2021
South Dakota
Motor Vehicle Traffic Crash Summary

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

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Governor


MARKS
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WHY DIE?

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I. INTRODUCTION

The Motor Vehicle Traffic Crash Summary is divided into two main sections, Historical Trends and 2021 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 2021 Traffic Crash Profile section details the crash picture for 2021 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 06/15/2022. This report reflects a one day picture of CY2021 data collected, any data received after this date would not be included in this report.

SOUTH DAKOTA TRAFFIC STATISTICAL SUMMARY
2019-2020

	2020	2021
➢ NUMBER OF REPORTED MOTOR VEHICLE TRAFFIC CRASHES	**17,599**	**19,464**
➢ AMOUNT OF MOTOR VEHICLE TRAFFIC CRASH PROPERTY DAMAGE	**$115 MILLION**	**$141 MILLION**
➢ NUMBER OF MOTOR VEHICLE TRAFFIC CRASH INJURIES	**4,462**	**4,963**
➢ NUMBER OF MOTOR VEHICLE TRAFFIC CRASH FATALITIES	**141**	**148**
➢ FATALITY RATE PER 100,000,000 MILES OF TRAVEL	**1.45**	**1.48**
➢ PERCENT OF DRIVERS IN FATAL CRASHES WHO HAD BEEN DRINKING	**24.7%**	**23.6%**
➢ NUMBER KILLED IN ALCOHOL-RELATED CRASHES	**51**	**56**
➢ NUMBER INJURED IN ALCOHOL-RELATED CRASHES	**645**	**689**
➢ NUMBER OF PEDESTRIANS KILLED	**14**	**14**
➢ NUMBER OF MOTORCYCLISTS KILLED	**27**	**22**
➢ NUMBER OF BICYCLISTS KILLED	**0**	**0**
➢ PERCENT OF LICENSED DRIVERS UNDER 25	**14.7%**	**14.8%**
➢ PERCENT OF CRASH-INVOLVED SPEEDING DRIVERS UNDER 25	**40.8%**	**42.8%**
➢ PERCENT OF CRASH-INVOLVED DRINKING DRIVERS UNDER 25	**28.1%**	**26.0%**
➢ NUMBER OF OCCUPANTS KILLED IN MOTOR VEHICLES *(EXCLUDES MOPED, MOTORCYCLE, ATV & SNOWMOBILE OCCUPANTS)*	**96**	**108**
➢ NUMBER OF OCCUPANTS KILLED IN MOTOR VEHICLES WHO WERE WEARING A SAFETY RESTRAINT *(EXCLUDES MOPED, MOTORCYCLE, ATV & SNOWMOBILE OCCUPANTS)*	**29**	**66**
➢ NUMBER OF UNRESTRAINED OCCUPANTS UNDER 5 YEARS OF AGE IN MOTOR VEHICLE CRASHES WHO WERE KILLED	**1**	**0**
WHO WERE INJURED *(EXCLUDES MOPED, MOTORCYCLE, ATV & SNOWMOBILE OCCUPANTS)*	**9**	**13**
➢ NUMBER OF UNRESTRAINED OCCUPANTS UNDER 5 YEARS OF AGE WITH CHILD RESTRAINT NOT USED PROPERLY WHO WERE KILLED	**0**	**0**
WHO WERE INJURED *(EXCLUDES MOPED, MOTORCYCLE, ATV & SNOWMOBILE OCCUPANTS)*	**3**	**4**
➢ ECONOMIC LOSS FROM MOTOR VEHICLE TRAFFIC CRASHES	**$473 MILLION**	**$533 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 2011-2020 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
2011-2020

State	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
South Dakota	1.2	1.5	1.5	1.5	1.4	1.2	1.3	1.3	1.0	1.5
Iowa	1.2	1.2	1.0	1.0	1.0	1.2	1.0	1.0	1.0	1.1
Minnesota	0.7	0.7	0.7	0.6	0.7	0.7	0.6	0.6	0.6	0.8
Montana	1.8	1.7	1.9	1.6	1.8	1.5	1.5	1.4	1.4	1.8
Nebraska	1.0	1.1	1.1	1.2	1.2	1.1	1.1	1.1	1.2	1.2
North Dakota	1.6	1.7	1.5	1.3	1.3	1.2	1.2	1.1	1.0	1.1
Wyoming	1.5	1.3	0.9	1.6	1.5	1.2	1.3	1.1	1.4	1.3
National	1.1	1.2	1.1	1.1	1.2	1.2	1.2	1.1	1.1	1.3

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)

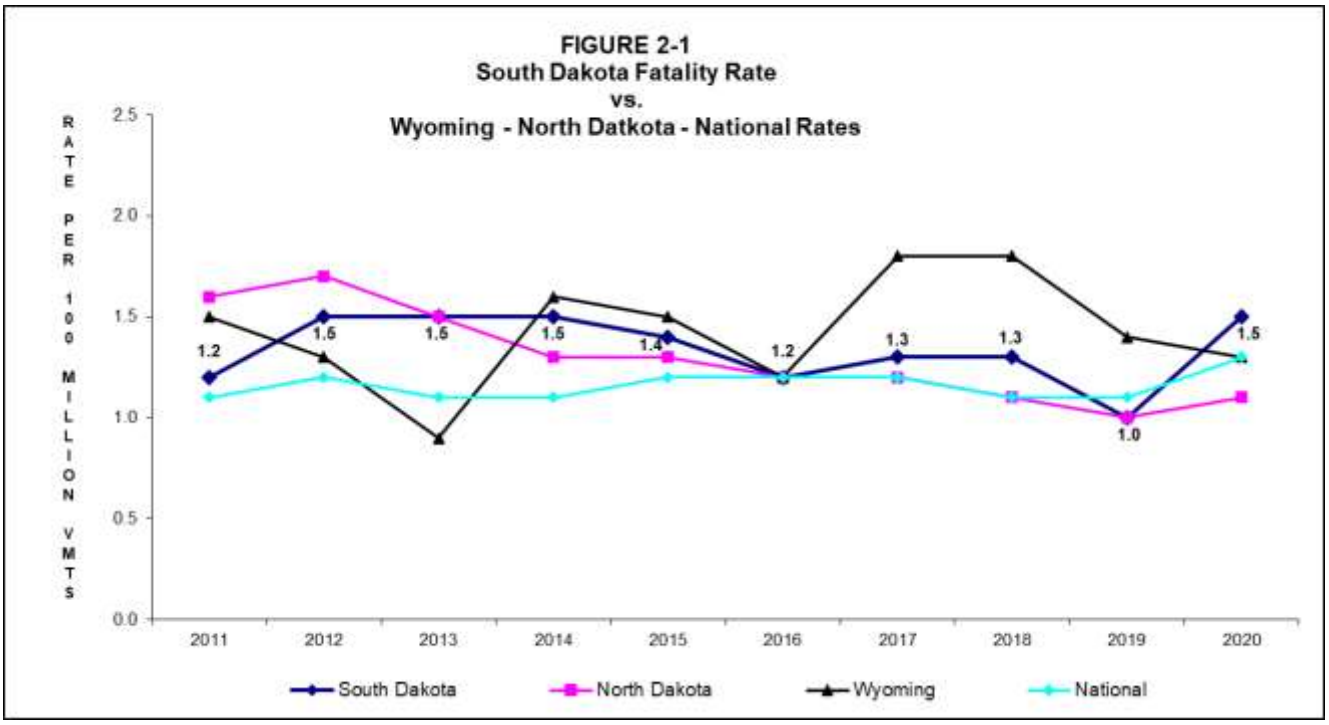


TABLE 2-2 provides a yearly comparison of South Dakota's motor vehicle traffic crashes from 1992 through 2021. Any comparison of motor vehicle crashes must be made with caution due to the changes in the definition of a reportable crash. For example, in the late 1970's the definition of a fatality caused 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 2021 death rate increased to 1.48, a 1.63% increase from the 2020 death rate of 1.45. The 4,963 people injured in crashes are an 11.2% increase from the 4,462 in 2020 (see TABLE 2-2).

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

Year	Deaths	Death Rate[1]	Injuries	Total Crashes	Total Crashes Rate[4]	Fatal Crashes	Injury Crashes	PDO[2] Crashes	Miles[3] Traveled +(000,000)	Registered Motor Vehicles[5] +(000)
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
2020	141	1.45	4,462	17,599	181.38	132	3,316	14,151	9,703	1,197
2021	**148**	**1.48**	**4,963**	**19,464**	**194.23**	**131**	**3,617**	**15,716**	**10,021**	**1,245**

FOOTNOTES

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

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

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

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

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

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

Alcohol Involvement

When comparing records dating back to 1979, 29.7% alcohol involved fatal crashes for 2011 is the lowest. Of the 148 traffic fatalities during 2021, 56 or 37.8% 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
2015-2021

	2015	2016	2017	2018	2019	2020	2021
Total Crashes	6.1% (1086)	5.5% (962)	5.6% (1032)	5.2% (1001)	5.2% (1057)	6.3% (1115)	6.0% (1162)
Fatal Crashes	36.2% (42)	45.6% (47)	40.5% (45)	40.9% (45)	30.7% (27)	37.1% (49)	36.6% (48)
Injury Crashes	12.3% (492)	10.7% (411)	11.8% (467)	11.2% (404)	11.3% (414)	13.8% (456)	13.5% (487)
PDO Crashes	4.0% (552)	3.7% (504)	3.6% (520)	3.6% (552)	3.7% (616)	4.3% (610)	4.0% (627)
Fatalities	36.6% (49)	47.4% (55)	38.0% (49)	41.5% (54)	27.5% (28)	36.2% (51)	37.8% (56)
Injuries	13.0% (721)	11.4% (589)	11.9% (635)	10.8% (541)	11.3% (552)	14.5% (645)	13.9% (689)

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
2015-2021

AGE	2015	2016	2017	2018	2019	2020	2021
0 - 5	0	1	1	0	0	1	0
6 - 12	0	0	0	1	0	0	0
13 - 19	3	8	3	6	0	2	1
20	1	1	0	1	0	2	2
21 - 29	9	21	16	16	11	8	13
30 - 39	11	11	11	9	8	12	13
40 - 49	6	5	6	6	3	11	9
50 - 59	13	4	7	8	4	7	9
60 & OLDER	5	4	5	7	2	8	9
Unknown/Not Stated	0	0	0	0	0	0	0
TOTAL	**48**	**55**	**49**	**54**	**28**	**51**	**56**

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

FIGURE 2-2 2021 CRASH FATALITIES
Alcohol Related vs Non Alcohol Related

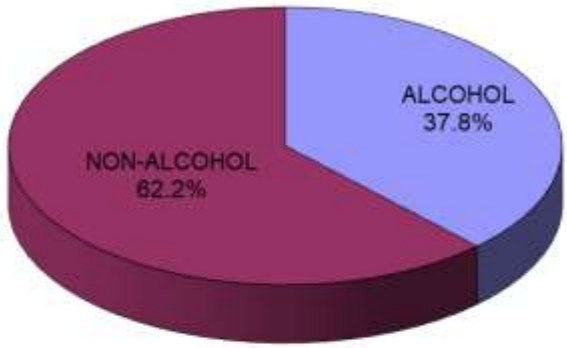
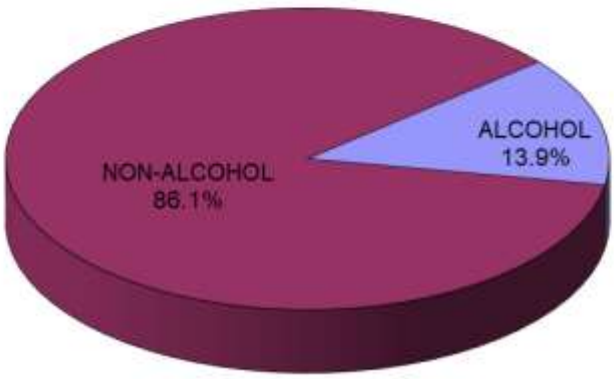


FIGURE 2-3 2021 CRASH INJURIES
Alcohol Related vs Non Alcohol Related



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 5.9% while non-alcohol related fatal and injury crashes increased by 9.2% from the 2020 totals.
The number of DWI arrests increased by 11.5% from 2020.

