2014
South Dakota
Motor Vehicle Traffic Crash Summary

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

Dennis Daugaard
Governor


MARKS
SPOT
THE
WHY DIE?

STATE OF SOUTH DAKOTA
DENNIS DAUGAARD, GOVERNOR

September 2, 2015

My Fellow South Dakotans,

I am pleased to release the 2014 edition of the Annual South Dakota Crash Report. Much of the information contained in this report is good news for our state. However, there are some areas that require our continued attention. While we have discussed many of these challenges in past crash reports, it should be noted that safe driving remains an ongoing issue for all of us.

One of our biggest challenges is convincing our families and friends to buckle up on every trip. Seventy percent of those killed in South Dakota motor vehicle crashes in 2014 were not wearing their seatbelts – that's up from 60 percent in 2013! It continues to amaze me that doing something so simple as wearing a seatbelt can make such a dramatic life-or-death difference.

Nearly three-fourths of our fatalities happen on rural highways and country roads. Slowing down and buckling up in these areas would make a big difference in our overall statistics. This is especially true during holidays and summer months where heavy traffic increases the odds of bad things happening.

Good news continues on other fronts! Over the past two years, we have seen alcohol-related crashes drop by approximately 11.5 percent on our roadways. We need to maintain this momentum to avoid the needless tragedies related to impaired driving. An impaired driver is a dangerous driver, and I will do whatever I can to keep these hazardous individuals off our roads.

Please remember, all of us can make a difference by buckling up, slowing down, and taking the keys away from anyone who is unfit to drive. In the end, a human life is so much more than a statistic, so please continue to stay safe in any way possible!

Sincerely,

Dennis Daugaard

Dennis Daugaard

DD:ke

STATE CAPITOL • 500 EAST CAPITOL • PIERRE, SOUTH DAKOTA • 57501-5070 • 605-773-3212

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I. INTRODUCTION

The Motor Vehicle Traffic Crash Summary is divided into two main sections, Historical Trends and 2014 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 2014 Traffic Crash Profile section details the crash picture for 2014 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. Copies of accident reports are available online at www.SafeSD.gov for a fee of ten dollars. This fee is comprised of a $6 convience fee and a $4 fee as required by SD Law §§32-34-13.1 for a copy of an accident report.

FOR FURTHER INFORMATION:

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

Phone:605.773.4156
Facsimile:605.773.6893
E-mail: Lee.Axdahl@state.sd.us

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

NOTE! Data Extracted on 05/05/2015. This report reflects a one day picture of CY2014 data collected, any data received after this date would not be included in this report.

SOUTH DAKOTA TRAFFIC STATISTICAL SUMMARY
2013-2014

	2013	2014
➢ NUMBER OF REPORTED MOTOR VEHICLE TRAFFIC CRASHES	**16,635**	**17,346**
➢ AMOUNT OF MOTOR VEHICLE TRAFFIC CRASH PROPERTY DAMAGE	**$88 MILLION**	**$99 MILLION**
➢ NUMBER OF MOTOR VEHICLE TRAFFIC CRASH INJURIES	**5,475**	**5,090**
➢ NUMBER OF MOTOR VEHICLE TRAFFIC CRASH FATALITIES	**135**	**136**
➢ FATALITY RATE PER 100,000,000 MILES OF TRAVEL	**1.48**	**1.49**
➢ PERCENT OF DRIVERS IN FATAL CRASHES WHO HAD BEEN DRINKING	**18.0%**	**22.2%**
➢ NUMBER KILLED IN ALCOHOL-RELATED CRASHES	**42**	**47**
➢ NUMBER INJURED IN ALCOHOL-RELATED CRASHES	**639**	**583**
➢ NUMBER OF PEDESTRIANS KILLED	**9**	**9**
➢ NUMBER OF MOTORCYCLISTS KILLED	**22**	**17**
➢ NUMBER OF BICYCLISTS KILLED	**0**	**2**
➢ PERCENT OF LICENSED DRIVERS UNDER 25	**15.3%**	**15.2%**
➢ PERCENT OF CRASH-INVOLVED SPEEDING DRIVERS UNDER 25	**48.6%**	**49.3%**
➢ PERCENT OF CRASH-INVOLVED DRINKING DRIVERS UNDER 25	**31.0%**	**33.3%**
➢ NUMBER OF OCCUPANTS KILLED IN MOTOR VEHICLES *(EXCLUDES MOPED, MOTORCYCLE, ATV & SNOWMOBILE OCCUPANTS)*	**103**	**106**
➢ NUMBER OF OCCUPANTS KILLED IN MOTOR VEHICLES WHO WERE WEARING A SAFETY RESTRAINT *(EXCLUDES MOPED, MOTORCYCLE, ATV & SNOWMOBILE OCCUPANTS)*	**34**	**30**
➢ NUMBER OF UNRESTRAINED OCCUPANTS UNDER 5 YEARS OF AGE IN MOTOR VEHICLE CRASHES WHO WERE KILLED	**0**	**0**
WHO WERE INJURED *(EXCLUDES MOPED, MOTORCYCLE, ATV & SNOWMOBILE OCCUPANTS)*	**11**	**8**
➢ 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**	**3**
➢ ECONOMIC LOSS FROM MOTOR VEHICLE TRAFFIC CRASHES	**$389 MILLION**	**$402 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	1.3	1.2	1.2	1.2	1.2	1.0
Minnesota	1.0	1.0	0.9	0.9	0.8	0.7	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	1.9
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	1.7	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	0.9
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.

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

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

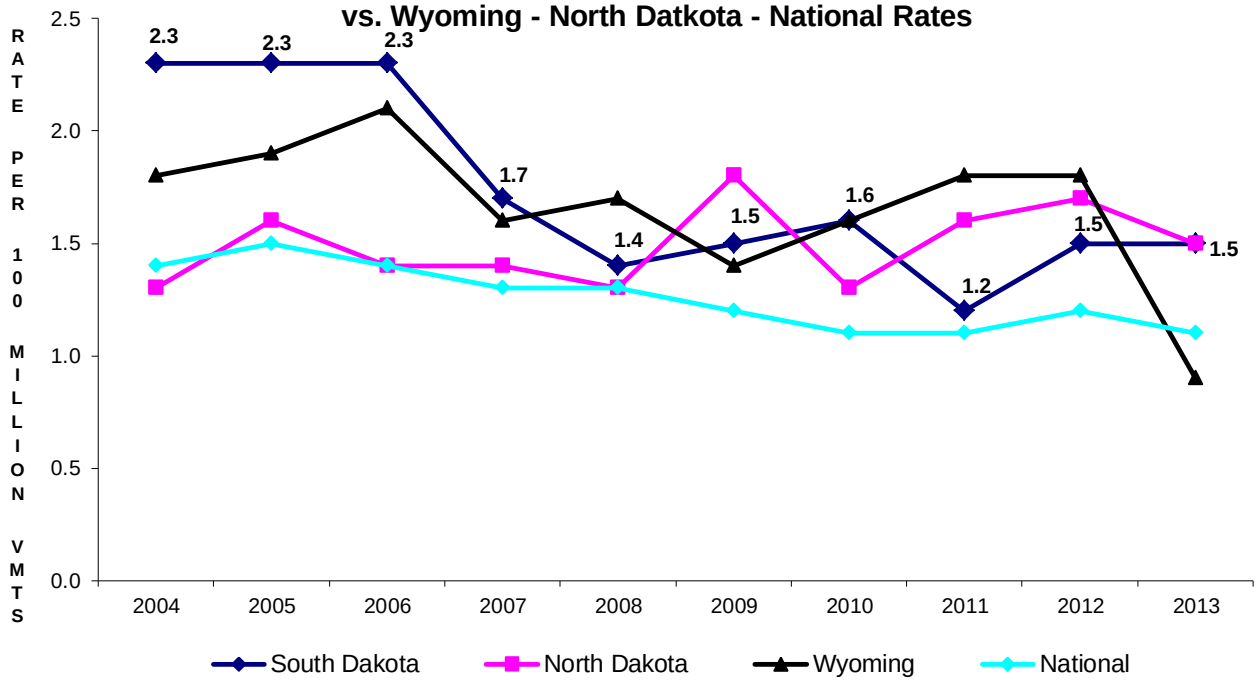


TABLE 2-2 provides a yearly comparison of South Dakota's motor vehicle traffic crashes from 1985 through 2014. Any comparison of motor vehicle crashes must be made with caution due to the changes in the definition of a reportable crash. For example, in the late 1970's the definition of a fatality caused 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 2014 death rate increased to 1.49, a 0.3% increase from the 2013 death rate of 1.48. The 5,090 people injured in crashes are a 7% decrease from the 5,475 in 2013 (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)
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	5,475	16,635	182.52	121	3,929	12,585	9,114	998
2014	**136**	**1.48**	**5,090**	**17,346**	**189.45**	**125**	**3,805**	**13,416**	**9,156**	**1,010**

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 136 traffic fatalities during 2014, 47 or 34.6% 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
2008-2014

	2008	2009	2010	2011	2012	2013	2014
Total Crashes	6.1% (977)	6.0% (1022)	5.7% (999)	5.7% (992)	6.1% (988)	5.9% (986)	5.8% (1002)
Fatal Crashes	41.3% (45)	45.5% (51)	35.5% (44)	29.7% (30)	38.1% (45)	30.6% (37)	35.2% (44)
Injury Crashes	11.4% (467)	11.6% (474)	10.8% (448)	11.5% (457)	12.5% (486)	11.6% (454)	11.2% (426)
PDO Crashes	4.0% (465)	3.9% (497)	3.8% (507)	3.8% (505)	3.7% (457)	3.9% (495)	4.0% (532)
Fatalities	39.7% (48)	46.6% (61)	35.0% (49)	33.3% (37)	39.8% (53)	31.1% (42)	34.6% (47)
Injuries	11.5% (659)	12.1% (692)	11.1% (646)	11.8% (633)	13.3% (721)	11.7% (639)	11.5% (583)

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
2008-2014

AGE	2008	2009	2010	2011	2012	2013	2014
0 – 5	1	0	0	0	2	0	1
6 - 12	0	2	0	1	2	0	0
13 - 19	6	15	6	7	4	0	4
20	1	0	0	0	3	1	2
21 - 29	15	14	12	8	14	17	12
30 - 39	12	11	8	9	10	8	11
40 - 49	7	9	11	5	7	9	6
50 - 59	4	6	9	5	8	6	8
60 & OLDER	2	4	3	2	3	1	3
Unknown/Not Stated	0	0	0	0	0	0	0
TOTAL	**48**	**61**	**49**	**37**	**53**	**42**	**47**

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

FIGURE 2-2 2014 CRASH FATALITIES
Alcohol Related vs Non Alcohol Related

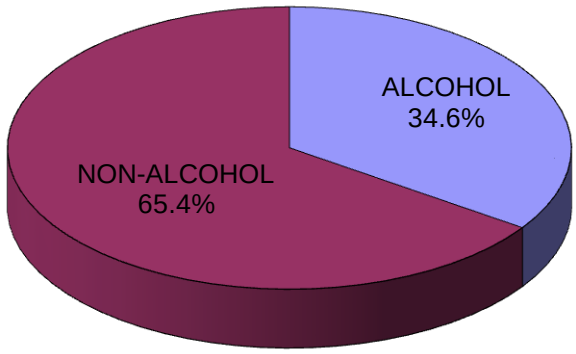
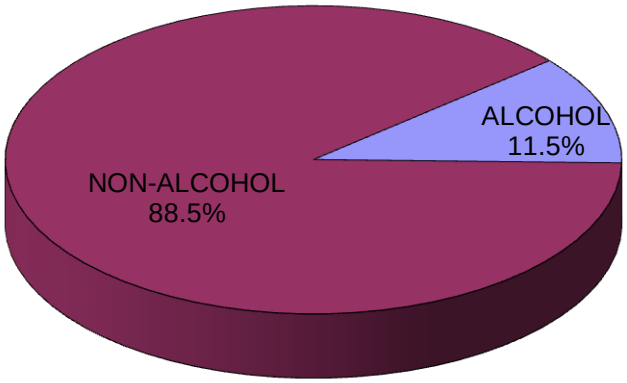


FIGURE 2-3 2014 CRASH INJURIES
Alcohol Related vs Non Alcohol Related



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 4.3% while non-alcohol related fatal and injury crashes decreased by 2.6% from the 2013 totals. **The number of DWI arrests increased by 8.8% from 2013.**

TABLE 2-4
CRASH AND ARREST ACTIVITY
2005- 2014

	FATAL CRASHES		FATAL & INJURY CRASHES			
	ALCOHOL RELATED	NONALCOHOL RELATED	ALCOHOL RELATED	NONALCOHOL RELATED	DWI [1] ARRESTS	DWI [1] CONVICTIONS
2005	62	96	614	3,890	10,174	8,643
2006	67	105	630	3,738	11,282	9,307
2007	55	75	522	3,679	11,756	9,971
2008	45	64	512	3,704	11,029	9,486
2009	51	61	525	3,688	10,147	8,899
2010	44	80	492	3,787	9,246	8,187
2011	30	71	487	3,587	8,744	7,455
2012	45	73	531	3,474	9,194	8,264
2013	37	84	491	3,551	8,683	7,965
2014	**44**	**81**	**470**	**3,460**	**9,450**	**7,146**

Note: [1] – Based on South Dakota Courts - The State of the Judiciary and 2014 Annual Report of the S. D. Unified Judicial System - January 2014 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 2005 through 2014.

