

2019
South Dakota
**Motor Vehicle
Traffic Crash
Summary**



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

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I. INTRODUCTION

The Motor Vehicle Traffic Crash Summary is divided into two main sections, Historical Trends and 2019 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 2019 Traffic Crash Profile section details the crash picture for 2019 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 convenience 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
E-mail: arinfo@state.sd.us

Webpage: <http://safesd.gov/yearly-crash-data.html>

NOTE! Data Extracted on 06/08/2020. This report reflects a one day picture of CY2019 data collected, any data received after this date would not be included in this report.

**SOUTH DAKOTA TRAFFIC STATISTICAL SUMMARY
2018-2019**

	<u>2018</u>	<u>2019</u>
➤ NUMBER OF REPORTED MOTOR VEHICLE TRAFFIC CRASHES-----	19,091	20,391
➤ AMOUNT OF MOTOR VEHICLE TRAFFIC CRASH PROPERTY DAMAGE -----	\$118 MILLION	\$128 MILLION
➤ NUMBER OF MOTOR VEHICLE TRAFFIC CRASH INJURIES-----	5,011	4,872
➤ NUMBER OF MOTOR VEHICLE TRAFFIC CRASH FATALITIES-----	130	102
➤ FATALITY RATE PER 100,000,000 MILES OF TRAVEL-----	1.34	1.03
➤ PERCENT OF DRIVERS IN FATAL CRASHES WHO HAD BEEN DRINKING -----	27.7%	20.6%
➤ NUMBER KILLED IN ALCOHOL-RELATED CRASHES-----	54	28
➤ NUMBER INJURED IN ALCOHOL-RELATED CRASHES-----	541	552
➤ NUMBER OF PEDESTRIANS KILLED-----	11	8
➤ NUMBER OF MOTORCYCLISTS KILLED-----	16	14
➤ NUMBER OF BICYCLISTS KILLED-----	0	1
➤ PERCENT OF LICENSED DRIVERS UNDER 25-----	14.9%	14.9%
➤ PERCENT OF CRASH-INVOLVED SPEEDING DRIVERS UNDER 25-----	44.0%	43.9%
➤ PERCENT OF CRASH-INVOLVED DRINKING DRIVERS UNDER 25-----	27.7%	24.4%
➤ NUMBER OF OCCUPANTS KILLED IN MOTOR VEHICLES----- <i>(EXCLUDES MOPED, MOTORCYCLE, ATV & SNOWMOBILE OCCUPANTS)</i>	99	77
➤ NUMBER OF OCCUPANTS KILLED IN MOTOR VEHICLES WHO WERE WEARING A SAFETY RESTRAINT----- <i>(EXCLUDES MOPED, MOTORCYCLE, ATV & SNOWMOBILE OCCUPANTS)</i>	31	32
➤ NUMBER OF UNRESTRAINED OCCUPANTS UNDER 5 YEARS OF AGE IN MOTOR VEHICLE CRASHES WHO WERE KILLED----- WHO WERE INJURED----- <i>(EXCLUDES MOPED, MOTORCYCLE, ATV & SNOWMOBILE OCCUPANTS)</i>	2 15	0 5
➤ NUMBER OF UNRESTRAINED OCCUPANTS UNDER 5 YEARS OF AGE WITH CHILD RESTRAINT NOT USED PROPERLY WHO WERE KILLED----- WHO WERE INJURED----- <i>(EXCLUDES MOPED, MOTORCYCLE, ATV & SNOWMOBILE OCCUPANTS)</i>	1 3	0 0
➤ ECONOMIC LOSS FROM MOTOR VEHICLE TRAFFIC CRASHES-----	\$452 MILLION	\$416 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 2009-2018 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
2009-2018**

<u>State</u>	<u>2009</u>	<u>2010</u>	<u>2011</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>	<u>2015</u>	<u>2016</u>	<u>2017</u>	<u>2018</u>
South Dakota	1.5	1.6	1.2	1.5	1.5	1.5	1.4	1.2	1.3	1.3
Iowa	1.2	1.2	1.2	1.2	1.0	1.0	1.0	1.2	1.0	1.0
Minnesota	0.7	0.7	0.7	0.7	0.7	0.6	0.7	0.7	0.6	0.6
Montana	2.0	1.7	1.8	1.7	1.9	1.6	1.8	1.5	1.5	1.4
Nebraska	1.2	1.0	1.0	1.1	1.1	1.2	1.2	1.1	1.1	1.1
North Dakota	1.7	1.3	1.6	1.7	1.5	1.3	1.3	1.2	1.2	1.1
Wyoming	1.4	1.7	1.5	1.3	0.9	1.6	1.5	1.2	1.3	1.1
National	1.2	1.1	1.1	1.2	1.1	1.1	1.2	1.2	1.2	1.1

Note: Death Rate is the number of traffic fatalities per 100 million vehicle miles traveled.

Source: National Highway Traffic Safety Administration (NHTSA) – Fatality Analysis Reporting System (FARS)

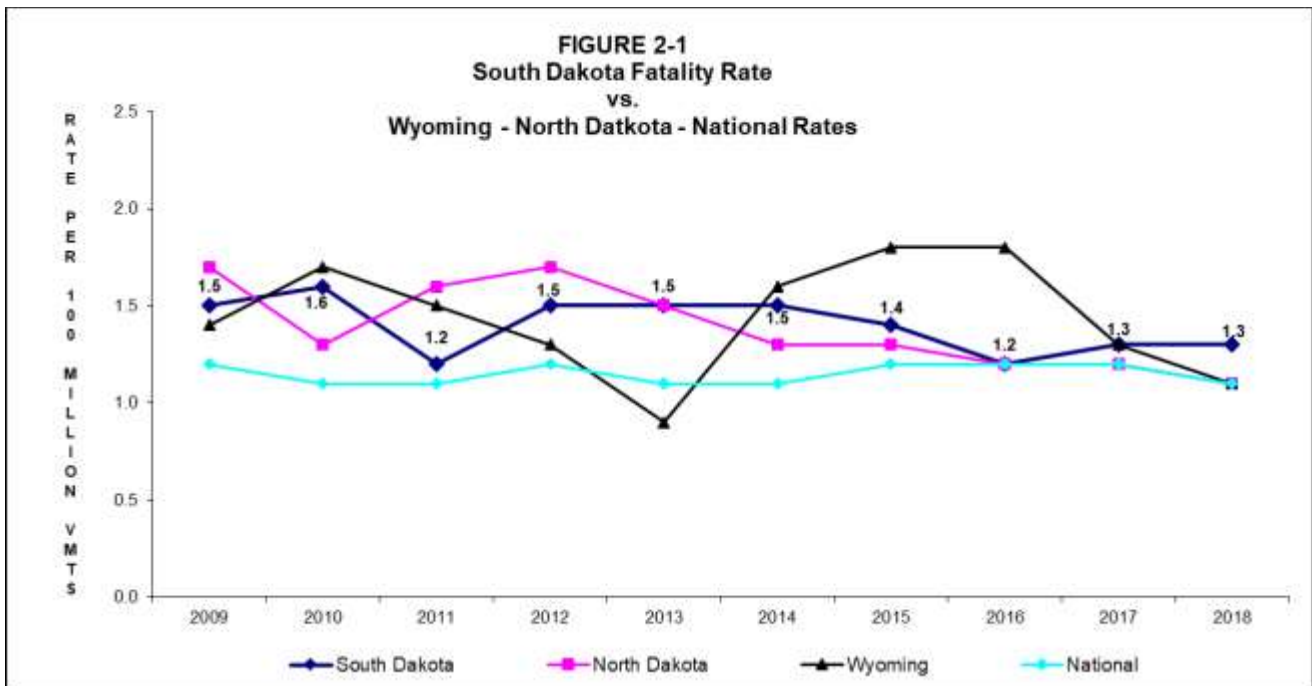


TABLE 2-2 provides a yearly comparison of South Dakota's motor vehicle traffic crashes from 1990 through 2019. Any comparison of motor vehicle crashes must be made with caution due to the changes in the definition of a reportable crash. For example, in the late 1970's the definition of a fatality caused 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 2019 death rate decreased to 1.03, a 23.1% decrease from the 2018 death rate of 1.34. The 4,872 people injured in crashes are a 2.8% decrease from the 5,011 in 2018 (see TABLE 2-2).

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

<u>Year</u>	<u>Deaths</u>	<u>Death Rate¹</u>	<u>Injuries</u>	<u>Total Crashes</u>	<u>Total Crashes Rate⁴</u>	<u>Fatal Crashes</u>	<u>Injury Crashes</u>	<u>PDO² Crashes</u>	<u>Miles³ Traveled + (000,000)</u>	<u>Registered Motor Vehicles⁵ + (000)</u>
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	1.49	5,090	17,346	189.45	125	3,805	13,416	9,156	1,010
2015	134	1.44	5,525	17,791	190.99	116	3,995	13,681	9,315	1,128
2016	116	1.23	5,174	17,512	185.04	103	3,831	13,578	9,464	1,031
2017	129	1.34	5,319	18,379	190.99	111	3,943	14,325	9,623	1,135
2018	130	1.34	5,011	19,091	196.77	110	3,612	15,369	9,702	1,137
2019	102	1.03	4,872	20,391	205.78	88	3,650	16,653	9,909	1,189

FOOTNOTES

¹Number of deaths per 100 million vehicle miles traveled.

²July 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.

³Miles 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.

⁴Number of crashes per 100 million vehicle miles traveled.

⁵Based 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 88 traffic fatalities during 2019, 28 or 27.5% were alcohol related (see Table 2-3). Alcohol statistics dating back to the 1970's show 2019 to have the lowest number of alcohol related fatalities for any one-year period (28). The highest number is 138 for the year of 1973.

**TABLE 2-3
ALCOHOL INVOLVED CRASHES AS PERCENT OF ALL CRASHES
2013-2019**

	<u>2013</u>	<u>2014</u>	<u>2015</u>	<u>2016</u>	<u>2017</u>	<u>2018</u>	<u>2019</u>
Total Crashes	5.9% (986)	5.8% (1002)	6.1% (1086)	5.5% (962)	5.6% (1032)	5.2% (1001)	5.2% (1057)
Fatal Crashes	30.6% (37)	35.2% (44)	36.2% (42)	45.6% (47)	40.5% (45)	40.9% (45)	30.7% (27)
Injury Crashes	11.6% (454)	11.2% (426)	12.3% (492)	10.7% (411)	11.8% (467)	11.2% (404)	11.3% (414)
PDO Crashes	3.9% (495)	4.0% (532)	4.0% (552)	3.7% (504)	3.6% (520)	3.6% (552)	3.7% (616)
Fatalities	31.1% (42)	34.6% (47)	36.6% (49)	47.4% (55)	38.0% (49)	41.5% (54)	27.5% (28)
Injuries	11.7% (639)	11.5% (583)	13.0% (721)	11.4% (589)	11.9% (635)	10.8% (541)	11.3% (552)

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
2013-2019**

<u>AGE</u>	<u>2013</u>	<u>2014</u>	<u>2015</u>	<u>2016</u>	<u>2017</u>	<u>2018</u>	<u>2019</u>
0 – 5	0	1	0	1	1	0	0
6 - 12	0	0	0	0	0	1	0
13 - 19	0	4	3	8	3	6	0
20	1	2	1	1	0	1	0
21 - 29	17	12	9	21	16	16	11
30 - 39	8	11	11	11	11	9	8
40 - 49	9	6	6	5	6	6	3
50 - 59	6	8	13	4	7	8	4
60 & OLDER	1	3	5	4	5	7	2
Unknown/Not Stated	0	0	0	0	0	0	0
TOTAL	42	47	48	55	49	54	28

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

FIGURE 2-2 2019 CRASH FATALITIES
Alcohol Related vs Non Alcohol Related

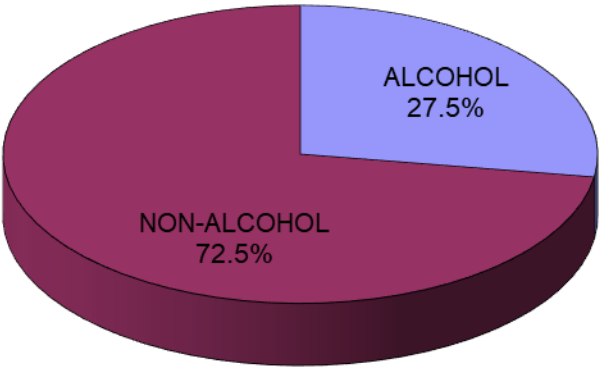
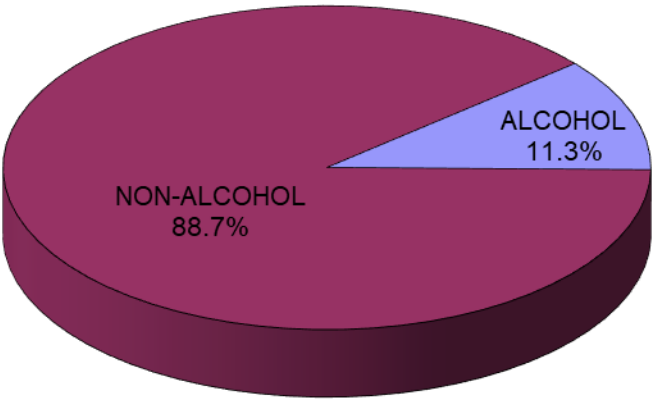


FIGURE 2-3 2019 CRASH INJURIES
Alcohol Related vs Non Alcohol Related



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 1.8% while non-alcohol related fatal and injury crashes increased by 0.7% from the 2018 totals.

