

2015  
South Dakota  
**Motor Vehicle  
Traffic Crash  
Summary**



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

Dennis Daugaard  
Governor





STATE OF SOUTH DAKOTA  
DENNIS DAUGAARD, GOVERNOR

Dear Fellow South Dakotans,

It is my honor to release the 2015 edition of the Annual South Dakota Crash Report, which is compiled by the Office of Highway Safety under the Department of Public Safety.

In each Crash Report, there are positive outcomes to share and evidence of challenges that South Dakotans face when it comes to motor vehicle safety.

The overall number of drivers in alcohol-involved fatal crashes is up slightly from last year's report. In 2015, South Dakota had 41 intoxicated drivers who were involved in fatal motor vehicle crashes, compared to 40 in 2014.

However, the good news is the number of drivers and passengers who died while not wearing seatbelts in 2015 is down seven percent from 2014. While that number is still too high, we are happy to see a reverse in the trend.

Many of those killed in 2015 would likely still be alive today if they had been wearing a seatbelt. Think of the families who will live forever with the heartache caused by the death of their loved one. Think also of those first responders – law enforcement, firefighters, and medical personnel – who saw the aftermath when they arrived on the scene of a fatal crash. All of those repercussions were caused by the simple, but deadly, decision not to wear a seatbelt.

South Dakota officials will continue to promote buckling up and other safe driving essentials, and you and I can do our part by being good role models for young people by demonstrating good driving habits by wearing a seatbelt, not drinking and driving, slowing down, watching out for others, and to not getting distracted by phone calls or text messages while driving.

Whether you are just driving a few blocks in your community or traveling across this great state, be careful when you get behind the wheel. Please stay safe!

Sincerely,

Dennis Daugaard

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# I. INTRODUCTION

The Motor Vehicle Traffic Crash Summary is divided into two main sections, Historical Trends and 2015 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 2015 Traffic Crash Profile section details the crash picture for 2015 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](http://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:**

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[http://dps.sd.gov/enforcement/accident\\_records/Annual\\_Crash\\_Reports.aspx](http://dps.sd.gov/enforcement/accident_records/Annual_Crash_Reports.aspx)

**NOTE! Data Extracted on 05/20/2016. This report reflects a one day picture of CY2015 data collected, any data received after this date would not be included in this report.**

**SOUTH DAKOTA TRAFFIC STATISTICAL SUMMARY  
2014-2015**

	<u>2014</u>	<u>2015</u>
➤ NUMBER OF REPORTED MOTOR VEHICLE TRAFFIC CRASHES-----	<b>17,346</b>	<b>17,791</b>
➤ AMOUNT OF MOTOR VEHICLE TRAFFIC CRASH PROPERTY DAMAGE-----	<b>\$99 MILLION</b>	<b>\$104 MILLION</b>
➤ NUMBER OF MOTOR VEHICLE TRAFFIC CRASH INJURIES-----	<b>5,090</b>	<b>5,525</b>
➤ NUMBER OF MOTOR VEHICLE TRAFFIC CRASH FATALITIES-----	<b>136</b>	<b>133</b>
➤ FATALITY RATE PER 100,000,000 MILES OF TRAVEL -----	<b>1.49</b>	<b>1.43</b>
➤ PERCENT OF DRIVERS IN FATAL CRASHES WHO HAD BEEN DRINKING----	<b>22.2%</b>	<b>24.6%</b>
➤ NUMBER KILLED IN ALCOHOL-RELATED CRASHES -----	<b>47</b>	<b>48</b>
➤ NUMBER INJURED IN ALCOHOL-RELATED CRASHES-----	<b>583</b>	<b>721</b>
➤ NUMBER OF PEDESTRIANS KILLED	<b>9</b>	<b>5</b>
➤ NUMBER OF MOTORCYCLISTS KILLED-----	<b>17</b>	<b>31</b>
➤ NUMBER OF BICYCLISTS KILLED-----	<b>2</b>	<b>1</b>
➤ PERCENT OF LICENSED DRIVERS UNDER 25-----	<b>15.2%</b>	<b>15.0%</b>
➤ PERCENT OF CRASH-INVOLVED SPEEDING DRIVERS UNDER 25-----	<b>49.3%</b>	<b>47.6%</b>
➤ PERCENT OF CRASH-INVOLVED DRINKING DRIVERS UNDER 25 -----	<b>33.3%</b>	<b>30.1%</b>
➤ NUMBER OF OCCUPANTS KILLED IN MOTOR VEHICLES ----- (EXCLUDES MOPED, MOTORCYCLE, ATV & SNOWMOBILE OCCUPANTS)	<b>106</b>	<b>95</b>
➤ NUMBER OF OCCUPANTS KILLED IN MOTOR VEHICLES WHO WERE WEARING A SAFETY RESTRAINT ----- (EXCLUDES MOPED, MOTORCYCLE, ATV & SNOWMOBILE OCCUPANTS)	<b>30</b>	<b>28</b>
➤ NUMBER OF UNRESTRAINED OCCUPANTS UNDER 5 YEARS OF AGE IN MOTOR VEHICLE CRASHES WHO WERE KILLED-----	<b>0</b>	<b>0</b>
WHO WERE INJURED-----	<b>8</b>	<b>5</b>
(EXCLUDES MOPED, MOTORCYCLE, ATV & SNOWMOBILE OCCUPANTS)		
➤ NUMBER OF UNRESTRAINED OCCUPANTS UNDER 5 YEARS OF AGE WITH CHILD RESTRAINT NOT USED PROPERLY WHO WERE KILLED-----	<b>0</b>	<b>0</b>
WHO WERE INJURED -----	<b>3</b>	<b>2</b>
(EXCLUDES MOPED, MOTORCYCLE, ATV & SNOWMOBILE OCCUPANTS)		
➤ ECONOMIC LOSS FROM MOTOR VEHICLE TRAFFIC CRASHES -----	<b>\$402 MILLION</b>	<b>\$449 MILLION</b>

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 2005-2014 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  
2005-2014**

<u>State</u>	<u>2005</u>	<u>2006</u>	<u>2007</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>	<u>2011</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>
South Dakota	2.3	2.3	1.7	1.4	1.5	1.6	1.2	1.5	1.5	1.5
Iowa	1.4	1.4	1.4	1.3	1.2	1.2	1.2	1.2	1.0	1.0
Minnesota	1.0	0.9	0.9	0.8	0.7	0.7	0.7	0.7	0.7	0.6
Montana	2.3	2.3	2.4	2.1	2.0	1.7	1.8	1.7	1.9	1.6
Nebraska	1.4	1.4	1.3	1.1	1.0	0.9	0.9	1.1	1.1	1.2
North Dakota	1.6	1.4	1.4	1.3	1.7	1.3	1.6	1.7	1.5	1.3
Wyoming	1.9	2.1	1.6	1.7	1.4	1.7	1.5	1.3	0.9	1.6
National	1.5	1.4	1.3	1.3	1.2	1.1	1.1	1.2	1.1	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)

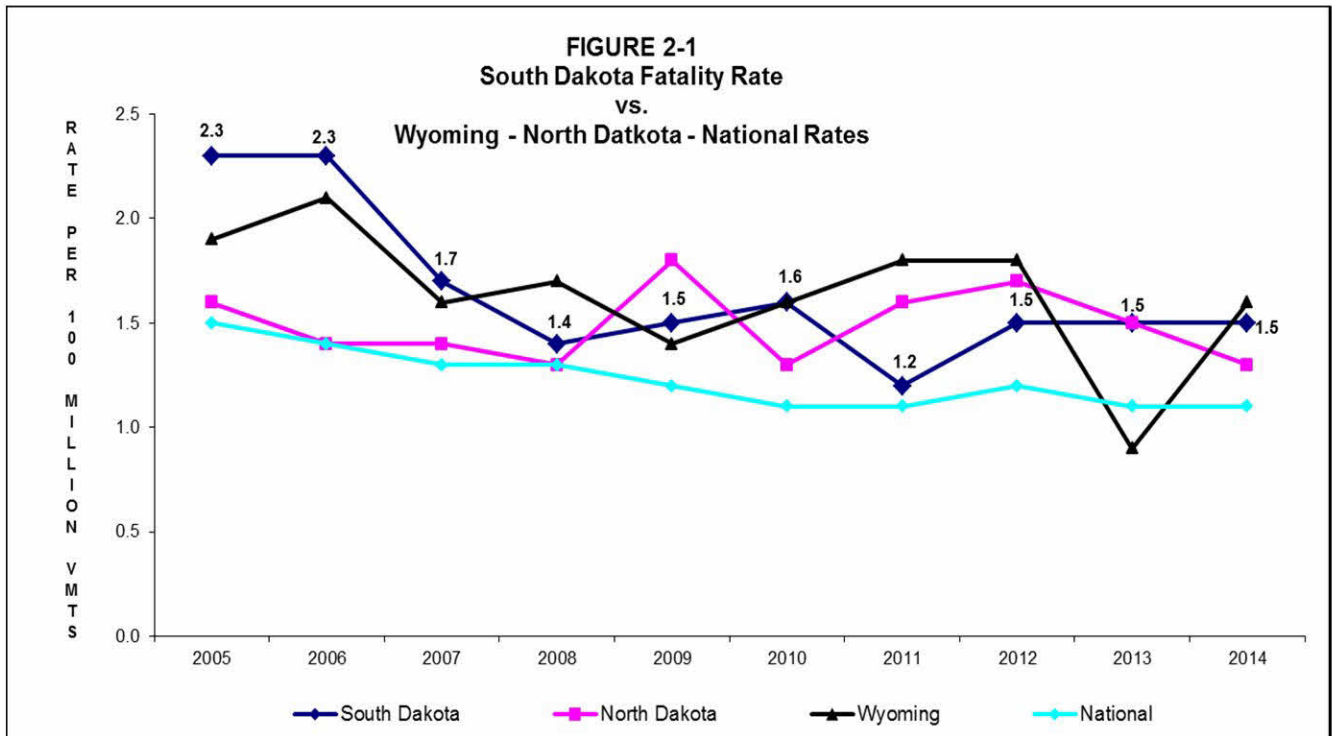




TABLE 2-2 provides a yearly comparison of South Dakota's motor vehicle traffic crashes from 1986 through 2015. Any comparison of motor vehicle crashes must be made with caution due to the changes in the definition of a reportable crash. For example, in the late 1970's the definition of a fatality caused 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 2015 death rate increased to 1.43, a 4% decrease from the 2014 death rate of 1.49. The 5,525 people injured in crashes are an 8.5% increase from the 5,090 in 2014 (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 <sup>1</sup>	Injuries	Total Crashes	Total Crashes Rate <sup>4</sup>	Fatal Crashes	Injury Crashes	PDO <sup>2</sup> Crashes	Miles <sup>3</sup> Traveled + (000,000)	Registered Motor Vehicles <sup>5</sup> + (000)
1986	134	2.15	6,008	13,714	219.85	118	4,105	9,491 <sup>2</sup>	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 <sup>2</sup>	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 <sup>3</sup>
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
<b>2015</b>	<b>133</b>	<b>1.43</b>	<b>5,525</b>	<b>17,791</b>	<b>190.99</b>	<b>115</b>	<b>3,995</b>	<b>13,681</b>	<b>9,315</b>	<b>1,128</b>

**FOOTNOTES**

<sup>1</sup>Number of deaths per 100 million vehicle miles traveled.

<sup>2</sup>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.



<sup>3</sup>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.

<sup>4</sup>Number of crashes per 100 million vehicle miles traveled.

<sup>5</sup>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 133 traffic fatalities during 2015, 48 or 36.1% were alcohol related (see Table 2-3). Alcohol statistics dating back to the 1970's show 2011 to have the lowest number of alcohol related fatalities for any one-year period (37). The highest number is 138 for the year of 1973.