TABLE 2-4
CRASH AND ARREST ACTIVITY
2011- 2021

	FATAL CRASHES		FATAL & INJURY CRASHES			
	ALCOHOL RELATED	NONALCOHOL RELATED	ALCOHOL RELATED	NONALCOHOL RELATED	DWI [1] ARRESTS	DWI [1] CONVICTIONS
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
2020	49	83	505	2,943	10,040	7,423
2021	48	83	535	3,213	11,197	8,290

Note: [1] – Based on South Dakota Courts - The State of the Judiciary and Fiscal Year 2020 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 2011 through 2021.

FIGURE 2-5 presents the alcohol related and non-alcohol related fatal crash experience for the years of 2011 through 2021.

There were 48 alcohol related fatal crashes during 2021, which compares to 49 in 2020. The previous three-year average was 40 for the years of 2018-2020.

There were 535 alcohol related fatal and injury crashes during 2021, which compares to 505 in 2020. The previous three-year average was 465 or an 5.9 percent increase in 2021.
Non-alcohol related fatal and injury crashes in 2021 increased (9.2%) when compared to 2020 and increased 1.3 percent from the previous three-year average (2018-2020).

There were 11,197 DWI arrests in fiscal year 2021. This level has gone up 8.5% from the previous three-year average (2018-2020). There were 8,290 DWI convictions in fiscal year 2021. This level has gone up 8% from the previous 3-year average (2018-2020).

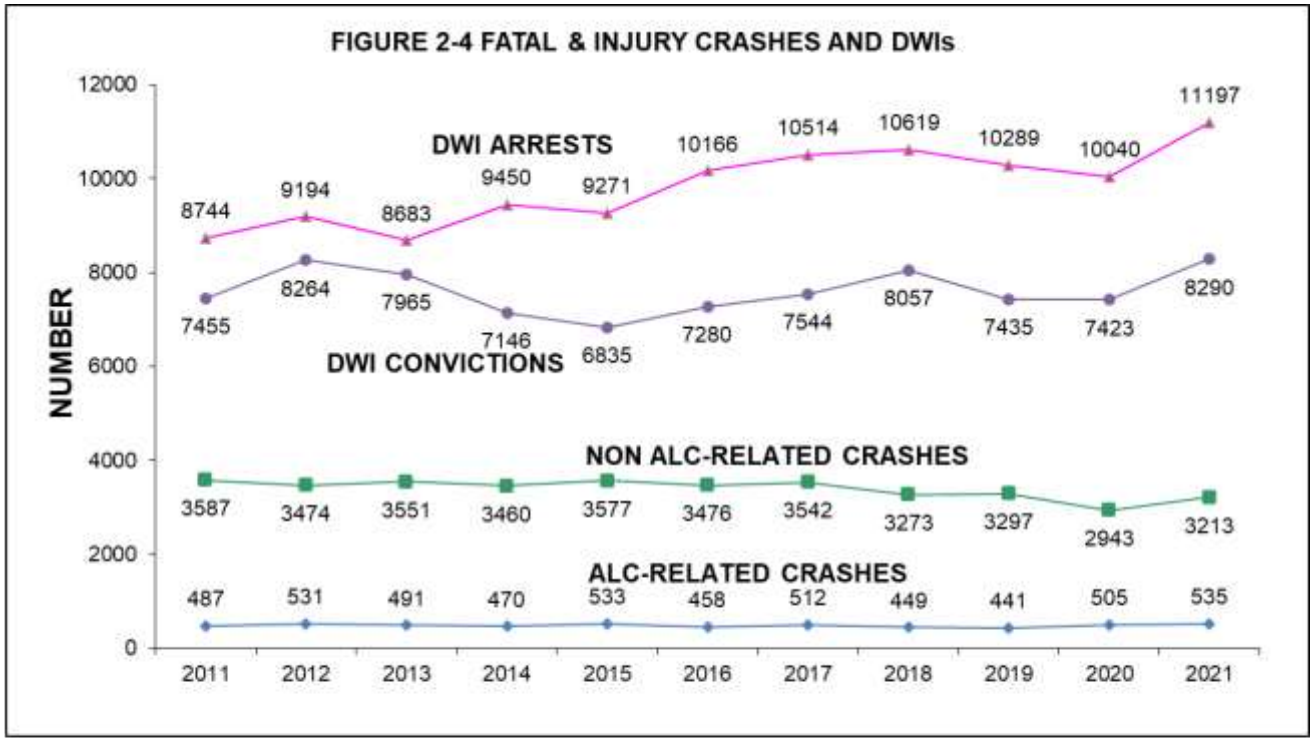


FIGURE 2-4 FATAL & INJURY CRASHES AND DWIs
NUMBER
12000
10000
8000
6000
4000
2000
0
DWI ARRESTS
8744
9194
8683
9450
9271
10166
10514
10619
10289
10040
11197
DWI CONVICTIONS
7455
8264
7965
7146
6835
7280
7544
8057
7435
7423
8290
NON ALC-RELATED CRASHES
3587
3474
3551
3460
3577
3476
3542
3273
3297
2943
3213
ALC-RELATED CRASHES
487
531
491
470
533
458
512
449
441
505
535
2011
2012
2013
2014
2015
2016
2017
2018
2019
2020
2021

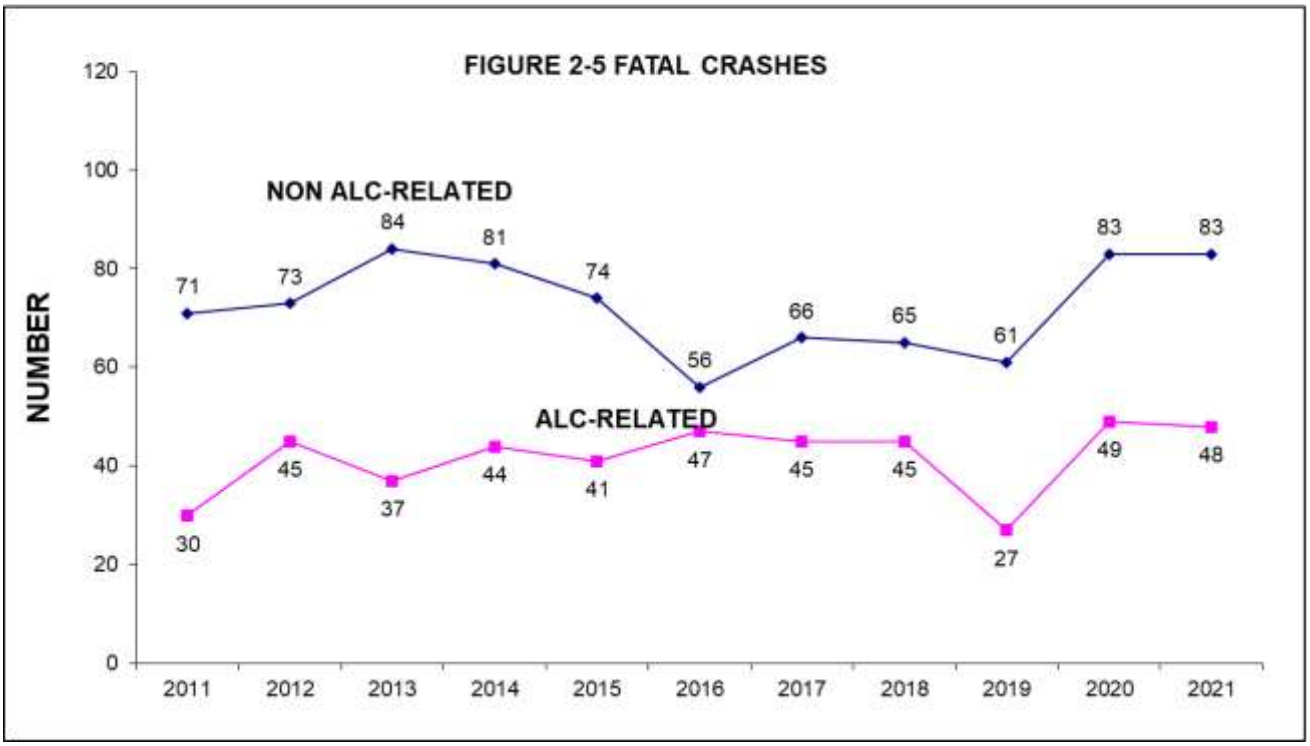


FIGURE 2-5 FATAL CRASHES
NUMBER
120
100
80
60
40
20
0
NON ALC-RELATED
71
73
84
81
74
56
66
65
61
83
83
ALC-RELATED
30
45
37
44
41
47
45
45
27
49
48
2011
2012
2013
2014
2015
2016
2017
2018
2019
2020
2021

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

Forty-four (40.7%) of the 108 killed occupants were either partially or totally ejected from the vehicle. (See TABLE 2-5B)

TABLE 2-5 SAFETY RESTRAINT USAGE – KILLED OCCUPANTS

	2016	2017	2018	2019	2020	2021
No Safety Equipment	58	67	61	41	60	66
Lap Belt Only	2	1	1	1	1	1
Shoulder Harness Only	1	0	0	0	0	0
Lap Belt & Shoulder Harness	18	22	28	31	28	32
Child Restraint Used Properly	0	1	2	0	0	0
Child Restraint Not Properly Used	0	0	1	0	0	0
Other, Not Stated or Unknown	4	10	6	4	7	9
TOTAL	**83**	**101**	**99**	**77**	**96**	**108**

TABLE 2-5A SAFETY RESTRAINT USAGE – INJURED OCCUPANTS

	2016	2017	2018	2019	2020	2021
No Safety Equipment	728	693	684	584	630	632
Lap Belt Only	39	42	123	114	54	33
Shoulder Harness Only	18	16	16	22	23	19
Lap Belt & Shoulder Harness	3,410	3,547	3,270	3,294	2,838	3,268
Child Restraint Used Properly	53	51	54	50	15	42
Child Restraint Not Properly Used	1	3	6	0	3	4
Other, Not Stated or Unknown	248	299	269	222	234	260
TOTAL	**4,497**	**4,651**	**4,422**	**4,286**	**3,797**	**4,258**

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					
	2016	2017	2018	2019	2020	2021	2016	2017	2018	2019	2020	2021
Not Ejected	40	60	52	46	52	64	4,373	4,539	4,312	4,201	3,666	4,161
Partial Ejection	7	9	6	4	6	7	14	15	5	11	15	10
Total Ejection	36	31	41	26	38	37	91	70	92	60	95	68
Unknown Ejection	0	1	0	1	0	0	17	27	13	12	18	16
Not Applicable	0	0	0	0	0	0	2	0	0	2	3	3
TOTAL	**83**	**101**	**99**	**77**	**96**	**108**	**4,497**	**4,651**	**4,422**	**4,286**	**3,797**	**4,258**