The number of DWI arrests decreased by 7.7% from 2018.

**TABLE 2-4
CRASH AND ARREST ACTIVITY
2010- 2019**

	FATAL CRASHES		FATAL & INJURY CRASHES		DWI ¹ ARRESTS	DWI ¹ CONVICTIONS
	ALCOHOL RELATED	NONALCOHOL RELATED	ALCOHOL RELATED	NONALCOHOL RELATED		
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
2015	41	74	533	3,577	9,271	6,835
2016	47	56	458	3,476	10,166	7,280
2017	45	66	512	3,542	10,514	7,544
2018	45	65	449	3,273	10,619	8,057
2019	27	61	441	3,297	10,289	7,435

Note: [1] – Based on South Dakota Courts - The State of the Judiciary and Fiscal Year 2019 Annual Report of the S. D. Unified Judicial System - Based on Fiscal Year statistics.
DWI Convictions are guilty pleas, plus suspended impositions, plus convictions at trial.

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 2010 through 2019.

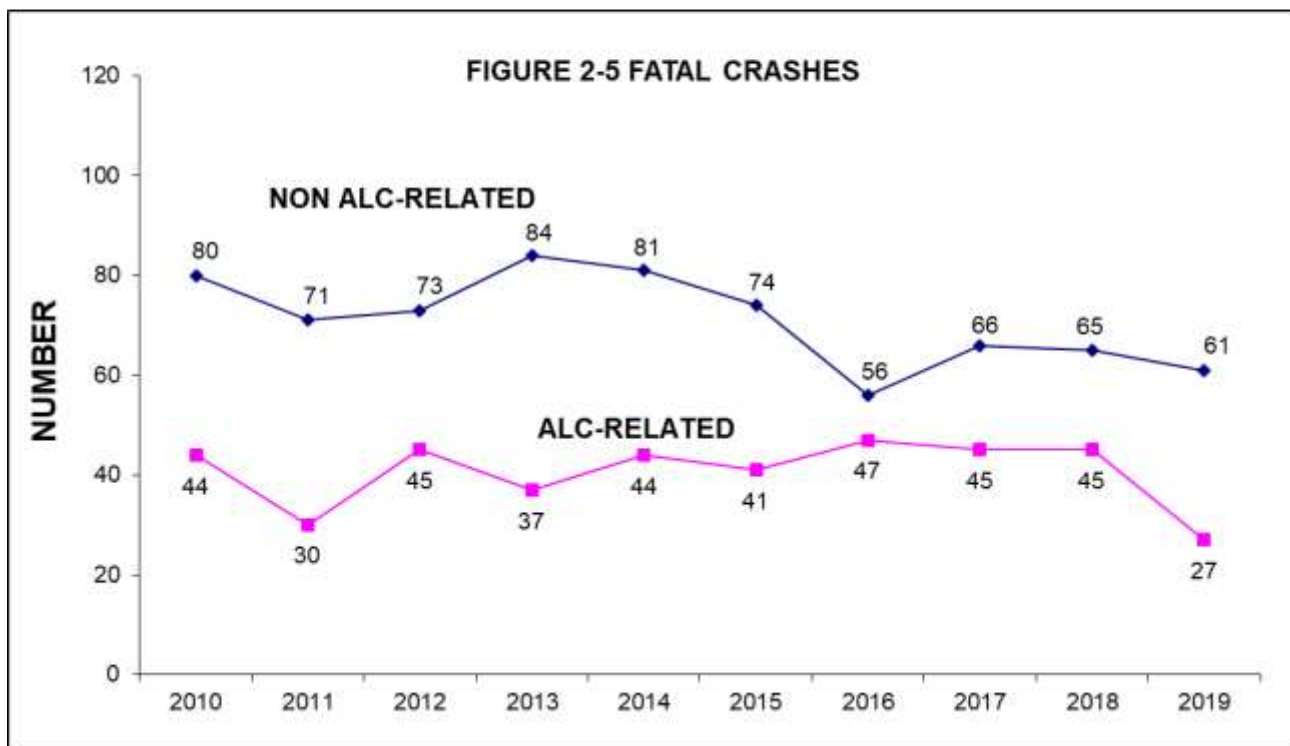
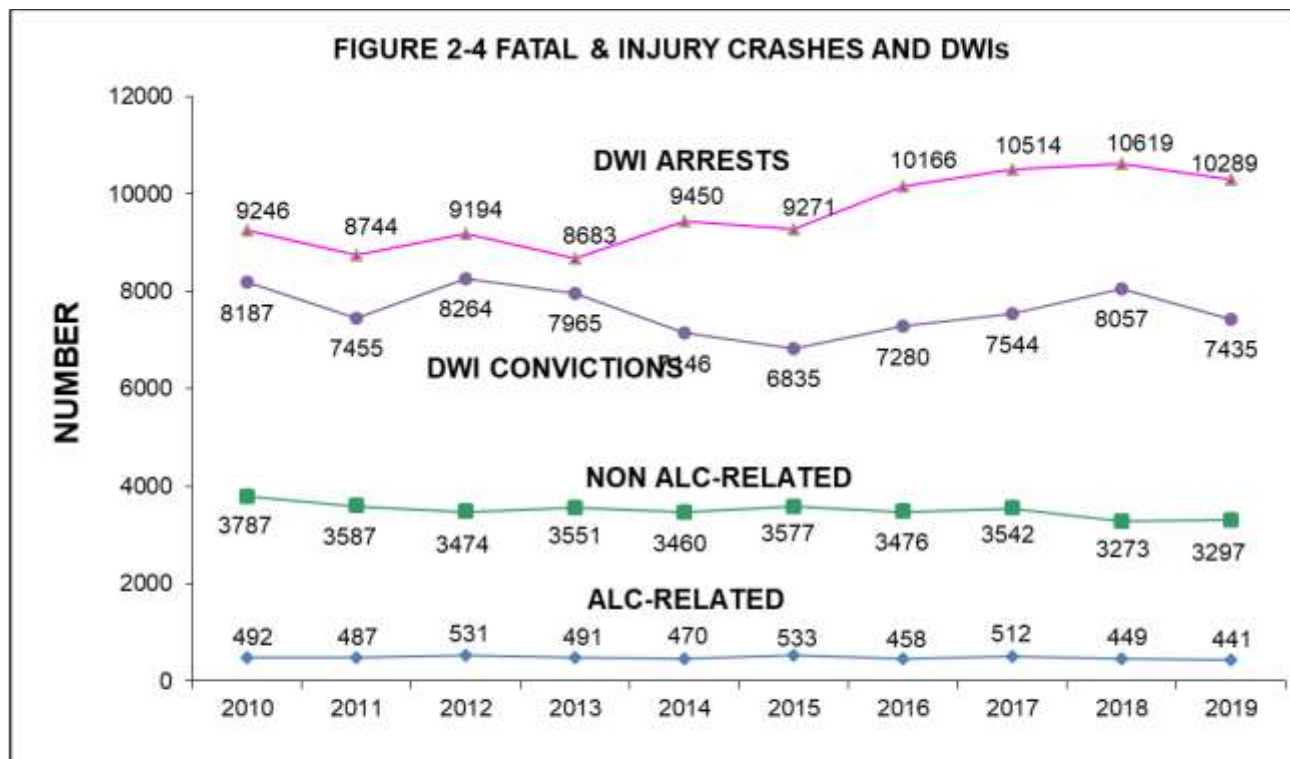
FIGURE 2-5 presents the alcohol related and non-alcohol related fatal crash experience for the years of 2010 through 2019.

There were 27 alcohol related fatal crashes during 2019, which compares to 45 in 2018. The previous three-year average was 46 for the years of 2016-2018.

There were 441 alcohol related fatal and injury crashes during 2019, which compares to 449 in 2018. The previous three-year average was 473 or a 6.8 percent decrease in 2019.

Non-alcohol related fatal and injury crashes in 2019 increased (0.7%) when compared to 2018 and decreased 3.9 percent from the previous three-year average (2016-2018).

There were 10,289 DWI arrests in fiscal year 2019. This level has gone down 1.4% from the previous three-year average (2016-2018). There were 7,435 DWI convictions in fiscal year 2019. This level has gone down 2.5% from the previous 3-year average (2016-2018).



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. Forty-one occupants were killed while not wearing any safety restraint, while thirty-two occupants killed were wearing a lap belt, shoulder harness or both. (See TABLE 2-5)

Thirty (39.0%) of the 77 killed occupants were either partially or totally ejected from the vehicle. (See TABLE 2-5B)

TABLE 2-5 SAFETY RESTRAINT USAGE – KILLED OCCUPANTS

	<u>2014</u>	<u>2015</u>	<u>2016</u>	<u>2017</u>	<u>2018</u>	<u>2019</u>
No Safety Equipment	72	60	58	67	61	41
Lap Belt Only	2	1	2	1	1	1
Shoulder Harness Only	0	1	1	0	0	0
Lap Belt & Shoulder Harness	28	26	18	22	28	31
Child Restraint Used Properly	0	0	0	1	2	0
Child Restraint Not Properly Used	0	0	0	0	1	0
Other, Not Stated or Unknown	4	7	4	10	6	4
TOTAL	106	95	83	101	99	77

TABLE 2-5A SAFETY RESTRAINT USAGE – INJURED OCCUPANTS

	<u>2014</u>	<u>2015</u>	<u>2016</u>	<u>2017</u>	<u>2018</u>	<u>2019</u>
No Safety Equipment	712	825	728	693	684	584
Lap Belt Only	35	52	39	42	123	114
Shoulder Harness Only	22	23	18	16	16	22
Lap Belt & Shoulder Harness	3,309	3,442	3,410	3,547	3,270	3,294
Child Restraint Used Properly	48	51	53	51	54	50
Child Restraint Not Properly Used	3	2	1	3	6	0
Other, Not Stated or Unknown	250	278	248	299	269	222
TOTAL	4,379	4,673	4,497	4,651	4,422	4,286