FIGURE 2-5 presents the alcohol related and non-alcohol related fatal crash experience for the years of 2005 through 2014.

There were 44 alcohol related fatal crashes during 2014, which compares to 37 in 2013. The previous three-year average was 37 for the years of 2011-2013.

There were 470 alcohol related fatal and injury crashes during 2014, which compares to 491 in 2013. The previous three-year average was 503 or a 6.6 percent decrease in 2014. Non-alcohol related fatal and injury crashes in 2014 decreased (2.6%) when compared to 2013 and decreased 2.2 percent from the previous three-year average (2011-2013).

There were 9,450 DWI arrests in fiscal year 2014. This level has gone up 6.5% from the previous three-year average (2011-2013). There were 7,146 DWI convictions in fiscal year 2014. This level has gone down 9.5% from the previous 3-year average (2011-2013).

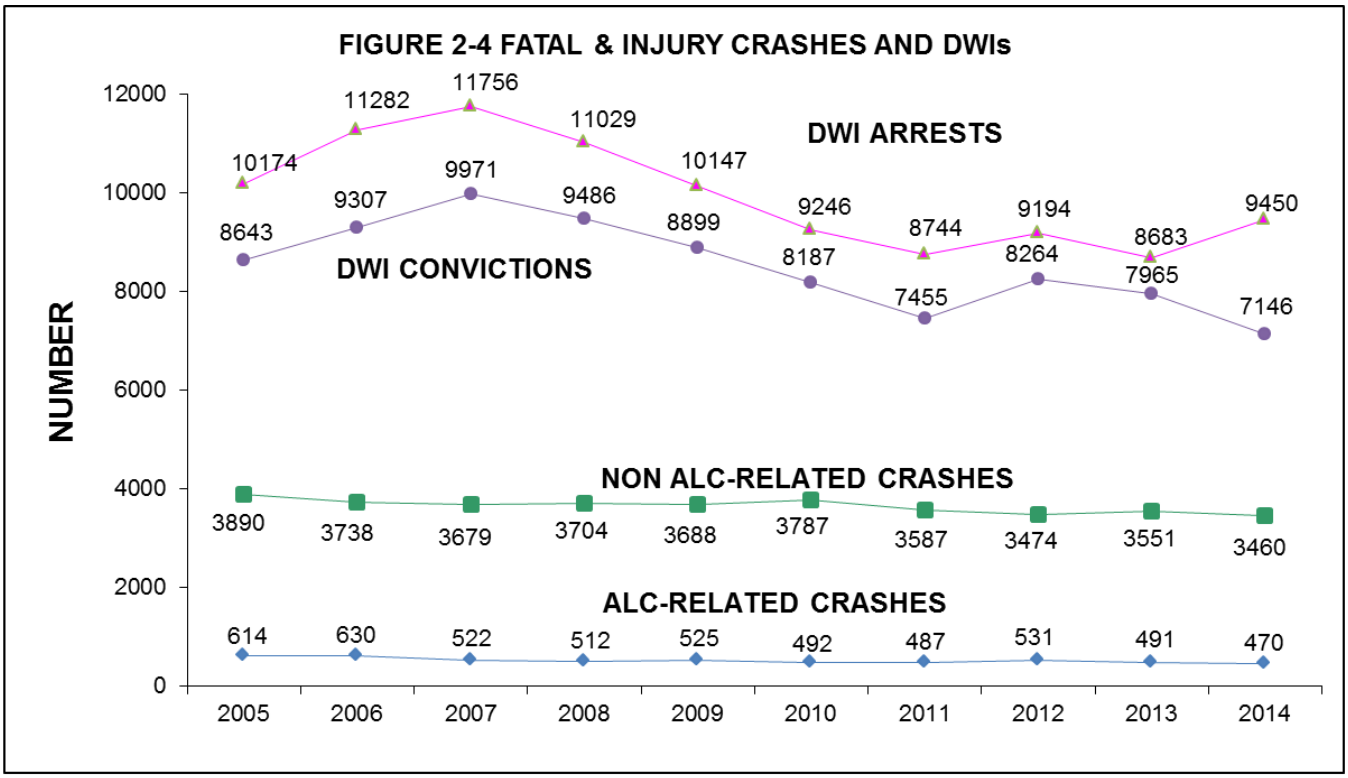


FIGURE 2-4 FATAL & INJURY CRASHES AND DWIs
NUMBER
12000
10000
8000
6000
4000
2000
0
DWI ARRESTS
10174
11282
11756
11029
10147
9246
8744
9194
8683
9450
DWI CONVICTIONS
8643
9307
9971
9486
8899
8187
7455
8264
7965
7146
NON ALC-RELATED CRASHES
3890
3738
3679
3704
3688
3787
3587
3474
3551
3460
ALC-RELATED CRASHES
614
630
522
512
525
492
487
531
491
470
2005
2006
2007
2008
2009
2010
2011
2012
2013
2014

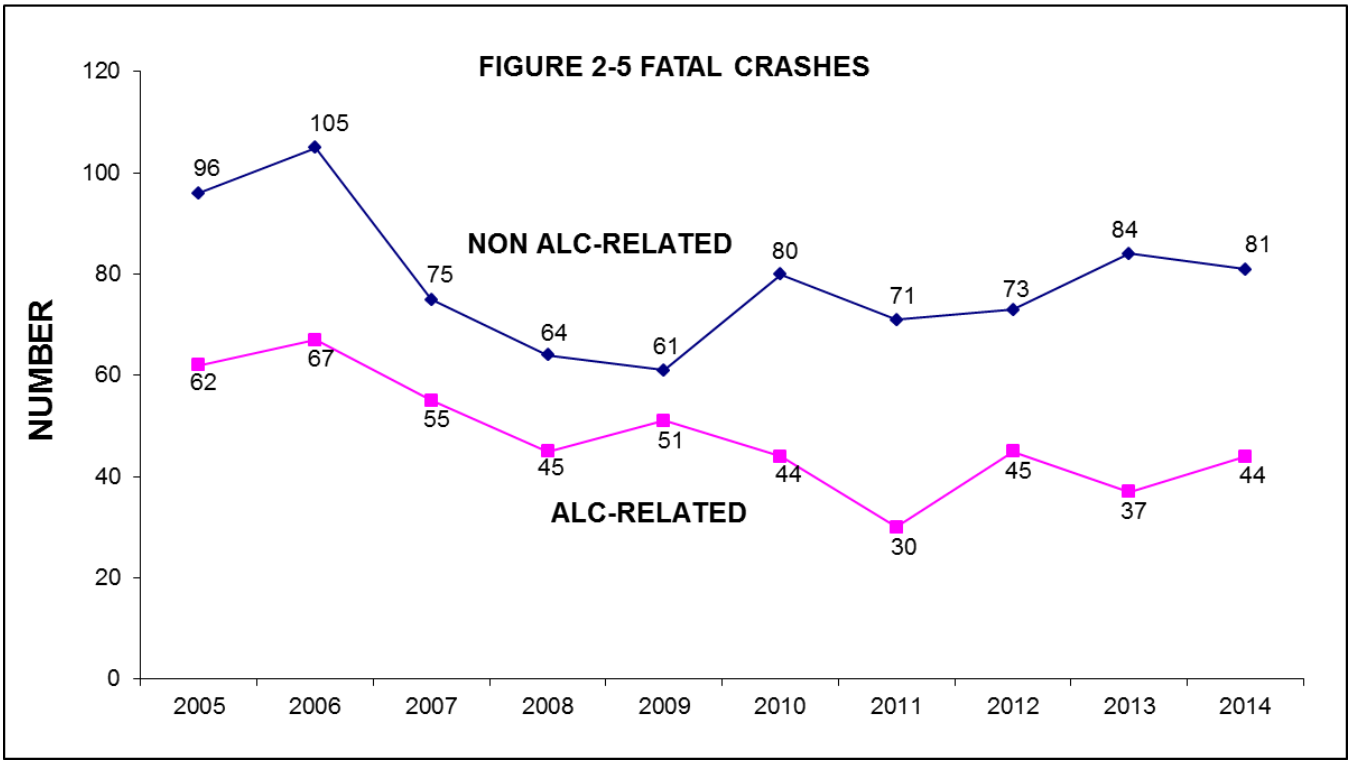


FIGURE 2-5 FATAL CRASHES
NUMBER
120
100
80
60
40
20
0
NON ALC-RELATED
96
105
75
64
61
80
71
73
84
81
ALC-RELATED
62
67
55
45
51
44
30
45
37
44
2005
2006
2007
2008
2009
2010
2011
2012
2013
2014

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. Seventy-two occupants were killed while not wearing any safety restraint, while twenty-eight occupants killed were wearing a lap belt and shoulder harness. (See TABLE 2-5)

Forty-one (38.7%) of the 106 killed occupants were either partially or totally ejected from the vehicle. (See TABLE 2-5B)

TABLE 2-5 SAFETY RESTRAINT USAGE – KILLED OCCUPANTS

	2009	2010	2011	2012	2013	2014
No Safety Equipment	79	67	52	65	61	72
Lap Belt Only	1	2	0	0	1	2
Shoulder Harness Only	0	0	0	0	0	0
Lap Belt & Shoulder Harness	26	26	22	28	33	28
Child Restraint Used Properly	1	0	0	1	0	0
Child Restraint Not Properly Used	0	0	0	0	0	0
Other, Not Stated or Unknown	4	6	13	8	8	4
TOTAL	**111**	**101**	**87**	**102**	**103**	**106**

TABLE 2-5A SAFETY RESTRAINT USAGE – INJURED OCCUPANTS

	2009	2010	2011	2012	2013	2014
No Safety Equipment	1,012	956	899	899	884	712
Lap Belt Only	48	46	45	39	39	35
Shoulder Harness Only	35	47	33	21	21	22
Lap Belt & Shoulder Harness	3,506	3,503	3,325	3,319	3,476	3,309
Child Restraint Used Properly	57	61	44	62	60	48
Child Restraint Not Properly Used	7	2	2	3	2	3
Other, Not Stated or Unknown	315	365	281	290	243	250
TOTAL	**4,980**	**4,980**	**4,629**	**4,633**	**4,725**	**4,379**

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					
	2009	2010	2011	2012	2013	2014	2009	2010	2011	2012	2013	2014
Not Ejected	50	67	43	46	61	65	4,841	4,851	4,473	4,501	4,613	4,287
Partial Ejection	11	9	4	9	6	5	19	10	22	10	14	16
Total Ejection	48	25	39	47	35	36	107	106	103	114	89	67
Unknown Ejection	2	0	1	0	1	0	13	11	29	7	9	9
Not Applicable	0	0	0	0	0	0	0	2	2	1	0	0
TOTAL	**111**	**101**	**87**	**102**	**103**	**106**	**4,980**	**4,980**	**4,629**	**4,633**	**4,725**	**4,379**

