100 million vehicle miles traveled.

[2]July 1, 1978 the PDO threshold was increased to $400 accumulated property damage.
July 1, 1986 the PDO threshold definition changed to $500 damage to any one person's property or $1000 accumulated property damage per crash.
July 1, 2000 the PDO threshold definition changed to $1,000 damage to any one person's property or $2,000 accumulated property damage per crash.

[3]Miles traveled from years 1980 through 1991 have been revised to agree with the Highway Performance Monitoring System's (HPMS) miles traveled. The revised travel was provided by Data Inventory of the SD Department of Transportation.

[4]Number of crashes per 100 million vehicle miles traveled.

[5]Based on statutory changes primarily impacting SDCL 32-5-2.7 in 2008, a vehicle plate can be effective on more than one vehicle per year due to vehicle replacement. Thus, the registration count may be lower than past years data based on previous plate registration staying with the vehicle.

*Source: SD Department of Public Safety – Office of Accident Records*
*SD Department of Transportation – Inventory Management*
*SD Department of Revenue – Titles and Registration*

# ***Alcohol Involvement***

When comparing records dating back to 1979, 29.7% alcohol involved fatal crashes for 2011 is the lowest. Of the 135 traffic fatalities during 2013, 42 or 31.1% were alcohol related (see Table 2-3). Alcohol statistics dating back to the 1970's show 2011 to have the lowest number of alcohol related fatalities for any one-year period (37). The highest number is 138 for the year of 1973.

**TABLE 2-3**
**ALCOHOL INVOLVED CRASHES AS PERCENT OF ALL CRASHES**
**2007-2013**

| | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 |
|---|---|---|---|---|---|---|---|
| Total Crashes | 5.9% (959) | 6.1% (977) | 6.0% (1022) | 5.7% (999) | 5.7% (992) | 6.1% (988) | 5.9% (986) |
| Fatal Crashes | 42.3% (55) | 41.3% (45) | 45.5% (51) | 35.5% (44) | 29.7% (30) | 38.1% (45) | 30.6% (37) |
| Injury Crashes | 11.5% (467) | 11.4% (467) | 11.6% (474) | 10.8% (448) | 11.5% (457) | 12.5% (486) | 11.6% (454) |
| PDO Crashes | 3.6% (437) | 4.0% (465) | 3.9% (497) | 3.8% (507) | 3.8% (505) | 3.7% (457) | 3.9% (495) |
| Fatalities | 42.5% (62) | 39.7% (48) | 46.6% (61) | 35.0% (49) | 33.3% (37) | 39.8% (53) | 31.1% (42) |
| Injuries | 11.5% (666) | 11.5% (659) | 12.1% (692) | 11.1% (646) | 11.8% (633) | 13.3% (721) | 11.7% (639) |

**NOTE:** Alcohol involvement for Fatal Crashes is based upon a positive BAC result and /or indication of alcohol use by at least one driver, pedestrian or bicycle driver as reported by the investigating officer. For Injury and Property Damage Crashes – It is based upon indication of alcohol use by at least one driver, pedestrian or bicycle driver as reported by the investigating officer.

**TABLE 2-3A**
**PERSONS KILLED IN ALCOHOL INVOLVED CRASHES BY AGE**
**2007-2013**

| AGE | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 |
|---|---|---|---|---|---|---|---|
| 0 – 5 | 0 | 1 | 0 | 0 | 0 | 2 | 0 |
| 6 - 12 | 1 | 0 | 2 | 0 | 1 | 2 | 0 |
| 13 - 19 | 10 | 6 | 15 | 6 | 7 | 4 | 0 |
| 20 | 1 | 1 | 0 | 0 | 0 | 3 | 1 |
| 21 - 29 | 18 | 15 | 14 | 12 | 8 | 14 | 17 |
| 30 - 39 | 13 | 12 | 11 | 8 | 9 | 10 | 8 |
| 40 - 49 | 13 | 7 | 9 | 11 | 5 | 7 | 9 |
| 50 - 59 | 4 | 4 | 6 | 9 | 5 | 8 | 6 |
| 60 & OLDER | 2 | 2 | 4 | 3 | 2 | 3 | 1 |
| Unknown/Not Stated | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **TOTAL** | **62** | **48** | **61** | **49** | **37** | **53** | **42** |

*Source: SD Department of Public Safety: Office of Accident Records*

**FIGURE 2-2 2013 CRASH FATALITIES**
**Alcohol Related vs Non Alcohol Related**

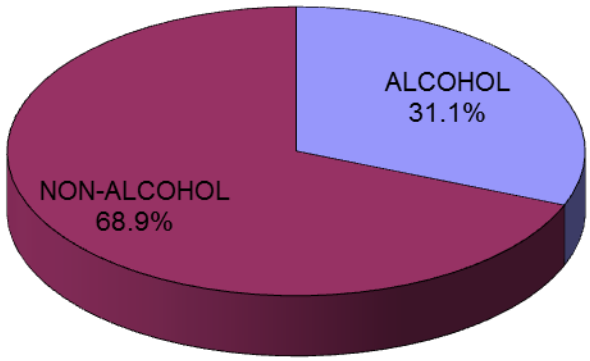
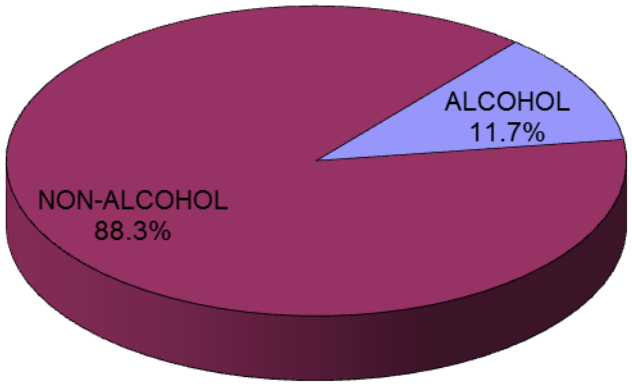



**FIGURE 2-3 2013CRASH INJURIES**
**Alcohol Related vs Non Alcohol Related**



The following crash and arrest data is presented to monitor changes in alcohol-related fatal and injury crashes and to compare changes with non-alcohol related crash experiences (see TABLE 2-4). Alcohol-related fatal and injury crashes decreased by 7.5% while non-alcohol related fatal and injury crashes increased by 2.2% from the 2012 totals. **The number of DWI arrests decreased by 5.4% from 2012.**

**TABLE 2-4**
**CRASH AND ARREST ACTIVITY**
**2004- 2013**

| | FATAL CRASHES | | FATAL & INJURY CRASHES | | | |
|---|---|---|---|---|---|---|
| | ALCOHOL RELATED | NONALCOHOL RELATED | ALCOHOL RELATED | NONALCOHOL RELATED | DWI [1] ARRESTS | DWI [1] CONVICTIONS |
| 2004 | 61 | 105 | 668 | 4,079 | 9,049 | 5,985 |
| 2005 | 62 | 96 | 614 | 3,890 | 10,174 | 6,463 |
| 2006 | 67 | 105 | 630 | 3,738 | 11,282 | 6,801 |
| 2007 | 55 | 75 | 522 | 3,679 | 11,756 | 7,490 |
| 2008 | 45 | 64 | 512 | 3,704 | 11,029 | 6,791 |
| 2009 | 51 | 61 | 525 | 3,688 | 10,147 | 6,462 |
| 2010 | 44 | 80 | 492 | 3,787 | 9,246 | 5,882 |
| 2011 | 30 | 71 | 487 | 3,587 | 8,744 | 5,199 |
| 2012 | 45 | 73 | 531 | 3,474 | 9,194 | 6,432 |
| **2013** | **37** | **84** | **491** | **3,551** | **8,683** | **6,083** |

**Note:** [1] – Based on South Dakota Courts - The State of the Judiciary and 2011 Annual Report of the S. D. Unified Judicial System - January 2013 Based on Fiscal Year statistics.
DWI Convictions are guilty pleas, plus suspended impositions, plus convictions at trial, less dismissals & acquittals at trial. at

**FIGURE 2-4** presents the annual counts of DWI arrests, alcohol related fatal and injury crashes, and non-alcohol related fatal and injury crashes from 2004 through 2013.

**FIGURE 2-5** presents the alcohol related and non-alcohol related fatal crash experience for the years of 2004 through 2013.

There were 37 alcohol related fatal crashes during 2013, which compares to 45 in 2012. The previous three-year average was 40 for the years of 2010-2012.

There were 491 alcohol related fatal and injury crashes during 2013, which compares to 531 in 2012. The previous three-year average was 503 or a 2.5 percent decrease in 2013. Non-alcohol related fatal and injury crashes in 2013 increased (2.2%) when compared to 2012 and decreased 1.8 percent from the previous three-year average (2010-2012).

There were 8683 DWI arrests in fiscal year 2013. This level has gone down 4.2% from the previous three-year average (2010-2012). There were 6083 DWI convictions in fiscal year 2013. This level has gone up 4.2% from the previous 3-year average (2010-2012).

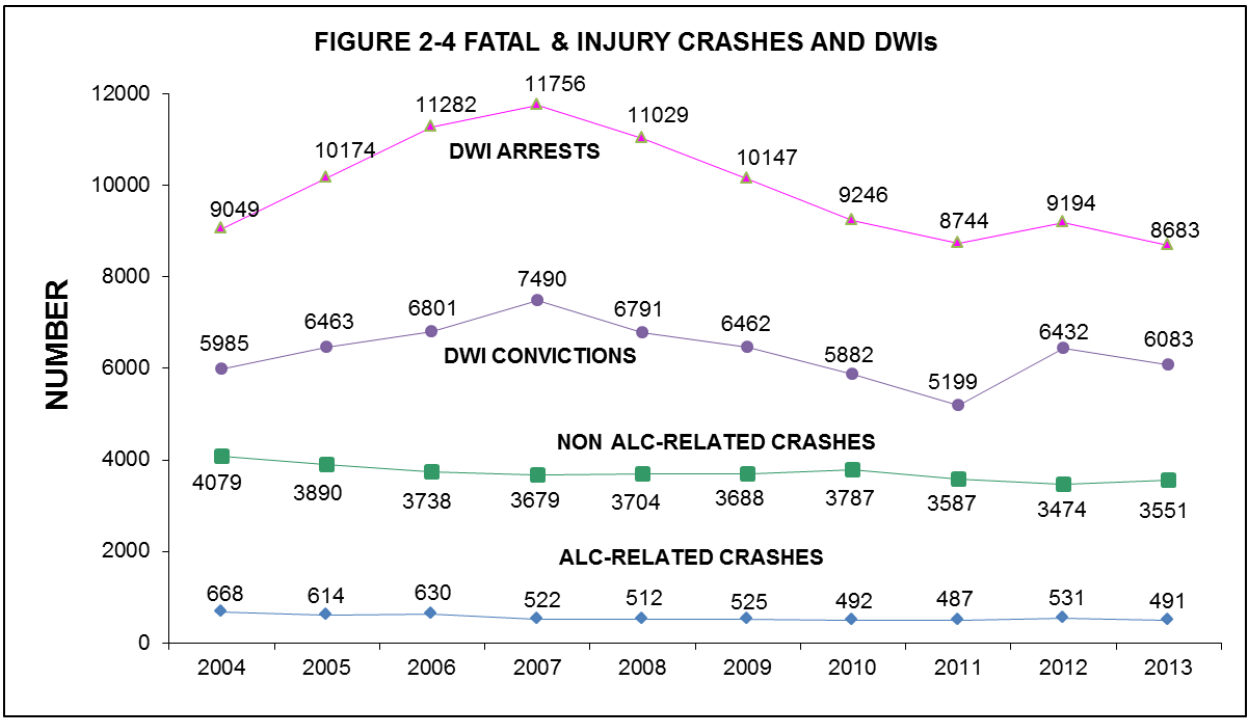


FIGURE 2-4 FATAL & INJURY CRASHES AND DWIs
NUMBER
12000
10000
8000
6000
4000
2000
0
DWI ARRESTS
9049
10174
11282
11756
11029
10147
9246
8744
9194
8683
DWI CONVICTIONS
5985
6463
6801
7490
6791
6462
5882
5199
6432
6083
NON ALC-RELATED CRASHES
4079
3890
3738
3679
3704
3688
3787
3587
3474
3551
ALC-RELATED CRASHES
668
614
630
522
512
525
492
487
531
491
2004
2005
2006
2007
2008
2009
2010
2011
2012
2013

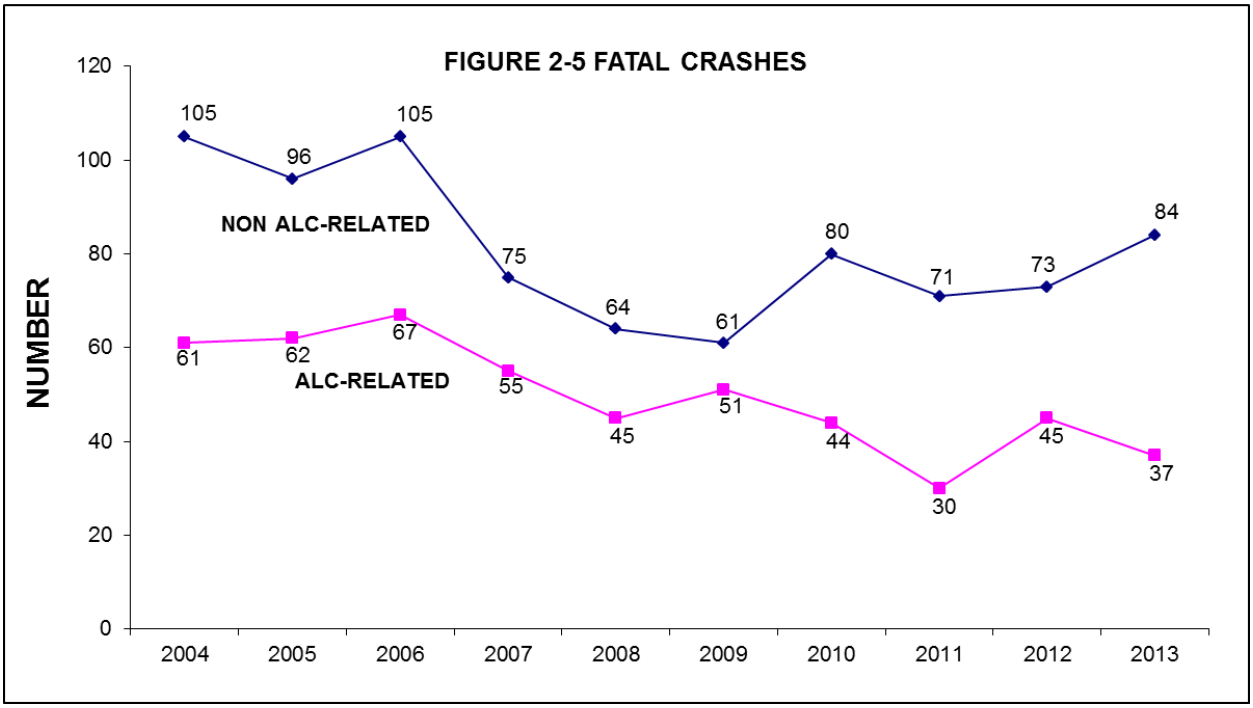


FIGURE 2-5 FATAL CRASHES
NUMBER
120
100
80
60
40
20
0
NON ALC-RELATED
105
96
105
75
64
61
80
71
73
84
ALC-RELATED
61
62
67
55
45
51
44
30
45
37
2004
2005
2006
2007
2008
2009
2010
2011
2012
2013

## ***Safety Restraint Usage, Ejection and Child Injuries***

Front seat occupants have been required to be fastened by a safety belt system since 1995. The use of safety equipment is reported for all motor vehicle drivers and only those passengers that are injured. Sixty-one occupants were killed while not wearing any safety restraint, while thirty-three occupants killed were wearing a lap belt and shoulder harness. (See TABLE 2-5)

Forty-one (39.8%) of the 103 killed occupants were either partially or totally ejected from the vehicle. (See TABLE 2-5B)

**TABLE 2-5 SAFETY RESTRAINT USAGE – KILLED OCCUPANTS**

| | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 |
|---|---|---|---|---|---|---|
| No Safety Equipment | 60 | 79 | 67 | 52 | 65 | 61 |
| Lap Belt Only | 1 | 1 | 2 | 0 | 0 | 1 |
| Shoulder Harness Only | 1 | 0 | 0 | 0 | 0 | 0 |
| Lap Belt & Shoulder Harness | 25 | 26 | 26 | 22 | 28 | 33 |
| Child Restraint Used Properly | 0 | 1 | 0 | 0 | 1 | 0 |
| Child Restraint Not Properly Used | 1 | 0 | 0 | 0 | 0 | 0 |
| Other, Not Stated or Unknown | 6 | 4 | 6 | 13 | 8 | 8 |
| **TOTAL** | **94** | **111** | **101** | **87** | **102** | **103** |

**TABLE 2-5A SAFETY RESTRAINT USAGE – INJURED OCCUPANTS**

| | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 |
|---|---|---|---|---|---|---|
| No Safety Equipment | 1,080 | 1,012 | 956 | 899 | 899 | 884 |
| Lap Belt Only | 59 | 48 | 46 | 45 | 39 | 39 |
| Shoulder Harness Only | 33 | 35 | 47 | 33 | 21 | 21 |
| Lap Belt & Shoulder Harness | 3,395 | 3,506 | 3,503 | 3,325 | 3319 | 3476 |
| Child Restraint Used Properly | 66 | 57 | 61 | 44 | 62 | 60 |
| Child Restraint Not Properly Used | 3 | 7 | 2 | 2 | 3 | 2 |
| Other, Not Stated or Unknown | 314 | 315 | 365 | 281 | 290 | 243 |
| **TOTAL** | **4,950** | **4,980** | **4,980** | **4,629** | **4,633** | **4,725** |