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

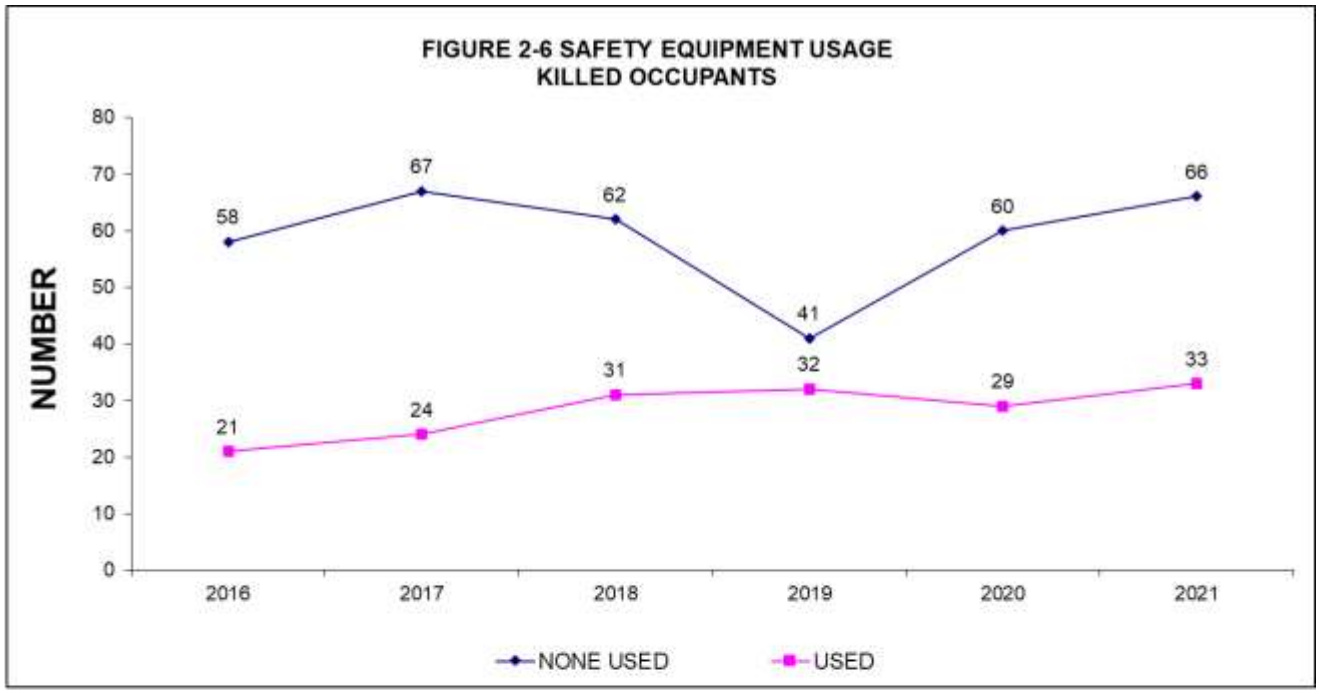


FIGURE 2-6 SAFETY EQUIPMENT USAGE
KILLED OCCUPANTS
NUMBER
80
70
60
50
40
30
20
10
0
58
67
62
41
60
66
21
24
31
32
29
33
2016
2017
2018
2019
2020
2021
NONE USED
USED

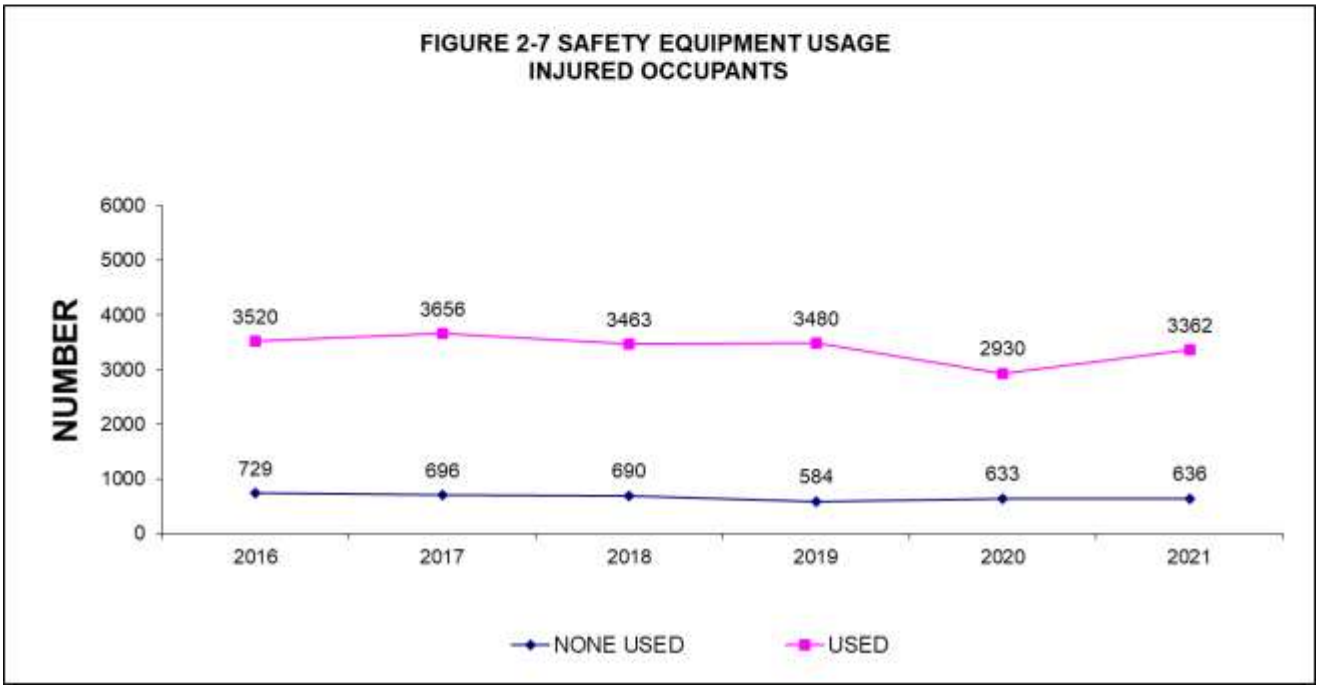


FIGURE 2-7 SAFETY EQUIPMENT USAGE
INJURED OCCUPANTS
NUMBER
6000
5000
4000
3000
2000
1000
0
3520
3656
3463
3480
2930
3362
729
696
690
584
633
636
2016
2017
2018
2019
2020
2021
NONE USED
USED

The Child Passenger Restraint System (SDCL 32-37) law took effect on July 1, 1984 - since that time there have been 76 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 2021, which compares to one fatalities during 2020 (see TABLE 2-6).

There were 53 children (birth through 4 years old) injured in 2021, which compares to 25 for 2020. Forty of the 53 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

YEAR	FATALITIES	SERIOUS INJURY	SLIGHT INJURY	TOTAL NONFATAL INJURIES
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	23	43	66
2019	0	25	21	46
2020	1	9	15	25
2021	0	22	31	53

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 - 2021

	Fatalities	Injuries
No Safety Equipment Used	0	9
Lap Belt Only	0	0
Shoulder Harness Only	0	0
Lap Belt & Shoulder Harness	0	6
Child Restraint Used Properly	0	34
Child Restraint Not Used Properly	0	4
Other, Not Stated or Unknown	0	0
TOTAL	**0**	**53**

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 471 and 20 deaths per year. Licensed motorcyclists increased 0.3 percent during 2020 while fatalities increased to 27 (see Table 2-7).

Moped crashes are included with motorcycle crashes. There were no moped fatalities during 2021. 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
2001 - 2021

	Motorcycle Crashes			Motorcyclists		Registered	Licensed
Year	Total	Fatal	Injury	Fatalities	Injuries	Motorcycles	Motorcyclists
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
2020	454	26	370	27	445	107,970	91,579
2021	495	21	400	22	475	116,361	94,213

Source: SD Department of Public Safety – Office of Accident Records
SD Department of Public Safety – Driver Licensing Program
SD Department of Revenue – Division of Motor Vehicles

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TABLE 2-8
PEDESTRIAN FATALITIES AND INJURIES
2001 - 2021

Year	Fatalities	Injuries
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
2020	14	113
2021	**14**	**84**

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

TABLE 2-9
BICYCLE FATALITIES AND INJURIES
2001 - 2021

Year	Fatalities	Injuries
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
2020	0	41
2021	**0**	**62**

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
2012- 2021

Holiday	Total Hours	Total Crashes	Fatal Crashes	Injury Crashes	Fatalities	Injuries
MEMORIAL DAY						
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
2020	78	116	2	20	2	30
2021	**78**	**177**	**1**	**27**	**1**	**36**
FOURTH OF JULY						
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
2020	78	153	6	35	6	55
2021	**78**	**134**	**1**	**26**	**2**	**36**
LABOR DAY						
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
2020	78	116	2	28	2	39
2021	**78**	**131**	**2**	**38**	**2**	**64**

Holiday	Total Hours	Total Crashes	Fatal Crashes	Injury Crashes	Fatalities	Injuries
THANKSGIVING						
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
2020	102	197	0	19	0	27
2021	**102**	**195**	**2**	**27**	**2**	**36**
CHRISTMAS						
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
2020	78	162	2	24	2	39
2021	**78**	**142**	**1**	**22**	**2**	**30**
NEW YEARS						
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
2020-21	78	140	0	23	0	27
2021-22	**78**	**118**	**0**	**10**	**0**	**11**

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 2012 through 2021. The percentages are row percentages.

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

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

Year	Incapacitating Injuries No.	%	Non-Incapacitating Injuries No.	%	Possible Injuries No.	%	Total Injuries	Total Killed
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
2020	548	12.3	1,704	38.2	2,210	49.5	4,462	141
2021	**620**	**12.5**	**1,916**	**38.6**	**2,427**	**48.9**	**4,963**	**148**

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 No.	%	Non-Incapacitating Injuries No.	%	Possible Injuries No.	%	Total Injuries	Total Killed
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
2020	378	11.1	1,237	36.4	1,781	52.4	3,396	106
2021	**440**	**11.6**	**1,383**	**36.4**	**1,980**	**52.1**	**3,803**	**104**

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

Year	Incapacitating Injuries No.	%	Non-Incapacitating Injuries No.	%	Possible Injuries No.	%	Total Injuries	Total Killed
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
2020	142	15.7	385	42.5	379	41.8	906	21
2021	145	14.5	460	45.9	397	39.6	1,002	30

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

Year	Incapacitating Injuries No.	%	Non-Incapacitating Injuries No.	%	Possible Injuries No.	%	Total Injuries	Total Killed
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
2020	6	14.6	20	48.8	15	36.6	41	0
2021	4	6.5	34	54.8	24	38.7	62	0

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

Year	Incapacitating Injuries No.	%	Non-Incapacitating Injuries No.	%	Possible Injuries No.	%	Total Injuries	Total Killed
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
2020	22	19.5	61	54.0	30	26.5	113	14
2021	31	36.9	34	40.5	19	22.6	84	14

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
2011 - 2021

	CRASH INVOLVED DRIVERS				LICENSED DRIVERS			
	MALE		FEMALE		MALE		FEMALE	
	No.	%	No.	%	No.	%	No.	%
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
2020	14,820	60.5	9,685	39.5	329,064	50.5	322,952	49.5
2021	**16,189**	**58.1**	**11,685**	**41.9**	**339,316**	**50.6**	**331,523**	**49.4**

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 Licensing Program

III. 2021 MOTOR VEHICLE CRASH PROFILE

Introduction

This section profiles the reported motor vehicle traffic crashes for 2021. 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 2021, there were 19,464 reported motor vehicle traffic crashes, the majority of crashes being property damage only 15,716 (80.7%). Injury crashes accounted for 3,617 (18.6%) of the crashes, while 131 (0.7%) were fatal crashes. There were 4,963 persons injured and 148 persons killed in crashes during 2021 (see TABLE 3-1).