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

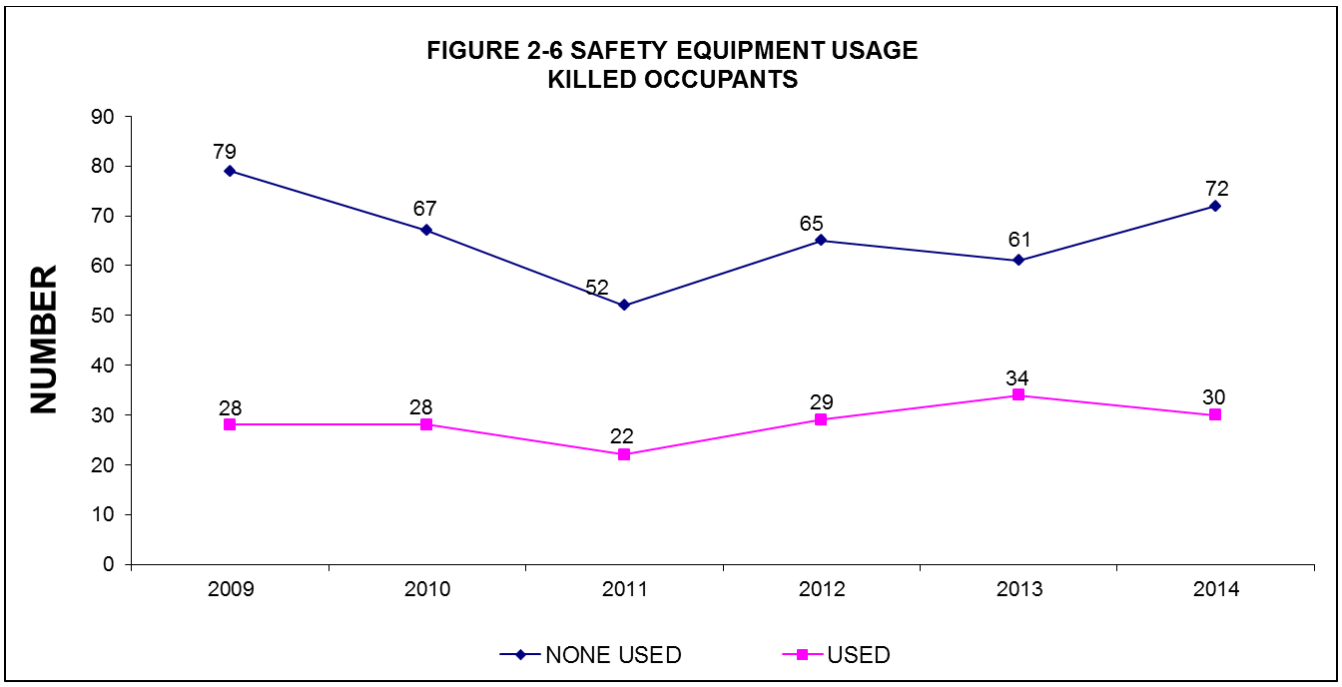


FIGURE 2-6 SAFETY EQUIPMENT USAGE
KILLED OCCUPANTS
NUMBER
90
80
70
60
50
40
30
20
10
0
79
67
52
65
61
72
28
28
22
29
34
30
2009
2010
2011
2012
2013
2014
NONE USED
USED

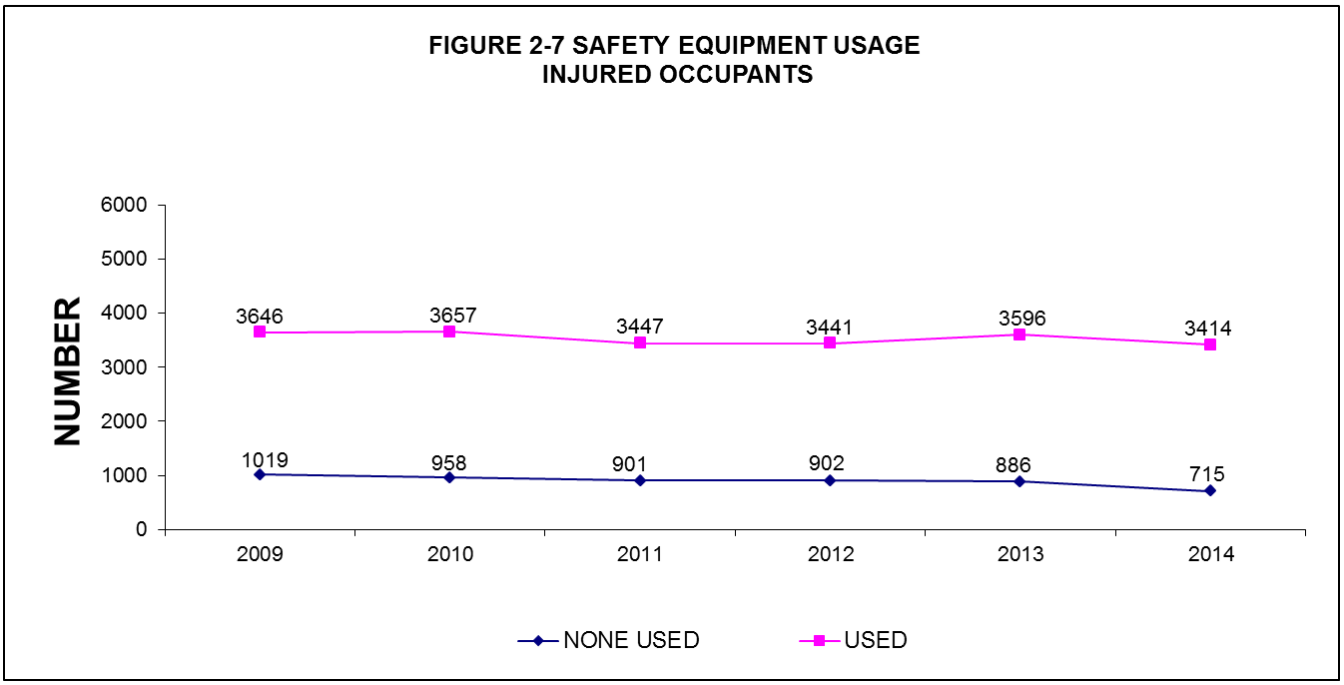


FIGURE 2-7 SAFETY EQUIPMENT USAGE
INJURED OCCUPANTS
NUMBER
6000
5000
4000
3000
2000
1000
0
3646
3657
3447
3441
3596
3414
1019
958
901
902
886
715
2009
2010
2011
2012
2013
2014
NONE USED
USED

The Child Passenger Restraint System (SDCL 32-37) law took effect on July 1, 1984 - since that time there have been 66 deaths to occupants of this age group. Only seven have been restrained by a child safety restraint properly used, four 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 three fatal injuries to motor vehicle occupants from birth through four years of age during 2014, which compares to zero fatalities during 2013 (see TABLE 2-6).

There were 55 children (birth through 4 years old) injured in 2014, which compares to 76 for 2013. Forty-five of the 55 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
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
2014	**3**	**15**	**40**	**55**

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 - 2014

	Fatalities	Injuries
No Safety Equipment Used	0	5
Lap Belt Only	2	0
Shoulder Harness Only	0	0
Lap Belt & Shoulder Harness	0	4
Child Restraint Used Properly	0	41
Child Restraint Not Used Properly	0	3
Other, Not Stated or Unknown	1	2
TOTAL	**3**	**55**

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 502 and 21 deaths per year. Licensed motorcyclists increased 1.6 percent during 2014 while fatalities decreased by five to 17 (see Table 2-7). Moped crashes are included with motorcycle crashes. There were no moped fatalities during 2014. 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
1994 - 2014

	Motorcycle Crashes			Motorcyclists		Registered	Licensed
Year	Total	Fatal	Injury	Fatalities	Injuries	Motorcycles	Motorcyclists
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
2014	**470**	**17**	**401**	**17**	**473**	**78,380**	**83,623**

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

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TABLE 2-8
PEDESTRIAN FATALITIES AND INJURIES
1994 - 2014

Year	Fatalities	Injuries
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
2014	**9**	**101**

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

TABLE 2-9
BICYCLE FATALITIES AND INJURIES
1994 - 2014

Year	Fatalities	Injuries
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
2014	**2**	**77**

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
2005- 2014

Holiday	Total Hours	Total Crashes	Fatal Crashes	Injury Crashes	Fatalities	Injuries
MEMORIAL DAY						
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
2014	**78**	**123**	**4**	**24**	**6**	**34**
FOURTH OF JULY						
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
2014	**78**	**123**	**3**	**32**	**3**	**37**
LABOR DAY						
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
2014	**78**	**110**	**0**	**35**	**0**	**42**

Holiday	Total Hours	Total Crashes	Fatal Crashes	Injury Crashes	Fatalities	Injuries
THANKSGIVING						
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
2014	**102**	**201**	**2**	**26**	**2**	**37**
CHRISTMAS						
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
2014	**102**	**219**	**4**	**42**	**5**	**65**
NEW YEARS						
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
2014-15	**102**	**210**	**0**	**44**	**0**	**57**

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 2005 through 2014. 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
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
2014	**738**	**14.5**	**1,826**	**35.9**	**2,526**	**49.6**	**5,090**	**136**

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
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
2014	**527**	**14.0**	**1,303**	**34.7**	**1,923**	**51.2**	**3753**	**97**

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
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
2014	**171**	**14.8**	**441**	**38.2**	**542**	**47.0**	**1,154**	**28**

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
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
2014	**9**	**12.0**	**42**	**56.0**	**24**	**32.0**	**75**	**2**

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
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
2014	**30**	**29.7**	**37**	**36.6**	**34**	**33.7**	**101**	**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
2003 - 2014

	CRASH INVOLVED DRIVERS				LICENSED DRIVERS			
	MALE		FEMALE		MALE		FEMALE	
	No.	%	No.	%	No.	%	No.	%
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
2014	**14,950**	**59.0**	**10,402**	**41.0**	**312,671**	**50.4**	**307,682**	**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. 2014 MOTOR VEHICLE CRASH PROFILE

Introduction

This section profiles the reported motor vehicle traffic crashes for 2014. 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 2014, there were 17,346 reported motor vehicle traffic crashes, the majority of crashes being property damage only 13,416 (77.3%). Injury crashes accounted for 3,805 (21.9%) of the crashes, while 125 (0.7%) were fatal crashes. There were 5,090 persons injured and 136 persons killed in crashes during 2014 (see TABLE 3-1).

TABLE 3-1
FATALITIES AND SEVERITY OF INJURIES OF DRIVERS, PASSENGERS, PEDESTRIANS, AND BICYCLE DRIVERS
2014

	Incapacitating Injuries		Non-Incapacitating Injuries		Possible Injuries		Total Nonfatal Injuries		Total Fatalities	
	No.	%	No.	%	No.	%	No.	%	No.	%
Drivers	527	71.4	1,303	71.4	1,923	76.1	3,753	73.7	97	71.3
Passengers	171	23.2	441	24.2	542	21.5	1,154	22.7	28	20.6
Pedestrians	30	4.1	37	2.0	34	1.3	101	2.0	9	6.6
Bicycle Drv	9	1.2	42	2.3	24	1.0	75	1.5	2	1.5
Other*	1	0.1	3	0.2	3	0.1	7	0.1	0	0.0
TOTAL	**738**	**100**	**1,826**	**100**	**2,526**	**100**	**5,090**	**100**	**136**	**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 2014, 33.8 percent of the fatalities and 50.1 percent of the injuries occurred to occupants of passenger cars and mini-vans. Occupants of pickups and cargo vans accounted for 26.5 percent of the fatalities and 12.9 percent of the injuries. Additionally, in 2014 seventeen motorcyclists and nine pedestrians were killed.
(See Table 3-2).