***NOTE:*** *Motor vehicle drivers and passengers are considered occupants.*
*Drivers & Passengers of motorcycles, moped, ATVs and snowmobiles are not counted in the above table 2-5 & 2-5A*

**TABLE 2-5B KILLED & INJURED MOTOR VEHICLE OCCUPANTS BY EJECTION STATUS**
***(Excludes Motorcycle, Mopeds, ATVs and Snowmobiles)***

| | KILLED | | | | | | INJURED | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 |
| Not Ejected | 47 | 50 | 67 | 43 | 46 | 61 | 4,798 | 4,841 | 4,851 | 4,473 | 4,501 | 4,613 |
| Partial Ejection | 4 | 11 | 9 | 4 | 9 | 6 | 19 | 19 | 10 | 22 | 10 | 14 |
| Total Ejection | 43 | 48 | 25 | 39 | 47 | 35 | 100 | 107 | 106 | 103 | 114 | 89 |
| Unknown Ejection | 0 | 2 | 0 | 1 | 0 | 1 | 21 | 13 | 11 | 29 | 7 | 9 |
| Not Applicable | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 2 | 2 | 1 | 0 |
| **TOTAL** | **94** | **111** | **101** | **87** | **102** | **103** | **4,950** | **4,980** | **4,980** | **4,629** | **4,633** | **4,725** |

*Source: SD Department of Public Safety: Office of Accident Records*

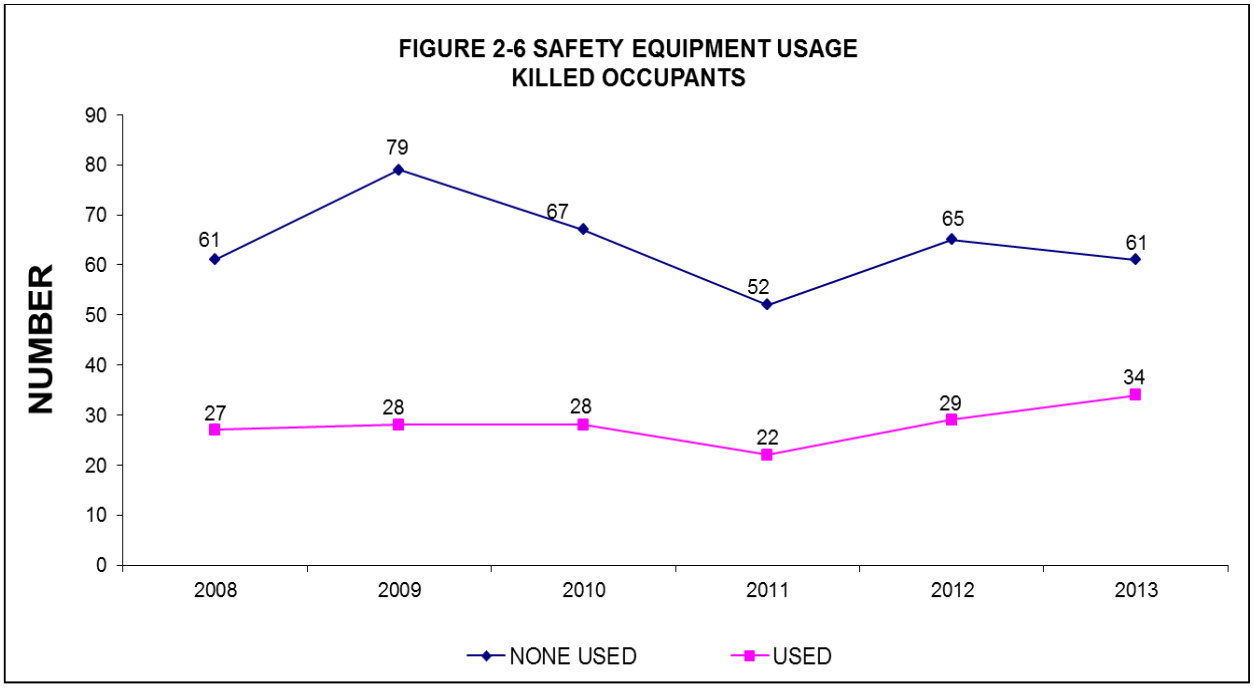


FIGURE 2-6 SAFETY EQUIPMENT USAGE
KILLED OCCUPANTS
NUMBER
90
80
70
60
50
40
30
20
10
0
61
79
67
52
65
61
27
28
28
22
29
34
2008
2009
2010
2011
2012
2013
NONE USED
USED

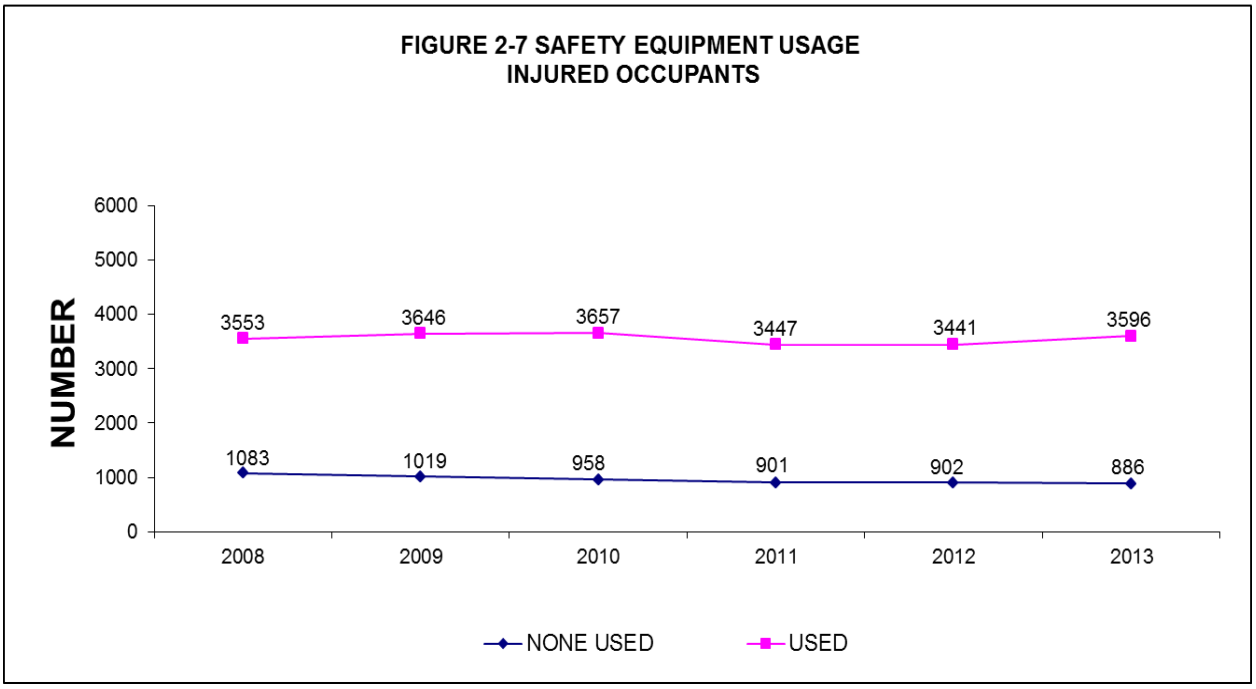


FIGURE 2-7 SAFETY EQUIPMENT USAGE
INJURED OCCUPANTS
NUMBER
6000
5000
4000
3000
2000
1000
0
3553
3646
3657
3447
3441
3596
1083
1019
958
901
902
886
2008
2009
2010
2011
2012
2013
NONE USED
USED

The Child Passenger Restraint System (SDCL 32-37) law took effect on July 1, 1984 - since that time there have been 63 deaths to occupants of this age group. Only seven have been restrained by a child safety restraint properly used, two were restrained by a lap belt only. No deaths have been reported where a lap and shoulder harness was used to restrain the child.

There were no fatal injuries to motor vehicle occupants from birth through four years of age during 2013, which compares to four fatalities during 2012 (see TABLE 2-6).

There were 76 children (birth through 4 years old) injured in 2013, which compares to 77 for 2012. Sixty-six of the 76 injured children were restrained by a lap belt, a shoulder harness, a lap and shoulder harness or a child safety restraint used properly (see TABLE 2-6A).

**TABLE 2-6**
**FATALITIES & INJURIES TO MOTOR VEHICLE OCCUPANTS**
**UNDER 5 YEARS OF AGE**

| YEAR | FATALITIES | SERIOUS INJURY | SLIGHT INJURY | TOTAL NONFATAL INJURIES |
|---|---|---|---|---|
| 2003 | 5 | 53 | 52 | 105 |
| 2004 | 3 | 44 | 57 | 101 |
| 2005 | 2 | 43 | 58 | 101 |
| 2006 | 2 | 49 | 69 | 118 |
| 2007 | 1 | 29 | 47 | 76 |
| 2008 | 3 | 26 | 46 | 72 |
| 2009 | 2 | 24 | 55 | 79 |
| 2010 | 1 | 32 | 50 | 82 |
| 2011 | 0 | 25 | 41 | 66 |
| 2012 | 4 | 36 | 41 | 77 |
| **2013** | **0** | **37** | **39** | **76** |

NOTE: Table includes passengers of Motor Vehicles not normally equipped with safety restraints.

**TABLE 2-6A**
**FATALITIES & INJURIES TO MOTOR VEHICLE OCCUPANTS UNDER 5 YEARS OLD**
**BY SAFETY EQUIPMENT USAGE - 2013**

| | Fatalities | Injuries |
|---|---|---|
| No Safety Equipment Used | 0 | 10 |
| Lap Belt Only | 0 | 0 |
| Shoulder Harness Only | 0 | 0 |
| Lap Belt & Shoulder Harness | 0 | 13 |
| Child Restraint Used Properly | 0 | 51 |
| Child Restraint Not Used Properly | 0 | 2 |
| Other, Not Stated or Unknown | 0 | 0 |
| **TOTAL** | **0** | **76** |

*Source: SD Department of Public Safety - Office of Accident Records*

## ***Cycle and Pedestrian Crashes***

The following tables provide a yearly comparison of South Dakota's motorcycle, pedestrian, and bicycle crashes, injuries, and fatalities. During the last 10 years, the average number of motorcycle-involved crashes is 507 and 22 deaths per year. Licensed motorcyclists increased 2.3 percent during 2013 while fatalities increased by three to 22 (see Table 2-7). Moped crashes are included with motorcycle crashes. There were no moped fatalities during 2013. Over the years, there have been two moped fatalities and the number of injuries is small. See pages 46-51 for additional motorcycle, pedestrian, and bicycle crash information.

**TABLE 2-7**
**MOTORCYCLE CRASHES**
**1993 - 2013**

| | Motorcycle Crashes | | | Motorcyclists | | Registered | Licensed |
|---|---|---|---|---|---|---|---|
| Year | Total | Fatal | Injury | Fatalities | Injuries | Motorcycles | Motorcyclists |
| 1993 | 320 | 10 | 267 | 12 | 324 | 26,173 | 48,822 |
| 1994 | 387 | 19 | 326 | 20 | 415 | 25,822 | 49,492 |
| 1995 | 375 | 14 | 320 | 14 | 407 | 25,155 | 49,932 |
| 1996 | 309 | 10 | 264 | 11 | 342 | 24,704 | 50,013 |
| 1997 | 316 | 9 | 261 | 9 | 334 | 24,561 | 50,205 |
| 1998 | 358 | 9 | 307 | 9 | 373 | 25,188 | 51,307 |
| 1999 | 381 | 10 | 326 | 10 | 406 | 25,735 | 52,641 |
| 2000 | 473 | 21 | 404 | 22 | 520 | 29,175 | 54,066 |
| 2001 | 395 | 19 | 336 | 19 | 418 | 31,493 | 55,658 |
| 2002 | 427 | 18 | 353 | 20 | 426 | 33,906 | 57,471 |
| 2003 | 515 | 21 | 448 | 21 | 568 | 37,528 | 59,971 |
| 2004 | 517 | 24 | 435 | 26 | 536 | 41,579 | 62,805 |
| 2005 | 515 | 20 | 439 | 22 | 531 | 46,383 | 65,019 |
| 2006 | 544 | 22 | 461 | 22 | 589 | 53,451 | 67,513 |
| 2007 | 519 | 25 | 428 | 28 | 554 | 58,529 | 70,270 |
| 2008 | 505 | 14 | 442 | 15 | 532 | 58,508 | 73,500 |
| 2009 | 493 | 14 | 429 | 16 | 508 | 62,735 | 75,790 |
| 2010 | 529 | 27 | 455 | 27 | 569 | 65,686 | 77,153 |
| 2011 | 455 | 15 | 388 | 14 | 468 | 69,660 | 78,626 |
| 2012 | 501 | 24 | 421 | 25 | 501 | 73,310 | 80,410 |
| **2013** | **491** | **21** | **398** | **22** | **474** | **75,669** | **82,313** |

*Source: SD Department of Public Safety – Office of Accident Records*

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## TABLE 2-8
## PEDESTRIAN FATALITIES AND INJURIES
## 1993 - 2013

| Year | Fatalities | Injuries |
|---|---|---|
| 1993 | 18 | 163 |
| 1994 | 23 | 176 |
| 1995 | 14 | 148 |
| 1996 | 11 | 141 |
| 1997 | 6 | 124 |
| 1998 | 7 | 137 |
| 1999 | 11 | 131 |
| 2000 | 13 | 115 |
| 2001 | 15 | 111 |
| 2002 | 8 | 104 |
| 2003 | 10 | 91 |
| 2004 | 9 | 95 |
| 2005 | 15 | 89 |
| 2006 | 7 | 113 |
| 2007 | 7 | 110 |
| 2008 | 10 | 96 |
| 2009 | 4 | 95 |
| 2010 | 9 | 108 |
| 2011 | 7 | 119 |
| 2012 | 2 | 116 |
| **2013** | **9** | **124** |

*Source: SD Department of Public Safety – Office of Accident Records*

## TABLE 2-9
## BICYCLE FATALITIES AND INJURIES
## 1993 - 2013

| Year | Fatalities | Injuries |
|---|---|---|
| 1993 | 0 | 179 |
| 1994 | 0 | 156 |
| 1995 | 1 | 122 |
| 1996 | 2 | 139 |
| 1997 | 1 | 115 |
| 1998 | 2 | 133 |
| 1999 | 0 | 102 |
| 2000 | 1 | 120 |
| 2001 | 1 | 105 |
| 2002 | 1 | 87 |
| 2003 | 1 | 109 |
| 2004 | 1 | 77 |
| 2005 | 0 | 99 |
| 2006 | 1 | 92 |
| 2007 | 0 | 101 |
| 2008 | 0 | 103 |
| 2009 | 0 | 98 |
| 2010 | 2 | 105 |
| 2011 | 1 | 88 |
| 2012 | 0 | 110 |
| **2013** | **0** | **87** |

*Source: SD Department of Public Safety – Office of Accident Records*

# ***Holiday Counts***

TABLE 2-10 provides a yearly comparison of South Dakota motor vehicle crash experience during major holiday observances. These counts are nationally observed and frequently requested.