**TABLE 2-3  
ALCOHOL INVOLVED CRASHES AS PERCENT OF ALL CRASHES  
2009-2015**

	<u>2009</u>	<u>2010</u>	<u>2011</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>	<u>2015</u>
Total Crashes	6.0% (1022)	5.7% (999)	5.7% (992)	6.1% (988)	5.9% (986)	5.8% (1002)	6.1% (1085)
Fatal Crashes	45.5% (51)	35.5% (44)	29.7% (30)	38.1% (45)	30.6% (37)	35.2% (44)	35.7% (41)
Injury Crashes	11.6% (474)	10.8% (448)	11.5% (457)	12.5% (486)	11.6% (454)	11.2% (426)	12.3% (492)
PDO Crashes	3.9% (497)	3.8% (507)	3.8% (505)	3.7% (457)	3.9% (495)	4.0% (532)	4.0% (552)
Fatalities	46.6% (61)	35.0% (49)	33.3% (37)	39.8% (53)	31.1% (42)	34.6% (47)	36.1% (48)
Injuries	12.1% (692)	11.1% (646)	11.8% (633)	13.3% (721)	11.7% (639)	11.5% (583)	13.0% (721)

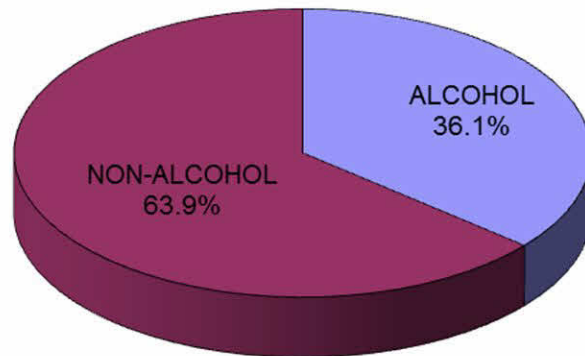
**NOTE:** Alcohol involvement for Fatal Crashes is based upon a positive BAC result and /or indication of alcohol use by at least one driver, pedestrian or bicycle driver as reported by the investigating officer. For Injury and Property Damage Crashes – It is based upon indication of alcohol use by at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

**TABLE 2-3A  
PERSONS KILLED IN ALCOHOL INVOLVED CRASHES BY AGE  
2009-2015**

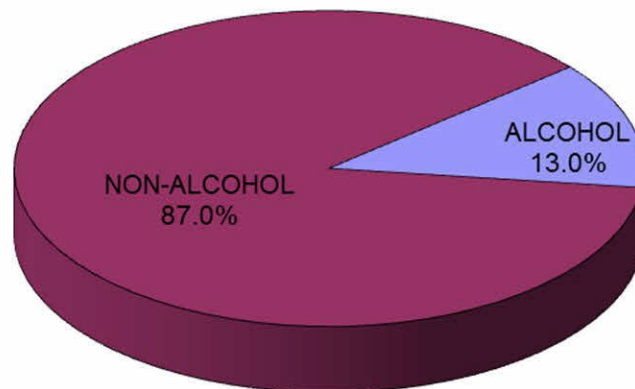
<u>AGE</u>	<u>2009</u>	<u>2010</u>	<u>2011</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>	<u>2015</u>
0 – 5	0	0	0	2	0	1	0
6 - 12	2	0	1	2	0	0	0
13 - 19	15	6	7	4	0	4	3
20	0	0	0	3	1	2	1
21 - 29	14	12	8	14	17	12	9
30 - 39	11	8	9	10	8	11	11
40 - 49	9	11	5	7	9	6	6
50 - 59	6	9	5	8	6	8	13
60 & OLDER	4	3	2	3	1	3	5
Unknown/Not Stated	0	0	0	0	0	0	0
<b>TOTAL</b>	<b>61</b>	<b>49</b>	<b>37</b>	<b>53</b>	<b>42</b>	<b>47</b>	<b>48</b>

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

**FIGURE 2-2 2015 CRASH FATALITIES**  
**Alcohol Related vs Non Alcohol Related**



**FIGURE 2-3 2015 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 increased by 13.4% while non-alcohol related fatal and injury crashes increased by 3.4% from the 2014 totals. **The number of DWI arrests decreased by 1.9% from 2014.**

**TABLE 2-4  
CRASH AND ARREST ACTIVITY  
2006- 2015**

	FATAL CRASHES		FATAL & INJURY CRASHES		DWI <sup>1</sup> ARRESTS	DWI <sup>1</sup> CONVICTIONS
	ALCOHOL RELATED	NONALCOHOL RELATED	ALCOHOL RELATED	NONALCOHOL RELATED		
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
2015	41	74	533	3,577	9,271	6,835

**Note:** [1] – Based on South Dakota Courts - The State of the Judiciary and Fiscal Year 2015 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.

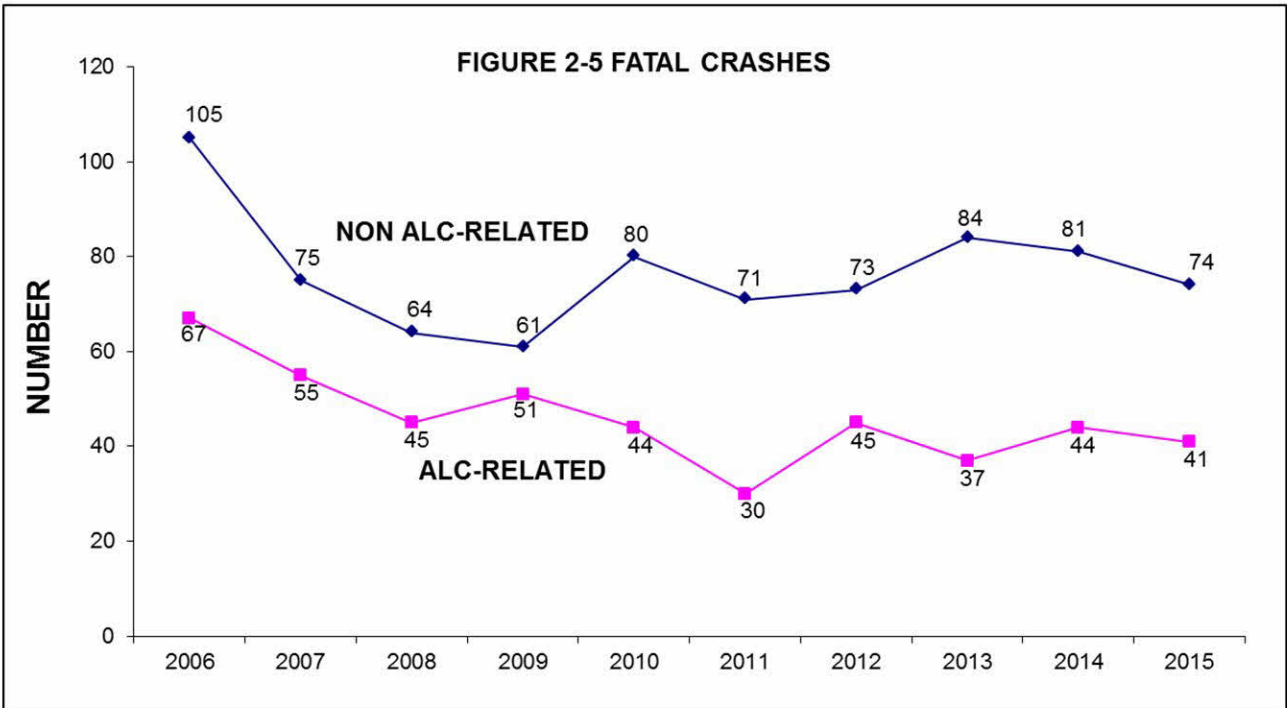
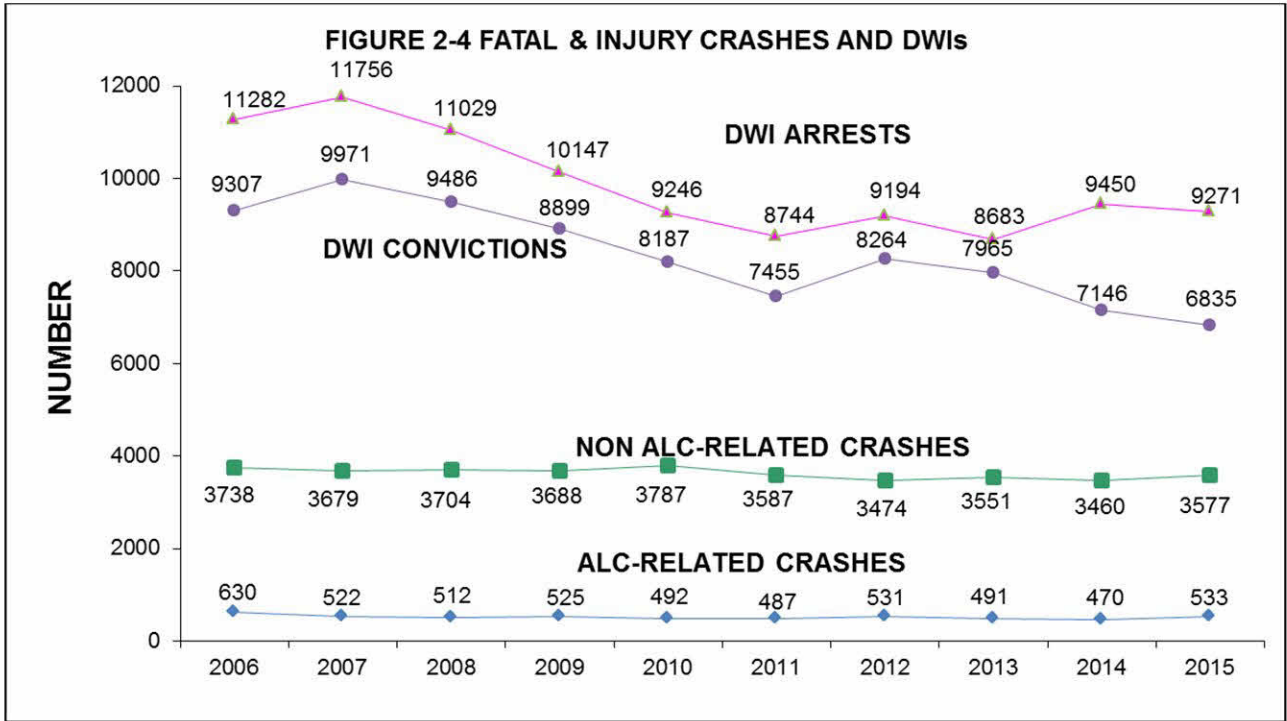
**FIGURE 2-4** presents the annual counts of DWI arrests, alcohol related fatal and injury crashes, and non-alcohol related fatal and injury crashes from 2006 through 2015.

**FIGURE 2-5** presents the alcohol related and non-alcohol related fatal crash experience for the years of 2006 through 2015.

There were 41 alcohol related fatal crashes during 2015, which compares to 44 in 2014. The previous three-year average was 42 for the years of 2012-2014.

There were 533 alcohol related fatal and injury crashes during 2015, which compares to 470 in 2014. The previous three-year average was 497 or a 7.2 percent increase in 2015. Non-alcohol related fatal and injury crashes in 2015 increased (3.4%) when compared to 2014 and increased 2.3 percent from the previous three-year average (2012-2014).

There were 9,271 DWI arrests in fiscal year 2015. This level has gone up 1.8% from the previous three-year average (2012-2014). There were 6,835 DWI convictions in fiscal year 2015. This level has gone down 12.3% from the previous 3-year average (2012-2014).



## 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. Sixty occupants were killed while not wearing any safety restraint, while twenty-eight occupants killed were wearing a lap belt, shoulder harness or both. (See TABLE 2-5)

Thirty-seven (38.9%) of the 95 killed occupants were either partially or totally ejected from the vehicle. (See TABLE 2-5B)

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

	<u>2010</u>	<u>2011</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>	<u>2015</u>
No Safety Equipment	67	52	65	61	72	60
Lap Belt Only	2	0	0	1	2	1
Shoulder Harness Only	0	0	0	0	0	1
Lap Belt & Shoulder Harness	26	22	28	33	28	26
Child Restraint Used Properly	0	0	1	0	0	0
Child Restraint Not Properly Used	0	0	0	0	0	0
Other, Not Stated or Unknown	6	13	8	8	4	7
<b>TOTAL</b>	<b>101</b>	<b>87</b>	<b>102</b>	<b>103</b>	<b>106</b>	<b>95</b>

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

	<u>2010</u>	<u>2011</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>	<u>2015</u>
No Safety Equipment	956	899	899	884	712	825
Lap Belt Only	46	45	39	39	35	52
Shoulder Harness Only	47	33	21	21	22	23
Lap Belt & Shoulder Harness	3,503	3,325	3,319	3,476	3,309	3,442
Child Restraint Used Properly	61	44	62	60	48	51
Child Restraint Not Properly Used	2	2	3	2	3	2
Other, Not Stated or Unknown	365	281	290	243	250	278
<b>TOTAL</b>	<b>4,980</b>	<b>4,629</b>	<b>4,633</b>	<b>4,725</b>	<b>4,379</b>	<b>4,673</b>