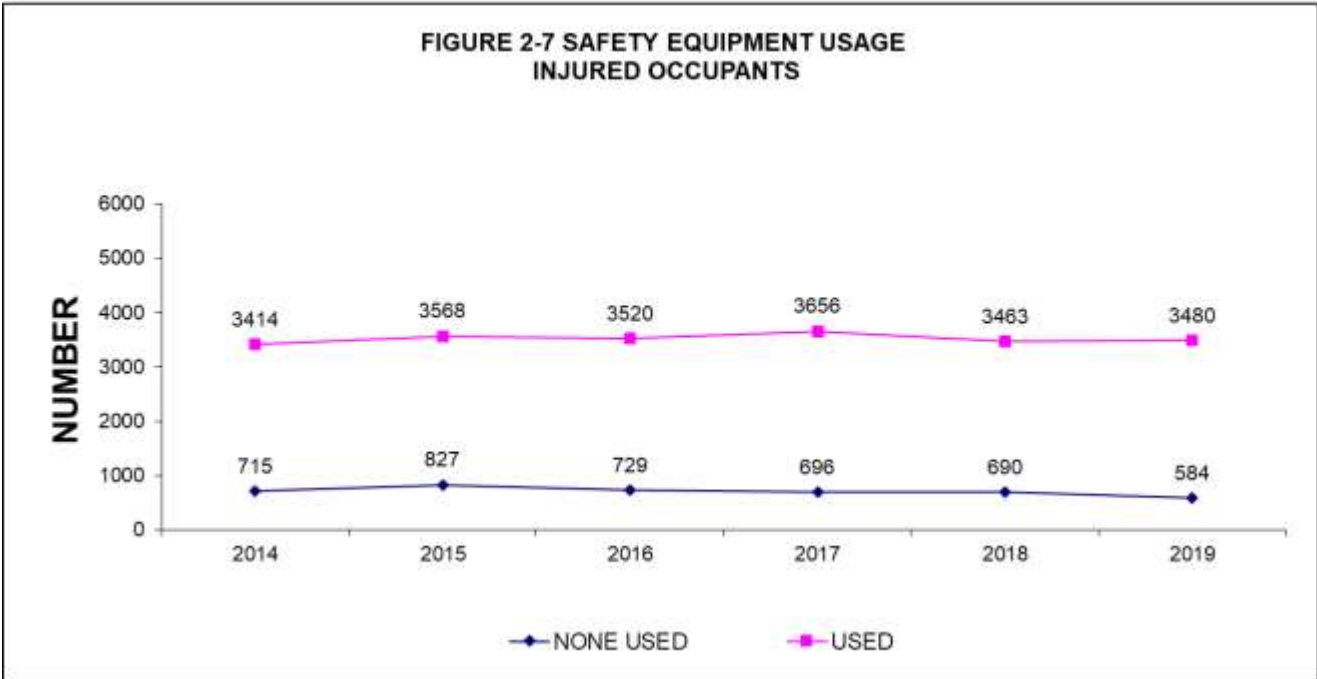
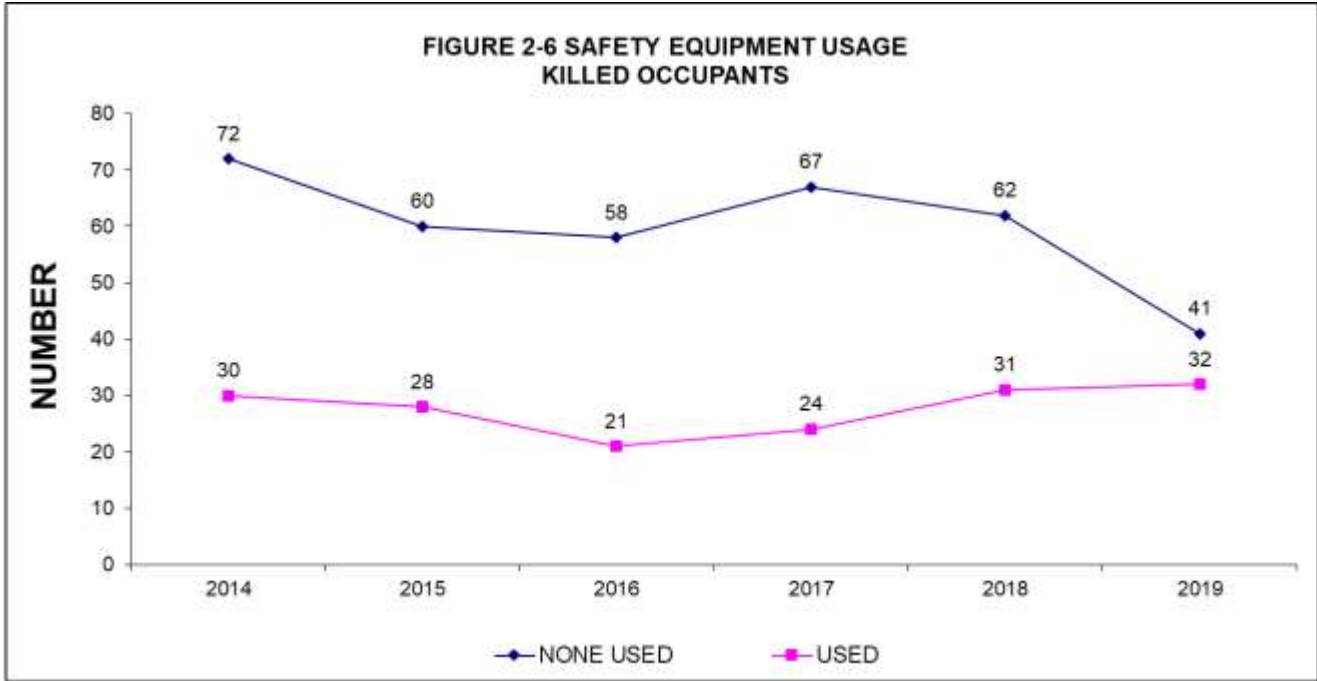
NOTE: Motor vehicle drivers and passengers are considered occupants.

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					
	<u>2014</u>	<u>2015</u>	<u>2016</u>	<u>2017</u>	<u>2018</u>	<u>2019</u>	<u>2014</u>	<u>2015</u>	<u>2016</u>	<u>2017</u>	<u>2018</u>	<u>2019</u>
Not Ejected	65	57	40	60	52	46	4,287	4,552	4,373	4,539	4,312	4,201
Partial Ejection	5	3	7	9	6	4	16	20	14	15	5	11
Total Ejection	36	34	36	31	41	26	67	84	91	70	92	60
Unknown Ejection	0	1	0	1	0	1	9	16	17	27	13	12
Not Applicable	0	0	0	0	0	0	0	1	2	0	0	2
TOTAL	106	95	83	101	99	77	4,379	4,673	4,497	4,651	4,422	4,286

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



The Child Passenger Restraint System (SDCL 32-37) law took effect on July 1, 1984 - since that time there have been 75 deaths to occupants of this age group. Of these deaths only 10 were reported to have been restrained by a child safety restraint properly used, six 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 reported fatal injury to a motor vehicle occupant from birth through four years of age during 2019, which compares to five fatalities during 2018 (see TABLE 2-6).

There were 46 children (birth through 4 years old) injured in 2019, which compares to 65 for 2018. Thirty-nine of the 46 injured children were restrained by either a lap belt 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**

<u>YEAR</u>	<u>FATALITIES</u>	<u>SERIOUS INJURY</u>	<u>SLIGHT INJURY</u>	<u>TOTAL NONFATAL INJURIES</u>
2009	2	24	55	79
2010	1	33	50	83
2011	0	25	41	66
2012	4	36	39	75
2013	0	36	39	75
2014	3	15	40	55
2015	1	21	27	48
2016	1	28	35	63
2017	2	22	31	53
2018	5	22	43	65
2019	0	25	21	46

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 - 2019**

	<u>Fatalities</u>	<u>Injuries</u>
No Safety Equipment Used	0	5
Lap Belt Only	0	0
Shoulder Harness Only	0	0
Lap Belt & Shoulder Harness	0	5
Child Restraint Used Properly	0	34
Child Restraint Not Used Properly	0	0
Other, Not Stated or Unknown	0	2
TOTAL	0	46

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 past 10 years, the average number of motorcycle-involved crashes is 484 and 21 deaths per year. Licensed motorcyclists increased 1.4 percent during 2019 while fatalities went down to 14 (see Table 2-7).

Moped crashes are included with motorcycle crashes. There were no moped fatalities during 2019. Over the years there have been five 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
1999 - 2019**

Year	Motorcycle Crashes			Motorcyclists		Registered Motorcycles	Licensed Motorcyclists
	Total	Fatal	Injury	Fatalities	Injuries		
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
2015	598	30	485	31	614	91,452	85,513
2016	475	22	387	22	450	94,696	87,027
2017	433	16	351	16	408	96,653	88,168
2018	394	16	304	16	363	99,750	90,032
2019	359	14	270	14	321	101,953	91,332

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

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**TABLE 2-8
PEDESTRIAN FATALITIES AND INJURIES
1999 - 2019**

<u>Year</u>	<u>Fatalities</u>	<u>Injuries</u>
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
2015	5	95
2016	6	93
2017	10	123
2018	11	93
2019	8	132

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

**TABLE 2-9
BICYCLE FATALITIES AND INJURIES
1999 - 2019**

<u>Year</u>	<u>Fatalities</u>	<u>Injuries</u>
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
2015	1	90
2016	0	73
2017	0	69
2018	0	80
2019	1	74

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
2010- 2019**

<u>Holiday</u>	<u>Total Hours</u>	<u>Total Crashes</u>	<u>Fatal Crashes</u>	<u>Injury Crashes</u>	<u>Fatalities</u>	<u>Injuries</u>
<u>MEMORIAL DAY</u>						
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
2015	78	118	3	16	4	24
2016	78	121	0	31	0	37
2017	78	128	2	22	6	30
2018	78	112	1	25	1	35
2019	78	144	2	21	2	31
<u>FOURTH OF JULY</u>						
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
2015	78	127	3	33	3	49
2016	78	131	2	33	2	47
2017	102	198	2	49	3	70
2018	30	57	1	12	5	18
2019	102	154	1	15	1	19
<u>LABOR DAY</u>						
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
2015	78	129	2	36	2	54
2016	78	106	1	31	1	46
2017	78	133	1	22	1	32
2018	78	122	2	28	3	39
2019	78	133	2	35	2	44

<u>Holiday</u>	<u>Total Hours</u>	<u>Total Crashes</u>	<u>Fatal Crashes</u>	<u>Injury Crashes</u>	<u>Fatalities</u>	<u>Injuries</u>
<u>THANKSGIVING</u>						
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
2015	102	243	2	39	2	61
2016	102	191	1	23	2	28
2017	102	262	2	31	3	38
2018	102	281	2	27	3	35
2019	102	319	1	44	1	61
<u>CHRISTMAS</u>						
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
2015	78	150	0	18	0	31
2016	78	119	1	23	1	33
2017	78	129	2	19	2	30
2018	102	173	2	31	2	48
2019	30	43	0	6	0	12
<u>NEW YEARS</u>						
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
2015-16	78	138	1	35	1	47
2016-17	78	158	2	26	2	37
2017-18	78	211	0	26	0	35
2018-19	102	299	1	41	1	51
2019-20	30	58	0	15	0	23

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 2010 through 2019. 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		Non-Incapacitating Injuries		Possible Injuries		Total Injuries	Total Killed
	No.	%	No.	%	No.	%		
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
2015	803	14.5	2,071	37.5	2,651	48.0	5,525	133
2016	692	13.4	1,892	36.6	2,590	50.1	5,174	116
2017	649	12.2	1,850	34.8	2,820	53.0	5,319	129
2018	570	11.4	1,819	36.3	2,622	52.3	5,011	130
2019	520	10.7	1,709	35.1	2,643	54.2	4,872	102

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

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

Year	Incapacitating Injuries		Non-Incapacitating Injuries		Possible Injuries		Total Injuries	Total Killed
	No.	%	No.	%	No.	%		
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	3,753	97
2015	538	13.2	1,479	36.4	2,044	50.3	4,061	95
2016	464	11.9	1,396	35.8	2,036	52.3	3,896	86
2017	454	11.4	1,313	33.0	2,214	55.6	3,981	91
2018	385	10.4	1,318	35.5	2,013	54.2	3,716	89
2019	357	9.6	1,207	32.6	2,136	57.7	3,700	69

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

Year	Incapacitating Injuries		Non-Incapacitating Injuries		Possible Injuries		Total Injuries	Total Killed
	No.	%	No.	%	No.	%		
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
2015	229	18.1	492	38.8	547	43.1	1,268	32
2016	194	17.7	413	37.6	492	44.8	1,099	24
2017	154	13.5	439	38.6	544	47.8	1,137	28
2018	148	13.2	431	38.3	546	48.5	1,125	30
2019	136	14.2	387	40.5	432	45.2	955	24

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

Year	Incapacitating Injuries		Non-Incapacitating Injuries		Possible Injuries		Total Injuries	Total Killed
	No.	%	No.	%	No.	%		
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
2015	9	10.0	53	58.9	28	31.1	90	1
2016	6	8.2	38	52.1	29	39.7	73	0
2017	6	8.7	34	49.3	29	42.0	69	0
2018	9	12.5	32	44.4	31	43.1	72	0
2019	3	4.1	43	58.1	28	37.8	74	1

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

Year	Incapacitating Injuries		Non-Incapacitating Injuries		Possible Injuries		Total Injuries	Total Killed
	No.	%	No.	%	No.	%		
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
2015	26	27.4	41	43.2	28	29.5	95	5
2016	24	25.8	40	43.0	29	31.2	93	6
2017	34	27.6	59	48.0	30	24.4	123	10
2018	27	29.0	37	39.8	29	31.2	93	11
2019	23	17.4	68	51.5	41	31.1	132	8

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
2009 - 2019**

	CRASH INVOLVED DRIVERS				LICENSED DRIVERS			
	MALE		FEMALE		MALE		FEMALE	
	No.	%	No.	%	No.	%	No.	%
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
2015	15,209	58.6	10,733	41.4	318,195	50.4	312,869	49.6
2016	14,866	58.6	10,485	41.4	320,646	50.5	314,772	49.5
2017	15,537	58.0	11,274	42.0	323,027	50.5	316,963	49.5
2018	16,353	57.6	12,016	42.4	328,360	50.5	321,961	49.5
2019	17,084	57.5	12,615	42.5	330,906	50.5	324,209	49.5

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. 2019 MOTOR VEHICLE CRASH PROFILE

Introduction

This section profiles the reported motor vehicle traffic crashes for 2019. 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 2019, there were 20,391 reported motor vehicle traffic crashes, the majority of crashes being property damage only 16,653 (81.7%). Injury crashes accounted for 3,650 (17.9%) of the crashes, while 88 (0.4%) were fatal crashes. There were 4,872 persons injured and 102 persons killed in crashes during 2019 (see TABLE 3-1).