TABLE 3-2
FATALITIES AND INJURIES BY MODE OF TRANSPORTATION
2014

	Fatalities		Injuries	
	No.	%	No.	%
Passenger Cars, Mini-vans	46	33.8	2,550	50.1
Pickups, Cargo Vans***	36	26.5	656	12.9
SUV's (Sports Utility Vehicles)	20	14.7	1,027	20.2
Trucks (All)*	4	2.9	130	2.6
Motorcycle	17	12.5	446	8.8
Moped	0	0.0	27	0.5
ATV's / 4-Wheelers	2	1.5	43	0.8
Bus	0	0.0	20	0.4
Farm Machinery, Heavy Equipment	0	0.0	5	0.1
Motor Home	0	0.0	3	0.1
Snowmobile	0	0.0	1	0.0
Bicycle	2	1.5	77	1.5
Pedestrians	9	6.6	101	2.0
Other**	0	0.0	4	0.1
Unknown	0	0.0	0	0.0
TOTAL	**136**	**100**	**5,090**	**100**

*Trucks Specifics:	Fatalities	Injuries
Straight Truck	3	51
Straight Truck with Trailer	0	5
Truck Tractor Only	0	2
Truck Tractor with Single Semi Trailer	1	67
Truck Tractor with Two or More Trailers	0	5
TOTAL	**4**	**130**

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

FIGURE 3-1 FATALITIES BY TRAVEL MODE 2014

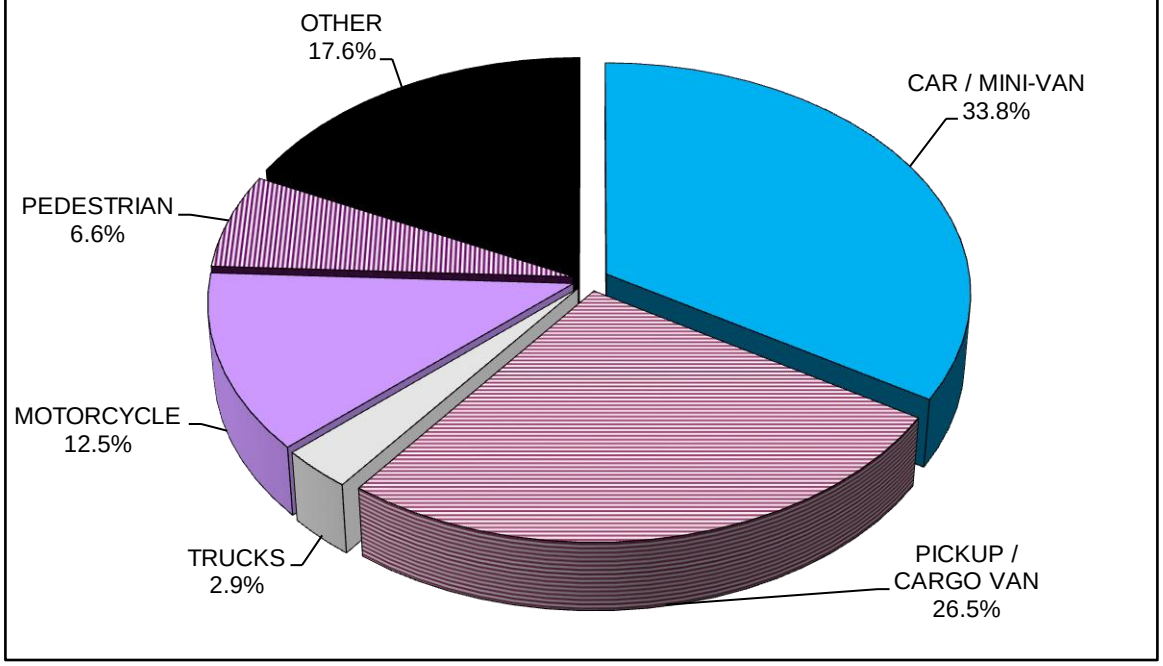
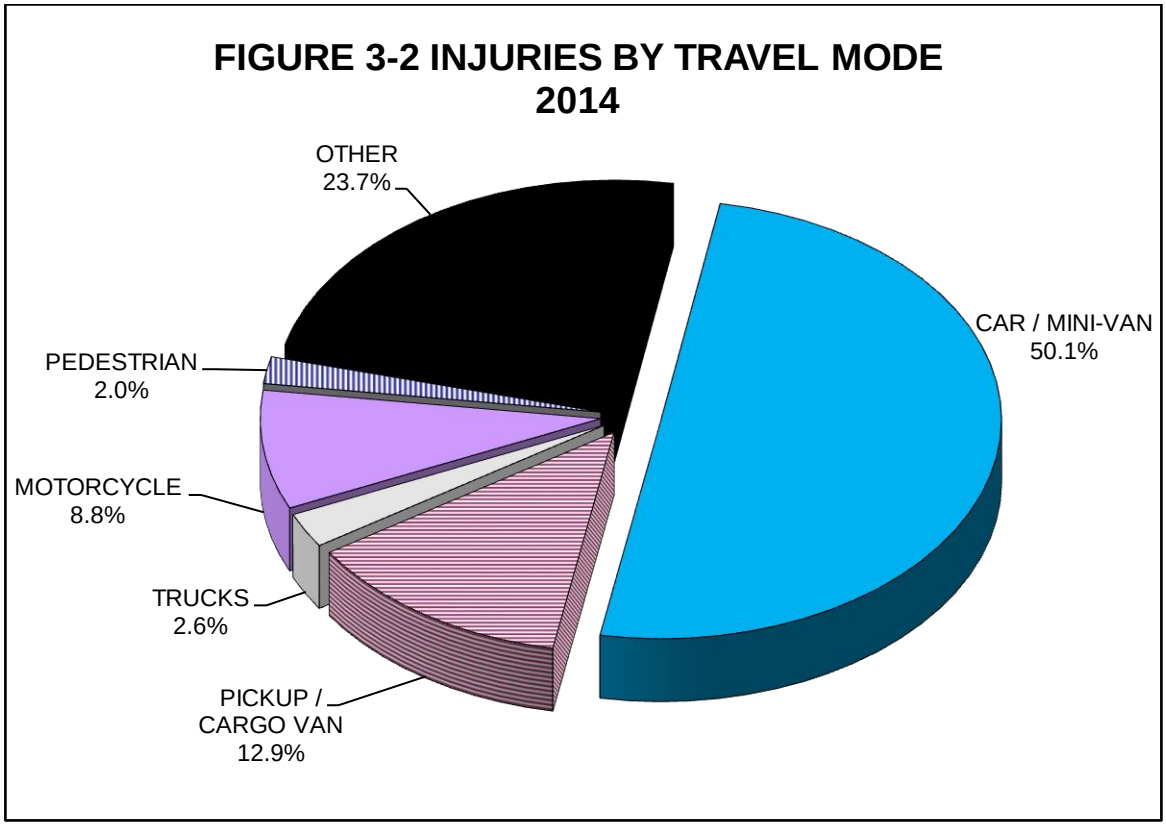


FIGURE 3-2 INJURIES BY TRAVEL MODE 2014



** 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 34.1 percent of the vehicles involved in fatal crashes and 51.3 percent of those involved in injury crashes. Pickups and vans made up 28.0 percent of the vehicles involved in fatal crashes.

VEHICLE TYPES INVOLVED IN CRASHES
2014
TABLE 3-3

	All Crashes No.	%	Fatal Crashes No.	%	Injury Crashes No.	%	PDO Crashes No.	%
Passenger Cars / Mini-vans	13,846	51.6	62	34.1	3,326	51.3	10,458	51.8
Pickups, Cargo Vans	5,130	19.1	51	28.0	1,062	16.4	4,017	19.9
SUV's (Sports Utility Vehicles)	5,853	21.8	28	15.4	1,329	20.5	4,496	22.3
Trucks (All)*	1,162	4.3	20	11.0	257	4.0	885	4.4
Motorcycle	485	1.8	17	9.3	407	6.3	61	0.3
Moped	28	0.1	0	0.0	27	0.4	1	0.0
ATV's / 4-wheelers	40	0.1	2	1.1	34	0.5	4	0.0
Bus	121	0.5	1	0.5	21	0.3	99	0.5
Farm Machinery / Heavy Equip.	47	0.2	0	0.0	11	0.2	36	0.2
Motor Home	23	0.1	0	0.0	5	0.1	18	0.1
Snowmobile	1	0.0	0	0.0	1	0.0	0	0.0
Other	5	0.0	0	0.0	2	0.0	3	0.0
Unknown	118	0.4	1	0.5	6	0.1	111	0.5
TOTAL	**26,859**	**100**	**182**	**100**	**6,488**	**100**	**20,189**	**100**

* Trucks Specifics:	All Crashes	Fatal Crashes	Injury Crashes	PDO Crashes
Straight Truck	436	4	100	332
Straight Truck with Trailer	80	1	11	68
Truck Tractor Only	15	0	3	12
Truck Tractor with Single Semi Trailer	586	11	130	445
Truck Tractor with Two or More Trailers	45	4	13	28
TOTAL	**1,162**	**20**	**257**	**885**

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 16 people (11.8%) of the persons killed were under 20 years of age and a total of 924 or (18.2%) of the persons injured were from 25 through 34 years of age.
Three children age 0-5 were killed during 2014 (see Table 3-4).

TABLE 3-4
FATALITIES AND INJURIES BY AGE GROUP
2014

	Fatalities		Injuries	
	No.	%	No.	%
0 - 5	3	2.2	74	1.5
6 - 13	1	0.7	188	3.7
14 - 15	2	1.5	190	3.7
16 - 17	4	2.9	310	6.1
18	3	2.2	155	3.0
19	3	2.2	149	2.9
20	4	2.9	148	2.9
21 - 24	15	11.0	511	10.0
25 - 34	17	12.5	924	18.2
35 - 44	17	12.5	629	12.4
45 - 54	20	14.7	679	13.3
55 - 64	22	16.2	575	11.3
65 - Over	25	18.4	558	11.0
Unknown	0	0.0	0	0.0
Total	**136**	**100**	**5,090**	**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 30.4 percent of the fatal crashes and only 8.3 percent of the total crashes, while 38.4 percent of the fatal crashes and 44.7 percent of all crashes represented a collision between two or more vehicles (see TABLE 3-5).

TABLE 3-5
FIRST HARMFUL EVENT
2014

First Harmful Event	Total Crashes No.	%	Fatal Crashes No.	%	Injury Crashes No.	%	PDO Crashes No.	%
Motor Vehicle Collision With:								
MV in Transport	7,749	44.7	48	38.4	2,206	58.0	5,495	41.0
A Fixed or Other Object	2,560	14.8	25	20.0	609	16.0	1,926	14.4
An Animal	4,446	25.6	1	0.8	60	1.6	4,385	32.7
A Pedestrian	103	0.6	9	7.2	94	2.5	0	0.0
A Bicyclist	77	0.4	2	1.6	75	2.0	0	0.0
A Parked Motor Vehicle	934	5.4	0	0.0	84	2.2	850	6.3
A Railroad Vehicle	5	0.0	2	1.6	1	0.0	2	0.0
Equipment in Roadway	38	0.2	0	0.0	6	0.2	32	0.2
Non-Collision (Overturning or Other)	1,434	8.3	38	30.4	670	17.6	726	5.4
Total	**17,346**	**100**	**125**	**100**	**3,805**	**100**	**13,416**	**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 52.1 percent of the fatal crashes 53.3 percent of the injury crashes, and 52.7 percent of the property damage only crashes. Angle collisions are the most prevalent for severe crashes, accounting for 52.1 percent of the fatal crashes and 52.9 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
2014

Manner of Collision	Total Crashes No.	%	Fatal Crashes No.	%	Injury Crashes No.	%	PDO Crashes No.	%
Rear-End	2,895	37.4	4	8.3	899	40.8	1,992	36.3
Head-On	84	1.1	15	31.3	43	1.9	26	0.5
Angle	4,096	52.9	25	52.1	1,175	53.3	2,896	52.7
Sideswipe-Same Direction	575	7.4	0	0.0	59	2.7	516	9.4
Sideswipe-Opposite Dir.	97	1.3	4	8.3	30	1.4	63	1.1
Rear-Rear	0	0.0	0	0.0	0	0.0	0	0.0
Unknown	2	0.0	0	0.0	0	0.0	2	0.0
Total	7,749	100	48	100	2,206	100	5,495	100
No Collision Between 2 or more MV	9,597		77		1,599		7,921	
Total Crashes	**17,346**		**125**		**3,805**		**13,416**	

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 38.5 percent of the PDO crashes and 45.4 percent of the injury crashes while accounting for 13.6 percent of the fatal crashes.