**NOTE:** Motor vehicle drivers and passengers are considered occupants.

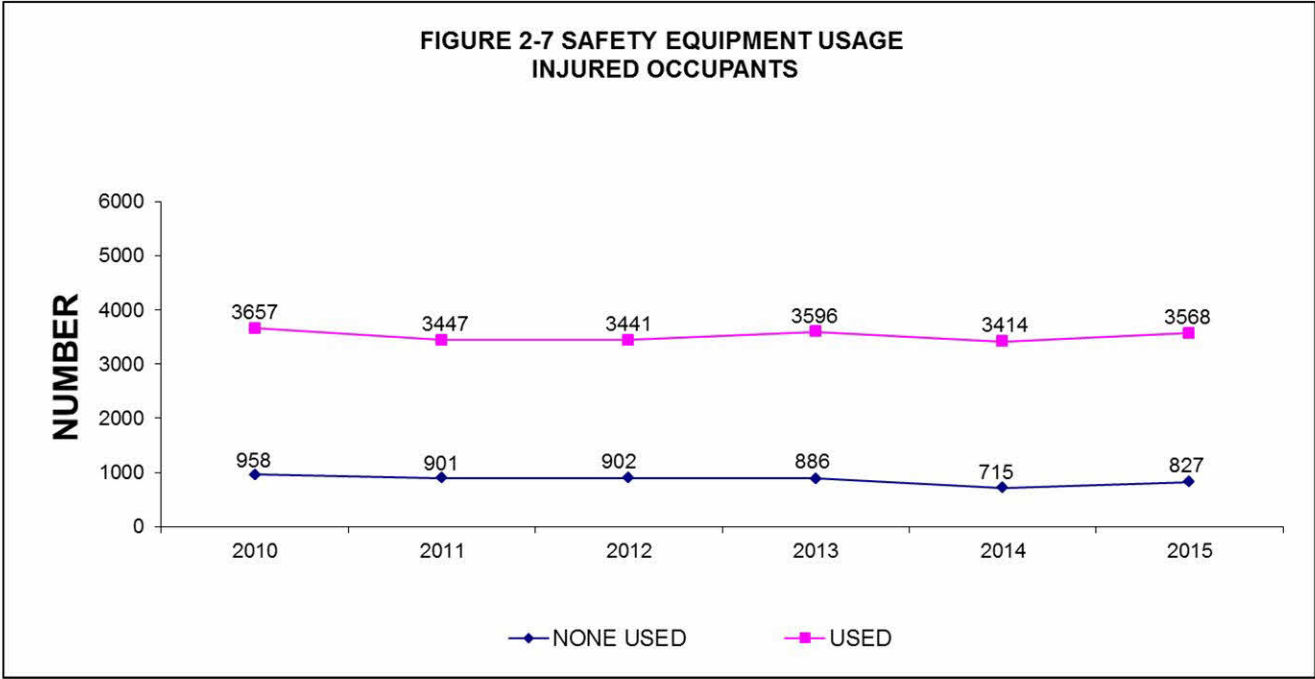
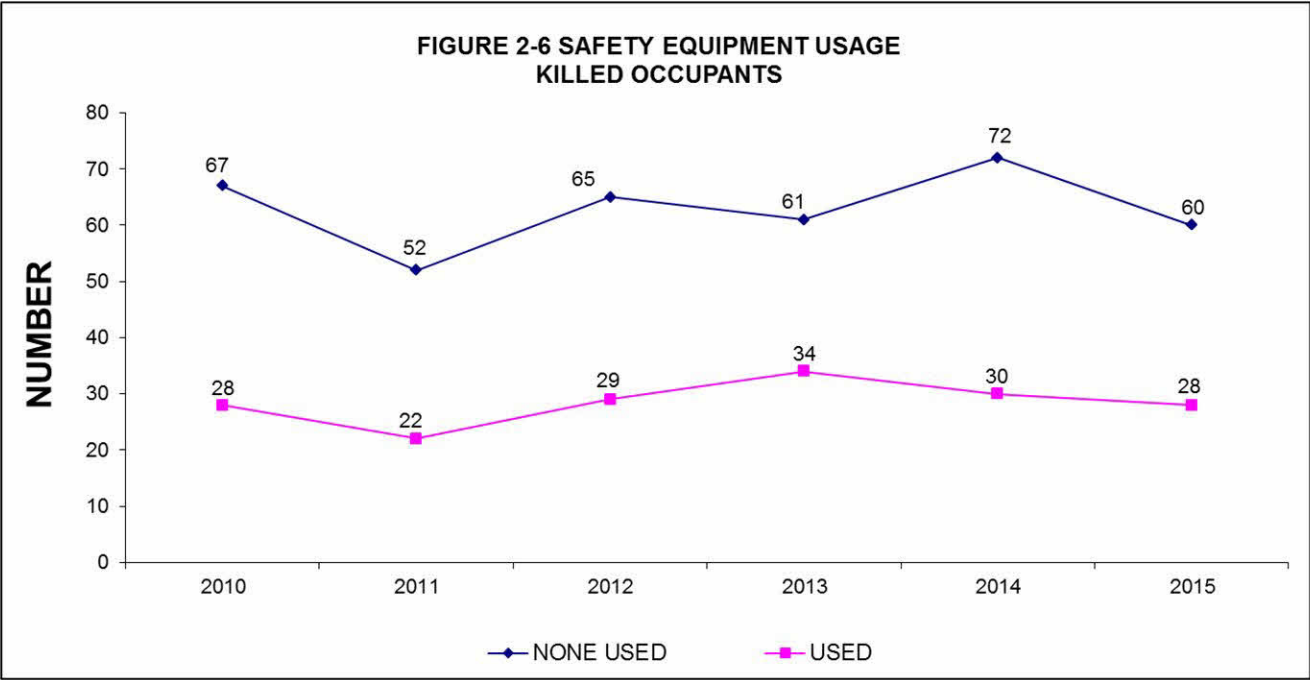
Drivers & Passengers of motorcycles, moped, ATVs and snowmobiles are not counted in the above table 2-5 & 2-5A

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

	<b>KILLED</b>						<b>INJURED</b>					
	<u>2010</u>	<u>2011</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>	<u>2015</u>	<u>2010</u>	<u>2011</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>	<u>2015</u>
Not Ejected	67	43	46	61	65	57	4,851	4,473	4,501	4,613	4,287	4,552
Partial Ejection	9	4	9	6	5	3	10	22	10	14	16	20
Total Ejection	25	39	47	35	36	34	106	103	114	89	67	84
Unknown Ejection	0	1	0	1	0	1	11	29	7	9	9	16
Not Applicable	0	0	0	0	0	0	2	2	1	0	0	1
<b>TOTAL</b>	<b>101</b>	<b>87</b>	<b>102</b>	<b>103</b>	<b>106</b>	<b>95</b>	<b>4,980</b>	<b>4,629</b>	<b>4,633</b>	<b>4,725</b>	<b>4,379</b>	<b>4,673</b>

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 67 deaths to occupants of this age group. Of these deaths only seven were reported to 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 was one reported fatal injury to a motor vehicle occupant from birth through four years of age during 2015, which compares to three fatalities during 2014 (see TABLE 2-6).

There were 48 children (birth through 4 years old) injured in 2015, which compares to 55 for 2014. Forty-two of the 48 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**

<u>YEAR</u>	<u>FATALITIES</u>	<u>SERIOUS INJURY</u>	<u>SLIGHT INJURY</u>	<u>TOTAL NONFATAL INJURIES</u>
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
<b>2015</b>	<b>1</b>	<b>21</b>	<b>27</b>	<b>48</b>

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 - 2015**

	<u>Fatalities</u>	<u>Injuries</u>
No Safety Equipment Used	0	3
Lap Belt Only	0	1
Shoulder Harness Only	0	0
Lap Belt & Shoulder Harness	0	8
Child Restraint Used Properly	0	33
Child Restraint Not Used Properly	0	2
Other, Not Stated or Unknown	1	1
<b>TOTAL</b>	<b>1</b>	<b>48</b>

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 502 and 21 deaths per year. Licensed motorcyclists increased 2.2 percent during 2015 while fatalities increased by fourteen to 31 (see Table 2-7). Moped crashes are included with motorcycle crashes. There were no moped fatalities during 2015. 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  
1995 - 2015**

Year	Motorcycle Crashes			Motorcyclists		Registered Motorcycles	Licensed Motorcyclists
	Total	Fatal	Injury	Fatalities	Injuries		
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
2015	598	30	485	31	614	89,079	85,513

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

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**TABLE 2-8  
PEDESTRIAN FATALITIES AND INJURIES  
1995 - 2015**

<u>Year</u>	<u>Fatalities</u>	<u>Injuries</u>
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
<b>2015</b>	<b>5</b>	<b>95</b>

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

**TABLE 2-9  
BICYCLE FATALITIES AND INJURIES  
1995 - 2015**

<u>Year</u>	<u>Fatalities</u>	<u>Injuries</u>
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
<b>2015</b>	<b>1</b>	<b>90</b>

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  
2006- 2015**

<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>
<b><u>MEMORIAL DAY</u></b>						
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
<b>2015</b>	<b>78</b>	<b>118</b>	<b>3</b>	<b>16</b>	<b>4</b>	<b>24</b>
<b><u>FOURTH OF JULY</u></b>						
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
<b>2015</b>	<b>78</b>	<b>127</b>	<b>3</b>	<b>33</b>	<b>3</b>	<b>49</b>
<b><u>LABOR DAY</u></b>						
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
<b>2015</b>	<b>78</b>	<b>129</b>	<b>2</b>	<b>36</b>	<b>2</b>	<b>54</b>



<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>
<b><u>THANKSGIVING</u></b>						
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
<b>2015</b>	<b>102</b>	<b>243</b>	<b>2</b>	<b>39</b>	<b>2</b>	<b>61</b>
<b><u>CHRISTMAS</u></b>						
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
<b>2015</b>	<b>78</b>	<b>150</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>31</b>
<b><u>NEW YEARS</u></b>						
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
<b>2015-16</b>	<b>78</b>	<b>138</b>	<b>1</b>	<b>35</b>	<b>1</b>	<b>47</b>

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 2006 through 2015. 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.	%		
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
<b>2015</b>	<b>803</b>	<b>14.5</b>	<b>2,071</b>	<b>37.5</b>	<b>2,651</b>	<b>48.0</b>	<b>5,525</b>	<b>133</b>

*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		Non-Incapacitating Injuries		Possible Injuries		Total Injuries	Total Killed
	No.	%	No.	%	No.	%		
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	3,753	97
<b>2015</b>	<b>538</b>	<b>13.2</b>	<b>1,479</b>	<b>36.4</b>	<b>2,044</b>	<b>50.3</b>	<b>4,061</b>	<b>95</b>

**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.	%		
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
<b>2015</b>	<b>229</b>	<b>18.1</b>	<b>492</b>	<b>38.8</b>	<b>547</b>	<b>43.1</b>	<b>1,268</b>	<b>32</b>

**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.	%		
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
<b>2015</b>	<b>9</b>	<b>10.0</b>	<b>53</b>	<b>58.9</b>	<b>28</b>	<b>31.1</b>	<b>90</b>	<b>1</b>

**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.	%		
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
<b>2015</b>	<b>26</b>	<b>27.4</b>	<b>41</b>	<b>43.2</b>	<b>28</b>	<b>29.5</b>	<b>95</b>	<b>5</b>

## 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.

	<b>CRASH INVOLVED DRIVERS</b>				<b>LICENSED DRIVERS</b>			
	<b>MALE</b>		<b>FEMALE</b>		<b>MALE</b>		<b>FEMALE</b>	
	<u>No.</u>	<u>%</u>	<u>No.</u>	<u>%</u>	<u>No.</u>	<u>%</u>	<u>No.</u>	<u>%</u>
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
<b>2015</b>	<b>15,209</b>	<b>58.6</b>	<b>10,733</b>	<b>41.4</b>	<b>318,195</b>	<b>50.4</b>	<b>312,869</b>	<b>49.6</b>

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. 2015 MOTOR VEHICLE CRASH PROFILE

#### Introduction

This section profiles the reported motor vehicle traffic crashes for 2015. 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 2015, there were 17,791 reported motor vehicle traffic crashes, the majority of crashes being property damage only 13,681 (76.9%). Injury crashes accounted for 3,995 (22.5%) of the crashes, while 115 (0.7%) were fatal crashes. There were 5,525 persons injured and 133 persons killed in crashes during 2015 (see TABLE 3-1).

**TABLE 3-1  
FATALITIES AND SEVERITY OF INJURIES OF DRIVERS,  
PASSENGERS, PEDESTRIANS, AND BICYCLE DRIVERS  
2015**

	Incapacitating Injuries		Non-Incapacitating Injuries		Possible Injuries		Total Nonfatal Injuries		Total Fatalities	
	No.	%	No.	%	No.	%	No.	%	No.	%
Drivers	538	67.0	1,479	71.4	2,044	77.1	4,061	73.5	95	71.4
Passengers	229	28.5	492	23.8	547	20.6	1,268	23.0	32	24.1
Pedestrians	26	3.2	41	2.0	28	1.1	95	1.7	5	3.8
Bicycle Drv	9	1.1	53	2.6	28	1.1	90	1.6	1	0.8
Other*	1	0.1	6	0.3	4	0.2	11	0.2	0	0.0
<b>TOTAL</b>	<b>803</b>	<b>100</b>	<b>2,071</b>	<b>100</b>	<b>2,651</b>	<b>100</b>	<b>5,525</b>	<b>100</b>	<b>133</b>	<b>100</b>

\*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 2015, 33.8 percent of the fatalities and 48.5 percent of the injuries occurred to occupants of passenger cars and mini-vans. Occupants of pickups and cargo vans accounted for 21.8 percent of the fatalities and 14 percent of the injuries. Additionally, in 2015 thirty-one motorcyclists and five pedestrians were killed. (See Table 3-2).