**TABLE 2-10**
**CRASHES DURING HOLIDAYS**
**2004- 2013**

| Holiday | Total Hours | Total Crashes | Fatal Crashes | Injury Crashes | Fatalities | Injuries |
|---|---|---|---|---|---|---|
| **MEMORIAL DAY** | | | | | | |
| 2004 | 78 | 143 | 1 | 27 | 1 | 45 |
| 2005 | 78 | 142 | 1 | 34 | 1 | 53 |
| 2006 | 78 | 126 | 2 | 38 | 2 | 55 |
| 2007 | 78 | 127 | 1 | 31 | 1 | 49 |
| 2008 | 78 | 88 | 0 | 20 | 0 | 26 |
| 2009 | 78 | 123 | 2 | 41 | 3 | 60 |
| 2010 | 78 | 120 | 0 | 36 | 0 | 45 |
| 2011 | 78 | 123 | 0 | 21 | 0 | 30 |
| 2012 | 78 | 137 | 1 | 30 | 1 | 42 |
| **2013** | **78** | **100** | **0** | **21** | **0** | **34** |
| **FOURTH OF JULY** | | | | | | |
| 2004 | 78 | 114 | 4 | 27 | 5 | 40 |
| 2005 | 78 | 138 | 3 | 42 | 6 | 62 |
| 2006 | 102 | 169 | 3 | 39 | 3 | 54 |
| 2007 | 30 | 40 | 0 | 13 | 0 | 25 |
| 2008 | 78 | 137 | 2 | 43 | 2 | 61 |
| 2009 | 78 | 127 | 1 | 32 | 1 | 42 |
| 2010 | 78 | 129 | 1 | 36 | 1 | 49 |
| 2011 | 78 | 127 | 2 | 30 | 2 | 42 |
| 2012 | 30 | 45 | 2 | 11 | 2 | 14 |
| **2013** | **102** | **153** | **1** | **41** | **1** | **64** |
| **LABOR DAY** | | | | | | |
| 2004 | 78 | 129 | 0 | 37 | 0 | 51 |
| 2005 | 78 | 119 | 3 | 39 | 3 | 59 |
| 2006 | 78 | 115 | 3 | 29 | 3 | 45 |
| 2007 | 78 | 109 | 1 | 40 | 1 | 70 |
| 2008 | 78 | 110 | 2 | 36 | 2 | 47 |
| 2009 | 78 | 122 | 2 | 33 | 2 | 45 |
| 2010 | 78 | 116 | 2 | 25 | 2 | 33 |
| 2011 | 78 | 120 | 3 | 33 | 3 | 52 |
| 2012 | 78 | 138 | 1 | 38 | 1 | 56 |
| **2013** | **78** | **107** | **1** | **33** | **1** | **52** |

| Holiday | Total Hours | Total Crashes | Fatal Crashes | Injury Crashes | Fatalities | Injuries |
|---|---|---|---|---|---|---|
| **THANKSGIVING** | | | | | | |
| 2004 | 102 | 274 | 2 | 53 | 2 | 69 |
| 2005 | 102 | 279 | 1 | 49 | 1 | 78 |
| 2006 | 102 | 268 | 2 | 51 | 2 | 82 |
| 2007 | 102 | 260 | 6 | 32 | 7 | 57 |
| 2008 | 102 | 241 | 4 | 52 | 5 | 81 |
| 2009 | 102 | 243 | 1 | 38 | 1 | 46 |
| 2010 | 102 | 211 | 1 | 23 | 1 | 32 |
| 2011 | 102 | 215 | 1 | 29 | 1 | 34 |
| 2012 | 102 | 225 | 0 | 37 | 0 | 48 |
| **2013** | **102** | **182** | **2** | **29** | **2** | **39** |
| **CHRISTMAS** | | | | | | |
| 2004 | 102 | 85 | 1 | 9 | 1 | 19 |
| 2005 | 78 | 98 | 1 | 21 | 4 | 33 |
| 2006 | 78 | 112 | 2 | 25 | 2 | 31 |
| 2007 | 102 | 239 | 1 | 49 | 1 | 65 |
| 2008 | 102 | 148 | 2 | 31 | 4 | 49 |
| 2009 | 78 | 151 | 1 | 29 | 1 | 40 |
| 2010 | 78 | 141 | 0 | 26 | 0 | 36 |
| 2011 | 78 | 107 | 0 | 21 | 0 | 32 |
| 2012 | 102 | 149 | 1 | 23 | 1 | 41 |
| **2013** | **30** | **55** | **0** | **12** | **0** | **20** |
| **NEW YEARS** | | | | | | |
| 2004-05 | 102 | 110 | 1 | 30 | 1 | 49 |
| 2005-06 | 78 | 134 | 4 | 27 | 4 | 47 |
| 2006-07 | 78 | 146 | 0 | 38 | 0 | 59 |
| 2007-08 | 102 | 137 | 0 | 26 | 0 | 29 |
| 2008-09 | 102 | 178 | 1 | 29 | 1 | 42 |
| 2009-10 | 78 | 142 | 2 | 23 | 2 | 33 |
| 2010-11 | 78 | 128 | 0 | 24 | 0 | 28 |
| 2011-12 | 78 | 118 | 0 | 31 | 0 | 40 |
| 2012-13 | 102 | 148 | 0 | 29 | 0 | 35 |
| **2013-14** | **30** | **48** | **1** | **8** | **1** | **13** |

*Source: SD Department of Public Safety - Office of Accident Records*

# ***Severity of Injuries by Person Type***

The following tables provide a yearly comparison of South Dakota's total injuries, driver's injuries, passenger's injuries, bicyclist's injuries and pedestrian's injuries from 2004 through 2013. The percentages are row percentages.

Note: For definition of class of injury, see page 21.

**TABLE 2-11**
**FATALITIES AND SEVERITY OF INJURIES OF TOTAL PERSONS**

| Year | Incapacitating Injuries No. | % | Non-Incapacitating Injuries No. | % | Possible Injuries No. | % | Total Injuries | Total Killed |
|---|---|---|---|---|---|---|---|---|
| 2004 | 1,232 | 18.9 | 2,366 | 36.2 | 2,937 | 44.9 | 6,535 | 197 |
| 2005 | 1,167 | 18.8 | 2,193 | 35.3 | 2,852 | 45.9 | 6,212 | 186 |
| 2006 | 1,028 | 17.1 | 2,178 | 36.2 | 2,809 | 46.7 | 6,015 | 191 |
| 2007 | 883 | 15.3 | 2,149 | 37.2 | 2,750 | 47.6 | 5,782 | 146 |
| 2008 | 924 | 16.2 | 1,989 | 34.9 | 2,795 | 49.0 | 5,708 | 121 |
| 2009 | 842 | 14.8 | 1,988 | 34.9 | 2,874 | 50.4 | 5,704 | 131 |
| 2010 | 845 | 14.6 | 2,136 | 36.8 | 2,820 | 48.6 | 5,801 | 140 |
| 2011 | 760 | 14.1 | 1,927 | 35.9 | 2,687 | 50.0 | 5,374 | 111 |
| 2012 | 811 | 14.9 | 2,010 | 37.0 | 2,611 | 48.1 | 5,432 | 133 |
| **2013** | **832** | **15.2** | **1,997** | **36.6** | **2,633** | **48.2** | **5,462** | **135** |

***Note: This table also includes operators of other working type units (i.e.: motor vehicles used as equipment—snowplows, construction/maintenance vehicles, road graders, etc. & emergency response units.) (See Table 3-1)***

**TABLE 2-12**
**FATALITIES AND SEVERITY OF INJURIES OF TOTAL DRIVERS**

| Year | Incapacitating Injuries No. | % | Non-Incapacitating Injuries No. | % | Possible Injuries No. | % | Total Injuries | Total Killed |
|---|---|---|---|---|---|---|---|---|
| 2004 | 844 | 18.3 | 1,586 | 34.4 | 2,177 | 47.3 | 4,607 | 129 |
| 2005 | 778 | 17.7 | 1,485 | 33.7 | 2,141 | 48.6 | 4,404 | 115 |
| 2006 | 687 | 16.5 | 1,430 | 34.3 | 2,058 | 49.3 | 4,175 | 134 |
| 2007 | 576 | 14.2 | 1,441 | 35.5 | 2,040 | 50.3 | 4,057 | 101 |
| 2008 | 628 | 15.4 | 1,372 | 33.6 | 2,078 | 51.0 | 4,078 | 80 |
| 2009 | 548 | 13.6 | 1,360 | 33.8 | 2,115 | 52.6 | 4,023 | 89 |
| 2010 | 536 | 13.1 | 1,455 | 35.6 | 2,099 | 51.3 | 4,090 | 80 |
| 2011 | 531 | 13.7 | 1,311 | 33.9 | 2,027 | 52.4 | 3,869 | 69 |
| 2012 | 553 | 14.5 | 1,323 | 34.7 | 1,932 | 50.7 | 3,808 | 92 |
| **2013** | **544** | **14.0** | **1,345** | **34.7** | **1,984** | **51.2** | **3,873** | **100** |

## TABLE 2-13
## FATALITIES AND SEVERITY OF INJURIES OF TOTAL PASSENGERS

| Year | Incapacitating Injuries No. | % | Non-Incapacitating Injuries No. | % | Possible Injuries No. | % | Total Injuries | Total Killed |
|---|---|---|---|---|---|---|---|---|
| 2004 | 346 | 19.7 | 691 | 39.4 | 715 | 40.8 | 1,752 | 58 |
| 2005 | 339 | 20.9 | 633 | 39.1 | 648 | 40.0 | 1,620 | 56 |
| 2006 | 303 | 18.5 | 649 | 39.7 | 683 | 41.8 | 1,635 | 49 |
| 2007 | 270 | 17.9 | 600 | 39.8 | 639 | 42.3 | 1,509 | 38 |
| 2008 | 255 | 17.9 | 507 | 35.6 | 662 | 46.5 | 1,424 | 31 |
| 2009 | 257 | 17.3 | 536 | 36.1 | 691 | 46.6 | 1,484 | 38 |
| 2010 | 253 | 17.0 | 589 | 39.7 | 643 | 43.3 | 1,485 | 49 |
| 2011 | 188 | 14.6 | 498 | 38.7 | 600 | 46.7 | 1,286 | 34 |
| 2012 | 219 | 15.7 | 574 | 41.3 | 598 | 43.0 | 1,391 | 39 |
| **2013** | **239** | **17.4** | **551** | **40.2** | **581** | **42.4** | **1,371** | **26** |

## TABLE 2-14
## FATALITIES AND SEVERITY OF INJURIES OF TOTAL BICYCLE DRIVERS

| Year | Incapacitating Injuries No. | % | Non-Incapacitating Injuries No. | % | Possible Injuries No. | % | Total Injuries | Total Killed |
|---|---|---|---|---|---|---|---|---|
| 2004 | 12 | 15.6 | 41 | 53.2 | 24 | 31.2 | 77 | 1 |
| 2005 | 15 | 15.5 | 49 | 50.5 | 33 | 34.0 | 97 | 0 |
| 2006 | 10 | 10.9 | 49 | 53.3 | 33 | 35.9 | 92 | 1 |
| 2007 | 11 | 10.9 | 50 | 49.5 | 40 | 39.6 | 101 | 0 |
| 2008 | 12 | 11.7 | 68 | 66.0 | 23 | 22.3 | 103 | 0 |
| 2009 | 13 | 13.5 | 47 | 49.0 | 36 | 37.5 | 96 | 0 |
| 2010 | 10 | 9.5 | 52 | 49.5 | 43 | 41.0 | 105 | 2 |
| 2011 | 8 | 9.3 | 52 | 60.5 | 26 | 30.2 | 86 | 1 |
| 2012 | 10 | 9.1 | 65 | 59.1 | 35 | 31.8 | 110 | 0 |
| **2013** | **13** | **14.9** | **44** | **50.6** | **30** | **34.5** | **87** | **0** |

## TABLE 2-15
## FATALITIES AND SEVERITY OF INJURIES OF TOTAL PEDESTRIANS

| Year | Incapacitating Injuries No. | % | Non-Incapacitating Injuries No. | % | Possible Injuries No. | % | Total Injuries | Total Killed |
|---|---|---|---|---|---|---|---|---|
| 2004 | 29 | 30.5 | 47 | 49.5 | 19 | 20.0 | 95 | 9 |
| 2005 | 35 | 39.3 | 25 | 28.1 | 29 | 32.6 | 89 | 15 |
| 2006 | 28 | 24.8 | 50 | 44.2 | 35 | 31.0 | 113 | 7 |
| 2007 | 26 | 23.6 | 56 | 50.9 | 28 | 25.5 | 110 | 7 |
| 2008 | 28 | 29.2 | 41 | 42.7 | 27 | 28.1 | 96 | 10 |
| 2009 | 24 | 25.3 | 44 | 46.3 | 27 | 28.4 | 95 | 4 |
| 2010 | 45 | 41.7 | 35 | 32.4 | 28 | 25.9 | 108 | 9 |
| 2011 | 31 | 26.1 | 61 | 51.3 | 27 | 22.7 | 119 | 7 |
| 2012 | 27 | 23.3 | 47 | 40.5 | 42 | 36.2 | 116 | 2 |
| **2013** | **36** | **29.0** | **55** | **44.4** | **33** | **26.6** | **124** | **9** |

# ***Sex of Drivers***

Table 2-16 provides a yearly comparison of drivers involved in motor vehicle crashes by sex of driver. The table also compares licensed drivers by sex.

**TABLE 2-16**
**GENDER OF DRIVERS: CRASH & LICENCED**
**2002 - 2013**

| | CRASH INVOLVED DRIVERS | | | | LICENSED DRIVERS | | | |
|---|---|---|---|---|---|---|---|---|
| | MALE | | FEMALE | | MALE | | FEMALE | |
| | No. | % | No. | % | No. | % | No. | % |
| 2002 | 14,975 | 59.7 | 10,108 | 40.3 | 278,283 | 49.9 | 279,149 | 50.1 |
| 2003 | 15,382 | 59.2 | 10,586 | 40.8 | 282,195 | 49.9 | 283,007 | 50.1 |
| 2004 | 14,614 | 59.6 | 9,901 | 40.4 | 286,432 | 49.9 | 287,931 | 50.1 |
| 2005 | 13,681 | 58.1 | 9,467 | 40.9 | 287,841 | 49.9 | 289,179 | 50.1 |
| 2006 | 13,114 | 58.8 | 9,111 | 40.8 | 291,548 | 50.0 | 290,969 | 50.0 |
| 2007 | 13,529 | 58.1 | 9,616 | 41.3 | 294,381 | 50.0 | 294,165 | 50.0 |
| 2008 | 13,334 | 58.1 | 9,620 | 41.9 | 298,983 | 50.1 | 298,330 | 49.9 |
| 2009 | 14,030 | 57.4 | 10,296 | 42.1 | 301,618 | 50.1 | 300,547 | 49.9 |
| 2010 | 14,718 | 57.5 | 10,659 | 41.6 | 301,903 | 50.1 | 300,372 | 49.9 |
| 2011 | 14,585 | 58.3 | 10,427 | 41.7 | 303,017 | 50.2 | 300,216 | 49.8 |
| 2012 | 13,601 | 58.5 | 9,655 | 41.5 | 305,385 | 50.3 | 301,394 | 49.7 |
| **2013** | **14,174** | **58.5** | **10,051** | **41.5** | **309,218** | **50.4** | **304,694** | **49.6** |

Note: Crash Involved Drivers table does not include cases where the sex of the driver was not reported. Licensed drivers with unknown age not included in totals.

*Source: Crash Involved Drivers: SD Department of Public Safety – Office of Accident Records*
*Source: Licensed Drivers: SD Department of Public Safety – Driver License Issuance*

# III. 2013 MOTOR VEHICLE CRASH PROFILE

## *Introduction*

This section profiles the reported motor vehicle traffic crashes for 2013. Information will be given on where the crashes are occurring, when crashes happen, who is involved, and factors that contribute to crashes or why they are occurring. *Column percentages may not total 100 percent due to rounding error.*

During 2013, there were 16,620 reported motor vehicle traffic crashes, the majority of crashes being property damage only 12,578 (75.7%). Injury crashes accounted for 3,921 (23.6%) of the crashes, while 121 (0.7%) were fatal crashes. There were 5,462 persons injured and 135 persons killed in crashes during 2013 (see TABLE 3-1).

**TABLE 3-1**
**FATALITIES AND SEVERITY OF INJURIES OF DRIVERS, PASSENGERS, PEDESTRIANS, AND BICYCLE DRIVERS**
**2013**

| | Incapacitating Injuries | | Non-Incapacitating Injuries | | Possible Injuries | | Total Nonfatal Injuries | | Total Fatalities | |
|---|---|---|---|---|---|---|---|---|---|---|
| | No. | % | No. | % | No. | % | No. | % | No. | % |
| Drivers | 544 | 65.4 | 1345 | 67.4 | 1984 | 75.4 | 3873 | 70.9 | 100 | 74.1 |
| Passengers | 239 | 28.7 | 551 | 27.6 | 581 | 22.1 | 1371 | 25.1 | 26 | 19.3 |
| Pedestrians | 36 | 4.3 | 55 | 2.8 | 33 | 1.3 | 124 | 2.3 | 9 | 6.7 |
| Bicycle Drv | 13 | 1.6 | 44 | 2.2 | 30 | 1.1 | 87 | 1.6 | 0 | 0.0 |
| Other* | 0 | 0.0 | 2 | 0.1 | 5 | 0.2 | 7 | 0.1 | 0 | 0.0 |
| **TOTAL** | **832** | **100** | **1,997** | **100** | **2,633** | **100** | **5,462** | **100** | **135** | **100** |

*Other – 7 injuries were sustained by operators of working units.

Definition of Injuries:

**Killed:** An injury that results in death. An injury caused death that occurs within 30 days of a crash is considered a crash fatality.

**Incapacitating:** Any injury other than a fatal which prevents the injured person from walking, driving, or normally continuing the activities he/she was capable of performing before the injury occurred (severe lacerations, broken limbs or unable to leave the scene of the crash without assistance).

**Non-Incapacitating:** Any injury other than a fatal injury or incapacitating injury that is evident to observers at the scene of the crash (minor lacerations, lumps on the head, abrasions and bruises).

**Possible Injury:** Any injury reported or claimed which is not a fatal injury, incapacitating injury, or non-incapacitating injury (momentary unconsciousness, limping, nausea, or complaint of pain).

*Source: SD Department of Public Safety - Office of Accident Records*

TABLE 3-2 provides information on persons killed and injured by method or mode of transportation. During 2013, 35.6 percent of the fatalities and 50.7 percent of the injuries occurred to occupants of passenger cars and mini-vans. Occupants of pickups and cargo vans accounted for 15.6 percent of the fatalities and 13.3 percent of the injuries. Additionally, in 2013 twenty-two motorcyclists and nine pedestrians were killed.
(See Table 3-2).