TABLE 3-1
FATALITIES AND SEVERITY OF INJURIES OF DRIVERS, PASSENGERS, PEDESTRIANS, AND BICYCLE DRIVERS
2021

	Incapacitating Injuries		Non-Incapacitating Injuries		Possible Injuries		Total Nonfatal Injuries		Total Fatalities	
	No.	%	No.	%	No.	%	No.	%	No.	%
Drivers	440	71.0	1,383	72.2	1,980	81.6	3,803	76.6	104	70.3
Passengers	145	23.4	460	24.0	397	16.4	1,002	20.2	30	20.3
Pedestrians	31	5.0	34	1.8	19	0.8	84	1.7	14	9.5
Bicycle Drv	4	0.6	34	1.8	24	1.0	62	1.2	0	0.0
Other*	0	0.0	5	0.3	7	0.3	12	0.2	0	0.0
TOTAL	**620**	**100**	**1,916**	**100**	**2,427**	**100**	**4,963**	**100**	**148**	**100**

*Other – 12 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 2021, 43.9 percent of the fatalities and 39.5 percent of the injuries occurred to occupants of passenger cars and mini-vans. Occupants of pickups and cargo vans accounted for 11.5 percent of the fatalities and 15.3 percent of the injuries. Additionally, in 2021 twenty-two motorcyclists and fourteen pedestrians were killed.
(See Table 3-2).

TABLE 3-2
FATALITIES AND INJURIES BY MODE OF TRANSPORTATION
2021

	Fatalities		Injuries	
	No.	%	No.	%
Passenger Cars, Mini-vans	65	43.9	1,958	39.5
Pickups, Cargo Vans***	17	11.5	761	15.3
SUV's (Sports Utility Vehicles)	23	15.5	1,375	27.7
Trucks (All)*	2	1.4	153	3.1
Motorcycle	22	14.9	453	9.1
Moped	0	0.0	22	0.4
ATV's / 4-Wheelers	4	2.7	60	1.2
Bus	0	0.0	3	0.1
Farm Machinery, Heavy Equipment	1	0.7	4	0.1
Motor Home	0	0.0	7	0.1
Snowmobile	0	0.0	0	0.0
Bicycle	0	0.0	62	1.2
Pedestrians	14	9.5	84	1.7
Other**	0	0.0	11	0.2
Unknown	0	0.0	10	0.2
TOTAL	**148**	**100**	**4,963**	**100**

*Trucks Specifics:	Fatalities	Injuries
Straight Truck	1	47
Straight Truck with Trailer	0	4
Truck Tractor Only	0	1
Truck Tractor with Single Semi Trailer	1	95
Truck Tractor with Two or More Trailers	0	6
TOTAL	**2**	**153**

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 2021

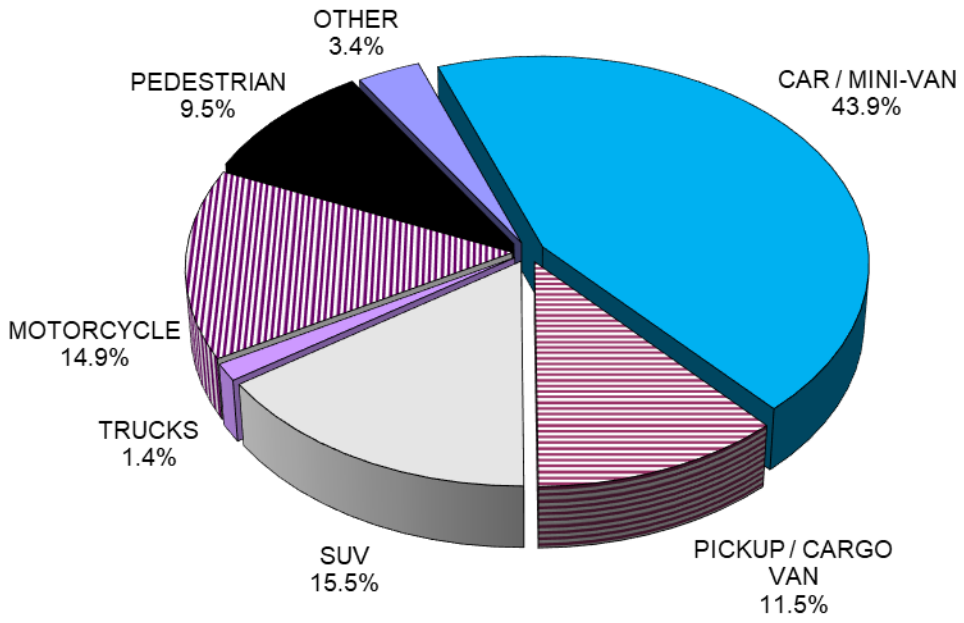
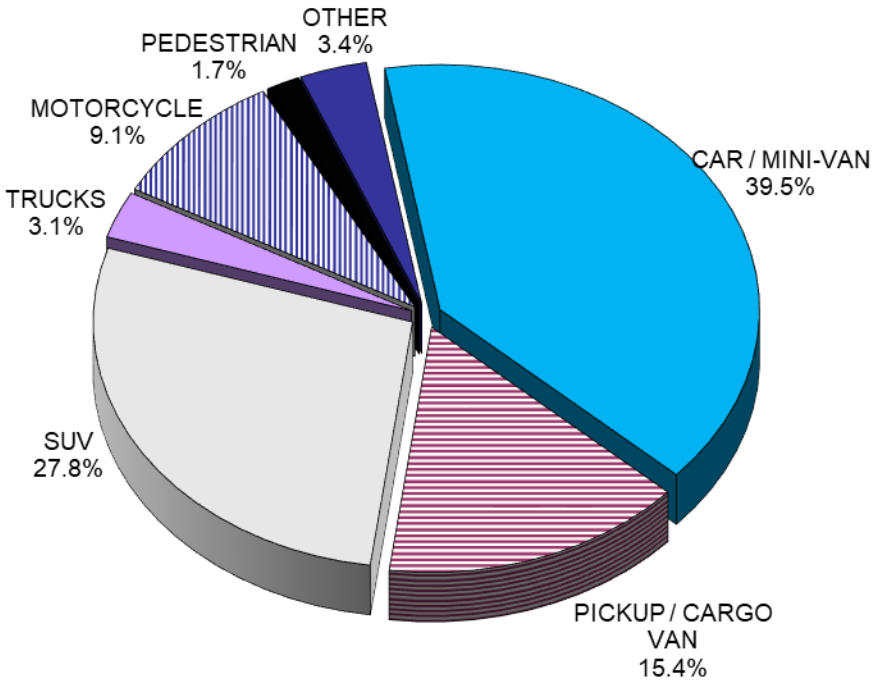


FIGURE 3-2 INJURIES BY TRAVEL MODE 2021



** 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 36.6 percent of the vehicles involved in fatal crashes and 39.8 percent of those involved in injury crashes. Pickups and vans made up 17.7 percent of the vehicles involved in fatal crashes, while SUV's made up 21 percent those involved in fatal crashes and 28.2 percent in injury crashes.

VEHICLE TYPES INVOLVED IN CRASHES
2021
TABLE 3-3

	All Crashes No.	%	Fatal Crashes No.	%	Injury Crashes No.	%	PDO Crashes No.	%
Passenger Cars / Mini-vans	12,202	40.1	68	36.6	2,454	39.8	9,680	40.1
Pickups, Cargo Vans	6,275	20.6	33	17.7	1,136	18.4	5,106	21.2
SUV's (Sports Utility Vehicles)	9,455	31.0	39	21.0	1,735	28.2	7,681	31.9
Trucks (All)*	1,235	4.1	16	8.6	256	4.2	963	4.0
Motorcycle	517	1.7	24	12.9	415	6.7	78	0.3
Moped	24	0.1	0	0.0	21	0.3	3	0.0
ATV's / 4-wheelers	62	0.2	4	2.2	46	0.7	12	0.0
Bus	93	0.3	0	0.0	15	0.2	78	0.3
Farm Machinery / Heavy Equip.	54	0.2	1	0.5	15	0.2	38	0.2
Motor Home	43	0.1	0	0.0	12	0.2	31	0.1
Snowmobile	1	0.0	0	0.0	0	0.0	1	0.0
Other	20	0.1	0	0.0	9	0.1	11	0.0
Unknown	479	1.6	1	0.5	49	0.8	429	1.8
TOTAL	**30,460**	**100**	**186**	**100**	**6,163**	**100**	**24,111**	**100**

* Trucks Specifics:	All Crashes	Fatal Crashes	Injury Crashes	PDO Crashes
Straight Truck	378	3	75	300
Straight Truck with Trailer	80	0	12	68
Truck Tractor Only	37	0	3	34
Truck Tractor with Single Semi Trailer	704	12	158	534
Truck Tractor with Two or More Trailers	36	1	8	27
TOTAL	**1,235**	**16**	**256**	**963**

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 12 people or (8.1%) of the persons killed were under 20 years of age and a total of 863 or (17.4%) 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
2021

	Fatalities		Injuries	
	No.	%	No.	%
0 - 5	0	0.0	65	1.3
6 - 13	2	1.4	176	3.5
14 - 15	1	0.7	184	3.7
16 - 17	7	4.7	311	6.3
18	1	0.7	153	3.1
19	1	0.7	136	2.7
20	4	2.7	138	2.8
21 - 24	10	6.8	428	8.6
25 - 34	**32**	**21.6**	**863**	**17.4**
35 - 44	20	13.5	692	13.9
45 - 54	17	11.5	597	12.0
55 - 64	28	18.9	600	12.1
65 - Over	25	16.9	620	12.5
Unknown	0	0.0	0	0.0
Total	**148**	**100**	**4,963**	**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 31.3 percent of the fatal crashes and only 6.6 percent of the total crashes, while 32.8 percent of the fatal crashes and 45.7 percent of all crashes represented a collision between two or more vehicles (see TABLE 3-5).

TABLE 3-5
FIRST HARMFUL EVENT
2021

First Harmful Event	Total Crashes No.	%	Fatal Crashes No.	%	Injury Crashes No.	%	PDO Crashes No.	%
Motor Vehicle Collision With:								
MV in Transport	8,894	45.7	43	32.8	2,113	58.4	6,738	42.9
A Fixed or Other Object	2,647	13.6	29	22.1	592	16.4	2,026	12.9
An Animal	5,211	26.8	0	0.0	85	2.4	5,126	32.6
A Pedestrian	98	0.5	14	10.7	81	2.2	3	0.0
A Bicyclist	65	0.3	0	0.0	61	1.7	4	0.0
A Parked Motor Vehicle	1,236	6.4	3	2.3	93	2.6	1,140	7.3
A Railroad Vehicle	8	0.0	0	0.0	5	0.1	3	0.0
Equipment in Roadway	26	0.1	1	0.8	5	0.1	20	0.1
Non-Collision (Overturning or Other)	1,279	6.6	41	31.3	582	16.1	656	4.2
Total	**19,464**	**100**	**131**	**100**	**3,617**	**100**	**15,716**	**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 39.5 percent of the fatal crashes, 53.3 percent of the injury crashes and 46.4 percent of the property damage only crashes. Angle collisions are the most prevalent for severe crashes, accounting for 39.5 percent of the fatal crashes and 46.4 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
2021

Manner of Collision	Total Crashes No.	%	Fatal Crashes No.	%	Injury Crashes No.	%	PDO Crashes No.	%
Rear-End	3,470	39.0	5	11.6	805	38.1	2,660	39.5
Head-On	144	1.6	18	41.9	68	3.2	58	0.9
Angle	4,127	46.4	17	39.5	1,126	53.3	2,984	44.3
Sideswipe-Same Direction	1,015	11.4	2	4.7	75	3.5	938	13.9
Sideswipe-Opposite Dir.	127	1.4	1	2.3	38	1.8	88	1.3
Rear-Rear	9	0.1	0	0.0	1	0.0	8	0.1
Unknown	1	0.0	0	0.0	0	0.0	2	0.0
Total	8,893	100	43	100	2,113	100	6,738	100
No Collision Between 2 or more MV	10570		88		1504		8978	
Total Crashes	**19,464**		**131**		**3,617**		**15,716**	

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 41.2 percent of the PDO crashes and 46.2 percent of the injury crashes while accounting for 6.1 percent of the fatal crashes.