**TABLE 3-2  
FATALITIES AND INJURIES BY MODE OF TRANSPORTATION  
2015**

	Fatalities		Injuries	
	No.	%	No.	%
Passenger Cars, Mini-vans	45	33.8	2,682	48.5
Pickups, Cargo Vans***	29	21.8	772	14.0
SUV's (Sports Utility Vehicles)	20	15.0	1,096	19.8
Trucks (All)*	1	0.8	108	2.0
Motorcycle	31	23.3	591	10.7
Moped	0	0.0	24	0.4
ATV's / 4-Wheelers	1	0.8	35	0.6
Bus	0	0.0	17	0.3
Farm Machinery, Heavy Equipment	0	0.0	4	0.1
Motor Home	0	0.0	3	0.1
Snowmobile	0	0.0	1	0.0
Bicycle	1	0.8	90	1.6
Pedestrians	5	3.8	95	1.7
Other**	0	0.0	7	0.1
Unknown	0	0.0	0	0.0
<b>TOTAL</b>	<b>133</b>	<b>100</b>	<b>5,525</b>	<b>100</b>

\*Trucks Specifics:

	Fatalities	Injuries
Straight Truck	1	22
Straight Truck with Trailer	0	7
Truck Tractor Only	0	3
Truck Tractor with Single Semi Trailer	0	72
Truck Tractor with Two or More Trailers	0	4
<b>TOTAL</b>	<b>1</b>	<b>108</b>

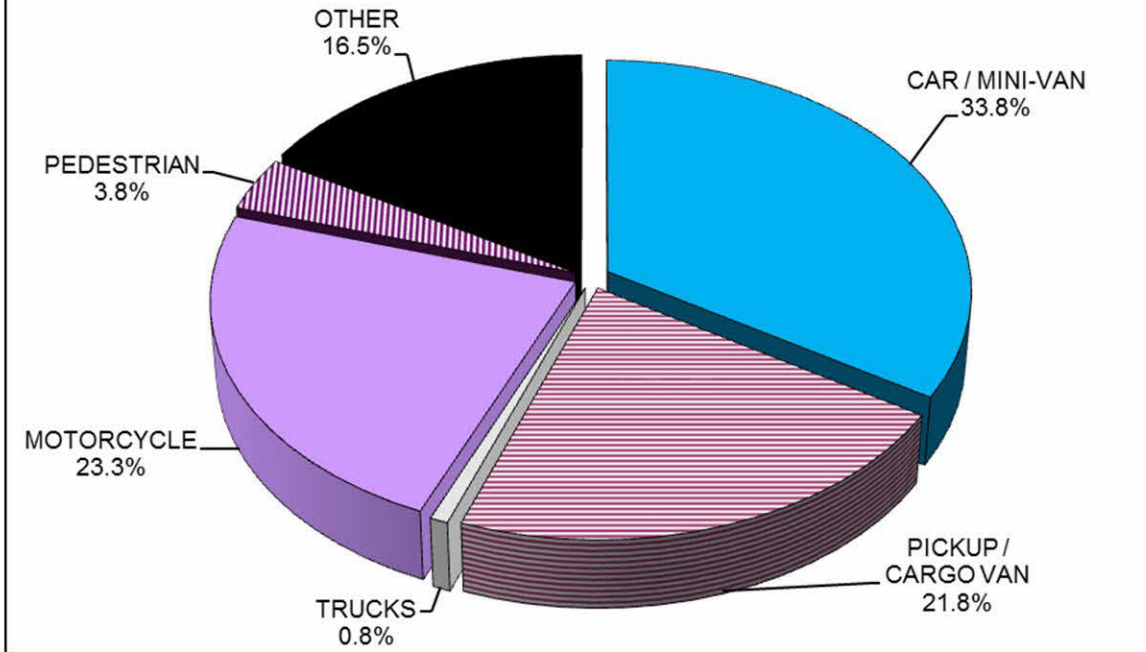
Note: \*\*Other -- includes Train, Animal Drawn Vehicle and Other Types of Motor Vehicles.

\*\*\*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.

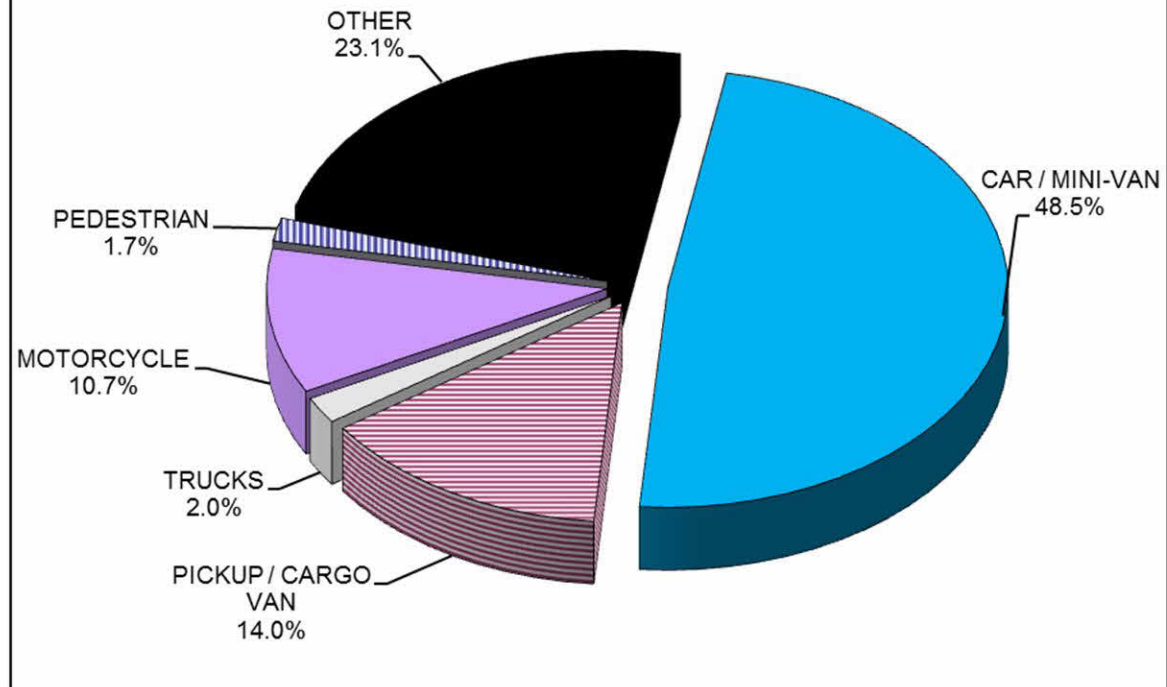
Source: SD Department of Public Safety – Office of Accident Records



**FIGURE 3-1 FATALITIES BY TRAVEL MODE  
2015**



**FIGURE 3-2 INJURIES BY TRAVEL MODE  
2015**



\*\* 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 30.6 percent of the vehicles involved in fatal crashes and 50.2 percent of those involved in injury crashes. Pickups and vans made up 22.4 percent of the vehicles involved in fatal crashes.

**VEHICLE TYPES INVOLVED IN CRASHES  
2015  
TABLE 3-3**

	All Crashes		Fatal Crashes		Injury Crashes		PDO Crashes	
	No.	%	No.	%	No.	%	No.	%
Passenger Cars / Mini-vans	14,171	51.4	52	30.6	3,407	50.2	10,712	52.0
Pickups, Cargo Vans	5,198	18.9	38	22.4	1,151	17.0	4,009	19.5
SUV's (Sports Utility Vehicles)	6,046	21.9	29	17.1	1,369	20.2	4,648	22.6
Trucks (All)*	1,047	3.8	14	8.2	231	3.4	802	3.9
Motorcycle	637	2.3	34	20.0	509	7.5	94	0.5
Moped	28	0.1	0	0.0	26	0.4	2	0.0
ATV's / 4-wheelers	45	0.2	1	0.6	35	0.5	9	0.0
Bus	106	0.4	0	0.0	18	0.3	88	0.4
Farm Machinery / Heavy Equip.	47	0.2	1	0.6	14	0.2	32	0.2
Motor Home	41	0.1	1	0.6	7	0.1	33	0.2
Snowmobile	1	0.0	0	0.0	1	0.0	0	0.0
Other	17	0.1	0	0.0	5	0.1	12	0.1
Unknown	167	0.6	0	0.0	12	0.2	155	0.8
<b>TOTAL</b>	<b>27,551</b>	<b>100</b>	<b>170</b>	<b>100</b>	<b>6,785</b>	<b>100</b>	<b>20,596</b>	<b>100</b>

* Trucks Specifics:	All Crashes	Fatal Crashes	Injury Crashes	PDO Crashes
Straight Truck	293	2	62	229
Straight Truck with Trailer	61	1	12	48
Truck Tractor Only	20	0	6	14
Truck Tractor with Single Semi Trailer	637	9	141	487
Truck Tractor with Two or More Trailers	36	2	10	24
<b>TOTAL</b>	<b>1,047</b>	<b>14</b>	<b>231</b>	<b>802</b>

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 13 people or (9.8%) of the persons killed were under 20 years of age and a total of 1,030 or (18.6%) of the persons injured were from 25 through 34 years of age. One child age 0-5 was killed during 2015 (see Table 3-4).

**TABLE 3-4  
FATALITIES AND INJURIES BY AGE GROUP  
2015**

	Fatalities		Injuries	
	No.	%	No.	%
0 - 5	1	0.8	81	1.5
6 - 13	3	2.3	172	3.1
14 - 15	4	3.0	214	3.9
16 - 17	3	2.3	303	5.5
18	1	0.8	178	3.2
19	1	0.8	135	2.4
20	3	2.3	163	3.0
21 - 24	12	9.0	554	10.0
25 - 34	20	15.0	1,030	18.6
35 - 44	13	9.8	691	12.5
45 - 54	24	18.0	736	13.3
55 - 64	27	20.3	676	12.2
65 - Over	21	15.8	587	10.6
Unknown	0	0.0	5	0.1
<b>Total</b>	<b>133</b>	<b>100</b>	<b>5,525</b>	<b>100</b>

*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 38.3 percent of the fatal crashes and only 7.8 percent of the total crashes, while 39.1 percent of the fatal crashes and 44.1 percent of all crashes represented a collision between two or more vehicles (see TABLE 3-5).

**TABLE 3-5  
FIRST HARMFUL EVENT  
2015**

<u>First Harmful Event</u>	Total Crashes		Fatal Crashes		Injury Crashes		PDO Crashes	
	No.	%	No.	%	No.	%	No.	%
<b>Motor Vehicle Collision With:</b>								
MV in Transport	7,853	44.1	45	39.1	2,316	58.0	5,492	40.1
A Fixed or Other Object	2,346	13.2	19	16.5	604	15.1	1,723	12.6
An Animal	4,983	28.0	0	0.0	87	2.2	4,896	35.8
A Pedestrian	97	0.5	5	4.3	90	2.3	2	0.0
A Bicyclist	91	0.5	1	0.9	90	2.3	0	0.0
A Parked Motor Vehicle	986	5.5	1	0.9	80	2.0	905	6.6
A Railroad Vehicle	9	0.1	0	0.0	5	0.1	4	0.0
Equipment in Roadway	33	0.2	0	0.0	5	0.1	28	0.2
<b>Non-Collision (Overturning or Other)</b>	<b>1,393</b>	<b>7.8</b>	<b>44</b>	<b>38.3</b>	<b>718</b>	<b>18.0</b>	<b>631</b>	<b>4.6</b>
<b>Total</b>	<b>17,791</b>	<b>100</b>	<b>115</b>	<b>100</b>	<b>3,995</b>	<b>100</b>	<b>13,681</b>	<b>100</b>

*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 40 percent of the fatal crashes 52.8 percent of the injury crashes, and 49.6 percent of the property damage only crashes. Angle collisions are the most prevalent for severe crashes, accounting for 40 percent of the fatal crashes and 50.5 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  
2015**

Manner of Collision	Total Crashes		Fatal Crashes		Injury Crashes		PDO Crashes	
	No.	%	No.	%	No.	%	No.	%
Rear-End	2,954	37.6	7	15.6	914	39.5	2,033	37.0
Head-On	106	1.3	13	28.9	58	2.5	35	0.6
Angle	3,968	50.5	18	40.0	1,222	52.8	2,728	49.6
Sideswipe-Same Direction	728	9.3	3	6.7	95	4.1	630	11.5
Sideswipe-Opposite Dir.	94	1.2	4	8.9	27	1.2	63	1.1
Rear-Rear	4	0.1	0	0.0	0	0.0	4	0.1
Unknown	2	0.0	0	0.0	0	0.0	2	0.0
Total	7,856	100	45	100	2,316	100	5,495	100
No Collision Between 2 or more MV	9,935		70		1,679		8,186	
<b>Total Crashes</b>	<b>17,791</b>		<b>115</b>		<b>3,995</b>		<b>13,681</b>	

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 39.4 percent of the PDO crashes and 45.2 percent of the injury crashes while accounting for 8.7 percent of the fatal crashes.