**TABLE 3-2**
**FATALITIES AND INJURIES BY MODE OF TRANSPORTATION**
**2013**

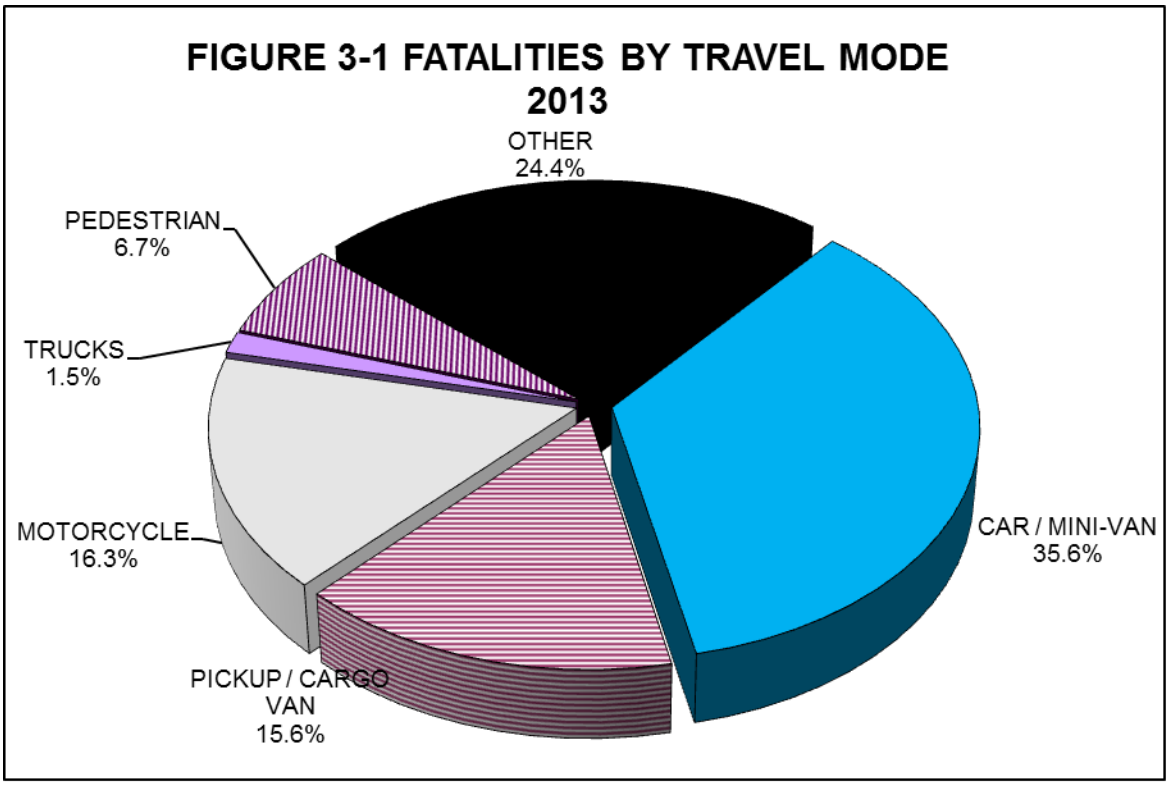
| | Fatalities | | Injuries | |
|---|---|---|---|---|
| | No. | % | No. | % |
| Passenger Cars, Mini-vans | 48 | 35.6 | 2,769 | 50.7 |
| Pickups, Cargo Vans*** | 21 | 15.6 | 728 | 13.3 |
| SUV's (Sports Utility Vehicles) | 30 | 22.2 | 1,062 | 19.4 |
| Trucks (All)* | 2 | 1.5 | 113 | 2.1 |
| Motorcycle | 22 | 16.3 | 441 | 8.1 |
| Moped | 0 | 0.0 | 33 | 0.6 |
| ATV's / 4-Wheelers | 1 | 0.7 | 37 | 0.7 |
| Bus | 1 | 0.7 | 45 | 0.8 |
| Farm Machinery, Heavy Equipment | 1 | 0.7 | 7 | 0.1 |
| Motor Home | 0 | 0.0 | 2 | 0.0 |
| Snowmobile | 0 | 0.0 | 2 | 0.0 |
| Bicycle | 0 | 0.0 | 87 | 1.6 |
| Pedestrians | 9 | 6.7 | 124 | 2.3 |
| Other** | 0 | 0.0 | 12 | 0.2 |
| Unknown | 0 | 0.0 | 0 | 0.0 |
| **TOTAL** | **135** | **100.0** | **5,462** | **100.0** |

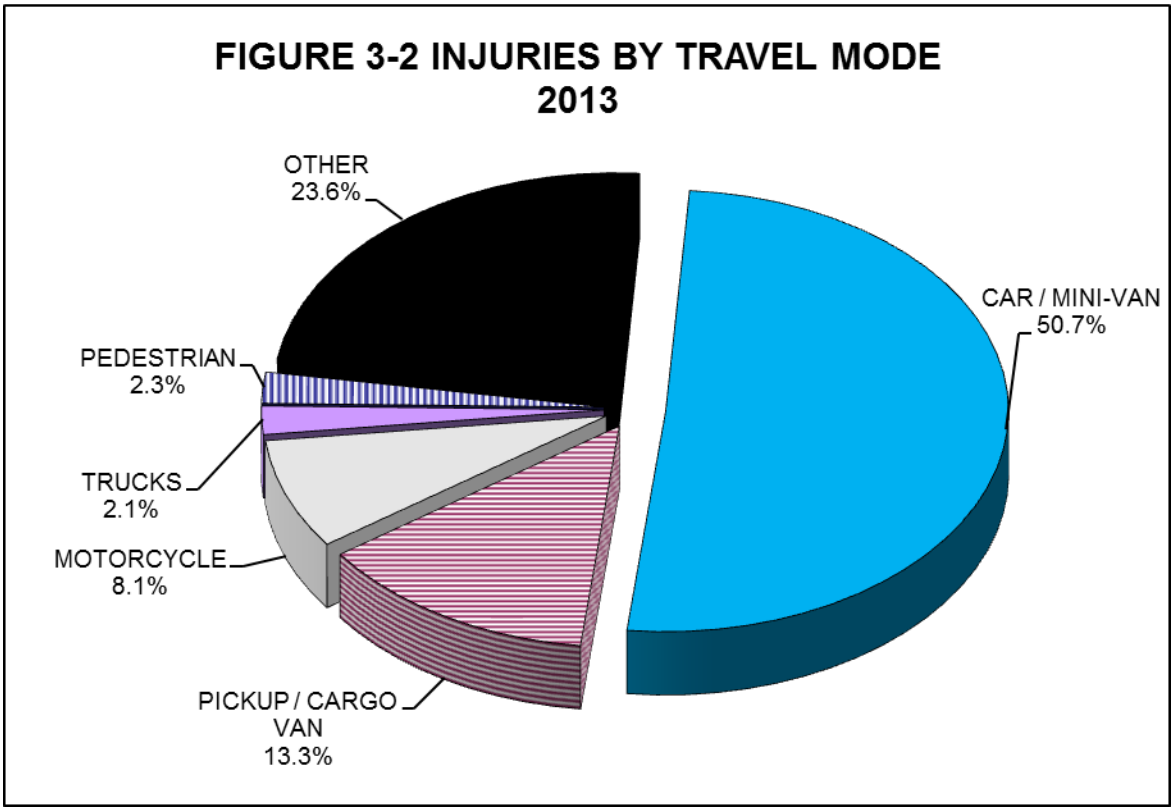
| *Trucks Specifics: | Fatalities | Injuries |
|---|---|---|
| Straight Truck | 1 | 43 |
| Straight Truck with Trailer | 0 | 4 |
| Truck Tractor Only | 0 | 2 |
| Truck Tractor with Single Semi Trailer | 1 | 64 |
| Truck Tractor with Two or More Trailers | 0 | 0 |
| **TOTAL** | **2** | **113** |

Note: **Other -- includes Train, Animal Drawn Vehicle and Other Types of Motor Vehicles.

***Cargo Vans are defined as large van-based light trucks used to transport cargo or large vans used to transport people with seating for 9 or more people, including the driver.

*Source: SD Department of Public Safety – Office of Accident Records*




** Other includes ATVs, SUVs, Bicycle, Farm Machinery, Heavy Equipment, Bus, Motor Home, Snowmobile, Train, Animal Drawn Vehicle and Other Types of Motor Vehicles.

TABLE 3-3 provides information on all crash-involved vehicles by type. Passenger cars and mini-vans made up 36.7 percent of the vehicles involved in fatal crashes and 51.3 percent of those involved in injury crashes. Pickups and vans made up 18.1 percent of the vehicles involved in fatal crashes.

**VEHICLE TYPES INVOLVED IN CRASHES**
**2013**
**TABLE 3-3**

| | All Crashes No. | % | Fatal Crashes No. | % | Injury Crashes No. | % | PDO Crashes No. | % |
|---|---|---|---|---|---|---|---|---|
| Passenger Cars / Mini-vans | 13,185 | 51.8 | 69 | 36.7 | 3,394 | 51.3 | 9,722 | 52.1 |
| Pickups, Cargo Vans | 4,870 | 19.1 | 34 | 18.1 | 1,082 | 16.3 | 3,754 | 20.1 |
| SUV's (Sports Utility Vehicles) | 5,485 | 21.5 | 34 | 18.1 | 1,388 | 21.0 | 4,063 | 21.8 |
| Trucks (All)* | 1,032 | 4.1 | 19 | 10.1 | 233 | 3.5 | 780 | 4.2 |
| Motorcycle | 498 | 2.0 | 23 | 12.2 | 397 | 6.0 | 78 | 0.4 |
| Moped | 32 | 0.1 | 0 | 0.0 | 31 | 0.5 | 1 | 0.0 |
| ATV's / 4-wheelers | 43 | 0.2 | 1 | 0.5 | 36 | 0.5 | 6 | 0.0 |
| Bus | 118 | 0.5 | 3 | 1.6 | 20 | 0.3 | 95 | 0.5 |
| Farm Machinery / Heavy Equip. | 63 | 0.2 | 4 | 2.1 | 17 | 0.3 | 42 | 0.2 |
| Motor Home | 21 | 0.1 | 0 | 0.0 | 5 | 0.1 | 16 | 0.1 |
| Snowmobile | 2 | 0.0 | 0 | 0.0 | 2 | 0.0 | 0 | 0.0 |
| Other | 15 | 0.1 | 0 | 0.0 | 3 | 0.0 | 12 | 0.1 |
| Unknown | 91 | 0.4 | 1 | 0.5 | 11 | 0.2 | 79 | 0.4 |
| **TOTAL** | **25,455** | **100** | **188** | **100** | **6,619** | **100** | **18,648** | **100** |

| * Trucks Specifics: | All Crashes | Fatal Crashes | Injury Crashes | PDO Crashes |
|---|---|---|---|---|
| Straight Truck | 360 | 1 | 93 | 266 |
| Straight Truck with Trailer | 94 | 1 | 10 | 83 |
| Truck Tractor Only | 13 | 0 | 5 | 8 |
| Truck Tractor with Single Semi Trailer | 528 | 16 | 119 | 393 |
| Truck Tractor with Two or More Trailers | 37 | 1 | 6 | 30 |
| **TOTAL** | **1,032** | **19** | **233** | **780** |

*Source: SD Department of Public Safety – Office of Accident Records*

TABLE 3-4 provides information on the ages of persons killed and injured. A total of 7 people (5.2%) of the persons killed were under 20 years of age and a total of 989 or (18.1%) of the persons injured were from 25 through 34 years of age.
No children age 0-5 were killed during 2013 (see Table 3-4).

**TABLE 3-4**
**FATALITIES AND INJURIES BY AGE GROUP**
**2013**

| | Fatalities | | Injuries | |
|---|---|---|---|---|
| | No. | % | No. | % |
| 0 - 5 | 0 | 0.0 | 96 | 1.8 |
| 6 - 13 | 1 | 0.7 | 220 | 4.0 |
| 14 - 15 | 1 | 0.7 | 231 | 4.2 |
| 16 - 17 | 4 | 3.0 | 356 | 6.5 |
| 18 | 0 | 0.0 | 180 | 3.3 |
| 19 | 1 | 0.7 | 153 | 2.8 |
| 20 | 5 | 3.7 | 153 | 2.8 |
| 21 - 24 | 13 | 9.6 | 549 | 10.1 |
| 25 - 34 | 27 | 20.0 | 989 | 18.1 |
| 35 - 44 | 19 | 14.1 | 673 | 12.3 |
| 45 - 54 | 15 | 11.1 | 742 | 13.6 |
| 55 - 64 | 21 | 15.6 | 646 | 11.8 |
| 65 - Over | 28 | 20.7 | 472 | 8.6 |
| Unknown | 0 | 0.0 | 2 | 0.0 |
| **Total** | **135** | **100** | **5,462** | **100** |

*Source: SD Department of Public Safety - Office of Accident Records*

# ***First Harmful Event***

The initial incident that causes injury or damage is referred to as the first harmful event. Non-collision (overturning or other non-collision) represented 28.9 percent of the fatal crashes and only 9.9 percent of the total crashes, while 41.3 percent of the fatal crashes and 43.4 percent of all crashes represented a collision between two or more vehicles (see TABLE 3-5).

**TABLE 3-5**
**FIRST HARMFUL EVENT**
**2013**

| First Harmful Event | Total Crashes No. | % | Fatal Crashes No. | % | Injury Crashes No. | % | PDO Crashes No. | % |
|---|---|---|---|---|---|---|---|---|
| Motor Vehicle Collision With: | | | | | | | | |
| MV in Transport | 7,212 | 43.4 | 50 | 41.3 | 2,235 | 57.0 | 4,927 | 39.2 |
| A Fixed or Other Object | 2,416 | 14.5 | 23 | 19.0 | 544 | 13.9 | 1,849 | 14.7 |
| An Animal | 4,265 | 25.7 | 2 | 1.7 | 79 | 2.0 | 4,184 | 33.3 |
| A Pedestrian | 120 | 0.7 | 8 | 6.6 | 111 | 2.8 | 1 | 0.0 |
| A Bicyclist | 88 | 0.5 | 0 | 0.0 | 87 | 2.2 | 1 | 0.0 |
| A Parked Motor Vehicle | 804 | 4.8 | 1 | 0.8 | 70 | 1.8 | 733 | 5.8 |
| A Railroad Vehicle | 13 | 0.1 | 1 | 0.8 | 3 | 0.1 | 9 | 0.1 |
| Equipment in Roadway | 55 | 0.3 | 1 | 0.8 | 15 | 0.4 | 39 | 0.3 |
| Non-Collision (Overturning or Other) | 1,647 | 9.9 | 35 | 28.9 | 777 | 19.8 | 835 | 6.6 |
| **Total** | **16,620** | **100** | **121** | **100** | **3,921** | **100** | **12,578** | **100** |

*Source: SD Department of Public Safety – Office of Accident Records*

## ***Manner of Collision***

The most common type of manner of collision between two or more vehicles is an angle collision. Angle collisions constitute 54.0 percent of the fatal crashes 51.7 percent of the injury crashes, and 54.6 percent of the property damage only crashes. Angle collisions are the most prevalent for severe crashes, accounting for 54.0 percent of the fatal crashes and 53.7 percent of the total crashes. (See TABLE 3-6).

**TABLE 3-6**
**MANNER OF COLLISION FOR CRASHES INVOLVING A COLLISION BETWEEN TWO OR MORE MOTOR VEHICLES**
**2013**

| Manner of Collision | Total Crashes No. | % | Fatal Crashes No. | % | Injury Crashes No. | % | PDO Crashes No. | % |
|---|---|---|---|---|---|---|---|---|
| Rear-End | 2,704 | 37.5 | 7 | 14.0 | 952 | 42.6 | 1,745 | 35.4 |
| Head-On | 87 | 1.2 | 13 | 26.0 | 49 | 2.2 | 25 | 0.5 |
| Angle | 3,874 | 53.7 | 27 | 54.0 | 1,155 | 51.7 | 2,692 | 54.6 |
| Sideswipe-Same Direction | 477 | 6.6 | 3 | 6.0 | 54 | 2.4 | 420 | 8.5 |
| Sideswipe-Opposite Dir. | 66 | 0.9 | 0 | 0.0 | 25 | 1.1 | 41 | 0.8 |
| Rear-Rear | 3 | 0.0 | 0 | 0.0 | 0 | 0.0 | 3 | 0.1 |
| Unknown | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 |
| Total | 7,211 | 100 | 50 | 100 | 2,235 | 100 | 4,926 | 100 |
| No Collision Between 2 or more MV | 9,409 | | 71 | | 1,686 | | 7,652 | |
| **Total Crashes** | **16,620** | | **121** | | **3,921** | | **12,578** | |

NOTE: Beginning in 2004, South Dakota developed its Crash Data System to conform to the standards established by the Model Minimum Uniform Crash Criteria (MMUCC) guidelines. These guidelines have changed the way the data is collected, such as Manner of Collision. This element will be based on the impact location (i.e. front, side or rear) and vehicle orientation (i.e. facing the same or opposite direction) of the contact vehicles in the First Harmful Event. The data element Turning Movement collected in past years is currently reported as Angle.

*Source: SD Department of Public Safety - Office of Accident Records*

## ***Highway System***

The number of reported crashes by "type of highway system" is presented in TABLE 3-7. **Fatal and PDO crashes happen predominately in rural areas.** City streets and alleys experienced 35.8 percent of the PDO crashes and 46.1 percent of the injury crashes while accounting for 9.1 percent of the fatal crashes.