Non-interstate rural roads tallied 74.4 percent of the fatal crashes. The Interstate system experienced 2,359 (13.6%) of the total crashes while accounting for an estimated 28.9 percent of the vehicle miles traveled in 2014. Nine or 7.2 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
2014

Type of Highway	Total Crashes Number	%	Fatal Crashes Number	%	Injury Crashes Number	%	PDO Crashes Number	%	No. Killed	No. Injured
Interstate - Rural	1,487	8.6	8	6.4	218	5.7	1,261	9.4	8	336
US/State Hwys-Rural	3,803	21.9	55	44.0	546	14.3	3,202	23.9	63	808
Co./Local Rds.-Rural	2,775	16.0	38	30.4	667	17.5	2,070	15.4	40	855
Interstate - City	872	5.0	1	0.8	161	4.2	710	5.3	1	209
US/State Hwys-City	1,291	7.4	6	4.8	437	11.5	848	6.3	6	575
City Streets/Alleys	6,910	39.8	17	13.6	1,729	45.4	5,164	38.5	18	2,250
Ramps	193	1.1	0	0.0	42	1.1	151	1.1	0	52
Unknown/Not Reported	15	0.1	0	0.0	5	0.1	10	0.1	0	5
Total	**17,346**	**100**	**125**	**100**	**3,805**	**100**	**13,416**	**100**	**136**	**5,090**

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

FIGURE 3-3 2014
TRAFFIC CRASHES
BY SYSTEM TYPE

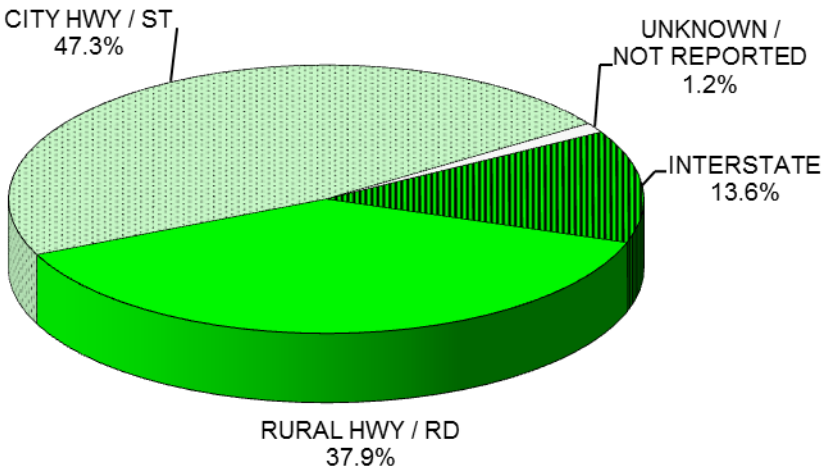


FIGURE 3-4 2014
FATAL TRAFFIC CRASHES
BY SYSTEM TYPE

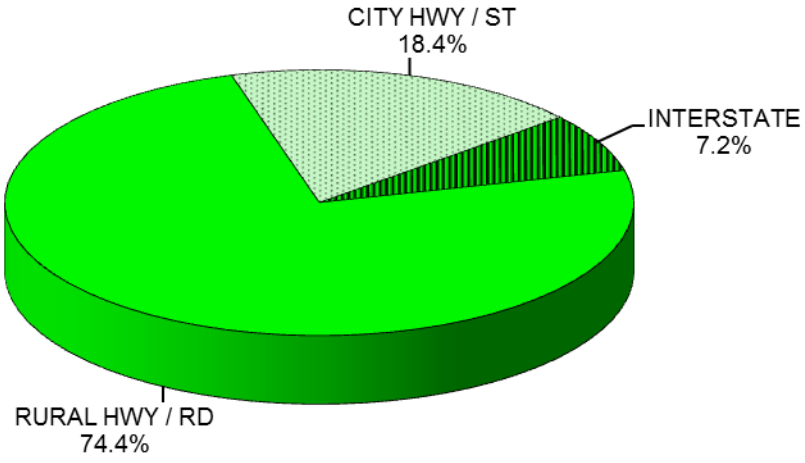


TABLE 3-8
MOTOR VEHICLE TRAFFIC CRASHES BY SD COUNTIES
2014

County	Total Crashes	Fatal Crashes	Injury Crashes	PDO Crashes	Fatalities	Injuries
AURORA	106	1	12	93	1	17
BEADLE	257	1	73	183	1	94
BENNETT	9	1	4	4	1	6
BON HOMME	104	2	25	77	2	33
BROOKINGS	629	4	132	493	4	170
BROWN	772	4	119	649	4	146
BRULE	108	0	17	91	0	24
BUFFALO	22	0	5	17	0	5
BUTTE	190	2	31	157	2	42
CAMPBELL	23	0	2	21	0	2
CHARLES MIX	93	1	25	67	1	41
CLARK	96	1	10	85	1	13
CLAY	190	2	38	150	2	48
CODINGTON	601	5	125	471	5	149
CORSON	44	2	8	34	3	17
CUSTER	234	3	53	178	3	66
DAVISON	533	0	93	440	0	114
DAY	66	2	20	44	2	31
DEUEL	105	2	15	88	2	18
DEWEY	21	0	5	16	0	7
DOUGLAS	21	0	6	15	0	8
EDMUNDS	89	2	10	77	3	16
FALL RIVER	139	1	37	101	1	50
FAULK	86	0	7	79	0	7
GRANT	120	3	28	89	3	38
GREGORY	22	2	10	10	3	15
HAAKON	34	1	3	30	1	4
HAMLIN	148	1	19	128	1	21
HAND	77	0	17	60	0	23
HANSON	104	1	24	79	1	35
HARDING	38	1	12	25	1	16
HUGHES	250	0	61	189	0	83
HUTCHINSON	102	1	18	83	1	25
HYDE	16	0	3	13	0	4
JACKSON	65	2	17	46	2	26
JERAULD	69	0	5	64	0	7
JONES	73	1	9	63	1	14
KINGSBURY	152	2	15	135	2	20
LAKE	219	2	27	190	2	35
LAWRENCE	658	6	161	491	6	204
LINCOLN	829	6	195	628	6	291
LYMAN	143	1	16	126	1	20
MARSHALL	104	1	8	95	1	9
MC COOK	190	2	25	163	2	42
MC PHERSON	38	0	6	32	0	6
MEADE	450	6	109	335	6	161
MELLETTE	21	1	6	14	1	8
MINER	78	0	9	69	0	9
MINNEHAHA	4,522	11	1,151	3,360	13	1,517
MOODY	247	3	28	216	3	43
OGLALA LAKOTA	28	2	11	15	2	17
PENNINGTON	2,425	13	674	1,738	13	918
PERKINS	49	1	3	45	1	3
POTTER	63	0	8	55	0	9
ROBERTS	192	2	34	156	2	50
SANBORN	99	1	10	88	1	15
SPINK	202	0	24	178	0	27
STANLEY	50	0	9	41	0	12
SULLY	32	0	3	29	0	3
TODD	15	2	3	10	2	6
TRIPP	130	1	16	113	1	18
TURNER	133	3	22	108	4	27
UNION	191	0	35	156	0	47
WALWORTH	89	2	12	75	4	21
YANKTON	331	7	86	238	9	115
ZIEBACH	10	1	1	8	2	2
Total:	**17,346**	**125**	**3,805**	**13,416**	**136**	**5,090**

TABLE 3-8A
ALCOHOL INVOLVED MOTOR VEHICLE TRAFFIC CRASHES BY SD COUNTIES
2014

County	Total Crashes	Fatal Crashes	Injury Crashes	PDO Crashes	Fatalities	Injuries
AURORA	4	1	1	2	1	4
BEADLE	13	1	5	7	1	5
BENNETT	2	1	1	0	1	1
BON HOMME	8	1	5	2	1	6
BROOKINGS	32	3	13	16	3	18
BROWN	30	0	11	19	0	15
BRULE	7	0	2	5	0	2
BUFFALO	2	0	1	1	0	1
BUTTE	13	2	7	4	2	9
CAMPBELL	0	0	0	0	0	0
CHARLES MIX	11	1	5	5	1	13
CLARK	1	0	1	0	0	1
CLAY	9	0	4	5	0	6
CODINGTON	26	0	7	19	0	7
CORSON	3	1	2	0	1	9
CUSTER	5	1	1	3	1	2
DAVISON	24	0	6	18	0	7
DAY	6	0	3	3	0	3
DEUEL	9	0	3	6	0	4
DEWEY	0	0	0	0	0	0
DOUGLAS	4	0	3	1	0	5
EDMUNDS	4	0	4	0	0	6
FALL RIVER	12	1	8	3	1	10
FAULK	5	0	4	1	0	4
GRANT	4	1	1	2	1	1
GREGORY	3	0	2	1	0	2
HAAKON	3	1	0	2	1	1
HAMLIN	4	0	3	1	0	4
HAND	2	0	2	0	0	2
HANSON	3	0	3	0	0	3
HARDING	2	0	2	0	0	2
HUGHES	18	0	10	8	0	15
HUTCHINSON	7	0	4	3	0	5
HYDE	0	0	0	0	0	0
JACKSON	5	1	4	0	1	7
JERAULD	3	0	1	2	0	2
JONES	3	1	2	0	1	4
KINGSBURY	5	1	3	1	1	4
LAKE	8	1	3	4	1	3
LAWRENCE	48	2	24	22	2	34
LINCOLN	47	1	22	24	1	27
LYMAN	7	1	2	4	1	3
MARSHALL	5	0	0	5	0	0
MCCOOK	12	1	2	9	1	2
MCPHERSON	0	0	0	0	0	0
MEADE	28	3	10	15	3	18
MELLETTE	1	1	0	0	1	0
MINER	0	0	0	0	0	0
MINNEHAHA	303	2	109	192	3	146
MOODY	11	1	1	9	1	1
OGLALA LAKOTA	10	1	6	3	1	9
PENNINGTON	141	4	69	68	4	95
PERKINS	2	1	0	1	1	0
POTTER	5	0	3	2	0	3
ROBERTS	11	0	3	8	0	4
SANBORN	2	0	1	1	0	1
SPINK	4	0	2	2	0	2
STANLEY	3	0	2	1	0	3
SULLY	3	0	1	2	0	1
TODD	1	1	0	0	1	0
TRIPP	6	0	6	0	0	7
TURNER	5	1	4	0	1	4
UNION	13	0	8	5	0	9
WALWORTH	9	2	2	5	4	6
YANKTON	25	3	12	10	3	15
ZIEBACH	0	0	0	0	0	0
Total:	**1,002**	**44**	**426**	**532**	**47**	**583**

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 nine counties (see TABLE 3-9). Each of these counties reported over two percent of all rural fatal and injury crashes. These nine counties accounted for 49.9 percent of rural fatal and injury crashes and 68.3 percent of all fatal and injury crashes in South Dakota. Pennington County has 11.9 percent of all rural fatal and injury crashes with Minnehaha County accounting for 7.8 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.

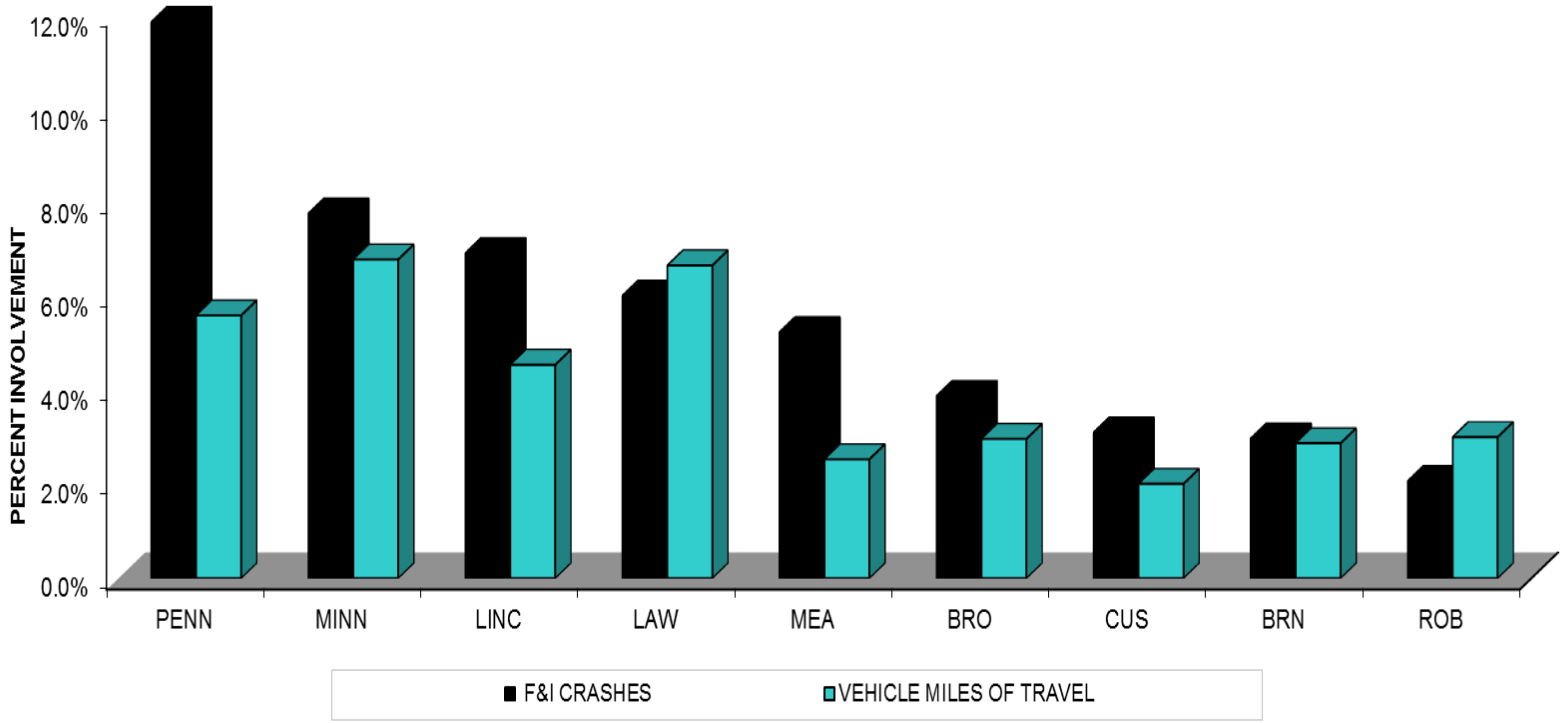
TABLE 3-9
COUNTIES HAVING MORE THAN TWO PERCENT OF THE RURAL FATAL & INJURY CRASHES
2014