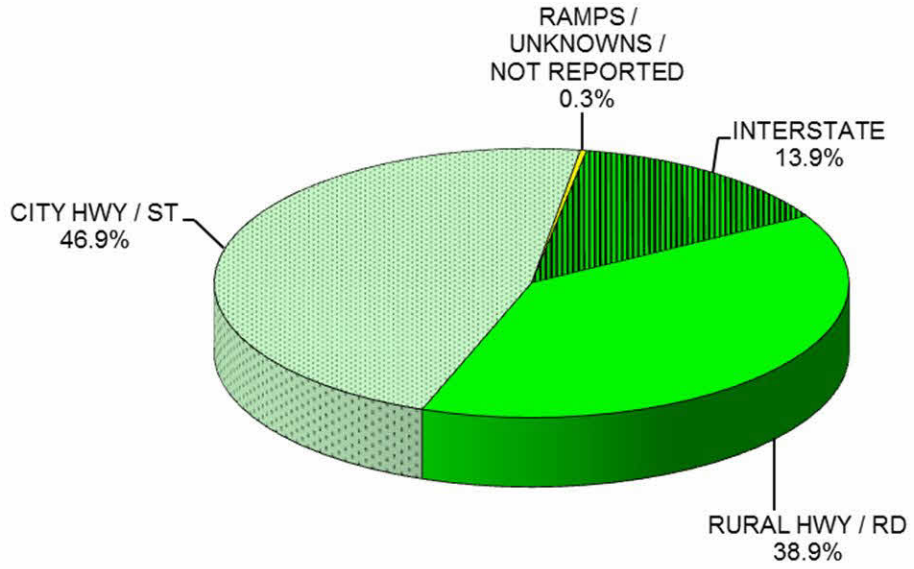
Non-interstate rural roads tallied 66.1 percent of the fatal crashes. The Interstate system experienced 2,473 (13.9%) of the total crashes while accounting for an estimated 28.6 percent of the vehicle miles traveled in 2015. Twenty-six or 22.6 percent of the fatal crashes happened on the interstate system. (See FIGURES 3-3 and 3-4)

**TABLE 3-7  
CRASHES BY TYPE OF HIGHWAY  
2015**

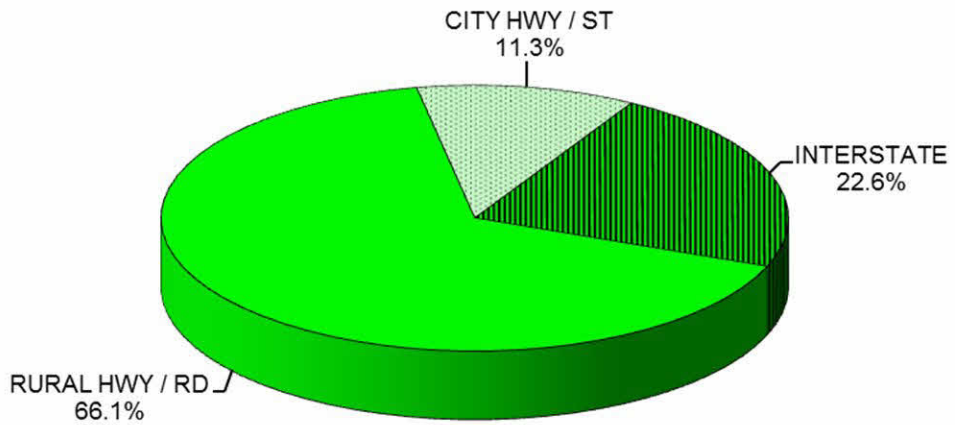
Type of Highway	Total Crashes		Fatal Crashes		Injury Crashes		PDO Crashes		No. Killed	No. Injured
	Number	%	Number	%	Number	%	Number	%		
Interstate - Rural	1,538	8.6	20	17.4	242	6.1	1,276	9.3	23	371
US/State Hwys-Rural	4,114	23.1	44	38.3	619	15.5	3,451	25.2	56	947
Co./Local Rds.-Rural	2,809	15.8	32	27.8	696	17.4	2,081	15.2	35	969
Interstate - City	935	5.3	6	5.2	180	4.5	749	5.5	6	250
US/State Hwys-City	1,328	7.5	3	2.6	440	11.0	885	6.5	3	611
City Streets/Alleys	7010	39.4	10	8.7	1,804	45.2	5,196	38.0	10	2,360
Ramps	31	0.2	0	0.0	8	0.2	23	0.2	0	9
Unknown/Not Reported	26	0.1	0	0.0	6	0.2	20	0.1	0	8
<b>Total</b>	<b>17,791</b>	<b>100</b>	<b>115</b>	<b>100</b>	<b>3,995</b>	<b>100</b>	<b>13,681</b>	<b>100</b>	<b>133</b>	<b>5,525</b>

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

**FIGURE 3-3 2015  
TRAFFIC CRASHES  
BY SYSTEM TYPE**



**FIGURE 3-4 2015  
FATAL TRAFFIC CRASHES  
BY SYSTEM TYPE**



**TABLE 3-8  
MOTOR VEHICLE TRAFFIC CRASHES BY SD COUNTIES  
2015**

County	Total Crashes	Fatal Crashes	Injury Crashes	PDO Crashes	Fatalities	Injuries
AURORA	113	3	19	91	3	28
BEADLE	260	4	53	203	4	71
BENNETT	35	1	7	27	1	8
BON HOMME	86	0	17	69	0	25
BROOKINGS	525	2	109	414	2	141
BROWN	776	1	141	634	1	196
BRULE	87	0	19	68	0	27
BUFFALO	23	0	2	21	0	2
BUTTE	206	1	44	161	1	60
CAMPBELL	35	1	4	30	1	5
CHARLES MIX	94	1	26	67	1	47
CLARK	104	0	10	94	0	12
CLAY	213	2	48	163	2	62
CODINGTON	582	2	147	433	2	188
CORSON	56	0	7	49	0	7
CUSTER	284	4	84	196	5	118
DAVISON	548	3	91	454	3	121
DAY	70	2	28	40	2	46
DEUEL	119	0	25	94	0	33
DEWEY	30	0	7	23	0	10
DOUGLAS	22	0	5	17	0	5
EDMUNDS	135	2	10	123	6	16
FALL RIVER	139	1	25	113	1	33
FAULK	94	2	11	81	2	13
GRANT	127	1	24	102	1	36
GREGORY	38	2	16	20	2	28
HAAKON	8	0	1	7	0	1
HAMLIN	156	1	17	138	1	23
HAND	84	1	15	68	1	26
HANSON	103	4	14	85	7	18
HARDING	28	1	7	20	1	9
HUGHES	232	1	53	178	1	72
HUTCHINSON	116	2	18	96	2	32
HYDE	17	0	6	11	0	7
JACKSON	111	2	20	89	3	35
JERAULD	54	0	0	54	0	0
JONES	70	1	18	51	1	25
KINGSBURY	108	0	11	97	0	11
LAKE	204	0	27	177	0	42
LAWRENCE	669	8	168	493	8	223
LINCOLN	812	4	185	623	4	269
LYMAN	191	0	33	158	0	48
MARSHALL	88	2	9	77	3	12
MC COOK	175	1	26	148	1	34
MC PHERSON	59	0	6	53	0	7
MEADE	475	6	126	343	6	171
MELLETTE	21	2	8	11	2	13
MINER	78	1	4	73	1	5
MINNEHAHA	4,705	10	1187	3,508	10	1,582
MOODY	206	2	42	162	4	58
OGLALA LAKOTA	24	4	8	12	5	19
PENNINGTON	2,409	15	697	1,697	16	982
PERKINS	80	0	10	70	0	10
POTTER	68	0	6	62	0	7
ROBERTS	232	2	46	184	2	71
SANBORN	132	1	11	120	1	14
SPINK	245	0	24	221	0	37
STANLEY	69	0	14	55	0	19
SULLY	36	1	7	28	1	12
TODD	10	0	0	10	0	0
TRIPP	152	0	14	138	0	22
TURNER	113	1	28	84	1	36
UNION	226	2	51	173	2	86
WALWORTH	75	2	10	63	2	18
YANKTON	328	3	83	242	7	124
ZIEBACH	21	0	6	15	0	7
<b>Total:</b>	<b>17,791</b>	<b>115</b>	<b>3,995</b>	<b>13,681</b>	<b>133</b>	<b>5,525</b>



**TABLE 3-8A  
ALCOHOL INVOLVED MOTOR VEHICLE TRAFFIC CRASHES BY SD COUNTIES  
2015**

County	Total Crashes	Fatal Crashes	Injury Crashes	PDO Crashes	Fatalities	Injuries
AURORA	9	1	6	2	1	9
BEADLE	17	3	10	4	3	14
BENNETT	2	0	2	0	0	3
BON HOMME	5	0	3	2	0	4
BROOKINGS	36	1	16	19	1	18
BROWN	35	1	13	21	1	14
BRULE	1	0	1	0	0	1
BUFFALO	0	0	0	0	0	0
BUTTE	9	0	6	3	0	6
CAMPBELL	3	0	1	2	0	1
CHARLES MIX	12	1	6	5	1	12
CLARK	3	0	1	2	0	1
CLAY	15	0	5	10	0	9
CODINGTON	49	0	24	25	0	28
CORSON	1	0	1	0	0	1
CUSTER	17	1	12	4	2	17
DAVISON	38	2	17	19	2	31
DAY	15	2	11	2	2	21
DEUEL	9	0	6	3	0	6
DEWEY	4	0	3	1	0	4
DOUGLAS	1	0	0	1	0	0
EDMUNDS	7	1	3	3	3	4
FALL RIVER	7	1	5	1	1	6
FAULK	4	2	1	1	2	3
GRANT	8	0	5	3	0	5
GREGORY	3	0	0	3	0	0
HAAKON	1	0	0	1	0	0
HAMLIN	5	0	3	2	0	4
HAND	4	1	2	1	1	5
HANSON	1	0	1	0	0	1
HARDING	0	0	0	0	0	0
HUGHES	10	0	5	5	0	5
HUTCHINSON	8	0	5	3	0	14
HYDE	2	0	2	0	0	2
JACKSON	5	1	1	3	2	3
JERAULD	1	0	0	1	0	0
JONES	6	0	4	2	0	10
KINGSBURY	2	0	0	2	0	0
LAKE	11	0	3	8	0	5
LAWRENCE	56	4	23	29	4	39
LINCOLN	46	0	24	22	0	34
LYMAN	4	0	1	3	0	1
MARSHALL	5	2	2	1	3	5
MCCOOK	7	0	3	4	0	6
MCPHERSON	2	0	2	0	0	3
MEADE	32	1	16	15	1	21
MELLETTE	2	1	0	1	1	3
MINER	4	1	1	2	1	1
MINNEHAHA	302	3	113	186	3	160
MOODY	10	1	6	3	1	7
OGLALA LAKOTA	6	3	3	0	4	10
PENNINGTON	165	3	76	86	3	101
PERKINS	3	0	1	2	0	1
POTTER	1	0	1	0	0	1
ROBERTS	16	1	6	9	1	11
SANBORN	3	0	1	2	0	1
SPINK	2	0	1	1	0	1
STANLEY	5	0	2	3	0	3
SULLY	2	1	0	1	1	0
TODD	0	0	0	0	0	0
TRIPP	4	0	3	1	0	9
TURNER	5	1	3	1	1	4
UNION	14	0	6	8	0	9
WALWORTH	3	0	2	1	0	2
YANKTON	19	1	11	7	2	19
ZIEBACH	1	0	1	0	0	2
<b>Total:</b>	<b>1,085</b>	<b>41</b>	<b>492</b>	<b>552</b>	<b>48</b>	<b>721</b>

## County Summary

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

Rural fatal and injury crashes occurred predominately in twelve counties (see TABLE 3-9). Each of these counties reported over two percent of all rural fatal and injury crashes. These twelve counties accounted for 56.4 percent of rural fatal and injury crashes and 72.5 percent of all fatal and injury crashes in South Dakota. Pennington County has 11.6 percent of all rural fatal and injury crashes with Minnehaha County accounting for 8.1 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.