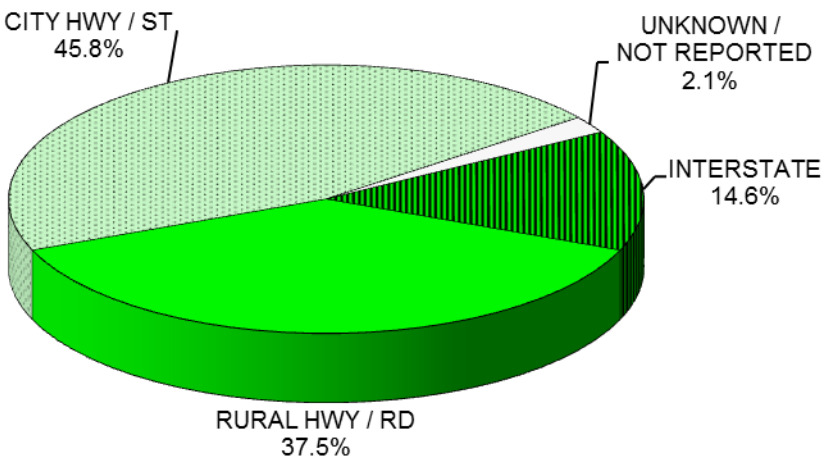
Non-interstate rural roads tallied 75.2 percent of the fatal crashes. The Interstate system experienced 2,420 (14.6%) of the total crashes while accounting for an estimated 28.9 percent of the vehicle miles traveled in 2013. Seventeen or 14 percent of the fatal crashes happened on the interstate system. (See FIGURES 3-3 and 3-4)

**TABLE 3-7**
**CRASHES BY TYPE OF HIGHWAY**
**2013**

| Type of Highway | Total Crashes Number | % | Fatal Crashes Number | % | Injury Crashes Number | % | PDO Crashes Number | % | No. Killed | No. Injured |
|---|---|---|---|---|---|---|---|---|---|---|
| Interstate - Rural | 1,530 | 9.2 | 11 | 9.1 | 247 | 6.3 | 1,272 | 10.1 | 14 | 357 |
| US/State Hwys-Rural | 3,582 | 21.6 | 50 | 41.3 | 577 | 14.7 | 2,955 | 23.5 | 56 | 925 |
| Co./Local Rds.-Rural | 2,658 | 16.0 | 41 | 33.9 | 617 | 15.7 | 2,000 | 15.9 | 44 | 849 |
| Interstate - City | 890 | 5.4 | 6 | 5.0 | 194 | 4.9 | 690 | 5.5 | 7 | 263 |
| US/State Hwys-City | 1,293 | 7.8 | 2 | 1.7 | 400 | 10.2 | 891 | 7.1 | 3 | 543 |
| City Streets/Alleys | 6,323 | 38.0 | 11 | 9.1 | 1,808 | 46.1 | 4,504 | 35.8 | 11 | 2,416 |
| Ramps | 298 | 1.8 | 0 | 0.0 | 67 | 1.7 | 231 | 1.8 | 0 | 95 |
| Unknown/Not Reported | 46 | 0.3 | 0 | 0.0 | 11 | 0.3 | 35 | 0.3 | 0 | 14 |
| **Total** | **16,620** | **100** | **121** | **100** | **3,921** | **100** | **12,578** | **100** | **135** | **5,462** |

*Source: SD Department of Public Safety – Office of Accident Records*

## FIGURE 3-3 2013
## TRAFFIC CRASHES
## BY SYSTEM TYPE




## FIGURE 3-4 2013
## FATAL TRAFFIC CRASHES
## BY SYSTEM TYPE

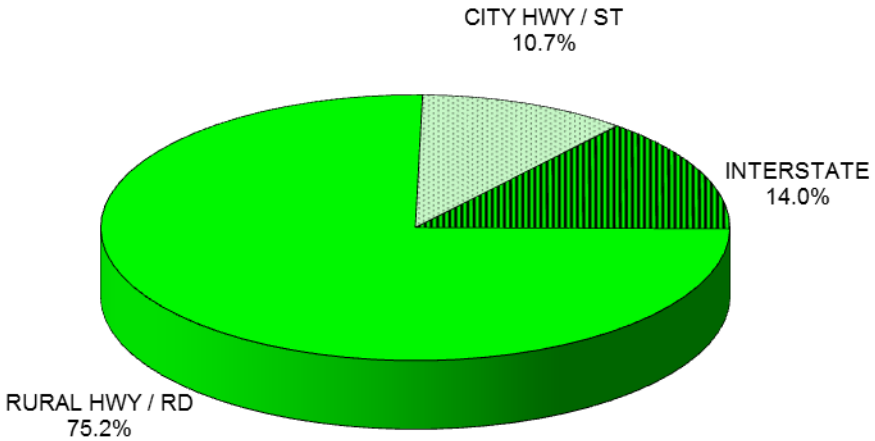


**TABLE 3-8**
**MOTOR VEHICLE TRAFFIC CRASHES BY SD COUNTIES**
**2013**

| County | Total Crashes | Fatal Crashes | Injury Crashes | PDO Crashes | Fatalities | Injuries |
|---|---|---|---|---|---|---|
| AURORA | 130 | 4 | 17 | 109 | 4 | 25 |
| BEADLE | 309 | 2 | 75 | 232 | 2 | 90 |
| BENNETT | 32 | 1 | 9 | 22 | 1 | 16 |
| BON HOMME | 53 | 2 | 16 | 35 | 2 | 23 |
| BROOKINGS | 577 | 6 | 112 | 459 | 7 | 152 |
| BROWN | 792 | 2 | 140 | 650 | 2 | 191 |
| BRULE | 110 | 0 | 21 | 89 | 0 | 32 |
| BUFFALO | 21 | 0 | 8 | 13 | 0 | 16 |
| BUTTE | 166 | 1 | 27 | 138 | 1 | 34 |
| CAMPBELL | 33 | 1 | 2 | 30 | 1 | 5 |
| CHARLES MIX | 93 | 3 | 22 | 68 | 5 | 40 |
| CLARK | 110 | 3 | 14 | 93 | 3 | 27 |
| CLAY | 188 | 2 | 33 | 153 | 2 | 44 |
| CODINGTON | 633 | 2 | 165 | 466 | 2 | 215 |
| CORSON | 40 | 2 | 4 | 34 | 3 | 5 |
| CUSTER | 239 | 1 | 74 | 164 | 1 | 99 |
| DAVISON | 458 | 1 | 77 | 380 | 2 | 107 |
| DAY | 63 | 4 | 21 | 38 | 4 | 31 |
| DEUEL | 141 | 1 | 19 | 121 | 1 | 26 |
| DEWEY | 12 | 2 | 2 | 8 | 3 | 3 |
| DOUGLAS | 20 | 0 | 6 | 14 | 0 | 10 |
| EDMUNDS | 103 | 0 | 15 | 88 | 0 | 24 |
| FALL RIVER | 100 | 2 | 18 | 80 | 2 | 27 |
| FAULK | 61 | 1 | 6 | 54 | 1 | 6 |
| GRANT | 156 | 2 | 32 | 122 | 2 | 46 |
| GREGORY | 25 | 2 | 10 | 13 | 2 | 12 |
| HAAKON | 13 | 1 | 3 | 9 | 1 | 4 |
| HAMLIN | 174 | 1 | 33 | 140 | 1 | 47 |
| HAND | 77 | 1 | 7 | 69 | 1 | 12 |
| HANSON | 86 | 1 | 15 | 70 | 1 | 20 |
| HARDING | 55 | 1 | 13 | 41 | 1 | 23 |
| HUGHES | 211 | 1 | 54 | 156 | 1 | 68 |
| HUTCHINSON | 91 | 1 | 16 | 74 | 1 | 19 |
| HYDE | 12 | 0 | 1 | 11 | 0 | 2 |
| JACKSON | 69 | 0 | 18 | 51 | 0 | 25 |
| JERAULD | 53 | 0 | 3 | 50 | 0 | 4 |
| JONES | 73 | 1 | 11 | 61 | 1 | 16 |
| KINGSBURY | 152 | 1 | 13 | 138 | 1 | 41 |
| LAKE | 240 | 2 | 39 | 199 | 2 | 53 |
| LAWRENCE | 596 | 5 | 161 | 430 | 7 | 219 |
| LINCOLN | 752 | 4 | 190 | 558 | 4 | 268 |
| LYMAN | 165 | 3 | 37 | 125 | 3 | 57 |
| MARSHALL | 64 | 0 | 7 | 57 | 0 | 8 |
| MC COOK | 167 | 2 | 16 | 149 | 2 | 23 |
| MC PHERSON | 45 | 1 | 5 | 39 | 1 | 7 |
| MEADE | 422 | 7 | 93 | 322 | 7 | 136 |
| MELLETTE | 19 | 2 | 3 | 14 | 2 | 4 |
| MINER | 74 | 1 | 4 | 69 | 1 | 7 |
| MINNEHAHA | 4014 | 8 | 1163 | 2843 | 11 | 1566 |
| MOODY | 259 | 1 | 28 | 230 | 1 | 38 |
| PENNINGTON | 2422 | 8 | 749 | 1665 | 9 | 1044 |
| PERKINS | 50 | 1 | 7 | 42 | 1 | 9 |
| POTTER | 64 | 0 | 7 | 57 | 0 | 8 |
| ROBERTS | 277 | 4 | 52 | 221 | 4 | 83 |
| SANBORN | 91 | 1 | 10 | 80 | 1 | 13 |
| SHANNON | 23 | 5 | 10 | 8 | 6 | 29 |
| SPINK | 186 | 1 | 23 | 162 | 1 | 39 |
| STANLEY | 59 | 0 | 9 | 50 | 0 | 20 |
| SULLY | 58 | 0 | 6 | 52 | 0 | 8 |
| TODD | 11 | 1 | 1 | 9 | 1 | 2 |
| TRIPP | 143 | 0 | 16 | 127 | 0 | 23 |
| TURNER | 78 | 0 | 13 | 65 | 0 | 16 |
| UNION | 145 | 2 | 38 | 105 | 2 | 50 |
| WALWORTH | 90 | 1 | 14 | 75 | 1 | 24 |
| YANKTON | 365 | 3 | 87 | 275 | 3 | 118 |
| ZIEBACH | 10 | 2 | 1 | 7 | 3 | 3 |
| **Total:** | **16,620** | **121** | **3,921** | **12,578** | **135** | **5,462** |

**TABLE 3-8A**
**ALCOHOL INVOLVED MOTOR VEHICLE TRAFFIC CRASHES BY SD COUNTIES**
**2013**

| County | Total Crashes | Fatal Crashes | Injury Crashes | PDO Crashes | Fatalities | Injuries |
|---|---|---|---|---|---|---|
| AURORA | 6 | 1 | 4 | 1 | 1 | 7 |
| BEADLE | 24 | 0 | 12 | 12 | 0 | 13 |
| BENNETT | 4 | 0 | 3 | 1 | 0 | 7 |
| BON HOMME | 2 | 1 | 1 | 0 | 1 | 1 |
| BROOKINGS | 39 | 0 | 17 | 22 | 0 | 21 |
| BROWN | 29 | 0 | 15 | 14 | 0 | 25 |
| BRULE | 5 | 0 | 3 | 2 | 0 | 6 |
| BUFFALO | 3 | 0 | 2 | 1 | 0 | 2 |
| BUTTE | 7 | 0 | 2 | 5 | 0 | 2 |
| CAMPBELL | 4 | 0 | 0 | 4 | 0 | 0 |
| CHARLES MIX | 14 | 3 | 8 | 3 | 5 | 17 |
| CLARK | 4 | 1 | 1 | 2 | 1 | 2 |
| CLAY | 9 | 0 | 5 | 4 | 0 | 5 |
| CODINGTON | 33 | 1 | 19 | 13 | 1 | 23 |
| CORSON | 0 | 0 | 0 | 0 | 0 | 0 |
| CUSTER | 14 | 1 | 6 | 7 | 1 | 6 |
| DAVISON | 24 | 0 | 8 | 16 | 0 | 12 |
| DAY | 2 | 0 | 0 | 2 | 0 | 0 |
| DEUEL | 4 | 0 | 2 | 2 | 0 | 2 |
| DEWEY | 1 | 0 | 1 | 0 | 0 | 1 |
| DOUGLAS | 1 | 0 | 1 | 0 | 0 | 1 |
| EDMUNDS | 4 | 0 | 3 | 1 | 0 | 3 |
| FALL RIVER | 5 | 1 | 2 | 2 | 1 | 2 |
| FAULK | 4 | 0 | 3 | 1 | 0 | 3 |
| GRANT | 7 | 1 | 3 | 3 | 1 | 3 |
| GREGORY | 4 | 1 | 3 | 0 | 1 | 4 |
| HAAKON | 3 | 0 | 3 | 0 | 0 | 4 |
| HAMLIN | 5 | 0 | 4 | 1 | 0 | 4 |
| HAND | 1 | 0 | 1 | 0 | 0 | 1 |
| HANSON | 4 | 0 | 1 | 3 | 0 | 2 |
| HARDING | 2 | 0 | 1 | 1 | 0 | 5 |
| HUGHES | 13 | 0 | 5 | 8 | 0 | 6 |
| HUTCHINSON | 4 | 0 | 3 | 1 | 0 | 3 |
| HYDE | 1 | 0 | 1 | 0 | 0 | 2 |
| JACKSON | 3 | 0 | 2 | 1 | 0 | 2 |
| JERAULD | 1 | 0 | 1 | 0 | 0 | 2 |
| JONES | 1 | 0 | 1 | 0 | 0 | 1 |
| KINGSBURY | 1 | 0 | 0 | 1 | 0 | 0 |
| LAKE | 7 | 0 | 2 | 5 | 0 | 2 |
| LAWRENCE | 47 | 4 | 17 | 26 | 6 | 22 |
| LINCOLN | 55 | 2 | 23 | 30 | 2 | 35 |
| LYMAN | 6 | 0 | 4 | 2 | 0 | 5 |
| MARSHALL | 1 | 0 | 1 | 0 | 0 | 1 |
| MC COOK | 3 | 0 | 1 | 2 | 0 | 1 |
| MC PHERSON | 0 | 0 | 0 | 0 | 0 | 0 |
| MEADE | 45 | 3 | 21 | 21 | 3 | 37 |
| MELLETTE | 4 | 2 | 2 | 0 | 2 | 3 |
| MINER | 0 | 0 | 0 | 0 | 0 | 0 |
| MINNEHAHA | 261 | 1 | 107 | 153 | 1 | 142 |
| MOODY | 5 | 0 | 1 | 4 | 0 | 1 |
| PENNINGTON | 157 | 3 | 84 | 70 | 3 | 119 |
| PERKINS | 3 | 1 | 2 | 0 | 1 | 3 |
| POTTER | 0 | 0 | 0 | 0 | 0 | 0 |
| ROBERTS | 22 | 3 | 11 | 8 | 3 | 21 |
| SANBORN | 2 | 0 | 1 | 1 | 0 | 1 |
| SHANNON | 5 | 4 | 1 | 0 | 4 | 8 |
| SPINK | 7 | 0 | 2 | 5 | 0 | 3 |
| STANLEY | 2 | 0 | 0 | 2 | 0 | 0 |
| SULLY | 2 | 0 | 1 | 1 | 0 | 2 |
| TODD | 0 | 0 | 0 | 0 | 0 | 0 |
| TRIPP | 9 | 0 | 3 | 6 | 0 | 3 |
| TURNER | 3 | 0 | 3 | 0 | 0 | 4 |
| UNION | 6 | 0 | 2 | 4 | 0 | 2 |
| WALWORTH | 10 | 1 | 4 | 5 | 1 | 8 |
| YANKTON | 31 | 1 | 14 | 16 | 1 | 15 |
| ZIEBACH | 1 | 1 | 0 | 0 | 2 | 1 |
| **Total:** | **986** | **37** | **454** | **495** | **42** | **639** |

## ***County Summary***

TABLE 3-8 provides a summary of all reported crashes by county in South Dakota.

Rural fatal and injury crashes occurred predominately in twelve counties (see TABLE 3-9). Each of these counties reported over two percent of all rural fatal and injury crashes. These twelve counties accounted for 56 percent of rural fatal and injury crashes and 74.7 percent of all fatal and injury crashes in South Dakota. Pennington County has 10.4 percent of all rural fatal and injury crashes with Lincoln County accounting for 6.6 percent. FIGURE 3-5 presents the percentage involvement of rural fatal and injury crashes and compares this to the percentage of rural vehicle miles traveled in these counties.

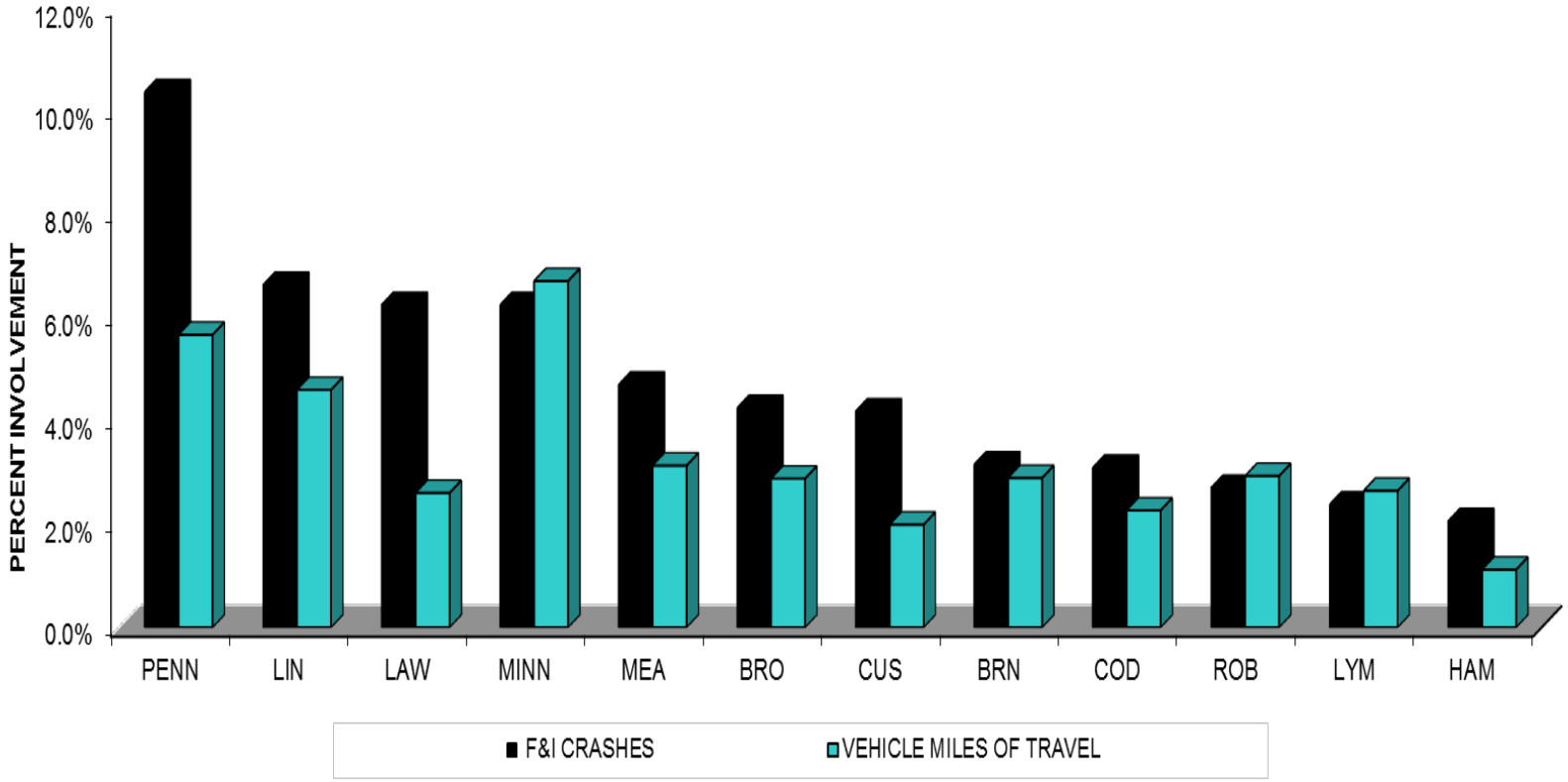
**TABLE 3-9**
**COUNTIES HAVING MORE THAN TWO PERCENT OF THE RURAL FATAL & INJURY CRASHES**
**2013**

| County | Rural Fatal & Injury Crashes | Percent of All Rural Fatal & Injury Crashes | Percent of Rural VMTS |
|---|---|---|---|
| PENNINGTON | 161 | 10.4% | 5.6% |
| LINCOLN | 103 | 6.6% | 4.6% |
| LAWRENCE | 97 | 6.2% | 2.6% |
| MINNEHAHA | 97 | 6.2% | 6.7% |
| MEADE | 73 | 4.7% | 3.1% |
| BROOKINGS | 66 | 4.2% | 2.9% |
| CUSTER | 65 | 4.2% | 2.0% |
| BROWN | 49 | 3.2% | 2.9% |
| CODINGTON | 48 | 3.1% | 2.3% |
| ROBERTS | 42 | 2.7% | 2.9% |
| LYMAN | 37 | 2.4% | 2.6% |
| HAMLIN | 32 | 2.1% | 1.1% |