County	Rural Fatal & Injury Crashes	Percent of All Rural Fatal & Injury Crashes	Percent of Rural VMTS
PENNINGTON	183	11.9%	5.6%
MINNEHAHA	120	7.8%	6.8%
LINCOLN	107	6.9%	4.6%
LAWRENCE	93	6.0%	6.7%
MEADE	81	5.2%	2.5%
BROOKINGS	60	3.9%	3.0%
CUSTER	48	3.1%	2.0%
BROWN	46	3.0%	2.9%
ROBERTS	32	2.1%	3.0%

Note: Total Rural Fatal and Injury Crashes: 1,543
S.D. Vehicle Miles of Travel Report (2014 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 - 2014



City Summary

Reported traffic crashes within South Dakota cities (population of 2,500 and more) are presented in TABLE 3-10. These cities reported 58.9 percent of the statewide injury crashes and 16 percent of the fatal crashes. The two largest cities (Sioux Falls, Rapid City) accounted for 69.3 percent of fatal and injury crashes occurring in cities and 65.1 percent of the property damage only crashes.

TABLE 3-10
TRAFFIC CRASHES SOUTH DAKOTA CITIES
POPULATION 2500 AND OVER
2014

City	Total Crashes	Fatal Crashes	Injury Crashes	PDO Crashes	Fatalities	Injuries
Aberdeen	419	2	74	343	2	89
Belle Fourche	56	1	9	46	1	10
Box Elder	76	1	26	49	1	41
Brandon	70	0	15	55	0	21
Brookings	265	0	73	192	0	93
Canton	16	0	3	13	0	5
Dell Rapids	36	0	2	34	0	2
Harrisburg	14	0	2	12	0	2
Hartford	21	0	5	16	0	7
Hot Springs	46	0	13	33	0	15
Huron	126	0	58	68	0	75
Lead	17	0	1	16	0	1
Madison	70	0	9	61	0	12
Milbank	20	1	2	17	1	4
Mitchell	348	0	66	282	0	82
Mobridge	25	0	6	19	0	9
N. Sioux City	24	0	4	20	0	4
Pierre	150	0	46	104	0	63
Rapid City	1,665	2	467	1,196	2	611
Redfield	23	0	5	18	0	6
Sioux Falls	3,971	11	1,086	2,874	12	1,436
Sisseton	36	0	4	32	0	5
Spearfish	245	1	58	186	1	78
Sturgis	66	0	28	38	0	34
Tea	8	0	1	7	0	1
Vermillion	76	0	13	63	0	20
Watertown	407	1	99	307	1	115
Winner	21	0	4	17	0	5
Yankton	192	0	62	130	0	83
City Totals	8,509	20	2,241	6,248	21	2,929
Statewide Totals	17,346	125	3,805	13,416	136	5,090

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 21.8 percent of all reported property damage only crashes and 17.2 percent of all fatal and injury crashes. Dry roads were reported in 71.1 percent of all fatal and injury crashes.

TABLE 3-11
ROADWAY SURFACE CONDITIONS
2014

	Total Crashes		Fatal Crashes		Injury Crashes		PDO Crashes	
	No.	%	No.	%	No.	%	No.	%
Dry	11,959	68.9	96	76.8	2,698	70.9	9,165	68.3
Wet	1,542	8.9	9	7.2	377	9.9	1,156	8.6
Snow	1,878	10.8	9	7.2	311	8.2	1,558	11.6
Slush	270	1.6	0	0.0	61	1.6	209	1.6
Ice	1,335	7.7	6	4.8	256	6.7	1,073	8.0
Frost	121	0.7	3	2.4	30	0.8	88	0.7
Water	10	0.1	0	0.0	4	0.1	6	0.0
Sand, mud, dirt, gravel	174	1.0	2	1.6	60	1.6	112	0.8
Oil	4	0.0	0	0.0	2	0.1	2	0.0
Other / Not applicable	9	0.1	0	0.0	4	0.1	5	0.0
Unknown / Not reported	44	0.3	0	0.0	2	0.1	42	0.3
Total	**17,346**	**100**	**125**	**100**	**3,805**	**100**	**13,416**	**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 9:00-11:59 a.m. Twenty-three or 18.4 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 1,011 (26.6%) of the injury crashes occurred. The peak three hour period for property damage only crashes was 4:00-6:59 p.m. with 2,835 (21.1%) of the property damage only crashes occurred (see TABLE 3-12).

Nineteen fatal crashes or 15.2 percent and 423 (11.1%) of the injury crashes occurred during August in 2014. The month of November shows 1,884 property damage only crashes which represents 14 percent of the property damage only crashes for 2014 (see TABLE 3-13).

The day of the week Friday accounts for 2,741 of the total crashes or 15.8 percent, with 2,136 (15.9%) of property damage only crashes. Wednesday accounted for 598 (15.7%) of injury crashes. And Saturday accounted for 28 fatal crashes or 22.4 percent of the total for 2014 (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
2014

Time	Total Crashes	Fatal Crashes	Injury Crashes	PDO Crashes	Fatalities	Injuries
Midnight	231	4	48	179	5	75
1:00 AM	235	5	66	164	5	82
2:00 AM	214	3	60	151	3	77
3:00 AM	148	2	32	114	2	37
4:00 AM	177	1	31	145	1	36
5:00 AM	429	6	61	362	6	78
6:00 AM	625	1	85	539	1	108
7:00 AM	1,178	4	228	946	4	302
8:00 AM	807	4	146	657	4	183
9:00 AM	594	7	149	438	7	200
10:00 AM	693	10	175	508	12	229
11:00 AM	788	6	213	569	6	289
12:00 PM	907	5	255	647	5	344
1:00 PM	834	5	219	610	5	302
2:00 PM	885	6	246	633	6	329
3:00 PM	1,258	9	355	894	10	477
4:00 PM	1,166	2	333	831	3	443
5:00 PM	1,414	10	323	1,081	12	429
6:00 PM	1,126	6	197	923	8	275
7:00 PM	861	6	164	691	7	245
8:00 PM	830	5	146	679	5	185
9:00 PM	872	6	107	759	6	155
10:00 PM	596	6	75	515	6	98
11:00 PM	415	5	83	327	6	104
Unknown	63	1	8	54	1	8
Total	**17,346**	**125**	**3,805**	**13,416**	**136**	**5,090**

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

TABLE 3-13
CRASHES BY MONTH
2014

Month	Total Crashes	Fatal Crashes	Injury Crashes	PDO Crashes	Fatalities	Injuries
JANUARY	1,527	11	276	1,240	12	382
FEBRUARY	1,353	11	289	1,053	15	377
MARCH	1,268	6	281	981	6	382
APRIL	1,113	14	284	815	14	361
MAY	1,207	9	277	921	11	370
JUNE	1,419	9	319	1,091	9	451
JULY	1,322	13	379	930	13	496
AUGUST	1,299	19	423	857	20	553
SEPTEMBER	1,310	10	351	949	10	458
OCTOBER	1,575	8	310	1,257	10	411
NOVEMBER	2,192	7	301	1,884	7	422
DECEMBER	1,761	8	315	1,438	9	427
Total	**17,346**	**125**	**3,805**	**13,416**	**136**	**5,090**

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

TABLE 3-14
CRASHES BY DAY OF WEEK
2014

Day	Total Crashes	Fatal Crashes	Injury Crashes	PDO Crashes	Fatalities	Injuries
SUNDAY	1,739	17	407	1,315	18	567
MONDAY	2,648	7	562	2,079	8	721
TUESDAY	2,558	14	546	1,998	14	719
WEDNESDAY	2,650	16	598	2,036	16	773
THURSDAY	2,637	20	569	2,048	20	745
FRIDAY	2,741	23	582	2,136	30	821
SATURDAY	2,373	28	541	1,804	30	744
Total	**17,346**	**125**	**3,805**	**13,416**	**136**	**5,090**