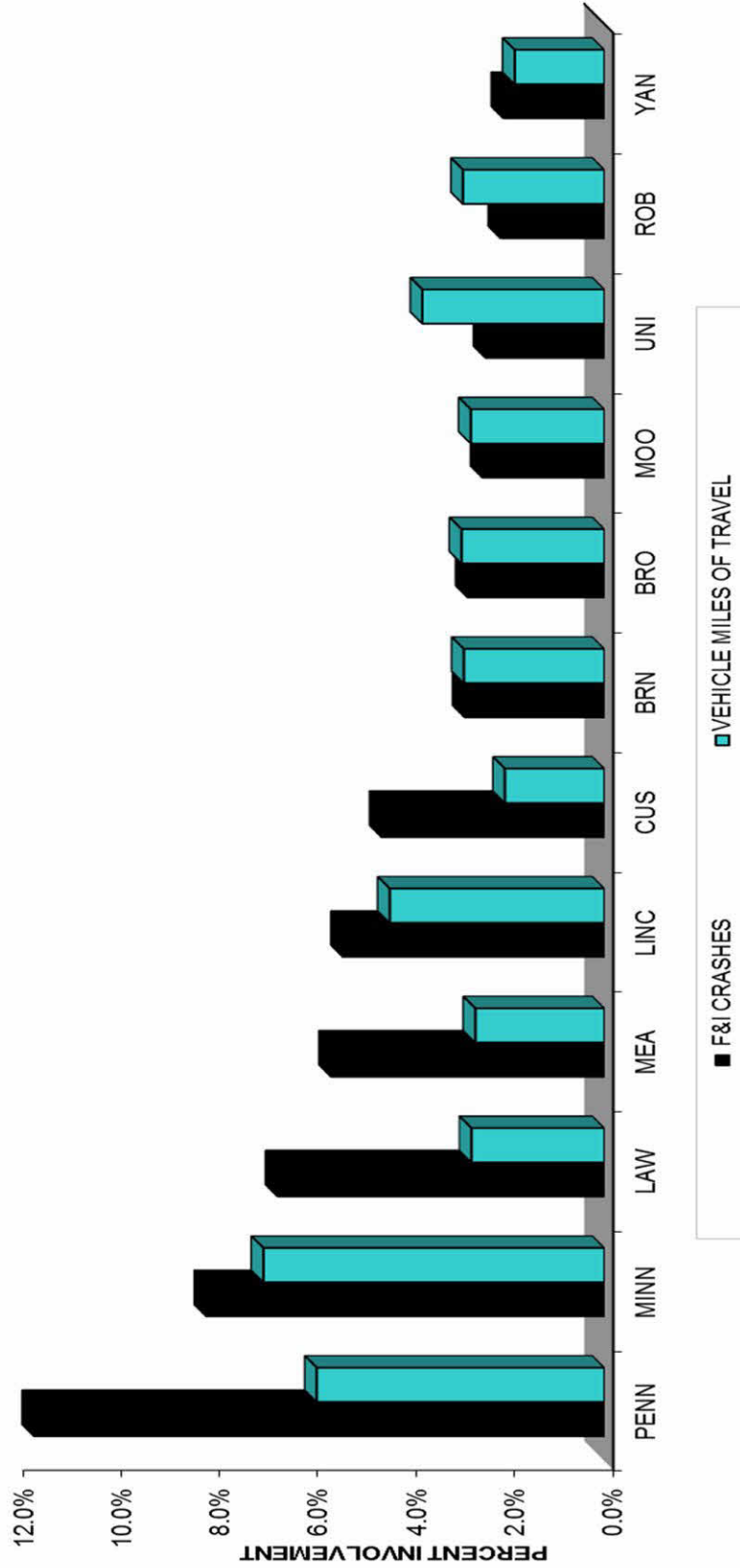
**TABLE 3-9  
COUNTIES HAVING MORE THAN TWO PERCENT OF THE  
RURAL FATAL & INJURY CRASHES  
2015**

<u>County</u>	<u>Rural Fatal &amp; Injury Crashes</u>	<u>Percent of All Rural Fatal &amp; Injury Crashes</u>	<u>Percent of Rural VMTS</u>
PENNINGTON	192	11.6 %	5.8 %
MINNEHAHA	134	8.1 %	6.9 %
LAWRENCE	110	6.6 %	2.7 %
MEADE	92	5.6 %	2.6 %
LINCOLN	88	5.3 %	4.4 %
CUSTER	75	4.5 %	2.0 %
BROWN	47	2.8 %	2.9 %
BROOKINGS	46	2.8 %	2.9 %
MOODY	41	2.5 %	2.7 %
UNION	40	2.4 %	3.7 %
ROBERTS	35	2.1 %	2.9 %
YANKTON	34	2.1 %	1.8 %

Note: Total Rural Fatal and Injury Crashes: 1,655  
S.D. Vehicle Miles of Travel Report (2015 data)

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

**FIGURE 3-5 RURAL F&I CRASHES/MITS  
SELECTED COUNTIES - 2015**



## 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 percent of the statewide injury crashes and 14.8 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 67 percent of the property damage only crashes.

**TABLE 3-10  
TRAFFIC CRASHES SOUTH DAKOTA CITIES  
POPULATION 2500 AND OVER  
2015**

<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	395	1	89	305	1	117
Belle Fourche	61	0	18	43	0	20
Box Elder	58	0	23	35	0	35
Brandon	64	0	15	49	0	16
Brookings	263	0	62	201	0	80
Canton	40	0	9	31	0	16
Dell Rapids	24	0	1	23	0	1
Harrisburg	9	0	1	8	0	1
Hartford	14	0	2	12	0	2
Hot Springs	33	0	7	26	0	8
Huron	115	0	38	77	0	48
Lead	12	0	4	8	0	4
Madison	60	0	6	54	0	8
Milbank	20	0	6	14	0	8
Mitchell	360	1	68	291	1	86
Mobridge	23	0	7	16	0	10
N. Sioux City	33	0	11	22	0	13
Pierre	130	0	40	90	0	54
Rapid City	1,635	6	482	1,147	6	674
Redfield	34	0	4	30	0	7
Sioux Falls	4,211	3	1,126	3,082	3	1,486
Sisseton	58	0	12	46	0	16
Spearfish	216	1	48	167	1	63
Sturgis	84	1	35	48	1	45
Tea	7	0	1	6	0	2
Vermillion	89	2	25	62	2	29
Watertown	405	2	123	280	2	161
Winner	21	0	3	18	0	4
Yankton	176	0	51	125	0	67
City Totals	8,650	17	2,317	6,316	17	3,081
Statewide Totals	17,791	115	3,995	13,681	133	5,525

*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 16.8 percent of all reported property damage only crashes and 13.6 percent of all fatal and injury crashes. Dry roads were reported in 74.8 percent of all fatal and injury crashes.

**TABLE 3-11  
ROADWAY SURFACE CONDITIONS  
2015**

	Total Crashes		Fatal Crashes		Injury Crashes		PDO Crashes	
	No.	%	No.	%	No.	%	No.	%
Dry	12,996	73.0	96	83.5	2,980	74.6	9,920	72.5
Wet	1,585	8.9	8	7.0	350	8.8	1,227	9.0
Snow	1,564	8.8	4	3.5	270	6.8	1,290	9.4
Slush	192	1.1	0	0.0	48	1.2	144	1.1
Ice	1,016	5.7	4	3.5	212	5.3	800	5.8
Frost	88	0.5	0	0.0	23	0.6	65	0.5
Water	13	0.1	0	0.0	8	0.2	5	0.0
Sand, mud, dirt, gravel	234	1.3	3	2.6	89	2.2	142	1.0
Oil	8	0.0	0	0.0	6	0.2	2	0.0
Other / Not applicable	10	0.1	0	0.0	3	0.1	7	0.1
Unknown / Not reported	85	0.5	0	0.0	6	0.2	79	0.6
<b>Total</b>	<b>17,791</b>	<b>100</b>	<b>115</b>	<b>100</b>	<b>3,995</b>	<b>100</b>	<b>13,681</b>	<b>100</b>

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

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

The peak three-hour period for fatal crashes was 3:00-5:59 p.m. Thirty-two or 27.8 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 1,021 (25.6%) of the injury crashes occurred. The peak three hour period for property damage only crashes was 4:00-6:59 p.m. with 2,861 (20.9%) of the property damage only crashes occurred (see TABLE 3-12).

Twenty-one fatal crashes or 18.3 percent and 498 (12.5%) of the injury crashes occurred during August in 2015. The month of November shows 2,085 property damage only crashes which represents 15.2 percent of the property damage only crashes for 2015 (see TABLE 3-13).

The day of the week Friday accounts for 3,057 of the total crashes or 17.2 percent, with 2,372 (17.3%) of property damage only crashes and 662 (16.6%) of injury crashes. Saturday accounted for 24 fatal crashes or 20.9 percent of the total crashes for 2015 (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  
2015**

<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	322	2	79	241	2	117
1:00 AM	241	4	63	174	4	72
2:00 AM	235	3	55	177	3	81
3:00 AM	166	2	32	132	2	40
4:00 AM	171	2	33	136	2	43
5:00 AM	449	6	54	389	7	71
6:00 AM	658	3	68	587	3	79
7:00 AM	1,231	6	215	1010	8	288
8:00 AM	781	3	160	618	3	202
9:00 AM	621	4	143	474	5	186
10:00 AM	640	5	164	471	5	218
11:00 AM	749	2	207	540	2	289
12:00 PM	943	6	257	680	6	352
1:00 PM	879	3	274	602	3	390
2:00 PM	864	9	262	593	14	375
3:00 PM	1,122	7	338	777	11	464
4:00 PM	1,134	14	334	786	17	495
5:00 PM	1,490	11	349	1130	12	485
6:00 PM	1,188	7	236	945	8	331
7:00 PM	894	6	177	711	6	251
8:00 PM	899	7	145	747	7	215
9:00 PM	1,010	1	145	864	1	192
10:00 PM	655	0	112	543	0	162
11:00 PM	415	2	91	322	2	124
Unknown	34	0	2	32	0	3
<b>Total</b>	<b>17,791</b>	<b>115</b>	<b>3,995</b>	<b>13,681</b>	<b>133</b>	<b>5,525</b>

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

**TABLE 3-13  
CRASHES BY MONTH  
2015**

<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	1,644	7	348	1,289	7	456
FEBRUARY	1,187	3	262	922	3	361
MARCH	1,104	8	237	859	8	320
APRIL	1,042	7	268	767	7	379
MAY	1,300	9	284	1,007	11	396
JUNE	1,498	8	337	1,153	8	456
JULY	1,358	15	413	930	18	593
AUGUST	1,415	21	498	896	25	712
SEPTEMBER	1,363	11	335	1,017	14	466
OCTOBER	1,637	7	332	1,298	7	450
NOVEMBER	2,461	12	364	2,085	16	496
DECEMBER	1,782	7	317	1,458	9	440
<b>Total</b>	<b>17,791</b>	<b>115</b>	<b>3,995</b>	<b>13,681</b>	<b>133</b>	<b>5,525</b>

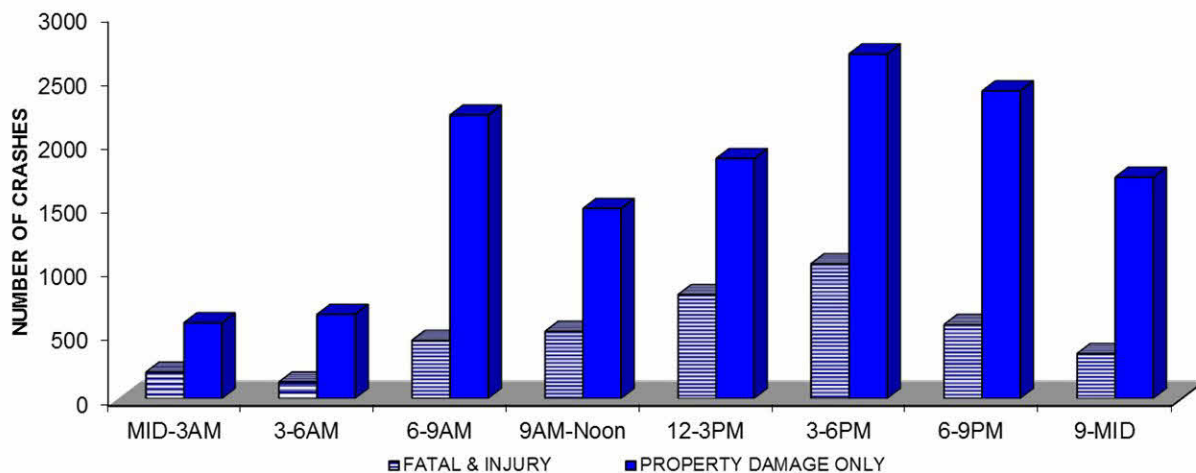
Source: SD Department of Public Safety – Office of Accident Records

**TABLE 3-14  
CRASHES BY DAY OF WEEK  
2015**

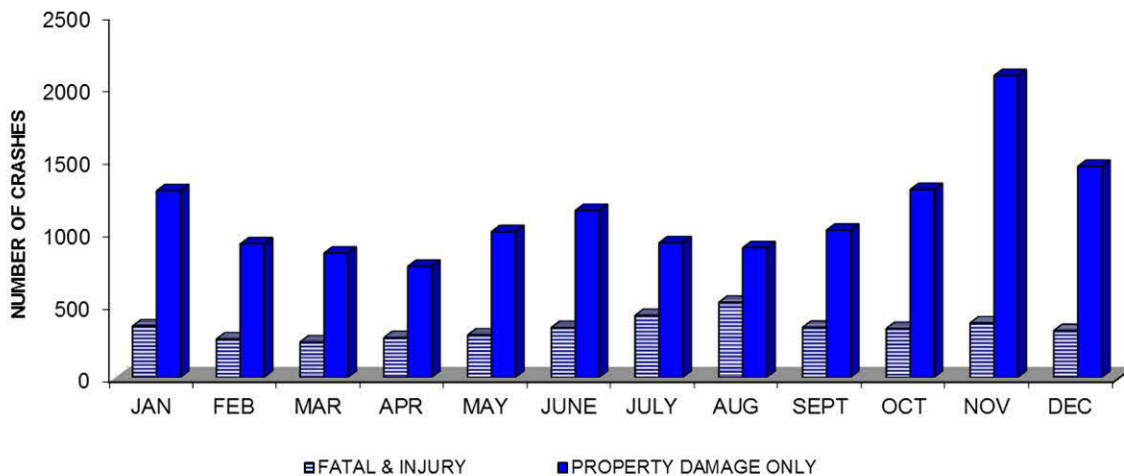
<u>Day</u>	<u>Total Crashes</u>	<u>Fatal Crashes</u>	<u>Injury Crashes</u>	<u>PDO Crashes</u>	<u>Fatalities</u>	<u>Injuries</u>
SUNDAY	1,897	23	409	1,465	26	603
MONDAY	2,654	11	578	2,065	14	775
TUESDAY	2,625	12	571	2,042	13	771
WEDNESDAY	2,623	8	623	1,992	8	840
THURSDAY	2,561	14	575	1,972	18	792
FRIDAY	3,057	23	662	2,372	25	935
SATURDAY	2,374	24	577	1,773	29	809
<b>Total</b>	<b>17,791</b>	<b>115</b>	<b>3,995</b>	<b>13,681</b>	<b>133</b>	<b>5,525</b>