Non-interstate rural roads tallied 72.5 percent of the fatal crashes. The Interstate system experienced 2,838 (14.6%) of the total crashes while accounting for an estimated 31.6 percent of the vehicle miles traveled in 2021. Eighteen or 13.7 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
2021

Type of Highway	Total Crashes Number	%	Fatal Crashes Number	%	Injury Crashes Number	%	PDO Crashes Number	%	No. Killed	No. Injured
Interstate - Rural	1,914	9.8	14	10.7	259	7.2	1,641	10.4	15	361
US/State Hwys-Rural	4,115	21.1	56	42.7	583	16.1	3,476	22.1	66	901
Co./Local Rds.-Rural	2,850	14.6	39	29.8	571	15.8	2,240	14.3	41	782
Interstate - City	924	4.7	4	3.1	154	4.3	766	4.9	6	211
US/State Hwys-City	1,488	7.6	10	7.6	377	10.4	1,101	7.0	11	509
City Streets/Alleys	8,155	41.9	8	6.1	1,670	46.2	6,477	41.2	9	2,196
Ramps	18	0.1	0	0.0	3	0.1	15	0.1	0	3
Unknown/Not Reported	0	0.0	0	0.0	0	0.0	0	0.0	0	0
Total	**19,464**	**100**	**131**	**100**	**3,617**	**100**	**15,716**	**100**	**148**	**4,963**

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

FIGURE 3-3 2021
TRAFFIC CRASHES
BY SYSTEM TYPE

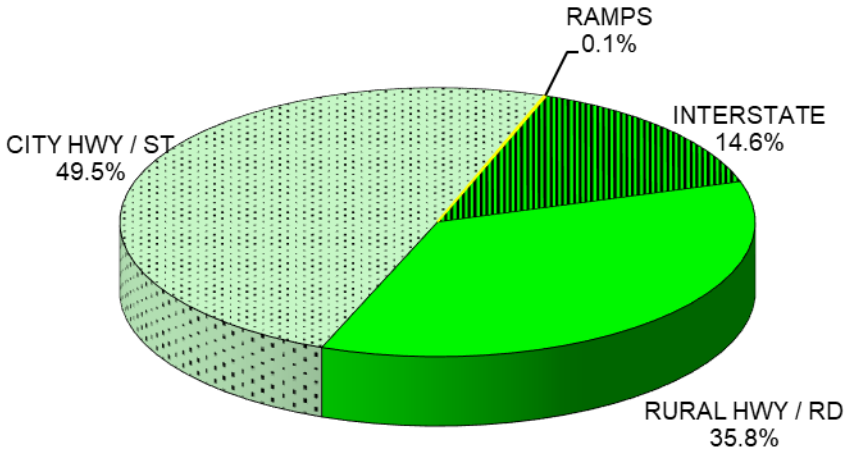


FIGURE 3-4 2021
FATAL TRAFFIC CRASHES
BY SYSTEM TYPE

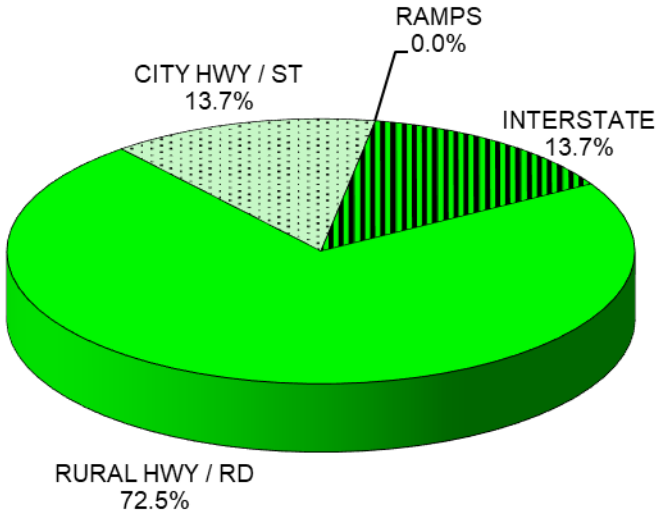


TABLE 3-8
MOTOR VEHICLE TRAFFIC CRASHES BY SD COUNTIES
2021

County	Total Crashes	Fatal Crashes	Injury Crashes	PDO Crashes	Fatalities	Injuries
AURORA	120	1	16	103	2	30
BEADLE	182	2	45	135	4	65
BENNETT	36	2	9	25	3	17
BON HOMME	34	2	7	25	2	10
BROOKINGS	508	2	70	436	2	96
BROWN	661	3	96	562	3	129
BRULE	96	1	17	78	1	20
BUFFALO	16	4	1	11	4	4
BUTTE	212	5	30	177	5	45
CAMPBELL	30	0	2	28	0	2
CHARLES MIX	92	2	21	69	5	31
CLARK	133	1	10	122	1	12
CLAY	206	2	33	171	2	42
CODINGTON	647	3	115	529	3	153
CORSON	50	2	5	43	2	5
CUSTER	295	5	75	215	5	98
DAVISON	470	0	58	412	0	73
DAY	68	1	12	55	1	23
DEUEL	107	1	13	93	1	18
DEWEY	7	1	1	5	1	1
DOUGLAS	11	0	1	10	0	1
EDMUNDS	70	0	11	59	0	17
FALL RIVER	92	2	24	66	2	38
FAULK	75	1	3	71	1	4
GRANT	49	3	13	33	3	16
GREGORY	64	0	15	49	0	23
HAAKON	20	2	3	15	2	6
HAMLIN	188	1	16	171	1	20
HAND	71	0	6	65	0	9
HANSON	92	0	18	74	0	22
HARDING	15	0	5	10	0	6
HUGHES	277	1	69	207	1	97
HUTCHINSON	98	2	14	82	3	23
HYDE	8	0	1	7	0	1
JACKSON	132	4	31	97	5	41
JERAULD	36	0	3	33	0	6
JONES	85	3	11	71	3	19
KINGSBURY	147	0	15	132	0	20
LAKE	245	1	24	220	1	32
LAWRENCE	708	8	151	549	8	204
LINCOLN	1,415	3	248	1,164	3	357
LYMAN	194	0	17	177	0	23
MARSHALL	74	0	7	67	0	7
MC COOK	203	3	28	172	4	35
MC PHERSON	40	1	2	37	1	2
MEADE	527	3	112	412	3	135
MELLETTE	8	0	1	7	0	1
MINER	121	1	13	107	1	16
MINNEHAHA	6,051	6	1,102	4,943	9	1,413
MOODY	195	1	33	161	1	42
OGLALA LAKOTA	51	7	16	28	7	23
PENNINGTON	2,527	23	731	1,773	26	1,111
PERKINS	46	1	7	38	1	9
POTTER	60	0	4	56	0	8
ROBERTS	119	1	29	89	1	38
SANBORN	100	0	12	88	0	22
SPINK	242	1	17	224	1	19
STANLEY	106	0	14	92	0	17
SULLY	34	2	6	26	2	7
TODD	2	0	0	2	0	0
TRIPP	121	1	14	106	2	22
TURNER	75	2	21	52	2	27
UNION	273	4	45	224	4	72
WALWORTH	82	1	10	71	1	11
YANKTON	331	2	54	275	2	63
ZIEBACH	14	0	4	10	0	4
Total:	**19,464**	**131**	**3,617**	**15,716**	**148**	**4,963**

TABLE 3-8A
ALCOHOL INVOLVED MOTOR VEHICLE TRAFFIC CRASHES BY SD COUNTIES
2021

County	Total Crashes	Fatal Crashes	Injury Crashes	PDO Crashes	Fatalities	Injuries
AURORA	5	1	2	2	2	4
BEADLE	12	0	5	7	0	7
BENNETT	4	1	2	1	2	7
BON HOMME	4	2	0	2	2	0
BROOKINGS	17	0	7	10	0	16
BROWN	36	0	13	23	0	17
BRULE	10	0	4	6	0	4
BUFFALO	4	3	0	1	3	0
BUTTE	15	1	6	8	1	9
CAMPBELL	3	0	0	3	0	0
CHARLES MIX	15	2	6	7	5	11
CLARK	8	1	2	5	1	3
CLAY	18	0	10	8	0	11
CODINGTON	46	1	17	28	1	23
CORSON	4	2	1	1	2	1
CUSTER	16	2	6	8	2	7
DAVISON	26	0	10	16	0	14
DAY	10	0	4	6	0	6
DEUEL	3	1	2	0	1	2
DEWEY	1	1	0	0	1	0
DOUGLAS	0	0	0	0	0	0
EDMUNDS	0	0	0	0	0	0
FALL RIVER	4	0	2	2	0	5
FAULK	2	0	0	2	0	0
GRANT	4	1	1	2	1	1
GREGORY	1	0	1	0	0	1
HAAKON	2	1	1	0	1	2
HAMLIN	2	0	1	1	0	1
HAND	3	0	2	1	0	3
HANSON	3	0	3	0	0	4
HARDING	0	0	0	0	0	0
HUGHES	16	0	6	10	0	7
HUTCHINSON	2	1	1	0	1	3
HYDE	0	0	0	0	0	0
JACKSON	7	2	4	1	3	8
JERAULD	4	0	1	3	0	3
JONES	4	0	2	2	0	2
KINGSBURY	5	0	3	2	0	5
LAKE	11	0	4	7	0	5
LAWRENCE	47	2	21	24	2	32
LINCOLN	88	1	37	50	1	52
LYMAN	11	0	5	6	0	8
MARSHALL	3	0	2	1	0	2
MCCOOK	4	1	1	2	1	1
MCPHERSON	0	0	0	0	0	0
MEADE	45	1	20	24	1	27
MELLETTE	0	0	0	0	0	0
MINER	3	0	3	0	0	4
MINNEHAHA	300	0	117	183	0	142
MOODY	8	1	4	3	1	7
OGLALA LAKOTA	13	6	5	2	6	8
PENNINGTON	220	7	102	111	8	156
PERKINS	4	0	2	2	0	2
POTTER	6	0	4	2	0	8
ROBERTS	11	0	7	4	0	8
SANBORN	3	0	3	0	0	7
SPINK	10	1	2	7	1	2
STANLEY	4	0	2	2	0	2
SULLY	1	1	0	0	1	0
TODD	0	0	0	0	0	0
TRIPP	3	1	2	0	2	6
TURNER	7	1	6	0	1	7
UNION	17	1	3	13	1	3
WALWORTH	11	1	5	5	1	6
YANKTON	16	0	5	11	0	7
ZIEBACH	0	0	0	0	0	0
Total:	**1,162**	**48**	**487**	**627**	**56**	**689**

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 59.5 percent of rural fatal and injury crashes and 74 percent of all fatal and injury crashes in South Dakota. Pennington County has 12.5 percent of all rural fatal and injury crashes with Minnehaha County accounting for 8.2 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
2021