**TABLE 3-1
FATALITIES AND SEVERITY OF INJURIES OF DRIVERS,
PASSENGERS, PEDESTRIANS, AND BICYCLE DRIVERS
2019**

	Incapacitating Injuries		Non-Incapacitating Injuries		Possible Injuries		Total Nonfatal Injuries		Total Fatalities	
	No.	%	No.	%	No.	%	No.	%	No.	%
Drivers	357	68.7	1,207	70.6	2,136	80.8	3,700	75.9	69	67.6
Passengers	136	26.2	387	22.6	432	16.3	955	19.6	24	23.5
Pedestrians	23	4.4	68	4.0	41	1.6	132	2.7	8	7.8
Bicycle Drv	3	0.6	43	2.5	28	1.1	74	1.5	1	1.0
Other*	1	0.2	4	0.2	6	0.2	11	0.2	0	0.0
TOTAL	520	100	1,709	100	2,643	100	4,872	100	102	100

*Other – 11 injuries were sustained by operators of other road vehicle types (see Table 2-11 definition).

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 2019, 33.3 percent of the fatalities and 41.1 percent of the injuries occurred to occupants of passenger cars and mini-vans. Occupants of pickups and cargo vans accounted for 21.6 percent of the fatalities and 16.7 percent of the injuries. Additionally, in 2019 fourteen motorcyclists, eight pedestrians and one bicyclist were killed. (See Table 3-2).

**TABLE 3-2
FATALITIES AND INJURIES BY MODE OF TRANSPORTATION
2019**

	Fatalities		Injuries	
	<u>No.</u>	<u>%</u>	<u>No.</u>	<u>%</u>
Passenger Cars, Mini-vans	34	33.3	2,002	41.1
Pickups, Cargo Vans***	22	21.6	813	16.7
SUV's (Sports Utility Vehicles)	14	13.7	1,359	27.9
Trucks (All)*	6	5.9	103	2.1
Motorcycle	14	13.7	313	6.4
Moped	0	0.0	9	0.2
ATV's / 4-Wheelers	2	2.0	39	0.8
Bus	0	0.0	16	0.3
Farm Machinery, Heavy Equipment	1	1.0	7	0.1
Motor Home	0	0.0	2	0.0
Snowmobile	0	0.0	1	0.0
Bicycle	1	1.0	74	1.5
Pedestrians	8	7.8	132	2.7
Other**	0	0.0	2	0.0
Unknown	0	0.0	0	0.0
TOTAL	102	100	4,872	100

*Trucks Specifics:

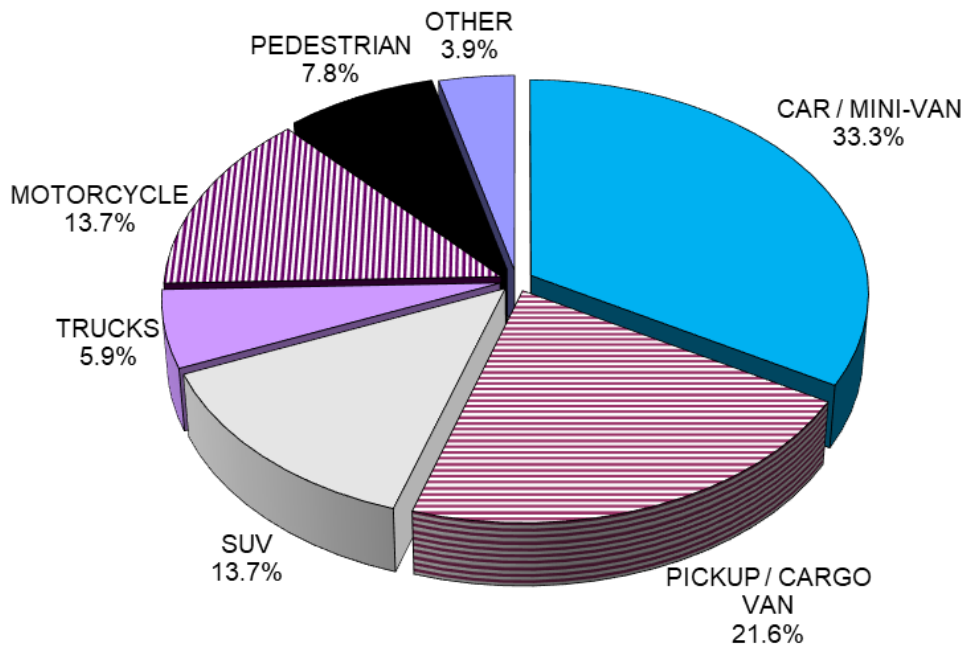
	<u>Fatalities</u>	<u>Injuries</u>
Straight Truck	4	37
Straight Truck with Trailer	1	3
Truck Tractor Only	0	2
Truck Tractor with Single Semi Trailer	1	60
Truck Tractor with Two or More Trailers	0	1
TOTAL	6	103

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

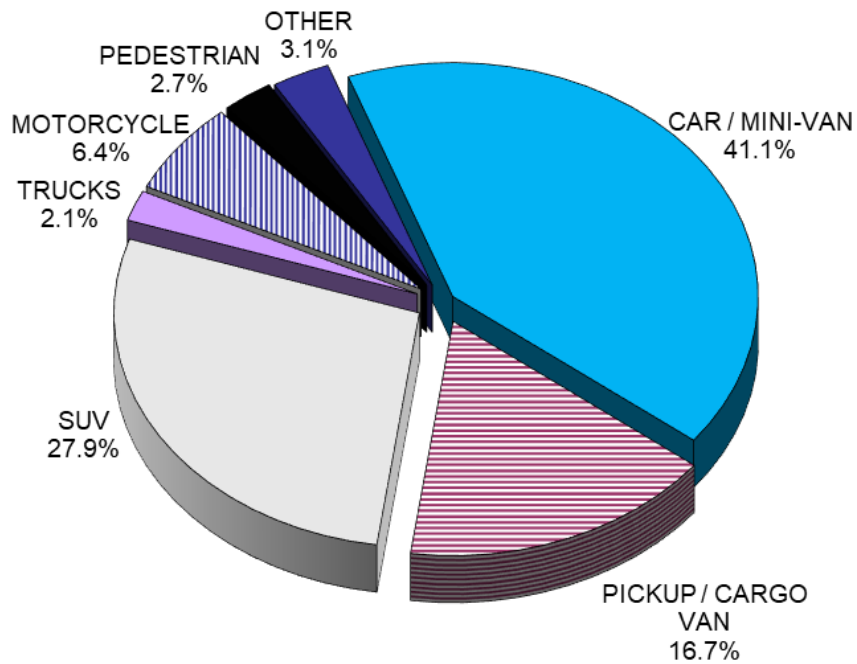
***Cargo Vans are defined as large van-based light trucks used to transport cargo or large vans used to transport people with seating for 9 or more people, including the driver.

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

**FIGURE 3-1 FATALITIES BY TRAVEL MODE
2019**



**FIGURE 3-2 INJURIES BY TRAVEL MODE
2019**



** Other includes ATVs, 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 25.6 percent of the vehicles involved in fatal crashes and 42.3 percent of those involved in injury crashes. Pickups and vans made up 28.6 percent of the vehicles involved in fatal crashes, while SUV's made up 19.5 percent those involved in fatal crashes and 28.4 percent in injury crashes.

VEHICLE TYPES INVOLVED IN CRASHES
2019
TABLE 3-3

	All Crashes		Fatal Crashes		Injury Crashes		PDO Crashes	
	No.	%	No.	%	No.	%	No.	%
Passenger Cars / Mini-vans	13,782	42.9	34	25.6	2,671	42.3	11,077	43.1
Pickups, Cargo Vans	6,809	21.2	38	28.6	1,254	19.9	5,517	21.5
SUV's (Sports Utility Vehicles)	9,462	29.4	26	19.5	1,794	28.4	7,642	29.7
Trucks (All)*	1,212	3.8	15	11.3	223	3.5	974	3.8
Motorcycle	378	1.2	15	11.3	285	4.5	78	0.3
Moped	13	0.0	0	0.0	9	0.1	4	0.0
ATV's / 4-wheelers	49	0.2	2	1.5	31	0.5	16	0.1
Bus	141	0.4	0	0.0	19	0.3	122	0.5
Farm Machinery / Heavy Equip.	60	0.2	3	2.3	20	0.3	37	0.1
Motor Home	24	0.1	0	0.0	3	0.0	21	0.1
Snowmobile	1	0.0	0	0.0	1	0.0	0	0.0
Other	7	0.0	0	0.0	1	0.0	6	0.0
Unknown	212	0.7	0	0.0	5	0.1	207	0.8
TOTAL	32,150	100	133	100	6,316	100	25,701	100

* Trucks Specifics:	All Crashes	Fatal Crashes	Injury Crashes	PDO Crashes
Straight Truck	299	5	59	235
Straight Truck with Trailer	61	1	3	57
Truck Tractor Only	52	0	7	45
Truck Tractor with Single Semi Trailer	767	9	146	612
Truck Tractor with Two or More Trailers	33	0	8	25
TOTAL	1,212	15	223	974

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 19 people or (18.6%) of the persons killed were under 20 years of age and a total of 924 or (19.0%) of the persons injured were between 25 and 34 years of age. (see Table 3-4).

**TABLE 3-4
FATALITIES AND INJURIES BY AGE GROUP
2019**

	Fatalities		Injuries	
	No.	%	No.	%
0 - 5	0	0.0	64	1.3
6 - 13	3	2.9	199	4.1
14 - 15	6	5.9	188	3.9
16 - 17	4	3.9	239	4.9
18	5	4.9	148	3.0
19	1	1.0	116	2.4
20	1	1.0	102	2.1
21 - 24	9	8.8	423	8.7
25 - 34	19	18.6	924	19.0
35 - 44	15	14.7	702	14.4
45 - 54	9	8.8	589	12.1
55 - 64	14	13.7	594	12.2
65 - Over	16	15.7	583	12.0
Unknown	0	0.0	1	0.0
Total	102	100	4,872	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 21.6 percent of the fatal crashes and only 6.6 percent of the total crashes, while 40.9 percent of the fatal crashes and 46.7 percent of all crashes represented a collision between two or more vehicles (see TABLE 3-5).