Note: Total Rural Fatal and Injury Crashes: 1,554
S.D. Vehicle Miles of Travel Report (2013 data)

*Source: SD Department of Public Safety – Office of Accident Records*
*SD Department of Transportation – Data Inventory*

**FIGURE 3-5 RURAL F&I CRASHES/VMTS**
**SELECTED COUNTIES - 2013**



## ***City Summary***

Reported traffic crashes within South Dakota cities (population of 2,500 and more) are presented in TABLE 3-10. These cities reported 59.9 percent of the statewide injury crashes and 13.2 percent of the fatal crashes. The two largest cities (Sioux Falls, Rapid City) accounted for 71.7 percent of fatal and injury crashes occurring in cities and 62.6 percent of the property damage only crashes.

**TABLE 3-10**
**TRAFFIC CRASHES SOUTH DAKOTA CITIES**
**POPULATION 2500 AND OVER**
**2013**

| City | Total Crashes | Fatal Crashes | Injury Crashes | PDO Crashes | Fatalities | Injuries |
|---|---|---|---|---|---|---|
| Aberdeen | 407 | 0 | 89 | 318 | 0 | 109 |
| Belle Fourche | 56 | 0 | 4 | 52 | 0 | 6 |
| Box Elder | 57 | 1 | 16 | 40 | 1 | 28 |
| Brandon | 72 | 0 | 12 | 60 | 0 | 16 |
| Brookings | 269 | 1 | 50 | 218 | 2 | 65 |
| Canton | 18 | 0 | 4 | 14 | 0 | 5 |
| Dell Rapids | 40 | 1 | 5 | 34 | 1 | 5 |
| Harrisburg | 10 | 0 | 2 | 8 | 0 | 3 |
| Hartford | 33 | 0 | 6 | 27 | 0 | 8 |
| Hot Springs | 45 | 0 | 9 | 36 | 0 | 9 |
| Huron | 154 | 0 | 53 | 101 | 0 | 62 |
| Lead | 13 | 0 | 2 | 11 | 0 | 3 |
| Madison | 64 | 0 | 18 | 46 | 0 | 22 |
| Milbank | 25 | 0 | 5 | 20 | 0 | 5 |
| Mitchell | 276 | 0 | 57 | 219 | 0 | 77 |
| Mobridge | 30 | 0 | 5 | 25 | 0 | 7 |
| N. Sioux City | 19 | 0 | 4 | 15 | 0 | 8 |
| Pierre | 106 | 0 | 42 | 64 | 0 | 54 |
| Rapid City | 1701 | 3 | 568 | 1130 | 4 | 789 |
| Redfield | 29 | 1 | 3 | 25 | 1 | 3 |
| Sioux Falls | 3567 | 5 | 1119 | 2443 | 5 | 1506 |
| Sisseton | 53 | 0 | 13 | 40 | 0 | 23 |
| Spearfish | 197 | 2 | 49 | 146 | 2 | 60 |
| Sturgis | 76 | 0 | 23 | 53 | 0 | 29 |
| Tea | 6 | 0 | 0 | 6 | 0 | 0 |
| Vermillion | 85 | 0 | 10 | 75 | 0 | 13 |
| Watertown | 422 | 0 | 117 | 305 | 0 | 146 |
| Winner | 22 | 0 | 2 | 20 | 0 | 2 |
| Yankton | 216 | 2 | 61 | 153 | 2 | 84 |
| City Totals | 8,068 | 16 | 2,348 | 5,704 | 18 | 3,147 |
| Statewide Totals | 16,620 | 121 | 3,921 | 1,2578 | 135 | 5,462 |

*Note! The cities of Harrisburg, Hartford, N. Sioux City & Tea have been added to this table due to an increase in population showing up in the April 1, 2010 Census.*

*Source: SD Department of Public Safety – Office of Accident Records*
*US Census Bureau*

## ***Roadway Surface Conditions***

The majority of the crashes occurred on dry roads, including fatal and injury crashes (see TABLE 3-11). Combining similar "bad" road conditions, ice, snow, frost, and slush accounts for 22.5 percent of all reported property damage only crashes and 18.3 percent of all fatal and injury crashes. Dry roads were reported in 70.7 percent of all fatal and injury crashes.

**TABLE 3-11**
**ROADWAY SURFACE CONDITIONS**
**2013**

| | Total Crashes | | Fatal Crashes | | Injury Crashes | | PDO Crashes | |
|---|---|---|---|---|---|---|---|---|
| | No. | % | No. | % | No. | % | No. | % |
| Dry | 11,395 | 68.6 | 102 | 84.3 | 2,756 | 70.3 | 8,537 | 67.9 |
| Wet | 1,382 | 8.3 | 5 | 4.1 | 346 | 8.8 | 1,031 | 8.2 |
| Snow | 1,637 | 9.8 | 3 | 2.5 | 281 | 7.2 | 1,353 | 10.8 |
| Slush | 375 | 2.3 | 0 | 0.0 | 75 | 1.9 | 300 | 2.4 |
| Ice | 1,431 | 8.6 | 6 | 5.0 | 335 | 8.5 | 1,090 | 8.7 |
| Frost | 121 | 0.7 | 1 | 0.8 | 39 | 1.0 | 81 | 0.6 |
| Water | 8 | 0.0 | 0 | 0.0 | 3 | 0.1 | 5 | 0.0 |
| Sand, mud, dirt, gravel | 216 | 1.3 | 4 | 3.3 | 71 | 1.8 | 141 | 1.1 |
| Oil | 2 | 0.0 | 0 | 0.0 | 2 | 0.1 | 0 | 0.0 |
| Other / Not applicable | 16 | 0.1 | 0 | 0.0 | 9 | 0.2 | 7 | 0.1 |
| Unknown / Not reported | 37 | 0.2 | 0 | 0.0 | 4 | 0.1 | 33 | 0.3 |
| **Total** | **16,620** | **100** | **121** | **100** | **3,921** | **100** | **12,578** | **100** |

*Source: SD Department of Public Safety – Office of Accident Records*

## ***Crashes by Time of Day, Month, and Day of Week***

The peak three-hour period for fatal crashes was 3:00-5:59 p.m. Thirty-four or 28.1 percent of the fatal crashes occurred during this three hour period. The peak three hour period for injury crashes was 3:00-5:59 p.m. with 1,026 (26.2%) of the injury crashes occurred. The peak three hour period for property damage only crashes was 4:00-6:59 p.m. with 2,651 (21.1%) of the property damage only crashes occurred (see TABLE 3-12).

Twenty fatal crashes or 16.5 percent and 431 (11.0%) of the injury crashes occurred during August in 2013. The month of November shows 1,713 property damage only crashes which represents 13.6 percent of the property damage only crashes for 2013 (see TABLE 3-13).

The day of the week Friday accounts for 2,769 of the total crashes or 16.7 percent, with 622 (15.9%) of injury crashes and 2,122 (16.9%) of property damage only crashes. Friday also accounted for 25 fatal crashes or 20.7 percent of the total for 2013 (see TABLE 3-14).

FIGURES 3-6 through 3-8 illustrate the distributions by time of day, month, and day of week.

**TABLE 3-12**
**CRASHES BY TIME OF DAY**
**2013**

| Time | Total Crashes | Fatal Crashes | Injury Crashes | PDO Crashes | Fatalities | Injuries |
|---|---|---|---|---|---|---|
| Midnight | 267 | 4 | 55 | 208 | 4 | 68 |
| 1:00 AM | 226 | 1 | 54 | 171 | 1 | 70 |
| 2:00 AM | 211 | 4 | 57 | 150 | 5 | 79 |
| 3:00 AM | 167 | 6 | 42 | 119 | 6 | 65 |
| 4:00 AM | 166 | 4 | 40 | 122 | 4 | 55 |
| 5:00 AM | 367 | 0 | 58 | 309 | 0 | 72 |
| 6:00 AM | 633 | 5 | 84 | 544 | 5 | 113 |
| 7:00 AM | 1159 | 3 | 219 | 937 | 3 | 299 |
| 8:00 AM | 747 | 5 | 173 | 569 | 5 | 223 |
| 9:00 AM | 629 | 3 | 147 | 479 | 3 | 198 |
| 10:00 AM | 654 | 4 | 170 | 480 | 4 | 234 |
| 11:00 AM | 710 | 7 | 206 | 497 | 9 | 293 |
| 12:00 PM | 880 | 4 | 266 | 610 | 4 | 373 |
| 1:00 PM | 802 | 8 | 239 | 555 | 8 | 334 |
| 2:00 PM | 756 | 7 | 241 | 508 | 9 | 337 |
| 3:00 PM | 1064 | 9 | 328 | 727 | 9 | 465 |
| 4:00 PM | 1092 | 12 | 334 | 746 | 15 | 496 |
| 5:00 PM | 1397 | 13 | 364 | 1020 | 18 | 504 |
| 6:00 PM | 1094 | 5 | 204 | 885 | 5 | 302 |
| 7:00 PM | 840 | 3 | 163 | 674 | 3 | 235 |
| 8:00 PM | 825 | 4 | 144 | 677 | 5 | 196 |
| 9:00 PM | 865 | 3 | 136 | 726 | 3 | 192 |
| 10:00 PM | 607 | 3 | 107 | 497 | 3 | 148 |
| 11:00 PM | 395 | 4 | 84 | 307 | 4 | 104 |
| Unknown | 67 | 0 | 6 | 61 | 0 | 7 |
| **Total** | **16,620** | **121** | **3,921** | **12,578** | **135** | **5,462** |

*Source: SD Department of Public Safety – Office of Accident Records*

## TABLE 3-13
## CRASHES BY MONTH
## 2013

| Month | Total Crashes | Fatal Crashes | Injury Crashes | PDO Crashes | Fatalities | Injuries |
|---|---|---|---|---|---|---|
| JANUARY | 1,332 | 3 | 293 | 1,036 | 3 | 385 |
| FEBRUARY | 1,073 | 6 | 232 | 835 | 10 | 323 |
| MARCH | 1,214 | 11 | 286 | 917 | 11 | 432 |
| APRIL | 1,255 | 6 | 319 | 930 | 6 | 433 |
| MAY | 1,096 | 9 | 288 | 799 | 10 | 417 |
| JUNE | 1,282 | 10 | 324 | 948 | 11 | 448 |
| JULY | 1,253 | 12 | 392 | 849 | 14 | 560 |
| AUGUST | 1,261 | 20 | 431 | 810 | 24 | 605 |
| SEPTEMBER | 1,211 | 13 | 319 | 879 | 15 | 446 |
| OCTOBER | 1,561 | 9 | 340 | 1,212 | 9 | 473 |
| NOVEMBER | 2,054 | 15 | 326 | 1,713 | 15 | 437 |
| DECEMBER | 2,028 | 7 | 371 | 1,650 | 7 | 503 |
| **Total** | **16,620** | **121** | **3,921** | **12,578** | **135** | **5,462** |

*Source: SD Department of Public Safety – Office of Accident Records*

## TABLE 3-14
## CRASHES BY DAY OF WEEK
## 2013

| Day | Total Crashes | Fatal Crashes | Injury Crashes | PDO Crashes | Fatalities | Injuries |
|---|---|---|---|---|---|---|
| SUNDAY | 1,851 | 18 | 412 | 1,421 | 20 | 592 |
| MONDAY | 2,552 | 12 | 603 | 1,937 | 14 | 855 |
| TUESDAY | 2,504 | 13 | 606 | 1,885 | 13 | 853 |
| WEDNESDAY | 2,362 | 11 | 591 | 1,760 | 13 | 815 |
| THURSDAY | 2,476 | 22 | 578 | 1,876 | 23 | 789 |
| FRIDAY | 2,769 | 25 | 622 | 2,122 | 27 | 836 |
| SATURDAY | 2,106 | 20 | 509 | 1,577 | 25 | 722 |
| **Total** | **16,620** | **121** | **3,921** | **12,578** | **135** | **5,462** |

*Source: SD Department of Public Safety – Office of Accident Records*

**FIGURE 3-6 CRASHES BY TIME OF DAY 2013**

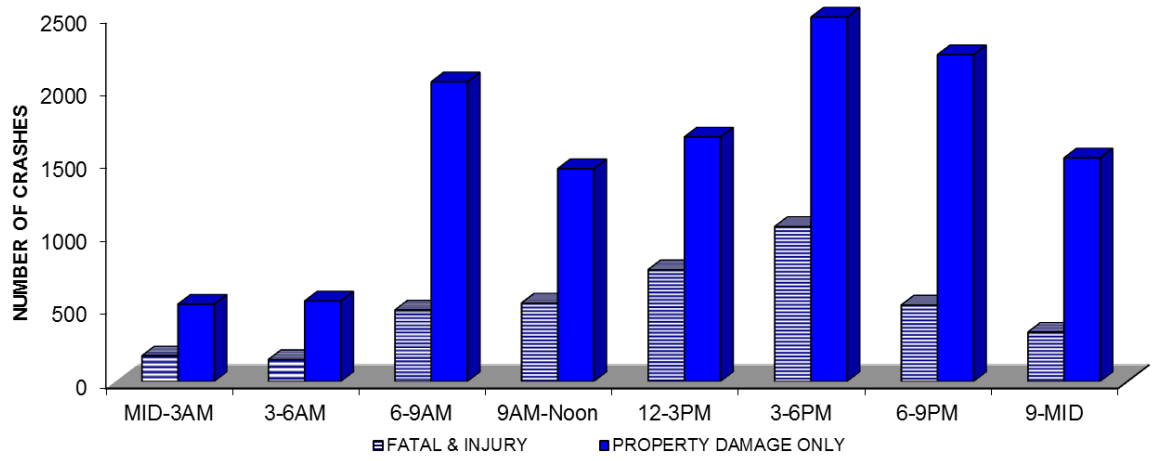



**FIGURE 3-7 CRASHES BY MONTH 2013**

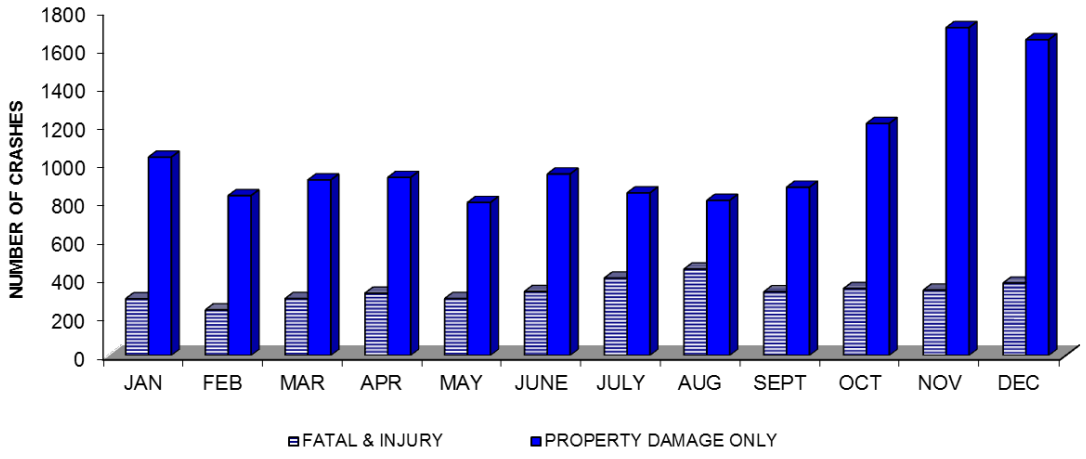
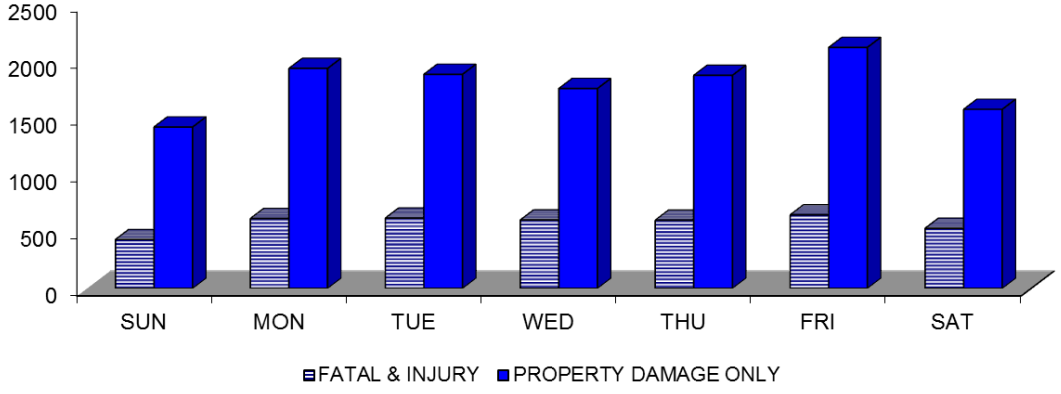



**FIGURE 3-8 CRASHES BY DAY OF WEEK 2013**



## ***Drivers***

In the 16,620 reported motor vehicle crashes there were 24,448 motor vehicle drivers involved, including 183 drivers in fatal crashes and 6,500 drivers in injury crashes. Of these drivers 100 were killed, which is 74.1 percent of all persons killed in motor vehicle crashes and 70.9 percent or 3,873 of the 5,462 injured persons were drivers (see TABLE 3-1).