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

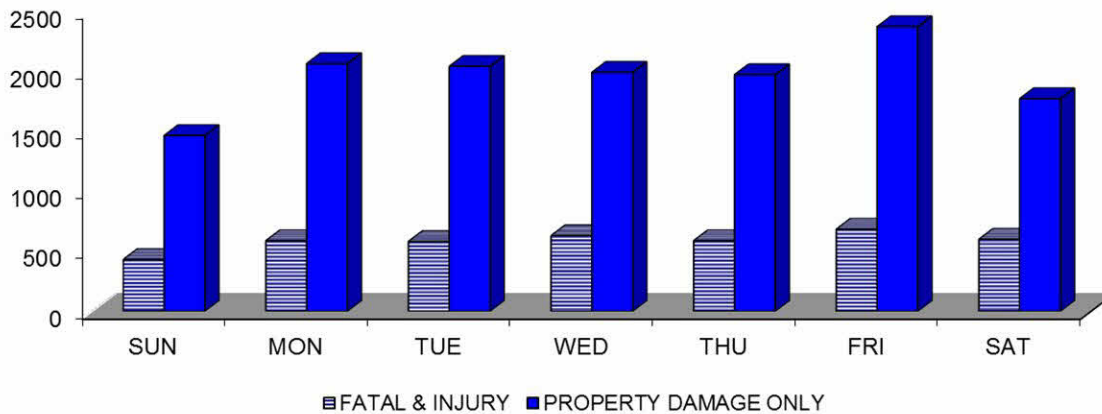
**FIGURE 3-6 CRASHES BY TIME OF DAY 2015**



**FIGURE 3-7 CRASHES BY MONTH 2015**



**FIGURE 3-8 CRASHES BY DAY OF WEEK 2015**





## Drivers

In the 17,791 reported motor vehicle crashes there were 26,344 motor vehicle drivers involved, including 167 drivers in fatal crashes and 6,644 drivers in injury crashes. Of these drivers 95 were killed, which is 71.4 percent of all persons killed in motor vehicle crashes and 73.5 percent or 4,061 of the 5,525 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, 26.4 percent of the drivers were under 25 years of age and 45.6 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 18.6 percent of the drivers involved in fatal crashes and 27.3 percent of the drivers in injury crashes. Drivers under the age of 35 make up 37.1 percent of the drivers in fatal crashes and 46.7 percent of the drivers in injury crashes. Forty-eight or 28.7 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  
2015**

Age	Drivers In All Crashes		Drivers In Fatal Crashes		Drivers In Injury Crashes		Drivers In PDO Crashes	
	No.	%	No.	%	No.	%	No.	%
0 - 5	0	0.0	0	0.0	0	0.0	0	0.0
6 - 13	5	0.0	0	0.0	3	0.0	2	0.0
14 - 15	620	2.4	4	2.4	180	2.7	436	2.2
16 - 17	1,414	5.4	4	2.4	357	5.4	1053	5.4
18	823	3.1	1	0.6	224	3.4	598	3.1
19	704	2.7	2	1.2	179	2.7	523	2.7
20	743	2.8	3	1.8	182	2.7	558	2.9
21 - 24	2,654	10.1	17	10.2	689	10.4	1948	10.0
25 - 34	5,047	19.2	31	18.6	1289	19.4	3727	19.1
35 - 44	3,768	14.3	20	12.0	935	14.1	2813	14.4
45 - 54	3,635	13.8	27	16.2	931	14.0	2677	13.7
55 - 64	3,475	13.2	36	21.6	844	12.7	2595	13.3
65 - Over	2,957	11.2	22	13.2	750	11.3	2185	11.2
Unknown	499	1.9	0	0.0	81	1.2	418	2.1
<b>Total</b>	<b>26,344</b>	<b>100</b>	<b>167</b>	<b>100</b>	<b>6,644</b>	<b>100</b>	<b>19,533</b>	<b>100</b>

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 1,067 drinking drivers in all crashes which is 4.1 percent of all drivers in crashes. Forty-one or 24.6 percent of drivers in fatal crashes had been drinking while 473 or 7.1 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 24.4 percent of the drinking drivers in fatal crashes and 30 percent of the drinking drivers in injury crashes. Those drivers under 35 years of age accounted for 43.9 percent of the drinking drivers in fatal crashes and 56.9 percent of the drinking drivers in all crashes.

**TABLE 3-16  
AGE OF DRINKING DRIVERS IN CRASHES  
2015**

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	3	0.3	0	0.0	2	0.4	1	0.2
16 - 17	19	1.8	0	0.0	6	1.3	13	2.4
18	23	2.2	0	0.0	12	2.5	11	2.0
19	36	3.4	1	2.4	11	2.3	24	4.3
20	40	3.7	1	2.4	20	4.2	19	3.4
21 - 24	200	18.7	8	19.5	91	19.2	101	18.3
25 - 34	286	26.8	8	19.5	131	27.7	147	26.6
35 - 44	192	18.0	6	14.6	79	16.7	107	19.3
45 - 54	141	13.2	9	22.0	63	13.3	69	12.5
55 - 64	86	8.1	7	17.1	42	8.9	37	6.7
65 - Over	35	3.3	1	2.4	15	3.2	19	3.4
Unknown	6	0.6	0	0.0	1	0.2	5	0.9
<b>Total</b>	<b>1,067</b>	<b>100</b>	<b>41</b>	<b>100</b>	<b>473</b>	<b>100</b>	<b>553</b>	<b>100</b>

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

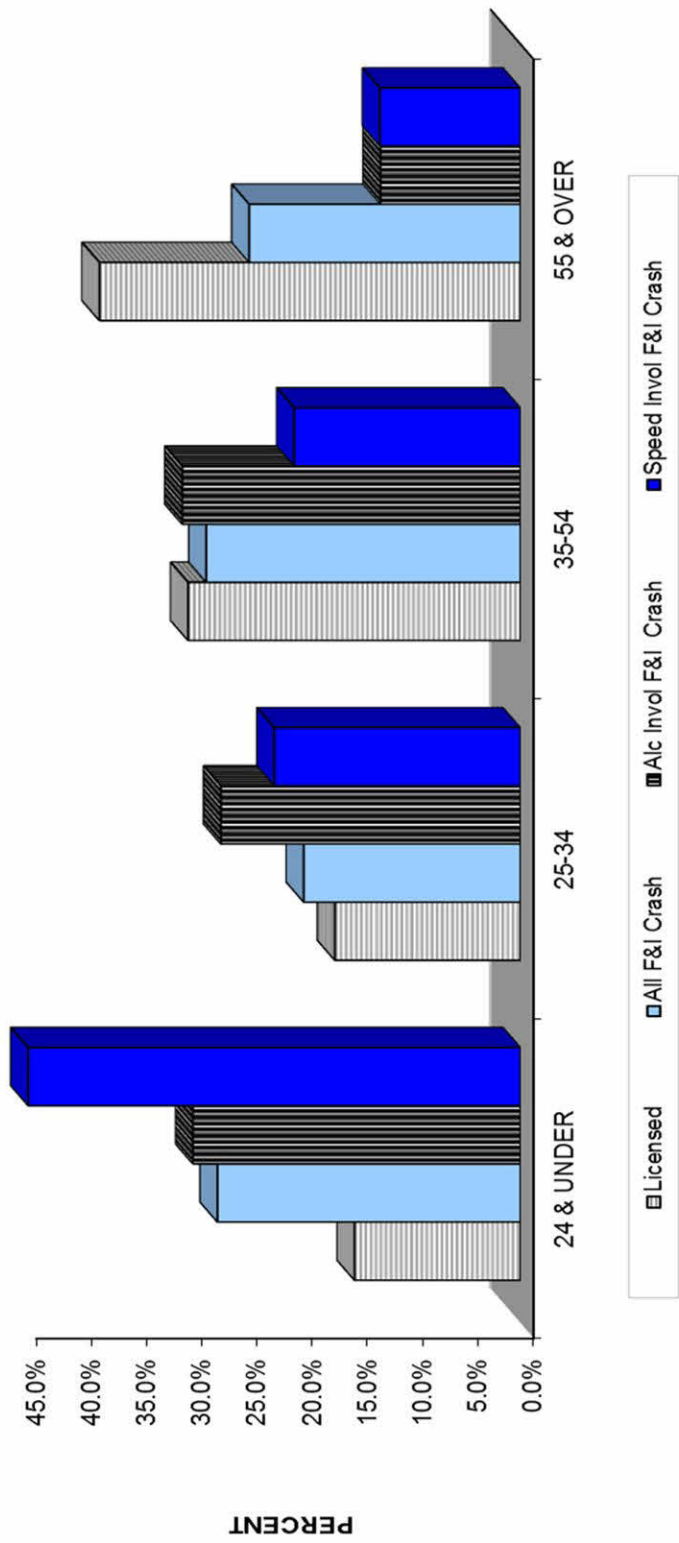
TABLE 3-17 compares age of drivers in fatal and injury crashes, drinking drivers in fatal and injury crashes, and speeding drivers in fatal and injury crashes with licensed drivers by age. The young driver is over represented as those drivers in fatal and injury crashes, drinking drivers in fatal and injury crashes, and speeding drivers in fatal and injury crashes. In South Dakota, licensed drivers under 25 years of age represent 15 percent of the total licensed drivers, 29.6 percent of the drinking drivers in fatal and injury crashes and 44.4 percent of the speeding drivers in fatal and injury crashes. Drivers under 35 years of age constitute 31.8 percent of all licensed drivers, with 56.6 percent of the drinking drivers and 66.5 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  
2015**

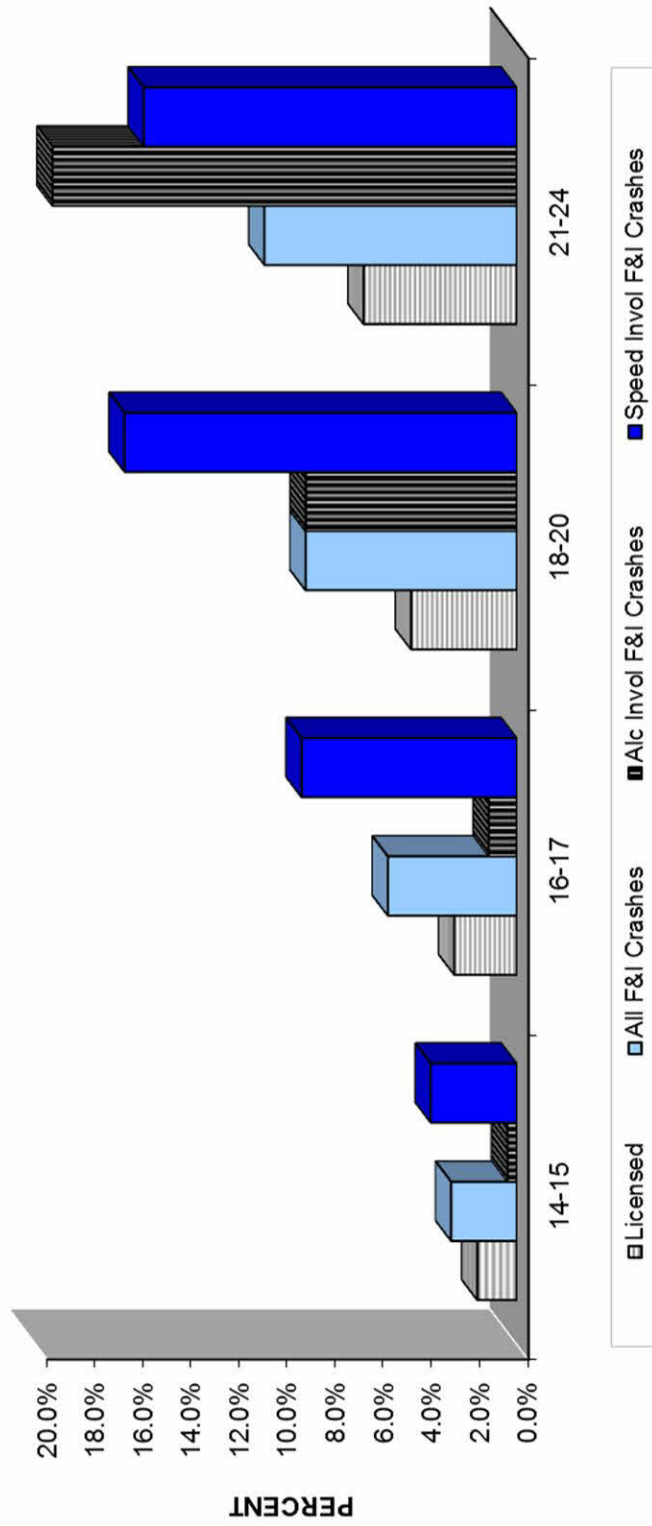
Age	Licensed Drivers %	Drivers In Fatal & Injury Crashes		Drinking Drivers In Fatal & Injury Crashes		Speeding Drivers In Fatal & Injury Crashes	
		No.	%	No.	%	No.	%
0 - 13	0.0	3	0.0	0	0.0	1	0.2
14 - 15	1.6	184	2.7	2	0.4	18	3.6
16 - 17	2.6	361	5.3	6	1.2	45	8.9
18	1.4	225	3.3	12	2.3	30	5.9
19	1.5	181	2.7	12	2.3	27	5.3
20	1.5	185	2.7	21	4.1	25	5.0
21 - 24	6.4	706	10.4	99	19.3	78	15.4
25 - 34	16.8	1320	19.4	139	27.0	112	22.2
35 - 44	14.6	955	14.0	85	16.5	52	10.3
45 - 54	15.5	958	14.1	72	14.0	51	10.1
55 - 64	17.7	880	12.9	49	9.5	42	8.3
65 - Over	20.4	772	11.3	16	3.1	22	4.4
Unknown	0.0	81	1.2	1	0.2	2	0.4
<b>TOTAL</b>	<b>100</b>	<b>6,811</b>	<b>100</b>	<b>514</b>	<b>100</b>	<b>505</b>	<b>100</b>