County	Rural Fatal & Injury Crashes	Percent of All Rural Fatal & Injury Crashes	Percent of Rural VMTS
PENNINGTON	190	12.5%	6.6%
MINNEHAHA	125	8.2%	7.3%
LINCOLN	118	7.8%	4.6%
LAWRENCE	97	6.4%	3.0%
MEADE	88	5.8%	2.8%
CUSTER	74	4.9%	2.3%
CODINGTON	39	2.6%	2.1%
UNION	38	2.5%	3.0%
BROOKINGS	35	2.3%	2.1%
JACKSON	35	2.3%	2.1%
MOODY	33	2.2%	3.0%

Note: Total Rural Fatal and Injury Crashes: 1,518
S.D. Vehicle Miles of Travel Report (2021 data)

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

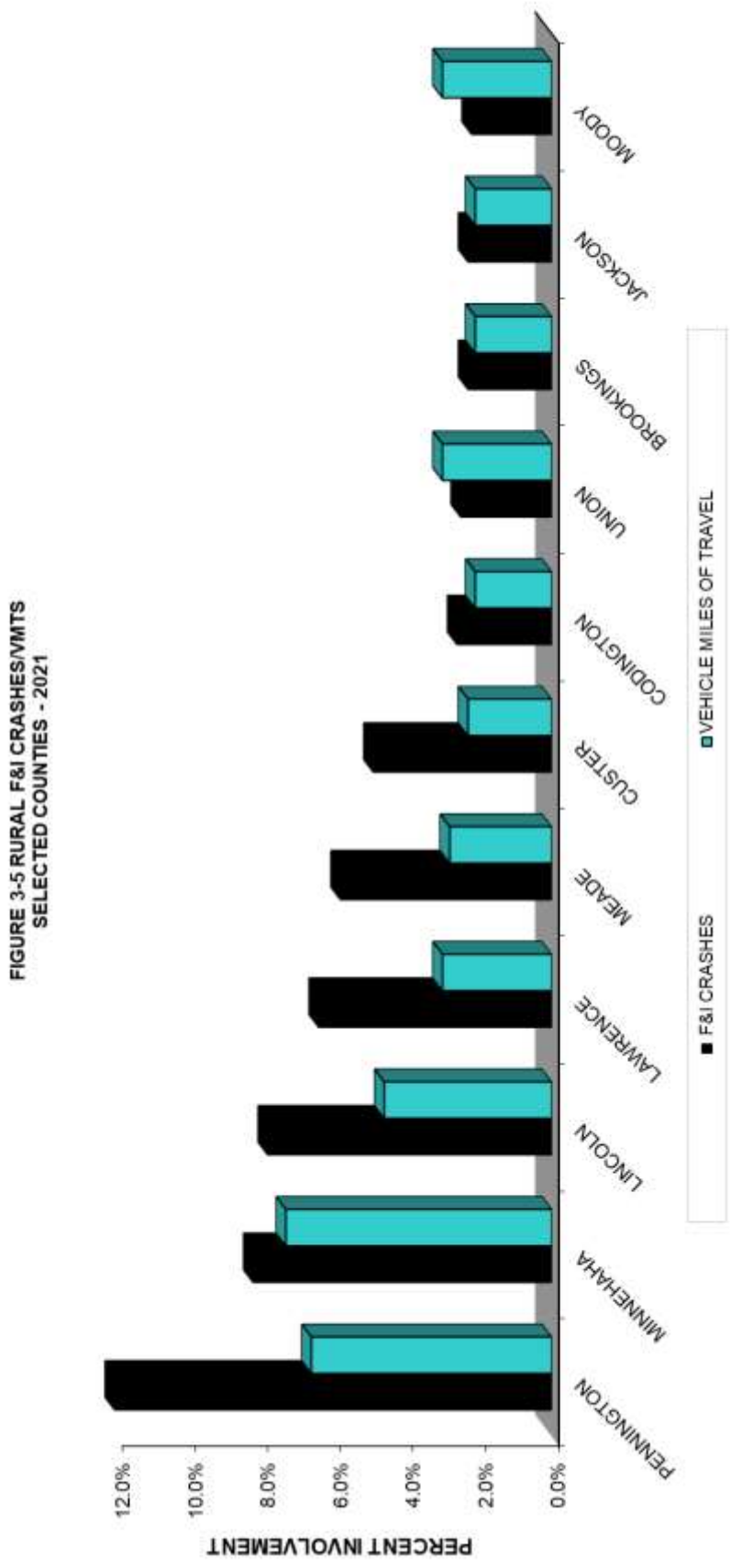


FIGURE 3-5 RURAL F&I CRASHES/VMTS
SELECTED COUNTIES - 2021
PERCENT INVOLVEMENT
12.0%
10.0%
8.0%
6.0%
4.0%
2.0%
0.0%
PENNINGTON
MINNEHAHA
LINCOLN
LAWRENCE
MEADE
CUSTER
CODINGTON
UNION
BROOKINGS
JACKSON
MOODY
F&I CRASHES
VEHICLE MILES OF TRAVEL

City Summary

Reported traffic crashes within South Dakota cities (population of 2,500 and more) are presented in TABLE 3-10. These cities reported 63.8 percent of the statewide injury crashes and 14.4 percent of the fatal crashes. The two largest cities (Sioux Falls, Rapid City) accounted for 75.5 percent of fatal and injury crashes occurring in cities and 73.1 percent of the property damage only crashes.

TABLE 3-10
TRAFFIC CRASHES SOUTH DAKOTA CITIES
POPULATION 2500 AND OVER
2021

City	Total Crashes	Fatal Crashes	Injury Crashes	PDO Crashes	Fatalities	Injuries
Aberdeen	348	0	67	281	0	85
Belle Fourche	91	2	8	81	2	14
Box Elder	89	0	31	58	0	41
Brandon	52	0	11	41	0	12
Brookings	187	0	34	153	0	40
Canton	19	0	0	19	0	0
Dell Rapids	24	0	2	22	0	3
Harrisburg	19	0	2	17	0	3
Hartford	21	0	3	18	0	3
Hot Springs	18	0	2	16	0	2
Huron	82	0	29	53	0	40
Lead	28	0	6	22	0	10
Madison	48	0	13	35	0	16
Milbank	13	0	2	11	0	2
Mitchell	264	0	35	229	0	39
Mobridge	22	0	6	16	0	6
N. Sioux City	30	0	4	26	0	5
Pierre	165	0	52	113	0	75
Rapid City	1,650	7	517	1,126	8	772
Redfield	31	1	2	28	1	2
Sioux Falls	5,735	7	1,081	4,647	10	1,388
Sisseton	22	0	7	15	0	8
Spearfish	248	1	47	200	1	61
Sturgis	105	1	21	83	1	24
Tea	29	0	7	22	0	7
Vermillion	91	0	12	79	0	13
Watertown	411	0	77	334	0	102
Winner	17	0	1	16	0	1
Yankton	172	0	37	135	0	39
City Totals	10,031	19	2,116	7,896	23	2,813
Statewide Totals	19,464	131	3,617	15,716	148	4,963

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 12.6 percent of all reported property damage only crashes and 8.2 percent of all fatal and injury crashes. Dry roads were reported in 80.8 percent of all fatal and injury crashes.

TABLE 3-11
ROADWAY SURFACE CONDITIONS
2021

	Total Crashes		Fatal Crashes		Injury Crashes		PDO Crashes	
	No.	%	No.	%	No.	%	No.	%
Dry	15,224	78.2	109	83.2	2,921	80.8	12,194	77.6
Wet	1,554	8.0	8	6.1	322	8.9	1,224	7.8
Snow	1,214	6.2	8	6.1	133	3.7	1,073	6.8
Slush	191	1.0	1	0.8	29	0.8	161	1.0
Ice	829	4.3	1	0.8	126	3.5	702	4.5
Frost	55	0.3	1	0.8	7	0.2	47	0.3
Water	2	0.0	0	0.0	1	0.0	1	0.0
Sand, mud, dirt, gravel	243	1.2	3	2.3	65	1.8	175	1.1
Oil	4	0.0	0	0.0	3	0.1	1	0.0
Other / Not applicable	10	0.1	0	0.0	3	0.1	7	0.0
Unknown / Not reported	138	0.7	0	0.0	7	0.2	131	0.8
Total	**19,464**	**100**	**131**	**100**	**3,617**	**100**	**15,716**	**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 11:00-1:59 p.m. Twenty-seven or 20.6 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 940 (26.0%) of the injury crashes occurred. The peak three hour period for property damage only crashes was 4:00-6:59 p.m. with 3,380 (21.5%) of the property damage only crashes occurred (see TABLE 3-12).

Seventeen or 13 percent of the fatal crashes and 464 (12.8%) of the injury crashes occurred during the month of August in 2021. The month of November shows 1,885 property damage only crashes which represents 12 percent of the property damage only crashes for 2021 (see TABLE 3-13).

The day of the week Friday accounts for 3,359 (17.3%) of the total crashes. As well as 29 (22.1%) of the fatal crashes, 626 (17.3%) of the injury crashes and 2,704 (17.2%) of the property damage only crashes for 2021 (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
2021

Time	Total Crashes	Fatal Crashes	Injury Crashes	PDO Crashes	Fatalities	Injuries
Midnight	290	2	56	232	3	75
1:00 AM	269	5	56	208	5	74
2:00 AM	236	1	48	187	1	53
3:00 AM	198	6	30	162	6	42
4:00 AM	245	1	40	204	1	41
5:00 AM	459	2	47	410	3	55
6:00 AM	746	4	68	674	4	84
7:00 AM	1,250	7	189	1,054	8	250
8:00 AM	841	3	166	672	3	231
9:00 AM	660	6	134	520	6	187
10:00 AM	741	4	168	569	4	221
11:00 AM	887	9	203	675	9	291
12:00 PM	1,024	8	234	782	8	319
1:00 PM	963	10	227	726	12	335
2:00 PM	979	6	246	727	8	343
3:00 PM	1,333	9	310	1,014	10	449
4:00 PM	1,299	6	313	980	6	433
5:00 PM	1,683	7	317	1,359	9	413
6:00 PM	1,237	10	186	1,041	15	256
7:00 PM	1,057	5	147	905	5	216
8:00 PM	977	7	139	831	8	193
9:00 PM	920	1	120	799	1	158
10:00 PM	714	5	107	602	5	154
11:00 PM	409	5	59	345	6	83
Unknown	47	2	7	38	2	7
Total	**19,464**	**131**	**3,617**	**15,716**	**148**	**4,963**

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

TABLE 3-13
CRASHES BY MONTH
2021

Month	Total Crashes	Fatal Crashes	Injury Crashes	PDO Crashes	Fatalities	Injuries
JANUARY	1,460	7	223	1,230	7	288
FEBRUARY	1,453	8	229	1,216	12	310
MARCH	1,390	12	273	1,105	12	367
APRIL	1,222	14	240	968	14	330
MAY	1,510	10	294	1,206	11	382
JUNE	1,752	14	391	1,347	15	563
JULY	1,423	14	300	1,109	18	432
AUGUST	1,601	17	464	1,120	18	642
SEPTEMBER	1,659	11	357	1,291	12	498
OCTOBER	1,986	12	317	1,657	15	446
NOVEMBER	2,160	6	269	1,885	6	355
DECEMBER	1,848	6	260	1,582	8	350
Total	**19,464**	**131**	**3,617**	**15,716**	**148**	**4,963**