Young drivers are involved in more crashes than any other age group (see TABLE 3-15). In reported crashes, 27.7 percent of the drivers were under 25 years of age and 47.0 percent were under 35. Age of drivers involved in fatal and injury crashes follow the pattern of drivers in all crashes. Those drivers under 25 represent 15.8 percent of the drivers involved in fatal crashes and 29.4 percent of the drivers in injury crashes. Drivers under the age of 35 make up 36.1 percent of the drivers in fatal crashes and 49.3 percent of the drivers in injury crashes. Fifty or 27.3 percent of the drivers in fatal crashes were 21-34 years of age (see TABLE 3-15).

**TABLE 3-15**
**AGE OF DRIVERS IN CRASHES**
**2013**

| Age | Drivers In All Crashes No. | % | Drivers In Fatal Crashes No. | % | Drivers In Injury Crashes No. | % | Drivers In PDO Crashes No. | % |
|---|---|---|---|---|---|---|---|---|
| 0 - 5 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 |
| 6 - 13 | 10 | 0.0 | 0 | 0.0 | 6 | 0.1 | 4 | 0.0 |
| 14 - 15 | 634 | 2.6 | 2 | 1.1 | 191 | 2.9 | 441 | 2.5 |
| 16 - 17 | 1,402 | 5.7 | 5 | 2.7 | 413 | 6.4 | 984 | 5.5 |
| 18 | 744 | 3.0 | 1 | 0.5 | 226 | 3.5 | 517 | 2.9 |
| 19 | 735 | 3.0 | 2 | 1.1 | 197 | 3.0 | 536 | 3.0 |
| 20 | 682 | 2.8 | 6 | 3.3 | 183 | 2.8 | 493 | 2.8 |
| 21 - 24 | 2,555 | 10.5 | 13 | 7.1 | 698 | 10.7 | 1,844 | 10.4 |
| 25 - 34 | 4,719 | 19.3 | 37 | 20.2 | 1,288 | 19.8 | 3,394 | 19.1 |
| 35 - 44 | 3,409 | 13.9 | 22 | 12.0 | 892 | 13.7 | 2,495 | 14.0 |
| 45 - 54 | 3,520 | 14.4 | 26 | 14.2 | 927 | 14.3 | 2,567 | 14.4 |
| 55 - 64 | 3,140 | 12.8 | 34 | 18.6 | 799 | 12.3 | 2,307 | 13.0 |
| 65 - Over | 2,587 | 10.6 | 33 | 18.0 | 624 | 9.6 | 1,930 | 10.9 |
| Unknown | 311 | 1.3 | 2 | 1.1 | 56 | 0.9 | 253 | 1.4 |
| **Total** | **24,448** | **100** | **183** | **100** | **6,500** | **100** | **17,765** | **100** |

*Source: SD Department of Public Safety – Office of Accident Records*

TABLE 3-16 provides information on the age of drinking drivers in motor vehicle crashes. There were a reported 968 drinking drivers in all crashes which is 4 percent of all drivers in crashes. Thirty-three or 18 percent of drivers in fatal crashes had been drinking while 439 or 6.8 percent of the drivers involved in injury crashes had been drinking.

Young drivers are predominantly the drinking drivers in all crashes. Those drivers under 25 years of age accounted for 15.2 percent of the drinking drivers in fatal crashes and 29.6 percent of the drinking drivers in injury crashes. Those drivers under 35 years of age accounted for 51.5 percent of the drinking drivers in fatal crashes and 60.4 percent of the drinking drivers in all crashes.

**TABLE 3-16**
**AGE OF DRINKING DRIVERS IN CRASHES**
**2013**

| Age | Drivers In All Crashes No. | % | Drivers In Fatal Crashes No. | % | Drivers In Injury Crashes No. | % | Drivers In PDO Crashes No. | % |
|---|---|---|---|---|---|---|---|---|
| 6 – 13 | 2 | 0.2 | 0 | 0.0 | 1 | 0.2 | 1 | 0.2 |
| 14 - 15 | 3 | 0.3 | 0 | 0.0 | 2 | 0.5 | 1 | 0.2 |
| 16 - 17 | 23 | 2.4 | 0 | 0.0 | 10 | 2.3 | 13 | 2.6 |
| 18 | 19 | 2.0 | 0 | 0.0 | 10 | 2.3 | 9 | 1.8 |
| 19 | 35 | 3.6 | 0 | 0.0 | 18 | 4.1 | 17 | 3.4 |
| 20 | 31 | 3.2 | 1 | 3.0 | 11 | 2.5 | 19 | 3.8 |
| 21 - 24 | 187 | 19.3 | 4 | 12.1 | 78 | 17.8 | 105 | 21.2 |
| 25 - 34 | 285 | 29.4 | 12 | 36.4 | 128 | 29.2 | 145 | 29.2 |
| 35 - 44 | 154 | 15.9 | 8 | 24.2 | 60 | 13.7 | 86 | 17.3 |
| 45 - 54 | 138 | 14.3 | 6 | 18.2 | 79 | 18.0 | 53 | 10.7 |
| 55 - 64 | 66 | 6.8 | 2 | 6.1 | 31 | 7.1 | 33 | 6.7 |
| 65 - Over | 24 | 2.5 | 0 | 0.0 | 11 | 2.5 | 13 | 2.6 |
| Unknown | 1 | 0.1 | 0 | 0.0 | 0 | 0.0 | 1 | 0.2 |
| **Total** | **968** | **100** | **33** | **100** | **439** | **100** | **496** | **100** |

*Source: SD Department of Public Safety – Office of Accident Records*

TABLE 3-17 compares age of drivers in fatal and injury crashes, drinking drivers in fatal and injury crashes, and speeding drivers in fatal and injury crashes with licensed drivers by age. The young driver is over represented as those drivers in fatal and injury crashes, drinking drivers in fatal and injury crashes, and speeding drivers in fatal and injury crashes. In South Dakota, licensed drivers under 25 years of age represent 15.3 percent of the total licensed drivers, 28.6 percent of the drinking drivers in fatal and injury crashes and 47.1 percent of the speeding drivers in fatal and injury crashes. Drivers under 35 years of age constitute 32.2 percent of all licensed drivers, with 58.3 percent of the drinking drivers and 70.3 percent of the speeding drivers involved in fatal and injury crashes being under 35 years of age (also see FIGURES 3-9 and 3-10).

**TABLE 3-17**
**LICENSED DRIVERS AND FATAL AND INJURY CRASH-INVOLVED DRIVERS BY AGE**
**2013**

| Age | Licensed Drivers % | Drivers In Fatal & Injury Crashes No. | % | Drinking Drivers In Fatal & Injury Crashes No. | % | Speeding Drivers In Fatal & Injury Crashes No. | % |
|---|---|---|---|---|---|---|---|
| 0 - 13 | 0.0 | 6 | 0.1 | 1 | 0.2 | 2 | 0.4 |
| 14 - 15 | 1.7 | 193 | 2.9 | 2 | 0.4 | 22 | 4.2 |
| 16 - 17 | 2.6 | 418 | 6.3 | 10 | 2.1 | 55 | 10.5 |
| 18 | 1.5 | 227 | 3.4 | 10 | 2.1 | 29 | 5.6 |
| 19 | 1.5 | 199 | 3.0 | 18 | 3.8 | 24 | 4.6 |
| 20 | 1.6 | 189 | 2.8 | 12 | 2.5 | 16 | 3.1 |
| 21 - 24 | 6.5 | 711 | 10.6 | 82 | 17.4 | 98 | 18.8 |
| 25 - 34 | 16.9 | 1,325 | 19.8 | 140 | 29.7 | 121 | 23.2 |
| 35 - 44 | 14.4 | 914 | 13.7 | 68 | 14.4 | 63 | 12.1 |
| 45 - 54 | 16.5 | 953 | 14.3 | 85 | 18.0 | 51 | 9.8 |
| 55 - 64 | 17.5 | 833 | 12.5 | 33 | 7.0 | 18 | 3.4 |
| 65 - Over | 19.4 | 657 | 9.8 | 11 | 2.3 | 23 | 4.4 |
| Unknown | 0.0 | 58 | 0.9 | 0 | 0.0 | 0 | 0.0 |
| **TOTAL** | **100** | **6,683** | **100** | **472** | **100** | **522** | **100** |

*Sources: SD Department of Public Safety – Office of Accident Records*
*SD Department of Public Safety – Driver License Issuance*

**FIGURE 3-9 DRIVERS BY AGE GROUP 2013**
**Fatal and Injury Crash Involved Drivers**

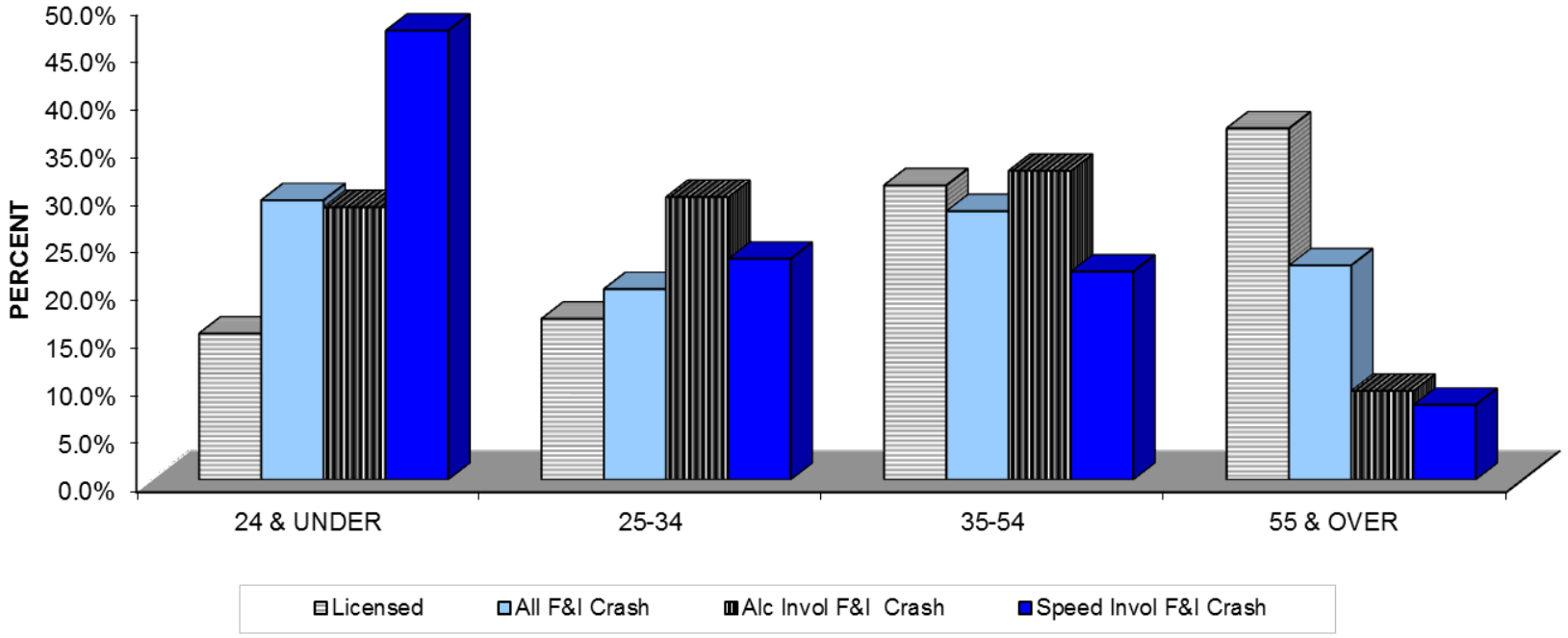
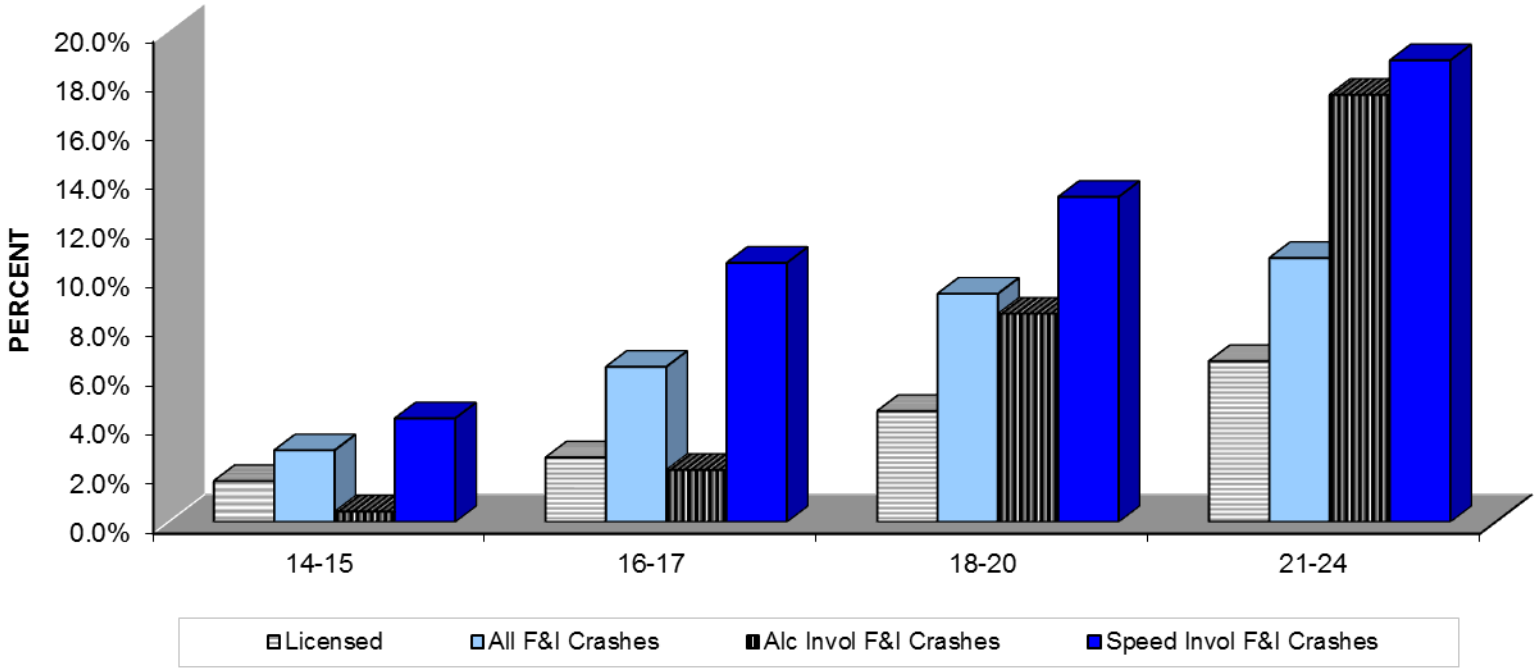


**FIGURE 3-10 YOUNG DRIVERS 2013**
**Fatal & Injury Crash Involved Drivers**



## ***Contributing Circumstances (Vision Obscurement and Road)***

Contributing circumstances at the crash level involve two categories: vision obscurement and road. The reporting officer may include one or no contributing circumstances for each category.

Vision Obscurement - refers to conditions such as: weather condition; physical obstruction; windshield or window obscured by frost, snow, mud, etc.; snow bank; trees, crops, bushes or other vegetation; guardrail barrier; motor vehicle; building; signs, billboards, etc.; glare; and other. Weather condition was the most frequently reported vision obscurement and was indicated as a problem in 2.7 percent of all crashes.

Road Contributing Circumstances - These contributing circumstances include road surface condition (wet, icy, snow, slush, etc.); road shoulder conditions; objects or animals in the road; phantom vehicle; pedestrians, bicyclists, other non-occupant in roadway; work zone conditions, rough roads; and faulty or missing traffic control devices. The most common condition reported was road surface condition, and it was reported as a factor in 16.6 percent of all crashes.

## ***Motor Vehicle Driver Contributing Circumstances***

Driver actions are reported to indicate possible factors that may have contributed to the crashes. These factors are referred to as driver contributing circumstances. Drinking and speeding were leading driver contributing circumstances in fatal crashes during 2013. It was indicated that the drinking of 23 or 12.6 percent of the drivers in fatal crashes contributed to the crash. Failing to Yield to Another Vehicle was the leading contributing circumstance in injury crashes. Driving too Fast for Conditions, Running off Road, Following Too Close and Distracted Driving were other leading driver contributing circumstances in injury crashes (see TABLE 3-18).