**TABLE 3-5
FIRST HARMFUL EVENT
2019**

<u>First Harmful Event</u>	Total Crashes		Fatal Crashes		Injury Crashes		PDO Crashes	
	<u>No.</u>	<u>%</u>	<u>No.</u>	<u>%</u>	<u>No.</u>	<u>%</u>	<u>No.</u>	<u>%</u>
Motor Vehicle Collision With:								
MV in Transport	9,516	46.7	36	40.9	2,228	61.0	7,252	43.5
A Fixed or Other Object	2,912	14.3	24	27.3	559	15.3	2,329	14.0
An Animal	4,976	24.4	0	0.0	67	1.8	4,909	29.5
A Pedestrian	123	0.6	7	8.0	116	3.2	0	0.0
A Bicyclist	80	0.4	1	1.1	74	2.0	5	0.0
A Parked Motor Vehicle	1,381	6.8	0	0.0	88	2.4	1,293	7.8
A Railroad Vehicle	9	0.0	1	1.1	2	0.1	6	0.0
Equipment in Roadway	58	0.3	0	0.0	8	0.2	50	0.3
Non-Collision (Overturning or Other)	1,336	6.6	19	21.6	508	13.9	809	4.9
Total	20,391	100	88	100	3,650	100	16,653	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 47.2 percent of the fatal crashes, 52.0 percent of the injury crashes and 46.9 percent of the property damage only crashes. Angle collisions are the most prevalent for severe crashes, accounting for 47.2 percent of the fatal crashes and 48.1 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
2019**

<u>Manner of Collision</u>	Total Crashes		Fatal Crashes		Injury Crashes		PDO Crashes	
	No.	%	No.	%	No.	%	No.	%
Rear-End	3,738	39.3	6	16.7	899	40.4	2,833	39.1
Head-On	86	0.9	7	19.4	52	2.3	27	0.4
Angle	4,575	48.1	17	47.2	1,158	52.0	3,400	46.9
Sideswipe-Same Direction	991	10.4	2	5.6	85	3.8	904	12.5
Sideswipe-Opposite Dir.	118	1.2	4	11.1	32	1.4	82	1.1
Rear-Rear	8	0.1	0	0.0	2	0.1	6	0.1
Unknown	0	0.0	0	0.0	0	0.0	0	0.0
Total	9,516	100	36	100	2,228	100	7,252	100
No Collision Between 2 or more MV	10,875		52		1,422		9,401	
Total Crashes	20,391		88		3,650		16,653	

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 43.6 percent of the PDO crashes and 48.5 percent of the injury crashes while accounting for 13.6 percent of the fatal crashes.

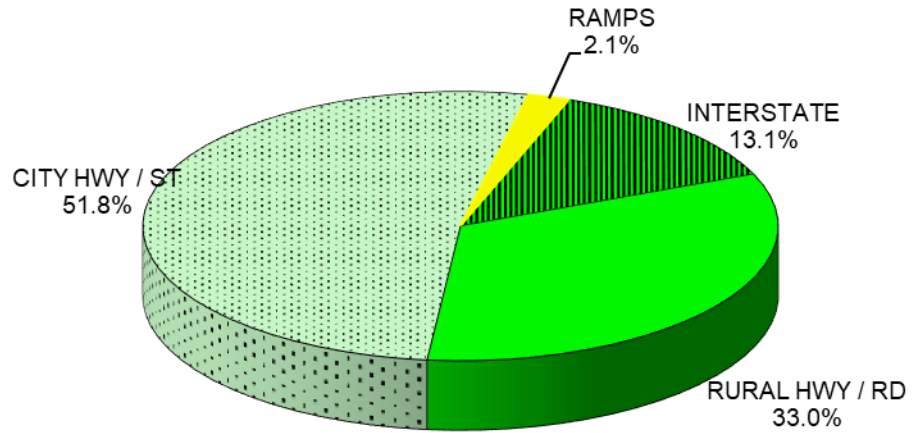
Non-interstate rural roads tallied 65.9 percent of the fatal crashes. The Interstate system experienced 2,678 (13.1%) of the total crashes while accounting for an estimated 30.1 percent of the vehicle miles traveled in 2019. Thirteen or 14.8 percent of the fatal crashes happened on the interstate system. (See FIGURES 3-3 and 3-4)

**TABLE 3-7
CRASHES BY TYPE OF HIGHWAY
2019**

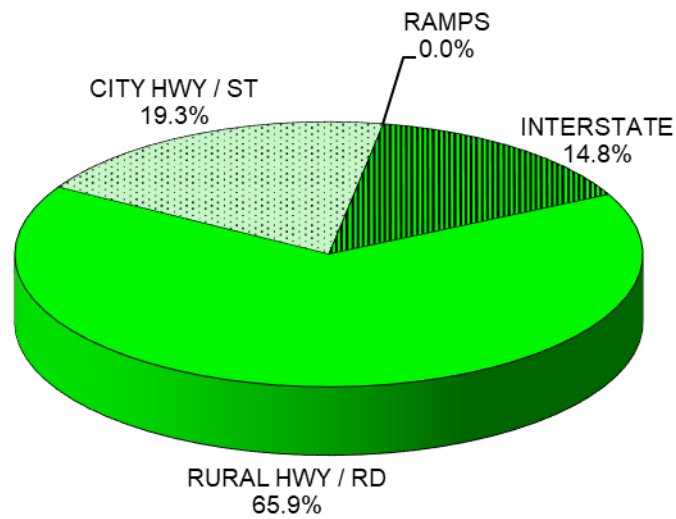
Type of Highway	Total Crashes		Fatal Crashes		Injury Crashes		PDO Crashes		No. Killed	No. Injured
	Number	%	Number	%	Number	%	Number	%		
Interstate - Rural	1,975	9.7	9	10.2	245	6.7	1,721	10.3	9	333
US/State Hwys-Rural	4,070	20.0	33	37.5	590	16.2	3,447	20.7	45	890
Co./Local Rds.-Rural	2,657	13.0	25	28.4	499	13.7	2,133	12.8	26	674
Interstate - City	703	3.4	4	4.5	108	3.0	591	3.5	4	145
US/State Hwys-City	1,508	7.4	5	5.7	362	9.9	1,141	6.9	5	475
City Streets/Alleys	9,046	44.4	12	13.6	1,772	48.5	7,262	43.6	13	2,269
Ramps	432	2.1	0	0.0	74	2.0	358	2.1	0	86
Unknown/Not Reported	0	0.0	0	0.0	0	0.0	0	0.0	0	0
Total	20,391	100	88	100	3,650	100	16,653	100	102	4,872

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

**FIGURE 3-3 2019
TRAFFIC CRASHES
BY SYSTEM TYPE**



**FIGURE 3-4 2019
FATAL TRAFFIC CRASHES
BY SYSTEM TYPE**



**TABLE 3-8
MOTOR VEHICLE TRAFFIC CRASHES BY SD COUNTIES
2019**

County	Total Crashes	Fatal Crashes	Injury Crashes	PDO Crashes	Fatalities	Injuries
AURORA	118	1	19	98	1	30
BEADLE	220	3	64	153	5	87
BENNETT	40	0	12	28	0	15
BON HOMME	77	2	14	61	4	30
BROOKINGS	560	2	97	461	2	123
BROWN	792	3	117	672	3	156
BRULE	118	0	22	96	0	29
BUFFALO	16	1	3	12	1	5
BUTTE	184	1	33	150	1	46
CAMPBELL	17	1	3	13	1	4
CHARLES MIX	110	1	17	92	1	27
CLARK	95	1	5	89	1	9
CLAY	214	2	31	181	2	33
CODINGTON	712	3	115	594	3	137
CORSON	19	1	3	15	1	4
CUSTER	299	0	50	249	0	70
DAVISON	473	2	59	412	2	83
DAY	78	0	23	55	0	30
DEUEL	131	0	25	106	0	34
DEWEY	26	1	5	20	1	6
DOUGLAS	12	0	3	9	0	6
EDMUNDS	102	0	8	94	0	11
FALL RIVER	107	3	26	78	4	41
FAULK	83	1	8	74	1	12
GRANT	56	0	13	43	0	16
GREGORY	50	0	10	40	0	16
HAAKON	17	1	2	14	1	6
HAMLIN	182	1	25	156	1	36
HAND	85	0	9	76	0	10
HANSON	96	2	17	77	2	20
HARDING	34	1	3	30	1	3
HUGHES	227	0	37	190	0	49
HUTCHINSON	120	1	20	99	1	30
HYDE	8	0	2	6	0	2
JACKSON	117	2	23	92	3	33
JERAULD	57	0	7	50	0	7
JONES	72	0	8	64	0	9
KINGSBURY	135	2	12	121	2	16
LAKE	200	1	21	178	1	28
LAWRENCE	704	4	147	553	4	195
LINCOLN	1,274	2	269	1,003	2	351
LYMAN	198	3	26	169	4	38
MARSHALL	73	1	6	66	2	6
MC COOK	180	1	17	162	1	24
MC PHERSON	60	0	8	52	0	14
MEADE	483	2	91	390	2	117
MELLETTTE	6	0	3	3	0	4
MINER	105	2	10	93	2	10
MINNEHAHA	6,585	15	1,105	5,465	17	1,424
MOODY	248	1	27	220	1	32
OGLALA LAKOTA	41	0	19	22	0	30
PENNINGTON	2,583	9	668	1,906	10	936
PERKINS	55	0	7	48	0	8
POTTER	37	0	4	33	0	4
ROBERTS	213	1	37	175	1	59
SANBORN	80	2	12	66	5	18
SPINK	256	0	33	223	0	48
STANLEY	102	1	8	93	1	9
SULLY	34	0	2	32	0	3
TODD	4	0	0	4	0	0
TRIPP	137	1	18	118	1	24
TURNER	137	0	25	112	0	33
UNION	280	0	50	230	0	66
WALWORTH	61	1	7	53	1	7
YANKTON	383	2	79	302	2	102
ZIEBACH	13	0	1	12	0	1
Total:	20,391	88	3,650	16,653	102	4,872

**TABLE 3-8A
ALCOHOL INVOLVED MOTOR VEHICLE TRAFFIC CRASHES BY SD COUNTIES
2019**

<u>County</u>	<u>Total Crashes</u>	<u>Fatal Crashes</u>	<u>Injury Crashes</u>	<u>PDO Crashes</u>	<u>Fatalities</u>	<u>Injuries</u>
AURORA	6	1	4	1	1	9
BEADLE	9	2	3	4	3	4
BENNETT	5	0	3	2	0	3
BON HOMME	6	1	2	3	1	3
BROOKINGS	19	0	3	16	0	7
BROWN	41	1	11	29	1	14
BRULE	8	0	7	1	0	8
BUFFALO	2	1	1	0	1	3
BUTTE	9	1	4	4	1	7
CAMPBELL	0	0	0	0	0	0
CHARLES MIX	12	1	7	4	1	11
CLARK	1	0	1	0	0	2
CLAY	12	0	6	6	0	7
CODINGTON	43	1	12	30	1	13
CORSON	0	0	0	0	0	0
CUSTER	15	0	9	6	0	15
DAVISON	20	2	3	15	2	5
DAY	6	0	3	3	0	5
DEUEL	4	0	2	2	0	2
DEWEY	1	0	1	0	0	1
DOUGLAS	2	0	1	1	0	3
EDMUNDS	1	0	1	0	0	2
FALL RIVER	9	2	2	5	2	4
FAULK	1	0	1	0	0	1
GRANT	4	0	3	1	0	3
GREGORY	3	0	3	0	0	3
HAAKON	0	0	0	0	0	0
HAMLIN	7	0	6	1	0	6
HAND	2	0	2	0	0	2
HANSON	1	0	0	1	0	0
HARDING	2	0	1	1	0	1
HUGHES	10	0	7	3	0	9
HUTCHINSON	7	0	4	3	0	4
HYDE	1	0	0	1	0	0
JACKSON	5	0	4	1	0	4
JERAULD	1	0	1	0	0	1
JONES	1	0	0	1	0	0
KINGSBURY	0	0	0	0	0	0
LAKE	4	0	1	3	0	2
LAWRENCE	35	1	19	15	1	27
LINCOLN	76	0	30	46	0	38
LYMAN	6	1	1	4	1	3
MARSHALL	5	0	2	3	0	2
MCCOOK	2	0	1	1	0	1
MCPHERSON	1	0	1	0	0	2
MEADE	27	1	10	16	1	11
MELLETTE	0	0	0	0	0	0
MINER	1	0	1	0	0	1
MINNEHAHA	366	3	111	252	3	146
MOODY	9	0	3	6	0	3
OGLALA LAKOTA	12	0	11	1	0	17
PENNINGTON	163	4	70	89	4	91
PERKINS	4	0	1	3	0	1
POTTER	2	0	1	1	0	1
ROBERTS	8	1	7	0	1	13
SANBORN	2	0	2	0	0	2
SPINK	11	0	3	8	0	5
STANLEY	3	0	0	3	0	0
SULLY	0	0	0	0	0	0
TODD	0	0	0	0	0	0
TRIPP	3	1	0	2	1	0
TURNER	9	0	6	3	0	7
UNION	8	0	5	3	0	5
WALWORTH	3	1	0	2	1	0
YANKTON	21	1	10	10	1	12
ZIEBACH	0	0	0	0	0	0
Total:	1,057	27	414	616	28	552

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 eleven counties (see TABLE 3-9). Each of these counties reported over two percent of all rural fatal and injury crashes. These eleven counties accounted for 53.8 percent of rural fatal and injury crashes and 73.9 percent of all fatal and injury crashes in South Dakota. Pennington County has 10 percent of all rural fatal and injury crashes with Minnehaha County accounting for 9.1 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.