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

TABLE 3-14
CRASHES BY DAY OF WEEK
2021

Day	Total Crashes	Fatal Crashes	Injury Crashes	PDO Crashes	Fatalities	Injuries
SUNDAY	2,196	19	422	1,755	21	639
MONDAY	2,699	12	517	2,170	12	675
TUESDAY	2,801	16	491	2,294	20	653
WEDNESDAY	2,883	13	528	2,342	15	717
THURSDAY	2,962	18	535	2,409	21	709
FRIDAY	3,359	29	626	2,704	30	883
SATURDAY	2,564	24	498	2,042	29	687
Total	**19,464**	**131**	**3,617**	**15,716**	**148**	**4,963**

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

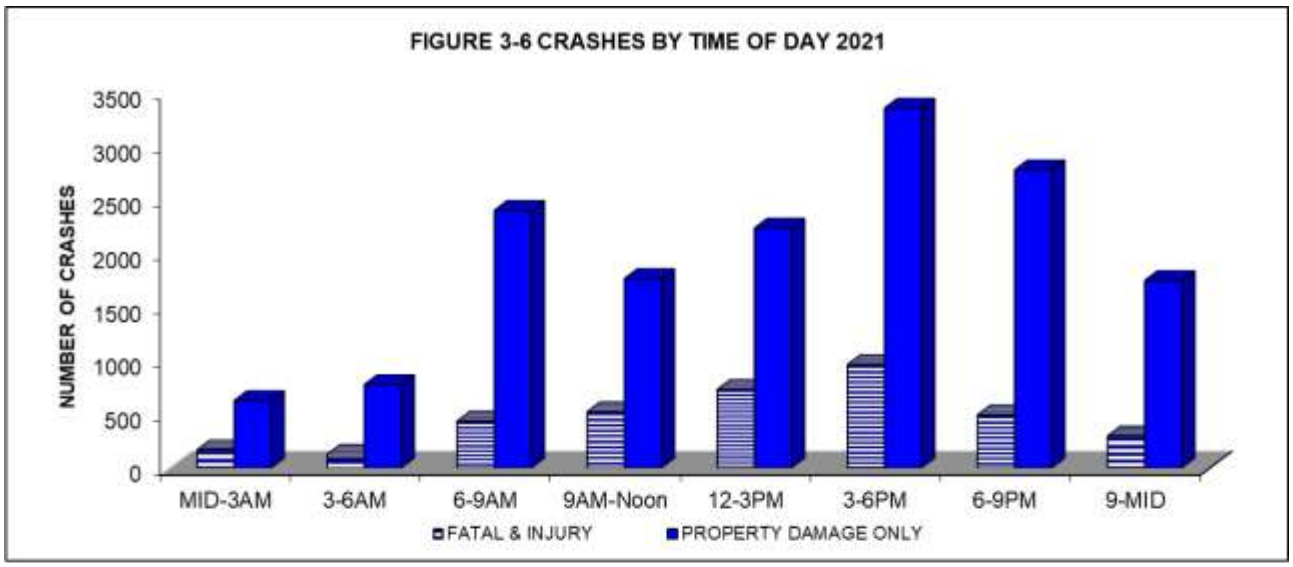


FIGURE 3-6 CRASHES BY TIME OF DAY 2021
NUMBER OF CRASHES
3500
3000
2500
2000
1500
1000
500
0
MID-3AM
3-6AM
6-9AM
9AM-Noon
12-3PM
3-6PM
6-9PM
9-MID
FATAL & INJURY
PROPERTY DAMAGE ONLY

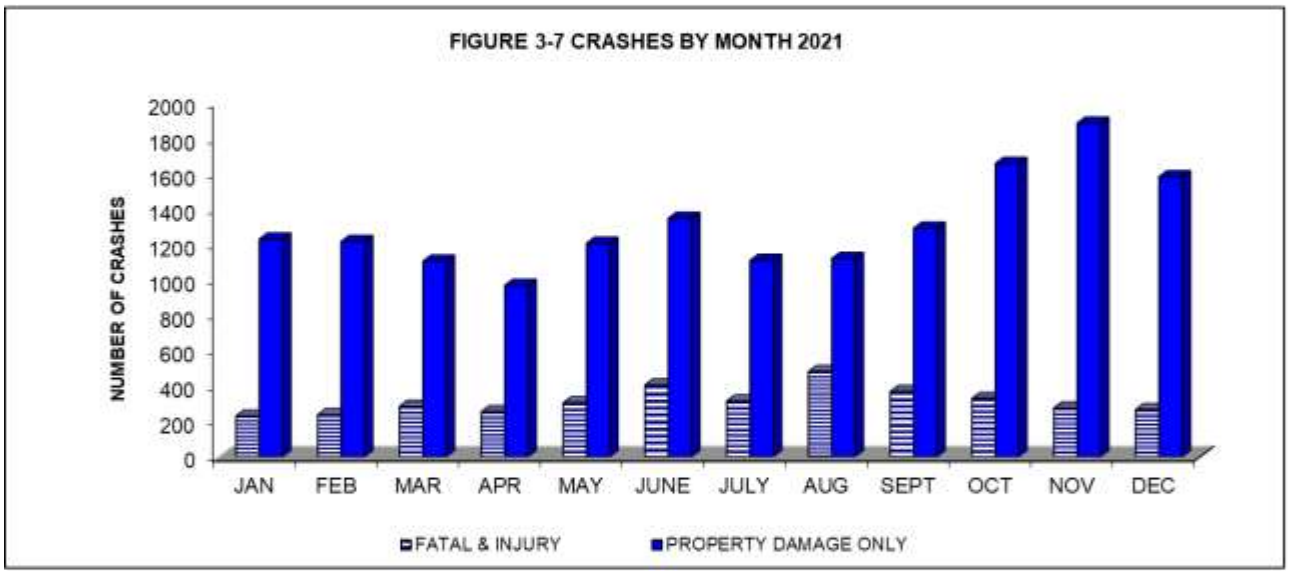


FIGURE 3-7 CRASHES BY MONTH 2021
NUMBER OF CRASHES
2000
1800
1600
1400
1200
1000
800
600
400
200
0
JAN
FEB
MAR
APR
MAY
JUNE
JULY
AUG
SEPT
OCT
NOV
DEC
FATAL & INJURY
PROPERTY DAMAGE ONLY

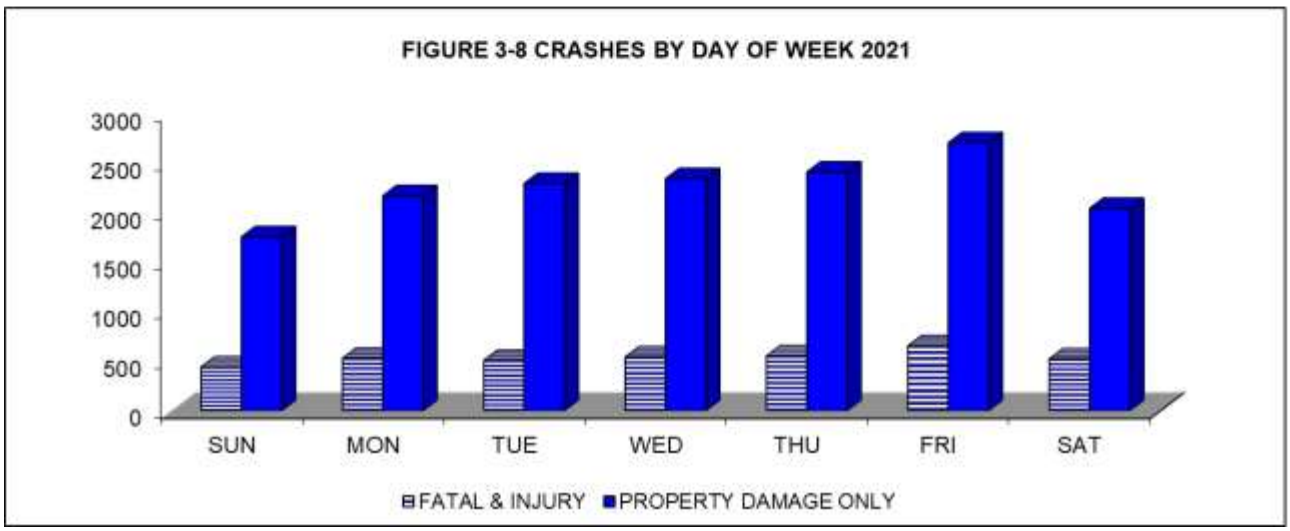


FIGURE 3-8 CRASHES BY DAY OF WEEK 2021
3000
2500
2000
1500
1000
500
0
SUN
MON
TUE
WED
THU
FRI
SAT
FATAL & INJURY
PROPERTY DAMAGE ONLY

Drivers

In the 19,464 reported motor vehicle crashes there were 28,989 motor vehicle drivers involved, including 178 drivers in fatal crashes and 6,017 drivers in injury crashes. Of these drivers 104 were killed, which is 70.3 percent of all persons killed in motor vehicle crashes and 76.6 percent or 3,803 of the 4,963 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, 25.9 percent of the drivers were under 25 years of age and 44.3 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 17.4 percent of the drivers involved in fatal crashes and 26.6 percent of the drivers in injury crashes. Drivers under the age of 35 make up 36.5 percent of the drivers in fatal crashes and 45.2 percent of the drivers in injury crashes. Forty-seven or 26.4 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
2021

Age	Drivers In All Crashes No.	%	Drivers In Fatal Crashes No.	%	Drivers In Injury Crashes No.	%	Drivers In PDO Crashes No.	%
0 - 5	0	0.0	0	0.0	0	0.0	0	0.0
6 - 13	23	0.1	0	0.0	14	0.2	9	0.0
14 - 15	789	2.7	1	0.6	166	2.8	622	2.7
16 - 17	1,646	5.7	7	3.9	357	5.9	1,282	5.6
18	827	2.9	1	0.6	186	3.1	640	2.8
19	786	2.7	5	2.8	167	2.8	614	2.7
20	781	2.7	4	2.2	160	2.7	617	2.7
21 - 24	2,645	9.1	13	7.3	551	9.2	2,081	9.1
25 - 34	5,341	18.4	34	19.1	1,117	18.6	4,190	18.4
35 - 44	4,638	16.0	27	15.2	927	15.4	3,684	16.2
45 - 54	3,424	11.8	21	11.8	740	12.3	2,663	11.7
55 - 64	3,543	12.2	39	21.9	735	12.2	2,769	12.1
65 - Over	3,741	12.9	25	14.0	813	13.5	2,903	12.7
Unknown	805	2.8	1	0.6	84	1.4	720	3.2
Total	**28,989**	**100**	**178**	**100**	**6,017**	**100**	**22,794**	**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 1,153 drinking drivers in all crashes which is 4 percent of all drivers in crashes. Forty-two or 23.6 percent of drivers in fatal crashes had been drinking while 481 or 8 percent of the drivers involved in injury crashes had been drinking.

Young drivers are predominantly the drinking drivers in all crashes. Those drivers under 25 years of age accounted for 19 percent of the drinking drivers in fatal crashes and 24.1 percent of the drinking drivers in injury crashes. Those drivers under 35 years of age accounted for 52.4 percent of the drinking drivers in fatal crashes and 54.7 percent of the drinking drivers in all crashes.