## TABLE 3-18
## MOTOR VEHICLE DRIVER CONTRIBUTING CIRCUMSTANCES
## 2013

| | Drivers in All Crashes | | Drivers in Fatal Crashes | | Drivers in Injury Crashes | | Drivers in PDO Crashes | |
|---|---|---|---|---|---|---|---|---|
| | No. | % | No. | % | No. | % | No. | % |
| Disregarded Traffic Signs or Signals | 650 | 2.7 | 10 | 5.5 | 267 | 4.1 | 373 | 2.1 |
| Distracted* | 1,068 | 4.4 | 5 | 2.7 | 400 | 6.2 | 663 | 3.7 |
| Drinking | 573 | 2.3 | 23 | 12.6 | 262 | 4.0 | 288 | 1.6 |
| Driving Too Fast for Condition | 2,039 | 8.3 | 16 | 8.7 | 547 | 8.4 | 1476 | 8.3 |
| Exceeded Speed Limit | 331 | 1.4 | 19 | 10.4 | 184 | 2.8 | 128 | 0.7 |
| Fail to Yield to Vehicle | 2,890 | 11.8 | 21 | 11.5 | 936 | 14.4 | 1933 | 10.9 |
| Failure to Keep in Proper Lane | 502 | 2.1 | 12 | 6.6 | 155 | 2.4 | 335 | 1.9 |
| Fatigued/Fell Asleep | 190 | 0.8 | 2 | 1.1 | 80 | 1.2 | 108 | 0.6 |
| Following Too Closely | 1,221 | 5.0 | 1 | 0.5 | 404 | 6.2 | 816 | 4.6 |
| Improper Backing | 395 | 1.6 | 0 | 0.0 | 10 | 0.2 | 385 | 2.2 |
| Improper Passing | 115 | 0.5 | 2 | 1.1 | 27 | 0.4 | 86 | 0.5 |
| Improper Turn | 376 | 1.5 | 1 | 0.5 | 99 | 1.5 | 276 | 1.6 |
| Not Stated*** | 3,987 | 16.3 | 0 | 0.0 | 4 | 0.1 | 3983 | 22.4 |
| Other** | 1,083 | 4.4 | 12 | 6.6 | 379 | 5.8 | 692 | 3.9 |
| Over-correcting/Over-steering | 444 | 1.8 | 16 | 8.7 | 177 | 2.7 | 251 | 1.4 |
| Running Off Road | 1,063 | 4.3 | 26 | 14.2 | 410 | 6.3 | 627 | 3.5 |
| Swerving or Avoiding due to: *wind, slippery surface, vehicle, object, non-motorist, etc.* | 346 | 1.4 | 2 | 1.1 | 97 | 1.5 | 247 | 1.4 |
| Unknown | 1,073 | 4.4 | 16 | 8.7 | 229 | 3.5 | 828 | 4.7 |
| Wrong Side of Road | 125 | 0.5 | 8 | 4.4 | 56 | 0.9 | 61 | 0.3 |
| **Total Drivers** | **24,448** | | **183** | | **6,500** | | **17,765** | |

Note: The investigating officer may assign from zero to two contributing circumstances to each driver, therefore, the number of drivers in motor vehicle crashes does not equal the number of contributing circumstances.

*Distracted includes cell phones, distracted driving and other electronic devices.

**Other includes drugs-medication, drugs-other, failed to yield to pedestrian, illegally in roadway, illness, improper lane change, improper parking, improper signal or failure to signal, improper start from parked position, physical impairment and other driver contributing factors.

***Not Stated includes first harmful event of animal hit for property damage only crashes.

*Source: SD Department of Public Safety - Office of Accident Records*

## ***Motorcycles***

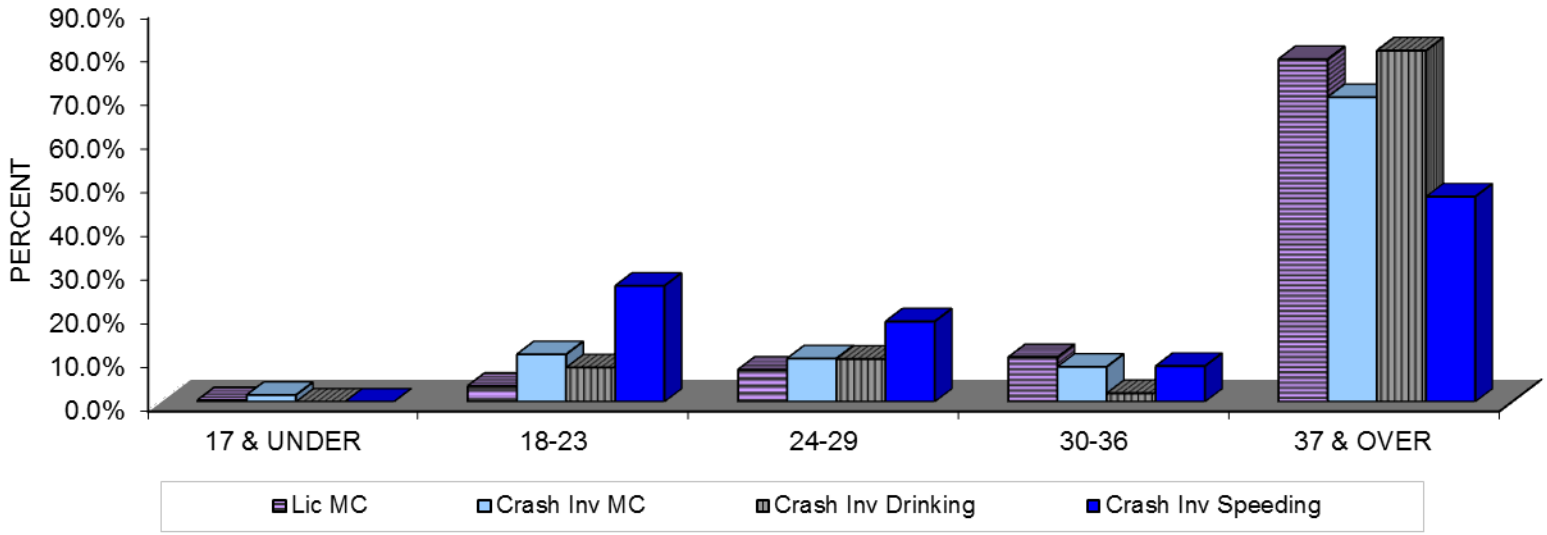
Motorcycle crashes constitute 3 percent of all crashes, 17.4 percent of all fatal crashes, and 7.3 percent of all injury crashes. There were 22 people killed and 474 injured on motorcycles in the 491 reported motorcycle crashes during 2013 (see TABLE 2-7). The young motorcycle driver is over represented in crashes when compared to their portion of licensed motorcycle operators. The licensed drivers under 20 years of age represent 1.1 percent of the licensed motorcycle drivers, 3.8 percent of drivers involved in motorcycle crashes, and 8.2 percent of the speeding drivers involved in motorcycle crashes (see TABLE 3-19 and FIGURE 3-11).

**TABLE 3-19**
**MOTORCYCLISTS BY AGE GROUP**
**2013**

| Age Group | Licensed Motorcyclists No. | % | Motorcycle Drivers In Crashes No. | % | Drinking Motorcycle Drivers In Crashes No. | % | Speeding Motorcycle Drivers In Crashes No. | % |
|---|---|---|---|---|---|---|---|---|
| 0 - 13 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 |
| 14 - 15 | 39 | 0.0 | 4 | 0.8 | 0 | 0.0 | 0 | 0.0 |
| 16 - 17 | 273 | 0.3 | 4 | 0.8 | 0 | 0.0 | 0 | 0.0 |
| 18 - 19 | 587 | 0.7 | 12 | 2.3 | 1 | 2.0 | 4 | 8.2 |
| 20 - 21 | 990 | 1.2 | 27 | 5.1 | 0 | 0.0 | 6 | 12.2 |
| 22 - 23 | 1,424 | 1.7 | 18 | 3.4 | 3 | 5.9 | 3 | 6.1 |
| 24 - 25 | 1,823 | 2.2 | 17 | 3.2 | 4 | 7.8 | 1 | 2.0 |
| 26 - 27 | 1,964 | 2.4 | 17 | 3.2 | 0 | 0.0 | 6 | 12.2 |
| 28 - 29 | 2,263 | 2.7 | 18 | 3.4 | 1 | 2.0 | 2 | 4.1 |
| 30 - 31 | 2,326 | 2.8 | 12 | 2.3 | 0 | 0.0 | 1 | 2.0 |
| 32 - 36 | 6,068 | 7.4 | 30 | 5.7 | 1 | 2.0 | 3 | 6.1 |
| 37 - 41 | 6,355 | 7.7 | 42 | 8.0 | 6 | 11.8 | 3 | 6.1 |
| 42 - 51 | 18,153 | 22.1 | 120 | 22.7 | 21 | 41.2 | 12 | 24.5 |
| 52 - Over | 40,048 | 48.7 | 204 | 38.6 | 14 | 27.5 | 8 | 16.3 |
| Unknown | 0 | 0.0 | 3 | 0.6 | 0 | 0.0 | 0 | 0.0 |
| **Total** | **82,313** | **100** | **528** | **100** | **51** | **100** | **49** | **100** |

*Sources: SD Department of Public Safety – Office of Accident Records*
*SD Department of Public Safety – Driver License Issuance*

**FIGURE 3-11 MOTORCYCLISTS 2013**
**Crash Involved Motorcycle & Moped Drivers**



There were 22 motorcyclist fatalities during 2013. Twenty were motorcycle drivers and two were passengers. One driver and one passenger wore a helmet only, five drivers and one passenger wore helmet and eye protection, six drivers wore eye protection only, eight drivers did not use safety equipment. Helmets were used by 173 or 34.7 percent of the motorcycle drivers in crashes while 325 or 65.3 percent did not wear a helmet (see TABLE 3-20).

**TABLE 3-20**
**HELMET USE BY MOTORCYCLE DRIVERS IN CRASHES**
**2013**

| Age | Helmet Used No. | Helmet Used % | Helmet Not Used No. | Helmet Not Used % |
|---|---|---|---|---|
| 06 – 13 | 0 | 0.0 | 0 | 0.0 |
| 14 - 15 | 2 | 50.0 | 2 | 50.0 |
| 16 - 17 | 4 | 100.0 | 0 | 0.0 |
| 18 - 20 | 8 | 40.0 | 12 | 60.0 |
| 21 - 24 | 11 | 28.2 | 28 | 71.8 |
| 25 - 34 | 25 | 35.2 | 46 | 64.8 |
| 35 - 44 | 15 | 19.5 | 62 | 80.5 |
| 45 - Over | 108 | 38.3 | 174 | 61.7 |
| Unknown | 0 | 0.0 | 1 | 0.0 |
| **Total** | **173** | **34.7** | **325** | **65.3** |

Note: Percentages are row percents. Excludes unknown, not stated and other helmet usage.
Helmet only and helmet & eye protection counted as used.
Eye protection only counted as not used.

*Source: SD Department of Public Safety – Office of Accident Records*

# ***Pedestrians***

There were nine pedestrian deaths and 124 injuries in motor vehicle crashes during 2013 (see TABLE 3-21). The youngest pedestrian killed was twenty-three years old, while the oldest was ninety years old. Of the injured pedestrians, 16.1 percent were between the ages of 5-13. Cities accounted for 89.5 percent of the pedestrian injuries, while 77.8 percent of the fatalities were rural (see TABLE 3-23). Of the nine pedestrians killed, 7 were male and 2 were female. Of the 124 pedestrians injured, 61 were male and 63 female.

Officers reported that of the nine pedestrians killed four had been drinking alcohol (see TABLE 3-22).

**TABLE 3-21**
**AGE OF PEDESTRIANS IN TRAFFIC CRASHES**
**2013**

| Age | Fatalities No. | Fatalities % | Injuries No. | Injuries % |
|---|---|---|---|---|
| 0 - 4 | 0 | 0.0 | 5 | 4.0 |
| 5 - 13 | 0 | 0.0 | 20 | 16.1 |
| 14 - 19 | 0 | 0.0 | 11 | 8.9 |
| 20 - 24 | 1 | 11.1 | 9 | 7.3 |
| 25 - 34 | 3 | 33.3 | 20 | 16.1 |
| 35 - 44 | 2 | 22.2 | 14 | 11.3 |
| 45 - 54 | 1 | 11.1 | 14 | 11.3 |
| 55 - 64 | 0 | 0.0 | 18 | 14.5 |
| 65 - Over | 2 | 22.2 | 13 | 10.5 |
| **Total** | **9** | **100** | **124** | **100** |

*Source: SD Department of Public Safety – Office of Accident Records*

**TABLE 3-22**
**ALCOHOL INVOLVEMENT BY PEDESTRIANS**
**2013**

| Alcohol Involvement | Fatalities No. | % | Injuries No. | % |
|---|---|---|---|---|
| Alcohol or Drugs | 5 | 55.6 | 21 | 16.9 |
| No Alcohol | 4 | 44.4 | 103 | 83.1 |
| Unknown | 0 | 0.0 | 0 | 0.0 |
| **Total** | **9** | **100** | **124** | **100** |

*Source: SD Department of Public Safety – Office of Accident Records*

**TABLE 3-23**
**RURAL vs. CITY PEDESTRIAN CRASHES**
**2013**

| | Fatalities | % | Injuries | % |
|---|---|---|---|---|
| Rural | 7 | 77.8 | 13 | 10.5 |
| City | 2 | 22.2 | 111 | 89.5 |
| **Total** | **9** | **100** | **124** | **100** |

*Source: SD Department of Public Safety – Office of Accident Records*

## ***Bicycles***

During 2013 there was no bicyclist killed (see TABLE 2-9). There were 87 bicycle drivers injured in reported motor vehicle crashes during 2013 (see TABLE 3-24). The leading factor in bicycle-involved crashes was improper crossing which was reported for 29.9 percent of the injured bicycle drivers. Twenty-nine of the injured bicycle drivers in crashes had no contributing circumstances. The yearly 1993-2013 trend of bicycle fatalities and injuries is provided in TABLE 2-9.

**TABLE 3-24**
**AGE OF BICYCLE DRIVERS IN TRAFFIC CRASHES**
**2013**

| Age | Fatalities Number | Injuries Number | % |
|---|---|---|---|
| 0 - 4 | 0 | 0 | 0.0 |
| 5 - 13 | 0 | 21 | 24.1 |
| 14 - 19 | 0 | 15 | 17.2 |
| 20 – 24 | 0 | 13 | 14.9 |
| 25 - 34 | 0 | 16 | 18.4 |
| 35 - 44 | 0 | 5 | 5.7 |
| 45 - 54 | 0 | 9 | 10.3 |
| 55 - 64 | 0 | 5 | 5.7 |
| 65 - Over | 0 | 3 | 3.4 |
| **Total** | **0** | **87** | **100** |

*Source: SD Department of Public Safety – Office of Accident Records*

# IV. IMPORTANT EVENTS AND DATES

**March 1, 1974** - Speed limit lowered to 55 miles per hour.

**July 1, 1976** - Right turn on red is allowed unless prohibited by a sign reading "No right turn on red".

**July 1, 1977** - Helmet law repealed for motorcycle drivers and passengers age 18 and over.

**April 1, 1979** - Motor Vehicle Safety Inspection repealed.

**March 1, 1982** - Driving While Intoxicated Enforcement campaign began.

**July 1, 1984** - Child safety restraints became a law for children under age 5.

**April 15, 1987** - Speed limit on rural interstate was raised to 65 miles per hour.

**April 1, 1988** - Drinking age was raised to 21.

**April 1, 1992** - Commercial driver's license required for commercial vehicle operators.

**January 1, 1995** - Safety belt law became effective for front seat occupants.

**April 1, 1996** - Speed limit raised to 75 miles per hour on rural Interstate and 65 on most US and State Highways.

**January 1, 1999** - Graduated Driver License law implemented.

**July 1, 2001** - Safety belt primary law for all occupants age 17 and under.

**July 1, 2002** - BAC Level changed from .10 to .08.

**January 1, 2004** - South Dakota Accident Records System (SDARS) was implemented.

**July 20, 2007** - Highway Patrol begins testing TraCS (Traffic and Criminal Software) in nine vehicles. Full implementation of computerized in-vehicle accident reporting expected in early 2008.

**January 1, 2008** - SD Highway Patrol begins submission of all reportable crashes using TraCS (Traffic and Criminal Software) system. The Office of Accident Records will expand TraCS to add municipalities & counties for more efficient reporting during 2008

# V. GLOSSARY OF TERMS

**Reportable Traffic Crash**

Motor vehicle traffic crash which involves death, injury or property damage to an apparent extent of one thousand dollars or more to any one person's property or accumulated property damage of two thousand dollars per crash.

**Fatal Crash**

Motor vehicle traffic crash in which at least one person dies as the result of the crash and dies within 30 days of the date of the crash.

**Injury Crash**

Motor vehicle crash in which at least one person was injured and no one was killed.

**Property Damage Only (PDO) Crash**

Motor vehicle crashes in which no one was killed or injured but there was property damage to an apparent extent of one thousand dollars or more to any one person's property or accumulated property damage of two thousand dollars per crash.

**Fatality Rate**

Number of traffic fatalities per 100 million vehicle miles traveled.

**Alcohol Involved Crash**

At least one driver, pedestrian, or bicycle driver had been drinking in the opinion of the investigating officer.

**Economic Loss**

The calculable costs of motor vehicle crashes are wage loss, medical expense, insurance administration cost, and property damage. (Source: Estimating the Costs of Unintentional Injuries, 2009, National Safety Council)



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