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

FIGURE 3-6 CRASHES BY TIME OF DAY 2014

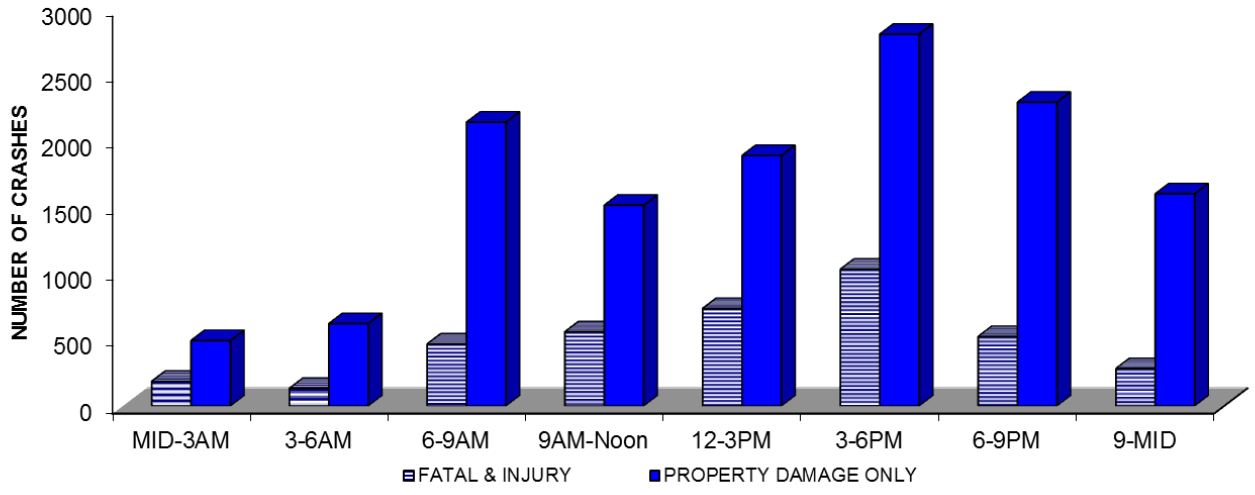


FIGURE 3-7 CRASHES BY MONTH 2014

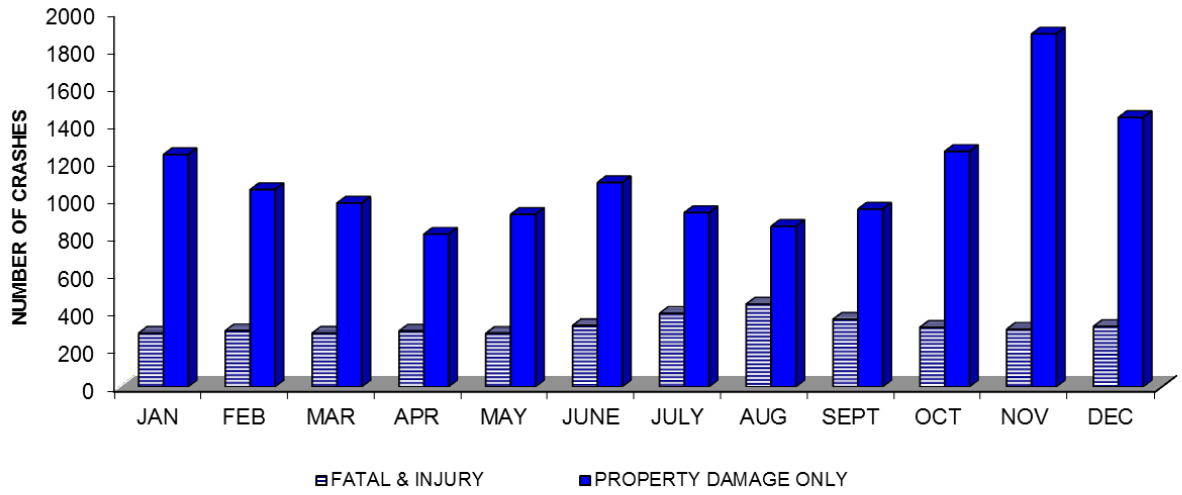
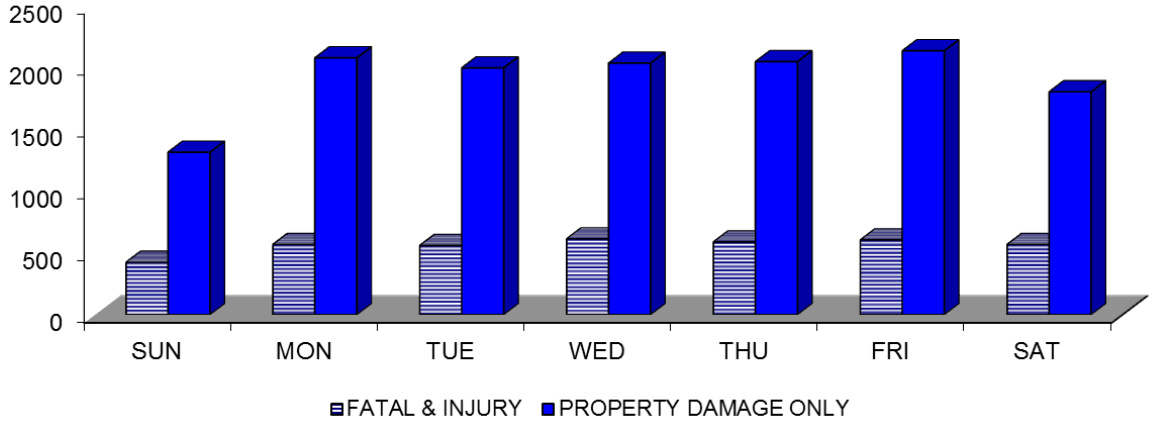


FIGURE 3-8 CRASHES BY DAY OF WEEK 2014



Drivers

In the 17,346 reported motor vehicle crashes there were 25,714 motor vehicle drivers involved, including 180 drivers in fatal crashes and 6,348 drivers in injury crashes. Of these drivers 97 were killed, which is 71.3 percent of all persons killed in motor vehicle crashes and 73.7 percent or 3,753 of the 5,090 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 percent of the drivers were under 25 years of age and 46.5 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 18.3 percent of the drivers involved in fatal crashes and 28.3 percent of the drivers in injury crashes. Drivers under the age of 35 make up 35.6 percent of the drivers in fatal crashes and 47.8 percent of the drivers in injury crashes. Forty-one or 22.8 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
2014

Age	Drivers In All Crashes No.	%	Drivers In Fatal Crashes No.	%	Drivers In Injury Crashes No.	%	Drivers In PDO Crashes No.	%
0 - 5	1	0.0	0	0.0	0	0.0	1	0.0
6 - 13	18	0.1	2	1.1	11	0.2	5	0.0
14 - 15	671	2.6	1	0.6	164	2.6	506	2.6
16 - 17	1,353	5.3	5	2.8	363	5.7	985	5.1
18	764	3.0	1	0.6	191	3.0	572	3.0
19	726	2.8	7	3.9	180	2.8	539	2.8
20	731	2.8	7	3.9	205	3.2	519	2.7
21 - 24	2,673	10.4	10	5.6	682	10.7	1,981	10.3
25 - 34	5,023	19.5	31	17.2	1,236	19.5	3,756	19.6
35 - 44	3,622	14.1	21	11.7	864	13.6	2,737	14.3
45 - 54	3,617	14.1	28	15.6	898	14.1	2,691	14.0
55 - 64	3,314	12.9	35	19.4	796	12.5	2,483	12.9
65 - Over	2,762	10.7	30	16.7	688	10.8	2,044	10.7
Unknown	439	1.7	2	1.1	70	1.1	367	1.9
Total	**25,714**	**100**	**180**	**100**	**6,348**	**100**	**19,186**	**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 986 drinking drivers in all crashes which is 3.8 percent of all drivers in crashes. Forty or 22.2 percent of drivers in fatal crashes had been drinking while 413 or 6.5 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 22.5 percent of the drinking drivers in fatal crashes and 34.9 percent of the drinking drivers in injury crashes. Those drivers under 35 years of age accounted for 45 percent of the drinking drivers in fatal crashes and 62.5 percent of the drinking drivers in all crashes.

TABLE 3-16
AGE OF DRINKING DRIVERS IN CRASHES
2014

Age	Drivers In All Crashes No.	%	Drivers In Fatal Crashes No.	%	Drivers In Injury Crashes No.	%	Drivers In PDO Crashes No.	%
6 – 13	1	0.1	0	0.0	0	0.0	1	0.2
14 - 15	7	0.7	0	0.0	3	0.7	4	0.8
16 - 17	20	2.0	2	5.0	8	1.9	10	1.9
18	26	2.6	0	0.0	13	3.1	13	2.4
19	36	3.7	0	0.0	18	4.4	18	3.4
20	29	2.9	2	5.0	13	3.1	14	2.6
21 - 24	209	21.2	5	12.5	89	21.5	115	21.6
25 - 34	289	29.3	9	22.5	113	27.4	167	31.3
35 - 44	143	14.5	9	22.5	58	14.0	76	14.3
45 - 54	124	12.6	7	17.5	54	13.1	63	11.8
55 - 64	66	6.7	4	10.0	29	7.0	33	6.2
65 - Over	33	3.3	2	5.0	14	3.4	17	3.2
Unknown	3	0.3	0	0.0	1	0.2	2	0.4
Total	**986**	**100**	**40**	**100**	**413**	**100**	**533**	**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 15.2 percent of the total licensed drivers, 33.8 percent of the drinking drivers in fatal and injury crashes and 49.0 percent of the speeding drivers in fatal and injury crashes. Drivers under 35 years of age constitute 32 percent of all licensed drivers, with 60.7 percent of the drinking drivers and 68.1 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
2014

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	13	0.2	0	0.0	2	0.4
14 - 15	1.7	165	2.5	3	0.7	23	4.6
16 - 17	2.6	368	5.6	10	2.2	57	11.3
18	1.4	192	2.9	13	2.9	32	6.3
19	1.5	187	2.9	18	4.0	23	4.6
20	1.5	212	3.2	15	3.3	23	4.6
21 - 24	6.5	692	10.6	94	20.8	87	17.3
25 - 34	16.8	1267	19.4	122	26.9	96	19.0
35 - 44	14.5	885	13.6	67	14.8	52	10.3
45 - 54	16.0	926	14.2	61	13.5	45	8.9
55 - 64	17.6	831	12.7	33	7.3	42	8.3
65 - Over	19.9	718	11.0	16	3.5	18	3.6
Unknown	0.0	72	1.1	1	0.2	4	0.8
TOTAL	**100**	**6,528**	**100**	**453**	**100**	**504**	**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 2014
Fatal and Injury Crash Involved Drivers

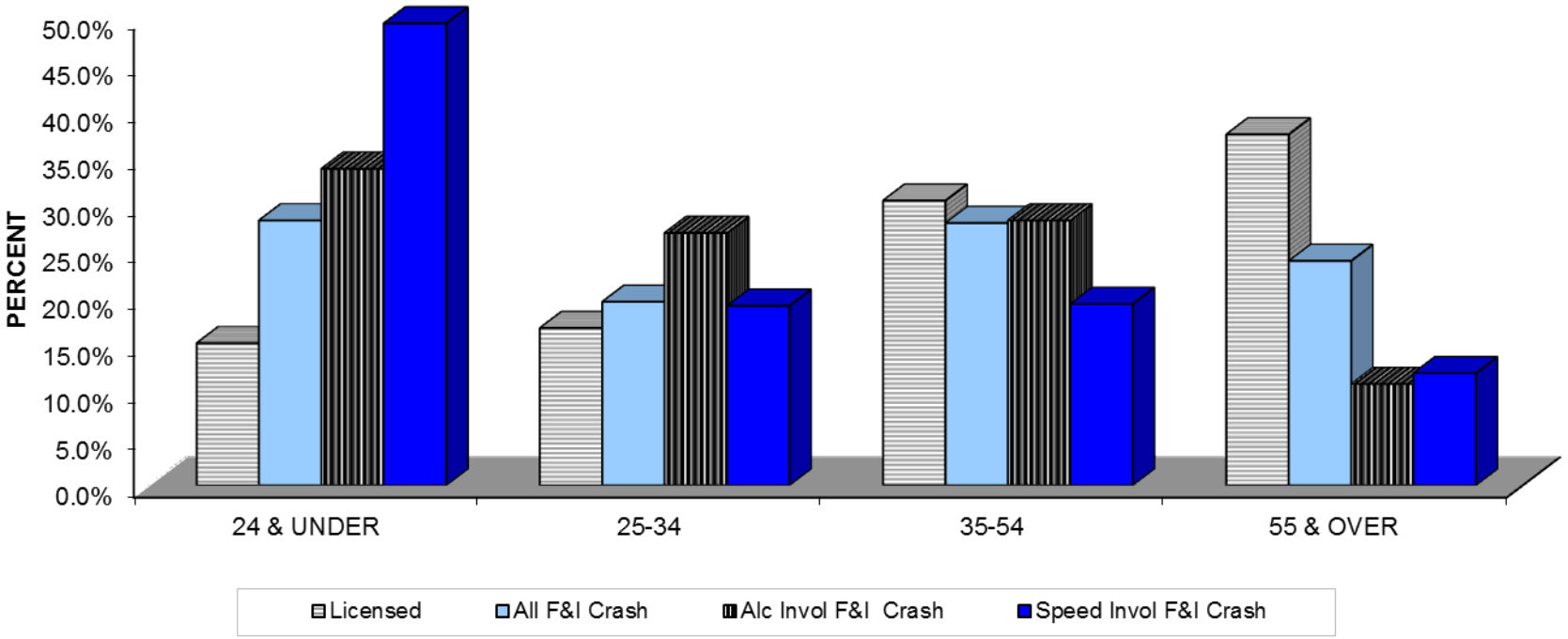
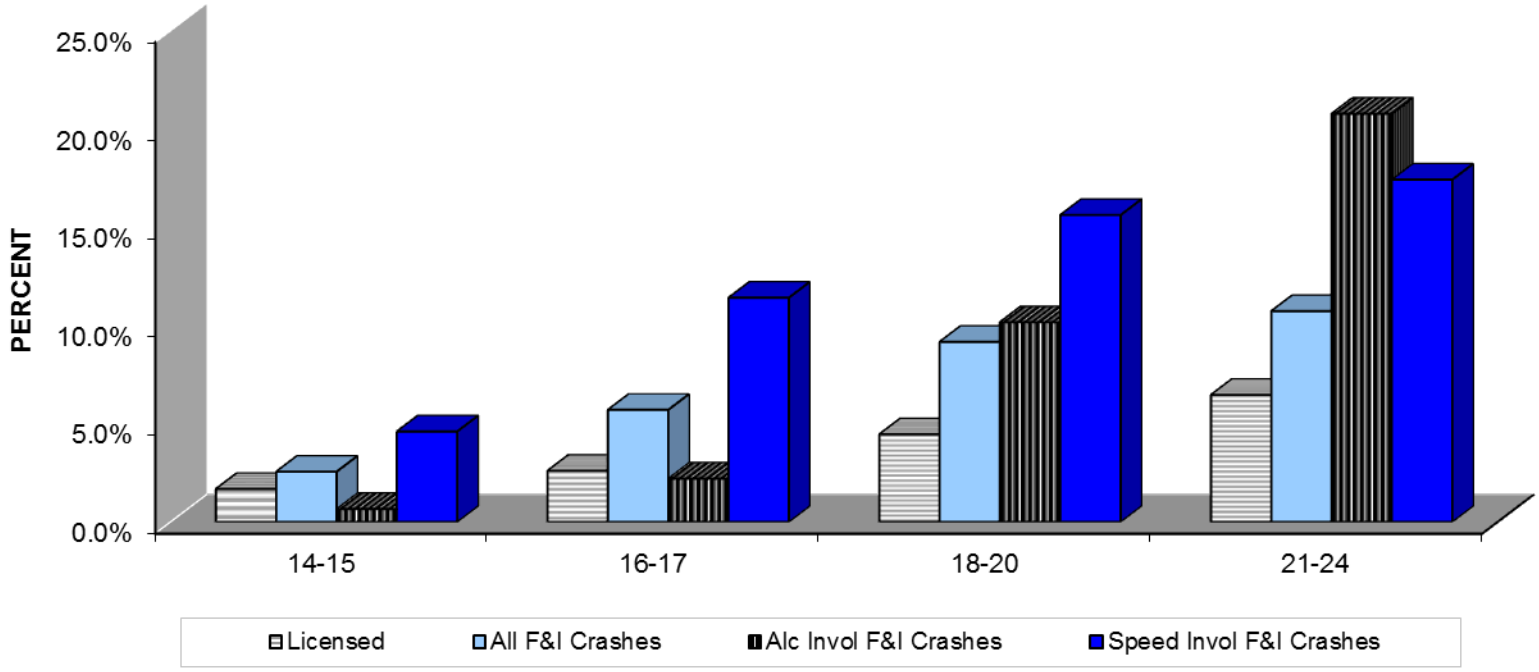