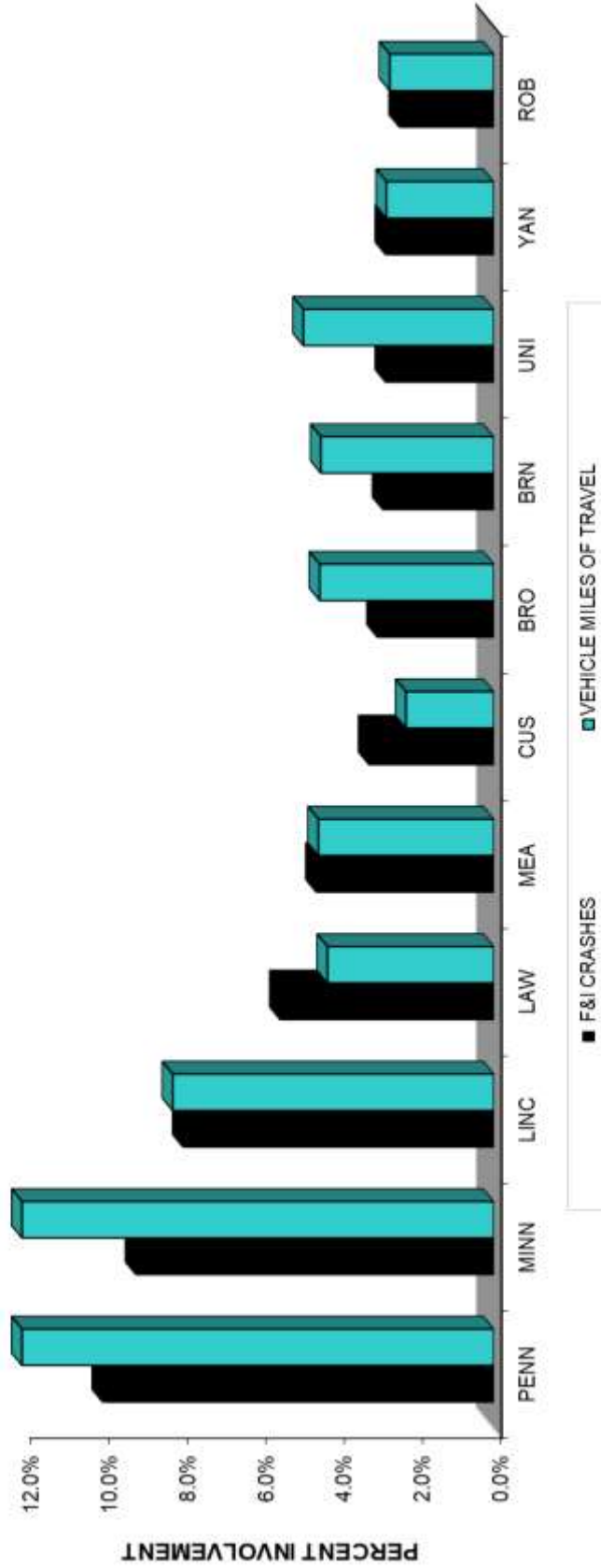
**TABLE 3-9
COUNTIES HAVING MORE THAN TWO PERCENT OF THE
RURAL FATAL & INJURY CRASHES
2019**

<u>County</u>	<u>Rural Fatal & Injury Crashes</u>	<u>Percent of All Rural Fatal & Injury Crashes</u>	<u>Percent of Rural VMTS</u>
PENNINGTON	141	10.0%	5.9%
MINNEHAHA	129	9.1%	7.3%
LINCOLN	112	7.9%	4.6%
LAWRENCE	77	5.4%	2.8%
MEADE	64	4.5%	2.7%
CUSTER	45	3.2%	2.2%
BROOKINGS	42	3.0%	3.0%
BROWN	40	2.8%	2.7%
UNION	39	2.8%	3.9%
YANKTON	39	2.8%	1.8%
ROBERTS	34	2.4%	2.6%

Note: Total Rural Fatal and Injury Crashes: 1,417
S.D. Vehicle Miles of Travel Report (2019 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 - 2019



City Summary

Reported traffic crashes within South Dakota cities (population of 2,500 and more) are presented in TABLE 3-10. These cities reported 59.5 percent of the statewide injury crashes and 21.6 percent of the fatal crashes. The two largest cities (Sioux Falls, Rapid City) accounted for 73.7 percent of fatal and injury crashes occurring in cities and 72.8 percent of the property damage only crashes.

**TABLE 3-10
TRAFFIC CRASHES SOUTH DAKOTA CITIES
POPULATION 2500 AND OVER
2019**

<u>City</u>	<u>Total Crashes</u>	<u>Fatal Crashes</u>	<u>Injury Crashes</u>	<u>PDO Crashes</u>	<u>Fatalities</u>	<u>Injuries</u>
Aberdeen	457	1	77	379	1	100
Belle Fourche	77	0	12	65	0	17
Box Elder	89	0	18	71	0	24
Brandon	82	1	17	64	1	20
Brookings	241	0	48	193	0	54
Canton	14	0	0	14	0	0
Dell Rapids	48	0	5	43	0	7
Harrisburg	17	0	4	13	0	8
Hartford	20	0	1	19	0	1
Hot Springs	10	0	4	6	0	6
Huron	96	1	44	51	2	59
Lead	34	0	5	29	0	5
Madison	58	1	10	47	1	11
Milbank	3	0	0	3	0	0
Mitchell	276	0	39	237	0	49
Mobridge	16	0	5	11	0	5
N. Sioux City	37	0	6	31	0	7
Pierre	133	0	29	104	0	37
Rapid City	1,780	4	503	1,273	4	696
Redfield	53	0	9	44	0	11
Sioux Falls	6,132	6	1,102	5,024	6	1,400
Sisseton	42	0	3	39	0	4
Spearfish	256	1	56	199	1	74
Sturgis	81	1	22	58	1	27
Tea	21	0	5	16	0	6
Vermillion	90	1	17	72	1	18
Watertown	464	2	86	376	2	105
Winner	12	0	5	7	0	5
Yankton	205	0	41	164	0	50
City Totals	10,844	19	2,173	8,652	20	2,806
Statewide Totals	20,391	88	3,650	16,653	102	4,872

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 24.0 percent of all reported property damage only crashes and 19.2 percent of all fatal and injury crashes. Dry roads were reported in 66.4 percent of all fatal and injury crashes.

**TABLE 3-11
ROADWAY SURFACE CONDITIONS
2019**

	Total Crashes		Fatal Crashes		Injury Crashes		PDO Crashes	
	No.	%	No.	%	No.	%	No.	%
Dry	13,019	63.8	67	76.1	2,414	66.1	10,538	63.3
Wet	2,334	11.4	7	8.0	457	12.5	1,870	11.2
Snow	2,591	12.7	3	3.4	353	9.7	2,235	13.4
Slush	353	1.7	0	0.0	46	1.3	307	1.8
Ice	1,691	8.3	6	6.8	301	8.2	1,384	8.3
Frost	84	0.4	0	0.0	10	0.3	74	0.4
Water	17	0.1	0	0.0	2	0.1	15	0.1
Sand, mud, dirt, gravel	164	0.8	4	4.5	53	1.5	107	0.6
Oil	6	0.0	0	0.0	4	0.1	2	0.0
Other / Not applicable	11	0.1	1	1.1	1	0.0	9	0.1
Unknown / Not reported	121	0.6	0	0.0	9	0.2	112	0.7
Total	20,391	100	88	100	3,650	100	16,653	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 2:00-4:59 p.m. Twenty or 22.7 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 963 (26.4%) of the injury crashes occurred. The peak three hour period for property damage only crashes was 4:00-6:59 p.m. with 3,564 (21.4%) of the property damage only crashes occurred (see TABLE 3-12).

Fourteen or 15.9 percent of the fatal crashes occurred in October and 402 (11.0%) of the injury crashes occurred during the month of August in 2019. The month of November shows 2,307 property damage only crashes which represents 13.9 percent of the property damage only crashes for 2019 (see TABLE 3-13).

The day of the week Friday accounts for 3,545 of the total crashes or 17.4 percent with 639 (17.5%) of injury crashes and 2,889 (17.3%) of property damage only crashes. Nineteen or 21.6 percent of the fatal crashes occurred on Saturday for 2019 (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
2019**

<u>Time</u>	<u>Total Crashes</u>	<u>Fatal Crashes</u>	<u>Injury Crashes</u>	<u>PDO Crashes</u>	<u>Fatalities</u>	<u>Injuries</u>
Midnight	271	2	44	225	2	48
1:00 AM	218	3	42	173	4	51
2:00 AM	229	1	54	174	1	66
3:00 AM	195	2	37	156	2	41
4:00 AM	198	2	26	170	3	39
5:00 AM	460	2	55	403	2	73
6:00 AM	806	4	74	728	4	89
7:00 AM	1,600	1	251	1,348	1	324
8:00 AM	993	8	175	810	11	225
9:00 AM	790	1	155	634	2	198
10:00 AM	781	2	178	601	2	242
11:00 AM	894	2	189	703	2	245
12:00 PM	1,093	5	231	857	8	314
1:00 PM	973	4	233	736	4	316
2:00 PM	1,033	8	217	808	8	326
3:00 PM	1,355	5	311	1,039	5	412
4:00 PM	1,421	7	332	1,082	8	459
5:00 PM	1,748	6	320	1,422	6	433
6:00 PM	1,250	4	186	1,060	4	267
7:00 PM	999	6	150	843	8	193
8:00 PM	922	4	118	800	4	139
9:00 PM	1,030	6	106	918	7	160
10:00 PM	694	1	101	592	2	127
11:00 PM	386	2	64	320	2	84
Unknown	52	0	1	51	0	1
Total	20,391	88	3,650	16,653	102	4,872

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

**TABLE 3-13
CRASHES BY MONTH
2019**

<u>Month</u>	<u>Total Crashes</u>	<u>Fatal Crashes</u>	<u>Injury Crashes</u>	<u>PDO Crashes</u>	<u>Fatalities</u>	<u>Injuries</u>
JANUARY	1,580	4	235	1,341	4	307
FEBRUARY	1,875	3	294	1,578	3	386
MARCH	1,663	5	299	1,359	7	393
APRIL	1,142	6	246	890	6	335
MAY	1,507	4	268	1,235	5	358
JUNE	1,630	9	323	1,298	9	434
JULY	1,451	9	324	1,118	9	436
AUGUST	1,508	8	402	1,098	10	538
SEPTEMBER	1,533	11	321	1,201	13	411
OCTOBER	1,992	14	299	1,679	16	394
NOVEMBER	2,639	10	322	2,307	14	462
DECEMBER	1,871	5	317	1,549	6	418
Total	20,391	88	3,650	16,653	102	4,872

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

**TABLE 3-14
CRASHES BY DAY OF WEEK
2019**

<u>Day</u>	<u>Total Crashes</u>	<u>Fatal Crashes</u>	<u>Injury Crashes</u>	<u>PDO Crashes</u>	<u>Fatalities</u>	<u>Injuries</u>
SUNDAY	2,196	10	379	1,807	12	521
MONDAY	2,954	5	541	2,408	6	733
TUESDAY	3,052	17	526	2,509	19	707
WEDNESDAY	3,050	7	540	2,503	7	704
THURSDAY	2,956	13	532	2,411	14	691
FRIDAY	3,545	17	639	2,889	21	850
SATURDAY	2,638	19	493	2,126	23	666
Total	20,391	88	3,650	16,653	102	4,872