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 2015**  
**Fatal and Injury Crash Involved Drivers**



**FIGURE 3-10 YOUNG DRIVERS 2015**  
**Fatal & Injury Crash Involved Drivers**



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

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

Vision Obscurement - refers to conditions such as: weather condition; physical obstruction; windshield or window obscured by frost, snow, mud, etc.; snow bank; trees, crops, bushes or other vegetation; guardrail barrier; motor vehicle; building; signs, billboards, etc.; glare; and other. Weather condition was the most frequently reported vision obscurement and was indicated as a problem in 2.4 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 11.6 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 & Failure to keep in proper lane were leading driver contributing circumstances in fatal crashes during 2015. Thirty-three or 19.8 percent of the drivers in fatal crashes reported running off road as a contributing factor in the crash, while 24 or 14.4 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  
2015**

	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	746	2.8	4	2.4	290	4.4	452	2.3
Distracted*	1,125	4.3	6	3.6	374	5.6	745	3.8
Drinking	613	2.3	20	12.0	278	4.2	315	1.6
Driving Too Fast for Condition	1,643	6.2	8	4.8	421	6.3	1,214	6.2
Exceeded Speed Limit	331	1.3	18	10.8	170	2.6	143	0.7
Fail to Yield to Vehicle	2,839	10.8	15	9.0	957	14.4	1,867	9.6
Failure to Keep in Proper Lane	617	2.3	24	14.4	210	3.2	383	2.0
Fatigued/Fell Asleep	223	0.8	5	3.0	88	1.3	130	0.7
Following Too Closely	1,478	5.6	4	2.4	456	6.9	1,018	5.2
Improper Backing	438	1.7	0	0.0	18	0.3	420	2.2
Improper Passing	125	0.5	5	3.0	39	0.6	81	0.4
Improper Turn	396	1.5	0	0.0	101	1.5	295	1.5
Not Stated***	4,733	18.0	0	0.0	3	0.0	4,730	24.2
Other**	1,216	4.6	6	3.6	342	5.1	868	4.4
Over-correcting/Over-steering	387	1.5	14	8.4	184	2.8	189	1.0
Running Off Road	1,021	3.9	33	19.8	438	6.6	550	2.8
Swerving or Avoiding due to: <i>wind, slippery surface, vehicle, object, non-motorist, etc.</i>	276	1.0	3	1.8	91	1.4	182	0.9
Unknown	1,328	5.0	4	2.4	268	4.0	1,056	5.4
Wrong Side of Road	120	0.5	7	4.2	52	0.8	61	0.3
<b>Total Drivers</b>	<b>26,344</b>		<b>167</b>		<b>6,644</b>		<b>19,533</b>	

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

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

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

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

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

## Motorcycles

Motorcycle crashes constitute 3.4 percent of all crashes, 26.1 percent of all fatal crashes, and 12.1 percent of all injury crashes. There were 31 people killed and 614 injured on motorcycles in the 598 reported motorcycle crashes during 2015 (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 0.9 percent of the licensed motorcycle drivers, 3.3 percent of drivers involved in motorcycle crashes, and 8.2 percent of the speeding drivers involved in motorcycle crashes (see TABLE 3-19 and FIGURE 3-11).

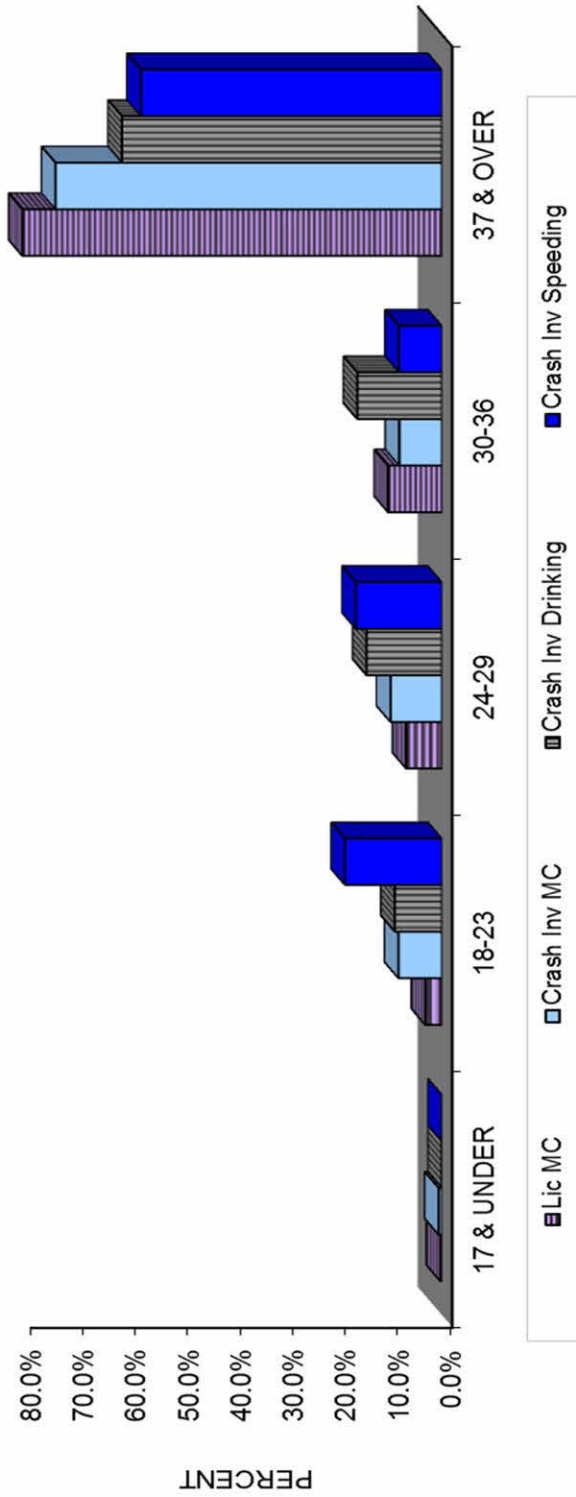
**TABLE 3-19  
MOTORCYCLISTS BY AGE GROUP  
2015**

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	0	0.0	0	0.0	0	0.0
14 - 15	38	0.0	2	0.3	0	0.0	0	0.0
16 - 17	205	0.2	2	0.3	0	0.0	0	0.0
18 - 19	526	0.6	18	2.7	0	0.0	4	8.2
20 - 21	867	1.0	16	2.4	1	1.8	2	4.1
22 - 23	1,288	1.5	20	3.0	4	7.1	3	6.1
24 - 25	1,716	2.0	20	3.0	3	5.4	2	4.1
26 - 27	1,898	2.2	21	3.2	2	3.6	3	6.1
28 - 29	2,177	2.5	23	3.5	3	5.4	3	6.1
30 - 31	2,387	2.8	18	2.7	4	7.1	1	2.0
32 - 36	6,345	7.4	35	5.3	5	8.9	3	6.1
37 - 41	6,460	7.6	44	6.7	4	7.1	6	12.2
42 - 51	16,731	19.6	132	20.0	15	26.8	6	12.2
52 - Over	44,875	52.5	305	46.3	15	26.8	16	32.7
Unknown	0	0.0	3	0.5	0	0.0	0	0.0
<b>Total</b>	<b>85,513</b>	<b>100</b>	<b>659</b>	<b>100</b>	<b>56</b>	<b>100</b>	<b>49</b>	<b>100</b>

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



**FIGURE 3-11 MOTORCYCLISTS 2015**  
**Crash Involved Motorcycle & Moped Drivers**



There were 31 motorcyclist fatalities during 2015. Twenty-seven were motorcycle drivers and four were passengers. Four drivers wore helmet only, four drivers and one passenger wore helmet and eye protection, twelve drivers and three passengers wore eye protection only, seven drivers did not use safety equipment. Helmets were used by 229 or 37.3 percent of the motorcycle drivers in crashes while 385 or 62.7 percent did not wear a helmet (see TABLE 3-20).

**TABLE 3-20  
HELMET USE BY MOTORCYCLE DRIVERS IN CRASHES  
2015**

Age	Helmet Used		Helmet Not Used	
	No.	%	No.	%
06 – 13	0	0.0	0	0.0
14 - 15	2	100.0	0	0.0
16 - 17	0	0.0	2	100.0
18 - 20	7	30.4	16	69.6
21 - 24	15	34.9	28	65.1
25 - 34	26	31.0	58	69.0
35 - 44	23	27.1	62	72.9
45 - Over	156	41.8	217	58.2
Unknown	0	0.0	2	100.0
<b>Total</b>	<b>229</b>	<b>37.3</b>	<b>385</b>	<b>62.7</b>

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 five pedestrian deaths and 95 injuries in motor vehicle crashes during 2015 (see TABLE 3-21). The youngest pedestrian killed was fifteen years old, while the oldest was fifty-five years old. Of the injured pedestrians, 12.6 percent were between the ages of 5-13. Cities accounted for 87.4 percent of the pedestrian injuries, while 40 percent of the fatalities were rural (see TABLE 3-23). Of the five pedestrians killed, 3 were male and 2 were female. Of the 95 pedestrians injured, 62 were male and 33 female.

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

**TABLE 3-21  
AGE OF PEDESTRIANS IN TRAFFIC CRASHES  
2015**

<u>Age</u>	<u>Fatalities</u>		<u>Injuries</u>	
	<u>No.</u>	<u>%</u>	<u>No.</u>	<u>%</u>
0 - 4	0	0.0	3	3.2
5 - 13	0	0.0	12	12.6
14 - 19	1	20.0	14	14.7
20 - 24	1	20.0	10	10.5
25 - 34	0	0.0	11	11.6
35 - 44	0	0.0	10	10.5
45 - 54	2	40.0	10	10.5
55 - 64	1	20.0	14	14.7
65 - Over	0	0.0	11	11.6
<b>Total</b>	<b>5</b>	<b>100</b>	<b>95</b>	<b>100</b>

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

**TABLE 3-22  
ALCOHOL INVOLVEMENT BY PEDESTRIANS  
2015**

<u>Alcohol Involvement</u>	<u>Fatalities</u>		<u>Injuries</u>	
	<u>No.</u>	<u>%</u>	<u>No.</u>	<u>%</u>
Alcohol or Drugs	1	20.0	18	18.9
No Alcohol	4	80.0	77	81.1
Unknown	0	0.0	0	0.0
<b>Total</b>	<b>5</b>	<b>100</b>	<b>95</b>	<b>100</b>

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

**TABLE 3-23  
RURAL vs. CITY PEDESTRIAN CRASHES  
2015**

	<u>Fatalities</u>		<u>Injuries</u>	
	<u>No.</u>	<u>%</u>	<u>No.</u>	<u>%</u>
Rural	2	40.0	12	12.6
City	3	60.0	83	87.4
<b>Total</b>	<b>5</b>	<b>100</b>	<b>95</b>	<b>100</b>

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

## Bicycles

During 2015 there was one bicyclist killed (see TABLE 2-9). There were 90 bicycle drivers injured in reported motor vehicle crashes during 2015 (see TABLE 3-24). The leading factor in bicycle-involved crashes was improper crossing which was reported for 19 percent of the injured bicycle drivers. Thirty-three of the injured bicycle drivers in crashes had no contributing circumstances. The yearly 1995-2015 trend of bicycle fatalities and injuries is provided in TABLE 2-9.

**TABLE 3-24  
AGE OF BICYCLE DRIVERS IN TRAFFIC CRASHES  
2015**

<u>Age</u>	<u>Fatalities Number</u>	<u>Injuries Number</u>	<u>%</u>
0 - 4	0	0	0.0
5 - 13	0	30	33.3
14 - 19	0	14	15.6
20 - 24	0	10	11.1
25 - 34	0	16	17.8
35 - 44	0	5	5.6
45 - 54	0	7	7.8
55 - 64	1	6	6.7
65 - Over	0	2	2.2
<b>Total</b>	<b>1</b>	<b>90</b>	<b>100</b>

*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, 2014, National Safety Council)

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200 copies of this document were printed by the Department of Public Safety at the cost of \$2.81 per copy.