FIGURE 3-10 YOUNG DRIVERS 2014
Fatal & Injury Crash Involved Drivers



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 3.7 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 20.3 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. Running off Road & Failure to keep in proper lane were leading driver contributing circumstances in fatal crashes during 2014. Thirty-seven or 20.6 percent of the drivers in fatal crashes reported running off road as a contributing factor in the crash, while 27 or 15 percent reported failure to keep in proper lane as a contributing factor. 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
2014

	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	724	2.8	6	3.3	291	4.6	427	2.2
Distracted*	1,032	4.0	2	1.1	346	5.5	684	3.6
Drinking	534	2.1	20	11.1	234	3.7	280	1.5
Driving Too Fast for Condition	1,985	7.7	15	8.3	463	7.3	1,507	7.9
Exceeded Speed Limit	346	1.3	15	8.3	185	2.9	146	0.8
Fail to Yield to Vehicle	2,999	11.7	13	7.2	969	15.3	2,017	10.5
Failure to Keep in Proper Lane	570	2.2	27	15.0	166	2.6	377	2.0
Fatigued/Fell Asleep	215	0.8	0	0.0	84	1.3	131	0.7
Following Too Closely	1,428	5.6	0	0.0	431	6.8	997	5.2
Improper Backing	395	1.5	0	0.0	20	0.3	375	2.0
Improper Passing	105	0.4	2	1.1	22	0.3	81	0.4
Improper Turn	326	1.3	0	0.0	64	1.0	262	1.4
Not Stated***	4,212	16.4	0	0.0	4	0.1	4,208	21.9
Other**	1,159	4.5	11	6.1	335	5.3	813	4.2
Over-correcting/Over-steering	390	1.5	4	2.2	189	3.0	197	1.0
Running Off Road	984	3.8	37	20.6	382	6.0	565	2.9
Swerving or Avoiding due to: *wind, slippery surface, vehicle, object, non-motorist, etc.*	323	1.3	4	2.2	105	1.7	214	1.1
Unknown	1,201	4.7	18	10.0	247	3.9	936	4.9
Wrong Side of Road	108	0.4	17	9.4	38	0.6	53	0.3
Total Drivers	**25,714**		**180**		**6,348**		**19,186**	

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

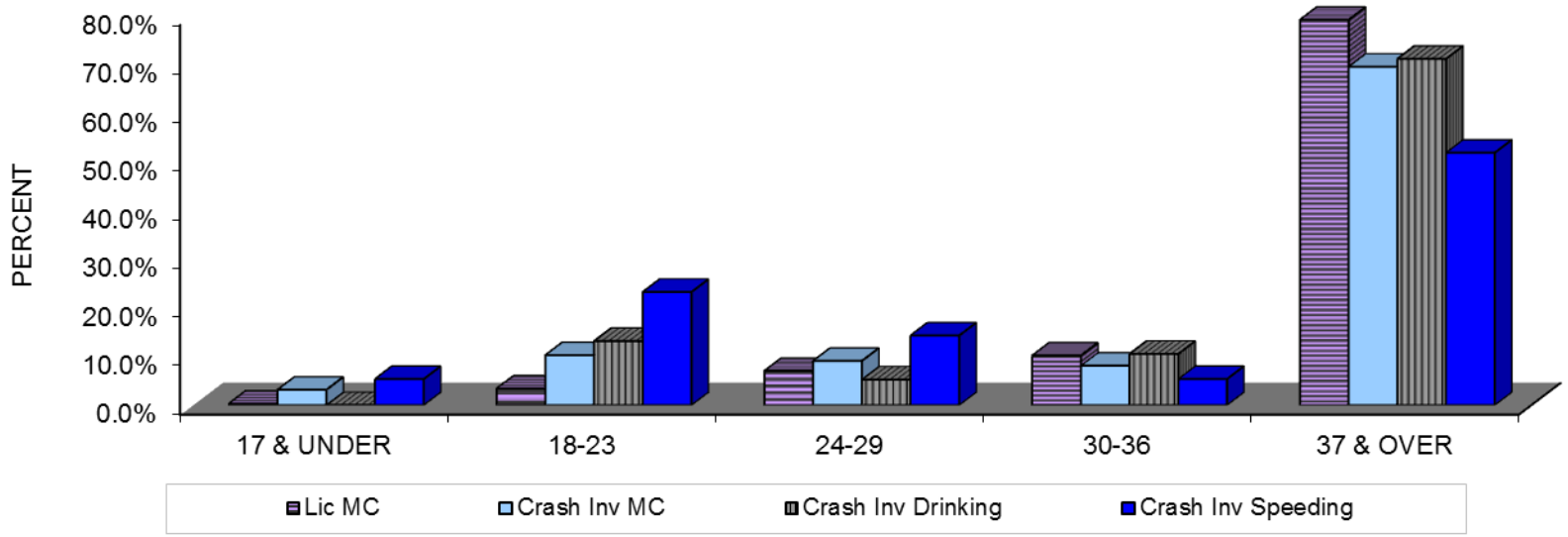
Motorcycle crashes constitute 2.7 percent of all crashes, 13.6 percent of all fatal crashes, and 10.5 percent of all injury crashes. There were 17 people killed and 473 injured on motorcycles in the 470 reported motorcycle crashes during 2014 (see TABLE 2-7). The young motorcycle driver is over represented in crashes when compared to their portion of licensed motorcycle operators. The licensed drivers under 20 years of age represent 1.0 percent of the licensed motorcycle drivers, 6.7 percent of drivers involved in motorcycle crashes, and 12.3 percent of the speeding drivers involved in motorcycle crashes (see TABLE 3-19 and FIGURE 3-11).

TABLE 3-19
MOTORCYCLISTS BY AGE GROUP
2014

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	1	0.2	0	0.0	0	0.0
14 - 15	41	0.0	4	0.8	0	0.0	1	1.8
16 - 17	229	0.3	11	2.2	0	0.0	2	3.5
18 - 19	562	0.7	18	3.5	1	2.6	4	7.0
20 - 21	951	1.1	11	2.2	0	0.0	4	7.0
22 - 23	1,342	1.6	23	4.5	4	10.5	5	8.8
24 - 25	1,752	2.1	16	3.1	1	2.6	2	3.5
26 - 27	1,907	2.3	14	2.7	0	0.0	3	5.3
28 - 29	2,221	2.7	16	3.1	1	2.6	3	5.3
30 - 31	2,319	2.8	17	3.3	2	5.3	1	1.8
32 - 36	6,191	7.4	24	4.7	2	5.3	2	3.5
37 - 41	6,343	7.6	40	7.8	6	15.8	8	14.0
42 - 51	17,374	20.8	94	18.4	11	28.9	6	10.5
52 - Over	42,391	50.7	218	42.7	10	26.3	15	26.3
Unknown	0	0.0	3	0.6	0	0.0	1	1.8
Total	**83,623**	**100**	**510**	**100**	**38**	**100**	**57**	**100**

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

FIGURE 3-11 MOTORCYCLISTS 2014
Crash Involved Motorcycle & Moped Drivers



There were 17 motorcyclist fatalities during 2014. Fourteen were motorcycle drivers and three were passengers. Four drivers and one passenger wore helmet and eye protection, four drivers and one passenger wore eye protection only, five drivers and one passenger did not use safety equipment and one driver with helmet usage unknown. Helmets were used by 202 or 42.3 percent of the motorcycle drivers in crashes while 275 or 57.7 percent did not wear a helmet (see TABLE 3-20).

TABLE 3-20
HELMET USE BY MOTORCYCLE DRIVERS IN CRASHES
2014

Age	Helmet Used No.	Helmet Used %	Helmet Not Used No.	Helmet Not Used %
06 – 13	0	0.0	1	0.0
14 - 15	2	50.0	2	50.0
16 - 17	7	63.6	4	36.4
18 - 20	11	47.8	12	52.2
21 - 24	16	43.2	21	56.8
25 - 34	22	36.7	38	63.3
35 - 44	20	28.2	51	71.8
45 - Over	122	45.5	146	54.5
Unknown	2	0.0	0	0.0
Total	**202**	**42.3**	**275**	**57.7**

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 101 injuries in motor vehicle crashes during 2014 (see TABLE 3-21). The youngest pedestrian killed was eighteen years old, while the oldest was fifty-one years old. Of the injured pedestrians, 14.9 percent were between the ages of 5-13. Cities accounted for 92.1 percent of the pedestrian injuries, while 44.4 percent of the fatalities were rural (see TABLE 3-23). Of the nine pedestrians killed, 5 were male and 4 were female. Of the 101 pedestrians injured, 66 were male and 35 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
2014

Age	Fatalities No.	Fatalities %	Injuries No.	Injuries %
0 - 4	0	0.0	3	3.0
5 - 13	0	0.0	15	14.9
14 - 19	1	11.1	20	19.8
20 - 24	3	33.3	7	6.9
25 - 34	1	11.1	9	8.9
35 - 44	3	33.3	7	6.9
45 - 54	1	11.1	15	14.9
55 - 64	0	0.0	14	13.9
65 - Over	0	0.0	11	10.9
Total	**9**	**100**	**101**	**100**

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

TABLE 3-22
ALCOHOL INVOLVEMENT BY PEDESTRIANS
2014

Alcohol Involvement	Fatalities No.	Fatalities %	Injuries No.	Injuries %
Alcohol or Drugs	4	44.4	17	16.8
No Alcohol	5	55.6	84	83.2
Unknown	0	0.0	0	0.0
Total	**9**	**100**	**101**	**100**

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

TABLE 3-23
RURAL vs. CITY PEDESTRIAN CRASHES
2014

	Fatalities	%	Injuries	%
Rural	4	44.4	8	7.9
City	5	55.6	93	92.1
Total	**9**	**100**	**101**	**100**

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

Bicycles

During 2014 there was two bicyclist killed (see TABLE 2-9). There were 75 bicycle drivers injured in reported motor vehicle crashes during 2014 (see TABLE 3-24). The leading factor in bicycle-involved crashes was improper crossing which was reported for 20 percent of the injured bicycle drivers. Twenty-three of the injured bicycle drivers in crashes had no contributing circumstances. The yearly 1994-2014 trend of bicycle fatalities and injuries is provided in TABLE 2-9.

TABLE 3-24
AGE OF BICYCLE DRIVERS IN TRAFFIC CRASHES
2014

Age	Fatalities Number	Injuries Number	%
0 - 4	0	1	1.3
5 - 13	0	25	33.3
14 - 19	0	11	14.7
20 – 24	1	6	8.0
25 - 34	0	7	9.3
35 - 44	0	8	10.7
45 - 54	0	4	5.3
55 - 64	1	8	10.7
65 - Over	0	5	6.7
Total	**2**	**75**	**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.

April 1, 2015 - Speed limit on rural interstate was raised to 80 miles per hour.

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, 2013, National Safety Council)

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