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

FIGURE 3-6 CRASHES BY TIME OF DAY 2019

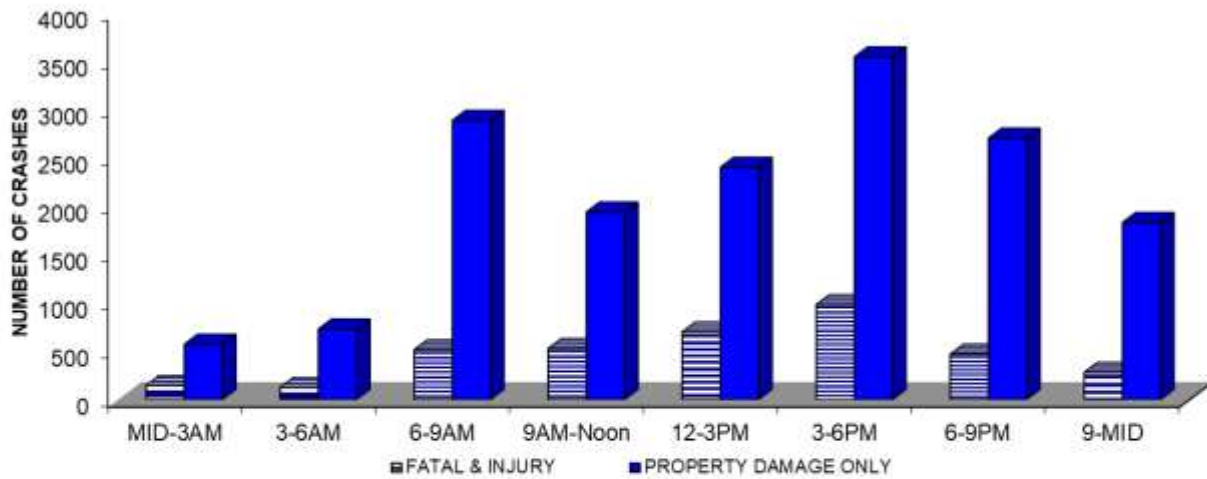


FIGURE 3-7 CRASHES BY MONTH 2019



FIGURE 3-8 CRASHES BY DAY OF WEEK 2019



Drivers

In the 20,391 reported motor vehicle crashes there were 30,555 motor vehicle drivers involved, including 131 drivers in fatal crashes and 6,170 drivers in injury crashes. Of these drivers 69 were killed, which is 67.6 percent of all persons killed in motor vehicle crashes and 75.9 percent or 3,700 of the 4,872 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, 24.6 percent of the drivers were under 25 years of age and 44.1 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 21.4 percent of the drivers involved in fatal crashes and 24.4 percent of the drivers in injury crashes. Drivers under the age of 35 make up 48.1 percent of the drivers in fatal crashes and 44.9 percent of the drivers in injury crashes. Forty-eight or 36.6 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
2019**

<u>Age</u>	Drivers In All Crashes		Drivers In Fatal Crashes		Drivers In Injury Crashes		Drivers In PDO Crashes	
	No.	%	No.	%	No.	%	No.	%
0 - 5	2	0.0	0	0.0	0	0.0	2	0.0
6 - 13	15	0.0	0	0.0	6	0.1	9	0.0
14 - 15	812	2.7	5	3.8	184	3.0	623	2.6
16 - 17	1,538	5.0	4	3.1	313	5.1	1,221	5.0
18	848	2.8	3	2.3	179	2.9	666	2.7
19	775	2.5	2	1.5	159	2.6	614	2.5
20	752	2.5	1	0.8	140	2.3	611	2.5
21 - 24	2,787	9.1	13	9.9	527	8.5	2,247	9.3
25 - 34	5,950	19.5	35	26.7	1,260	20.4	4,655	19.2
35 - 44	4,793	15.7	16	12.2	959	15.5	3,818	15.7
45 - 54	3,771	12.3	13	9.9	784	12.7	2,974	12.3
55 - 64	3,968	13.0	21	16.0	814	13.2	3,133	12.9
65 - Over	3,729	12.2	18	13.7	757	12.3	2,954	12.2
Unknown	815	2.7	0	0.0	88	1.4	727	3.0
Total	30,555	100	131	100	6,170	100	24,254	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 1,046 drinking drivers in all crashes which is 3.4 percent of all drivers in crashes. Twenty-seven or 20.6 percent of drivers in fatal crashes had been drinking while 395 or 6.4 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 18.5 percent of the drinking drivers in fatal crashes and 21.5 percent of the drinking drivers in injury crashes. Those drivers under 35 years of age accounted for 51.9 percent of the drinking drivers in fatal crashes and 54.8 percent of the drinking drivers in all crashes.

**TABLE 3-16
AGE OF DRINKING DRIVERS IN CRASHES
2019**

Age	Drivers In All Crashes		Drivers In Fatal Crashes		Drivers In Injury Crashes		Drivers In PDO Crashes	
	No.	%	No.	%	No.	%	No.	%
6 – 13	0	0.0	0	0.0	0	0.0	0	0.0
14 - 15	8	0.8	0	0.0	4	1.0	4	0.6
16 - 17	24	2.3	0	0.0	6	1.5	18	2.9
18	21	2.0	0	0.0	5	1.3	16	2.6
19	26	2.5	0	0.0	9	2.3	17	2.7
20	21	2.0	0	0.0	6	1.5	15	2.4
21 - 24	155	14.8	5	18.5	55	13.9	95	15.2
25 - 34	318	30.4	9	33.3	117	29.6	192	30.8
35 - 44	190	18.2	4	14.8	78	19.7	108	17.3
45 - 54	131	12.5	3	11.1	51	12.9	77	12.3
55 - 64	112	10.7	4	14.8	50	12.7	58	9.3
65 - Over	40	3.8	2	7.4	14	3.5	24	3.8
Unknown	0	0.0	0	0.0	0	0.0	0	0.0
Total	1,046	100	27	100	395	100	624	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 14.9 percent of the total licensed drivers, 21.3 percent of the drinking drivers in fatal and injury crashes and 38 percent of the speeding drivers in fatal and injury crashes. Drivers under 35 years of age constitute 30.7 percent of all licensed drivers, with 51.2 percent of the drinking drivers and 62.7 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
2019**

Age	Licensed Drivers		Drivers In Fatal & Injury Crashes		Drinking Drivers In Fatal & Injury Crashes		Speeding Drivers In Fatal & Injury Crashes	
	No.	%	No.	%	No.	%	No.	%
0 - 13		0.0	6	0.1	0	0.0	0	0.0
14 - 15		1.9	189	3.0	4	0.9	24	5.2
16 - 17		2.7	317	5.0	6	1.4	34	7.3
18		1.4	182	2.9	5	1.2	25	5.4
19		1.5	161	2.6	9	2.1	21	4.5
20		1.5	141	2.2	6	1.4	19	4.1
21 - 24		6.0	540	8.6	60	14.2	54	11.6
25 - 34		15.9	1,295	20.6	126	29.9	115	24.7
35 - 44		15.3	975	15.5	82	19.4	65	13.9
45 - 54		13.6	797	12.6	54	12.8	33	7.1
55 - 64		17.5	835	13.3	54	12.8	38	8.2
65 - Over		22.9	775	12.3	16	3.8	38	8.2
Unknown		0.0	88	1.4	0	0.0	0	0.0
TOTAL		100	6,301	100	422	100	466	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 2019
Fatal and Injury Crash Involved Drivers

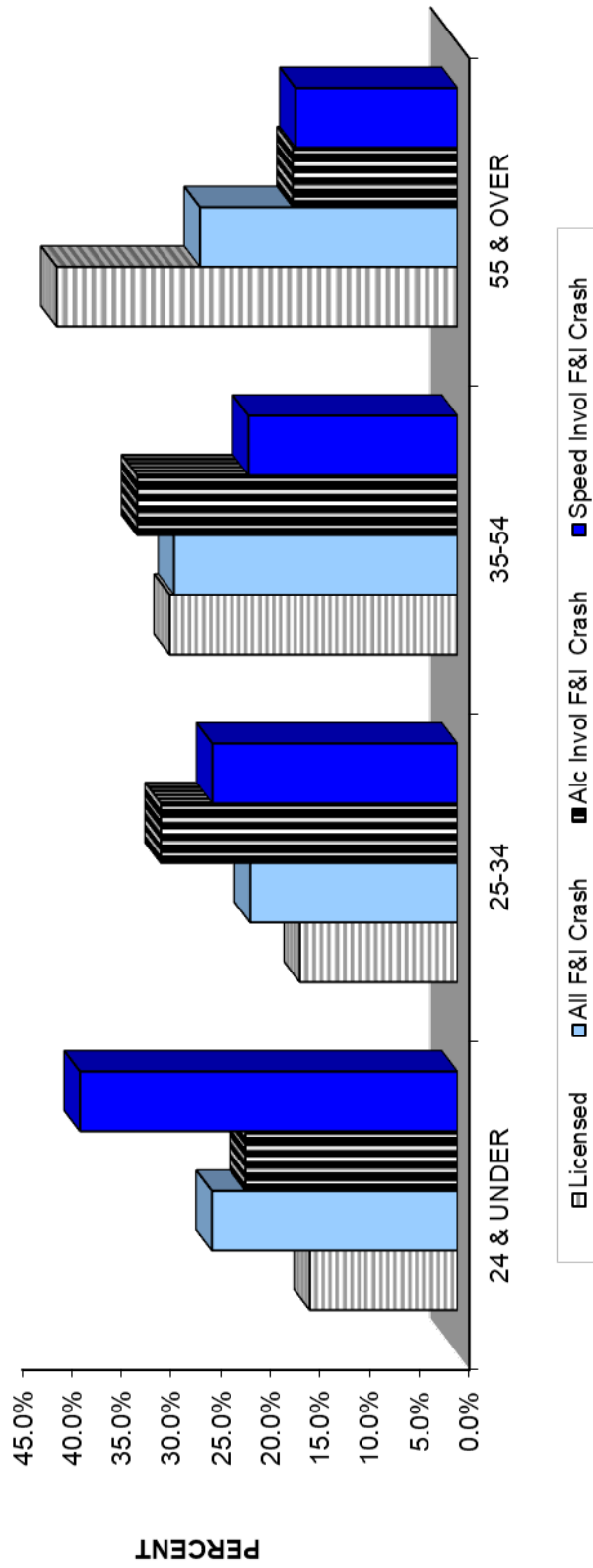
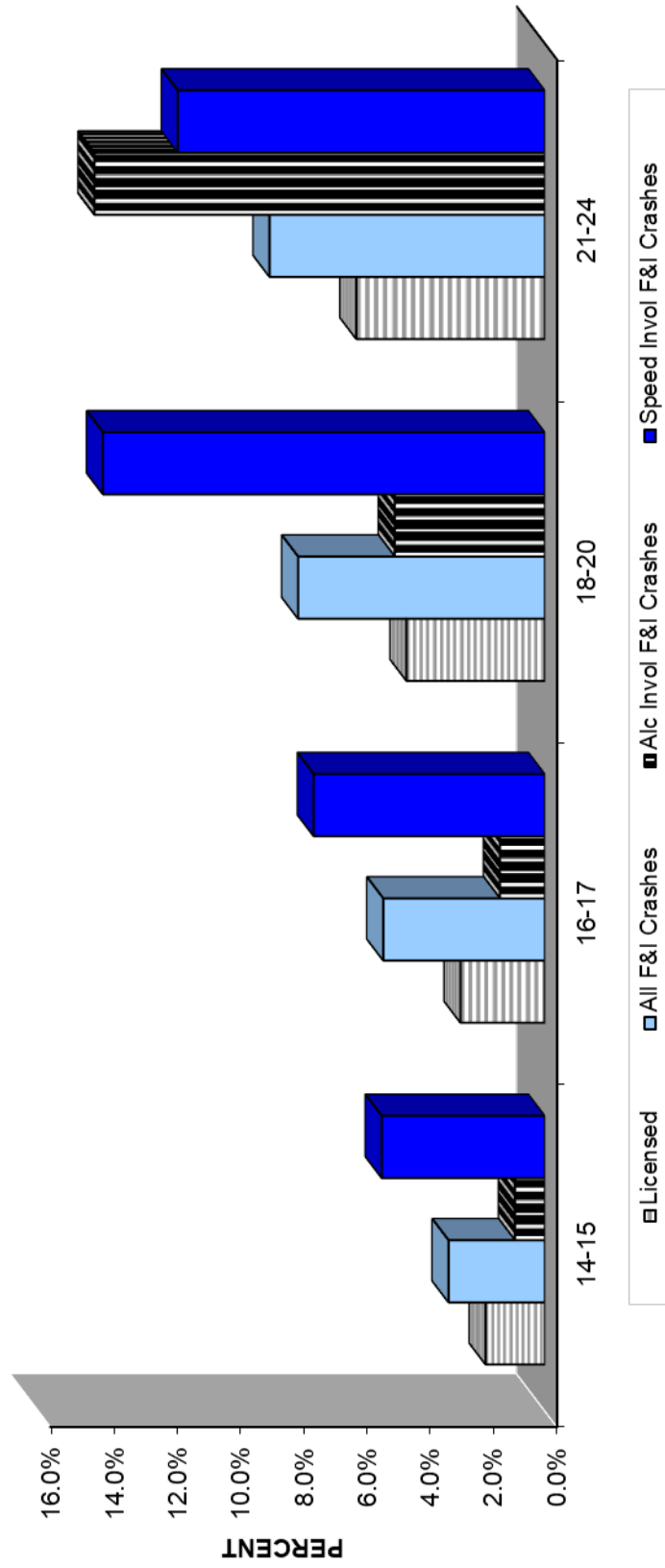


FIGURE 3-10 YOUNG DRIVERS 2019
Fatal & Injury Crash Involved Drivers



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 animal in roadway, and it was reported as a factor in 24.6 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. Running Off Road and Exceeded Speed Limit were leading driver contributing circumstances in fatal crashes during 2019. Seventeen or 13.0 percent of the drivers in fatal crashes reported Running Off Road as a contributing factor in the crash. While 16 or 12.2 percent reported Exceeded Speed Limit as a contributing factor. Failing to Yield to Another Vehicle was the leading contributing circumstance in injury crashes. Following Too Close, Driving too Fast for Conditions and Running off Road were other leading driver contributing circumstances in injury crashes (see TABLE 3-18).

**TABLE 3-18
MOTOR VEHICLE DRIVER CONTRIBUTING CIRCUMSTANCES
2019**

	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	847	2.8	9	6.9	304	4.9	534	2.2
Distracted*	927	3.0	3	2.3	260	4.2	664	2.7
Drinking	593	1.9	9	6.9	231	3.7	353	1.5
Driving Too Fast for Condition	2,257	7.4	8	6.1	443	7.2	1,806	7.4
Exceeded Speed Limit	279	0.9	16	12.2	142	2.3	121	0.5
Fail to Yield to Vehicle	3,095	10.1	11	8.4	834	13.5	2,250	9.3
Failure to Keep in Proper Lane	948	3.1	15	11.5	211	3.4	722	3.0
Fatigued/Fell Asleep	218	0.7	1	0.8	90	1.5	127	0.5
Following Too Closely	2,193	7.2	0	0.0	517	8.4	1,676	6.9
Improper Backing	615	2.0	0	0.0	24	0.4	591	2.4
Improper Passing	140	0.5	2	1.5	35	0.6	103	0.4
Improper Turn	526	1.7	2	1.5	80	1.3	444	1.8
Not Stated***	4,784	15.7	0	0.0	7	0.1	4,777	19.7
Other**	1,486	4.9	13	9.9	353	5.7	1,120	4.6
Over-correcting/Over-steering	324	1.1	4	3.1	117	1.9	203	0.8
Running Off Road	1,004	3.3	17	13.0	331	5.4	656	2.7
Swerving or Avoiding due to: <i>wind, slippery surface, vehicle, object, non-motorist, etc.</i>	398	1.3	0	0.0	104	1.7	294	1.2
Unknown	1,851	6.1	10	7.6	258	4.2	1,583	6.5
Wrong Side of Road	110	0.4	8	6.1	35	0.6	67	0.3
Total Drivers	30,555		131		6,170		24,254	

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

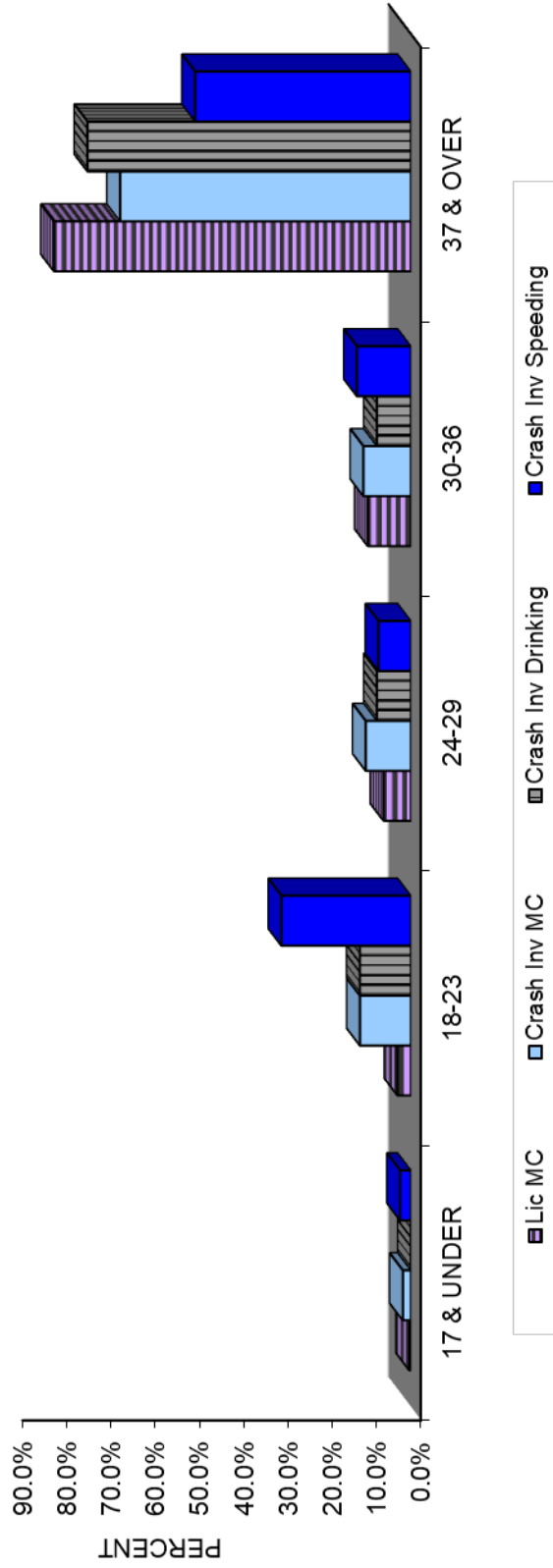
Motorcycle crashes constitute 1.8 percent of all crashes, 15.9 percent of all fatal crashes, and 7.4 percent of all injury crashes. There were 16 people killed and 304 injured on motorcycles in the 359 reported motorcycle crashes during 2019 (see TABLE 2-7). The young motorcycle driver is over represented in crashes when compared to their portion of licensed motorcycle operators. The licensed drivers under 20 years of age represent 0.8 percent of the licensed motorcycle drivers, 5.2 percent of drivers involved in motorcycle crashes, and 4.9 percent of the speeding drivers involved in motorcycle crashes (see TABLE 3-19 and FIGURE 3-11).

**TABLE 3-19
MOTORCYCLISTS BY AGE GROUP
2019**

Age Group	Licensed Motorcyclists		Motorcycle Drivers In Crashes		Drinking Motorcycle Drivers In Crashes		Speeding Motorcycle Drivers In Crashes	
	No.	%	No.	%	No.	%	No.	%
0 - 13	0	0.0	2	0.5	0	0.0	0	0.0
14 - 15	43	0.0	2	0.5	0	0.0	0	0.0
16 - 17	225	0.2	3	0.8	0	0.0	1	2.4
18 - 19	479	0.5	13	3.4	1	3.8	1	2.4
20 - 21	815	0.9	15	3.9	2	7.7	6	14.6
22 - 23	1,125	1.2	16	4.1	0	0.0	5	12.2
24 - 25	1,445	1.6	22	5.7	1	3.8	2	4.9
26 - 27	1,725	1.9	10	2.6	1	3.8	1	2.4
28 - 29	2,055	2.3	7	1.8	0	0.0	0	0.0
30 - 31	2,226	2.4	7	1.8	1	3.8	2	4.9
32 - 36	6,323	6.9	34	8.8	1	3.8	3	7.3
37 - 41	6,978	7.6	34	8.8	6	23.1	1	2.4
42 - 51	15,418	16.9	60	15.5	4	15.4	6	14.6
52 - Over	52,475	57.5	157	40.5	9	34.6	13	31.7
Unknown	0	0.0	6	1.5	0	0.0	0	0.0
Total	91,332	100	388	100	26	100	41	100

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

FIGURE 3-11 MOTORCYCLISTS 2019
Crash Involved Motorcycle & Moped Drivers



Helmets were used by 136 or 38.9 percent of the motorcycle drivers in crashes while 214 or 61.1 percent did not wear a helmet (see TABLE 3-20). Fourteen motorcycle drivers were killed in 2019. Six drivers wore helmet and eye protection, four wore eye protection only, two were reported as other/unknown and two drivers reported no safety equipment used.

**TABLE 3-20
HELMET USE BY MOTORCYCLE DRIVERS IN CRASHES
2019**

<u>Age</u>	<u>Helmet Used</u>		<u>Helmet Not Used</u>	
	<u>No.</u>	<u>%</u>	<u>No.</u>	<u>%</u>
6 - 13	2	100.0	0	0.0
14 - 15	0	0.0	2	100.0
16 - 17	2	66.7	1	33.3
18 - 20	13	59.1	9	40.9
21 - 24	14	50.0	14	50.0
25 - 34	20	44.4	25	55.6
35 - 44	15	23.8	48	76.2
45 - Over	70	37.8	115	62.2
Unknown	0	0.0	0	0.0
Total	136	38.9	214	61.1

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 8 pedestrian killed and 132 injured in motor vehicle crashes during 2019 (see TABLE 3-21). The youngest pedestrian killed was seven years old, while the oldest was eighty-eight years old. Of the injured pedestrians, 12.9 percent were between the ages of 5-13. Cities accounted for 87.1 percent of the pedestrian injuries and 75 percent of the pedestrian fatalities (see TABLE 3-23). Of the eight pedestrians killed seven were male and one was female. And of the 132 pedestrians injured, 75 were male and 57 were female.

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

**TABLE 3-21
AGE OF PEDESTRIANS IN TRAFFIC CRASHES
2019**

<u>Age</u>	<u>Fatalities No.</u>	<u>%</u>	<u>Injuries No.</u>	<u>%</u>
0 - 4	0	0.0	4	3.0
5 - 13	1	12.5	17	12.9
14 - 19	0	0.0	12	9.1
20 - 24	1	12.5	13	9.8
25 - 34	2	25.0	25	18.9
35 - 44	2	25.0	19	14.4
45 - 54	0	0.0	13	9.8
55 - 64	0	0.0	12	9.1
65 - Over	2	25.0	17	12.9
Total	8	100	132	100

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

**TABLE 3-22
ALCOHOL INVOLVEMENT BY PEDESTRIANS
2019**

<u>Alcohol Involvement</u>	<u>Fatalities</u>		<u>Injuries</u>	
	<u>No.</u>	<u>%</u>	<u>No.</u>	<u>%</u>
Alcohol or Drugs	0	0.0	27	20.5
No Alcohol	8	100.0	105	79.5
Unknown	0	0.0	0	0.0
Total	8	100	132	100

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

**TABLE 3-23
RURAL vs. CITY PEDESTRIAN CRASHES
2019**

	<u>Fatalities</u>		<u>Injuries</u>	
	<u>No.</u>	<u>%</u>	<u>No.</u>	<u>%</u>
Rural	2	25.0	17	12.9
City	6	75.0	115	87.1
Total	8	100	132	100

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

Bicycles

During 2019 there was one bicyclist killed (see TABLE 2-9). There were 74 bicycle drivers injured in reported motor vehicle crashes during 2019 (see TABLE 3-24). The leading factor in bicycle-involved crashes was improper crossing which was reported for 21.2 percent of the injured bicycle drivers. Forty-five of the injured bicycle drivers in crashes had no contributing circumstances. The yearly 1999-2019 trend of bicycle fatalities and injuries is provided in TABLE 2-9.

**TABLE 3-24
AGE OF BICYCLE DRIVERS IN TRAFFIC CRASHES
2019**

<u>Age</u>	<u>Fatalities Number</u>	<u>Injuries Number</u>	<u>%</u>
0 - 4	0	0	0.0
5 - 13	0	25	33.8
14 - 19	0	8	10.8
20 - 24	0	7	9.5
25 - 34	0	11	14.9
35 - 44	0	10	13.5
45 - 54	0	7	9.5
55 - 64	0	3	4.1
65 - Over	1	3	4.1
Total	1	74	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, 2018, National Safety Council)