TABLE 3-16
AGE OF DRINKING DRIVERS IN CRASHES
2021

Age	Drivers In All Crashes No.	%	Drivers In Fatal Crashes No.	%	Drivers In Injury Crashes No.	%	Drivers In PDO Crashes No.	%
6 – 13	1	0.1	0	0.0	1	0.2	0	0.0
14 - 15	7	0.6	0	0.0	3	0.6	4	0.6
16 - 17	38	3.3	0	0.0	16	3.3	22	3.5
18	24	2.1	0	0.0	6	1.2	18	2.9
19	33	2.9	1	2.4	16	3.3	16	2.5
20	37	3.2	2	4.8	14	2.9	21	3.3
21 - 24	160	13.9	5	11.9	60	12.5	95	15.1
25 - 34	350	30.4	14	33.3	147	30.6	189	30.0
35 - 44	241	20.9	8	19.0	104	21.6	129	20.5
45 - 54	129	11.2	3	7.1	62	12.9	64	10.2
55 - 64	85	7.4	8	19.0	37	7.7	40	6.3
65 - Over	48	4.2	1	2.4	15	3.1	32	5.1
Unknown	0	0.0	0	0.0	0	0.0	0	0.0
Total	**1,153**	**100**	**42**	**100**	**481**	**100**	**630**	**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 14.8 percent of the total licensed drivers, 23.7 percent of the drinking drivers in fatal and injury crashes and 39.4 percent of the speeding drivers in fatal and injury crashes. Drivers under 35 years of age constitute 30.2 percent of all licensed drivers, with 54.5 percent of the drinking drivers and 62.9 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
2021

Age	Licensed Drivers %	Drivers In Fatal & Injury Crashes No.	%	Drinking Drivers In Fatal & Injury Crashes No.	%	Speeding Drivers In Fatal & Injury Crashes No.	%
0 - 13	0.0	14	0.2	1	0.2	4	0.7
14 - 15	1.9	167	2.7	3	0.6	31	5.4
16 - 17	2.7	364	5.9	16	3.1	50	8.8
18	1.4	187	3.0	6	1.1	29	5.1
19	1.4	172	2.8	17	3.3	22	3.9
20	1.4	164	2.6	16	3.1	18	3.2
21 - 24	5.9	564	9.1	65	12.4	70	12.3
25 - 34	15.4	1,151	18.6	161	30.8	134	23.6
35 - 44	15.7	954	15.4	112	21.4	79	13.9
45 - 54	13.4	761	12.3	65	12.4	49	8.6
55 - 64	16.7	774	12.5	45	8.6	42	7.4
65 - Over	23.8	838	13.5	16	3.1	41	7.2
Unknown	0.0	85	1.4	0	0.0	0	0.0
TOTAL	**100**	**6,195**	**100**	**523**	**100**	**569**	**100**

Sources: SD Department of Public Safety – Office of Accident Records
SD Department of Public Safety – Driver Licensing Program

FIGURE 3-9 DRIVERS BY AGE GROUP 2021
Fatal and Injury Crash Involved Drivers

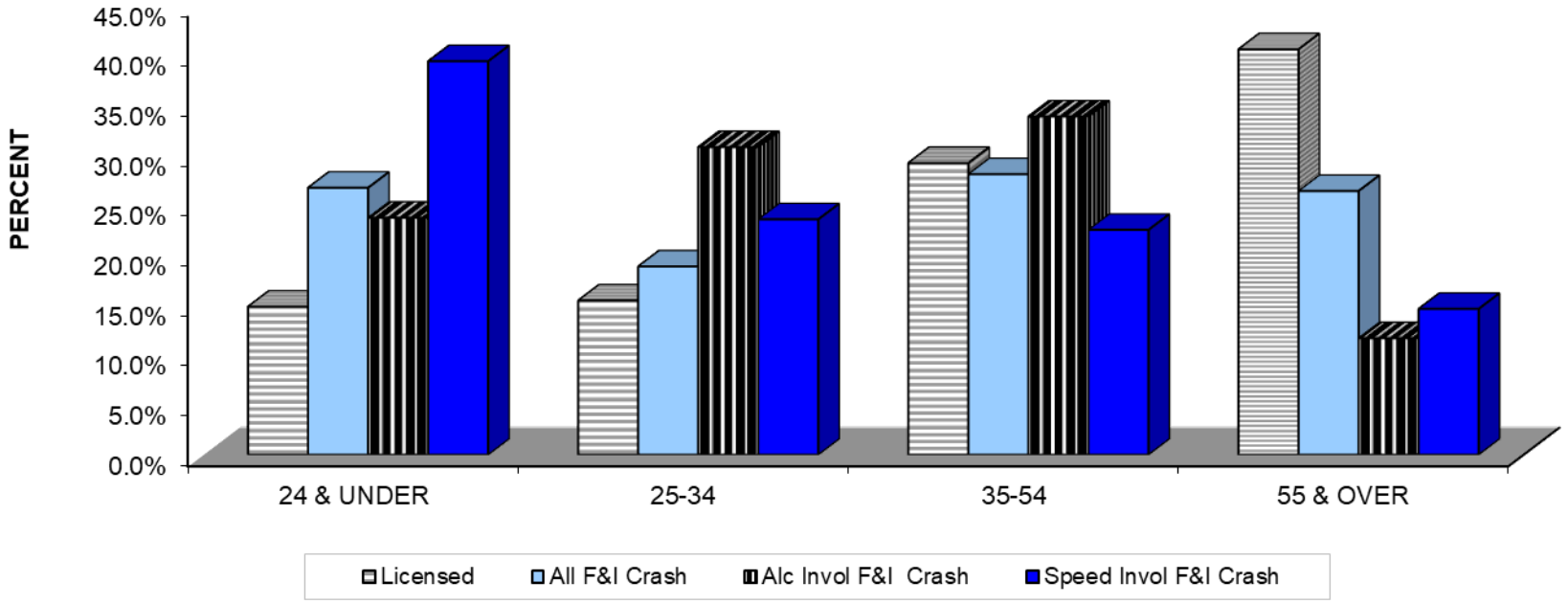
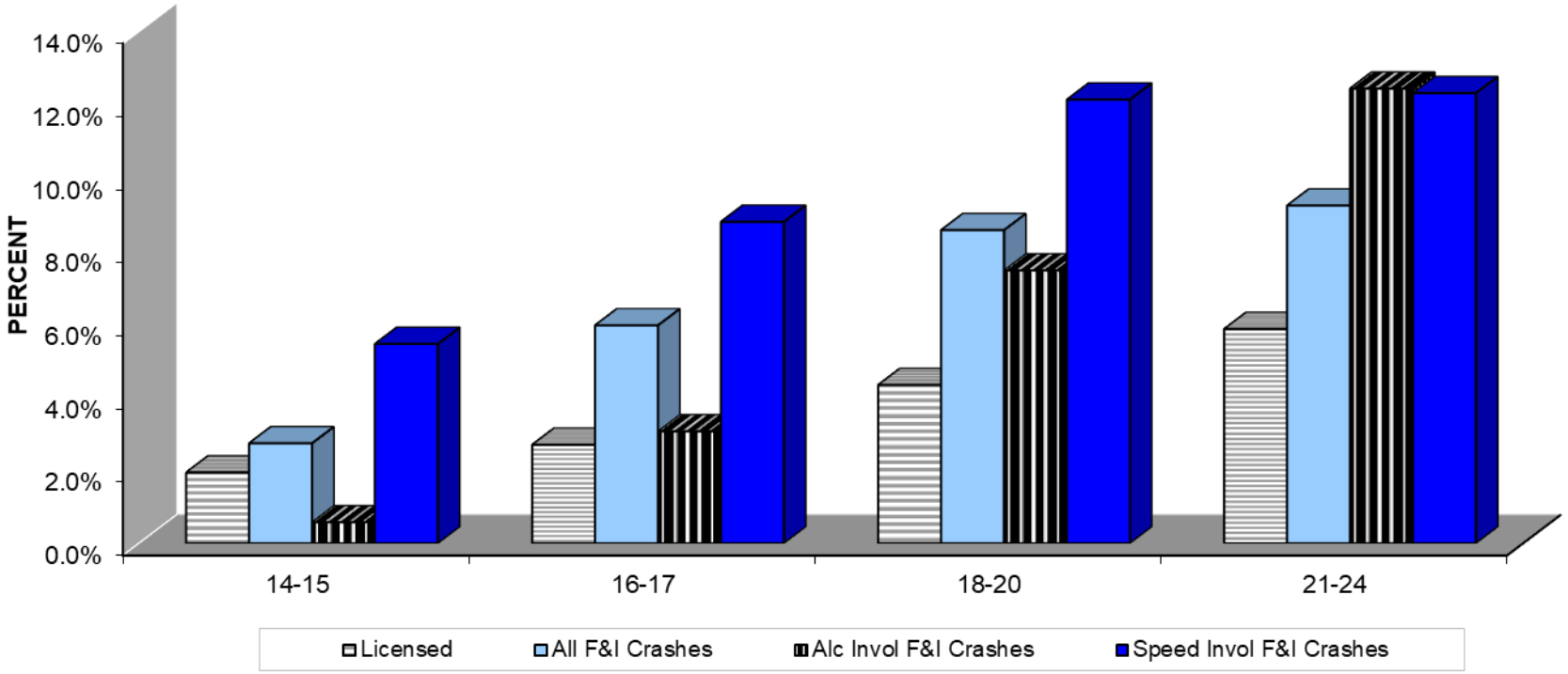


FIGURE 3-10 YOUNG DRIVERS 2021
Fatal & Injury Crash Involved Drivers



Contributing Circumstances (Vision Obscurement and Road)

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

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

Road Contributing Circumstances - These contributing circumstances include road surface condition (wet, icy, snow, slush, etc.); road shoulder conditions; objects or animals in the road; phantom vehicle; pedestrians, bicyclists, other non-occupant in roadway; work zone conditions, rough roads; and faulty or missing traffic control devices. The most common condition reported was animal in roadway, and it was reported as a factor in 26.8 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. Failure to Keep in Proper Lane and Exceeded Speed Limit were leading driver contributing circumstances in fatal crashes during 2021. Thirty-four or 19.1 percent of the drivers in fatal crashes reported Failure to Keep in Proper Lane as a contributing factor in the crash. While 23 or 12.9 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, Disregard Traffic Signal 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
2021

	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	839	2.9	9	5.1	332	5.5	498	2.2
Distracted*	871	3.0	3	1.7	248	4.1	620	2.7
Drinking	660	2.3	21	11.8	273	4.5	366	1.6
Driving Too Fast for Condition	1,250	4.3	8	4.5	268	4.5	974	4.3
Exceeded Speed Limit	354	1.2	23	12.9	174	2.9	157	0.7
Fail to Yield to Vehicle	2,763	9.5	12	6.7	767	12.7	1,984	8.7
Failure to Keep in Proper Lane	802	2.8	34	19.1	228	3.8	540	2.4
Fatigued/Fell Asleep	221	0.8	3	1.7	92	1.5	126	0.6
Following Too Closely	1,947	6.7	3	1.7	460	7.6	1,484	6.5
Improper Backing	466	1.6	0	0.0	17	0.3	449	2.0
Improper Passing	113	0.4	4	2.2	29	0.5	80	0.4
Improper Turn	408	1.4	1	0.6	80	1.3	327	1.4
Not Stated***	5,244	18.1	0	0.0	41	0.7	5,203	22.8
Other**	1,346	4.6	11	6.2	316	5.3	1,019	4.5
Over-correcting/Over-steering	307	1.1	6	3.4	137	2.3	164	0.7
Running Off Road	862	3.0	36	20.2	314	5.2	512	2.2
Swerving or Avoiding due to: *wind, slippery surface, vehicle, object, non-motorist, etc.*	327	1.1	3	1.7	90	1.5	234	1.0
Unknown	1,880	6.5	8	4.5	256	4.3	1,616	7.1
Wrong Side of Road	110	0.4	11	6.2	46	0.8	53	0.2
Total Drivers	**28,989**		**178**		**6,017**		**22,794**	

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

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

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

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

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

Motorcycles

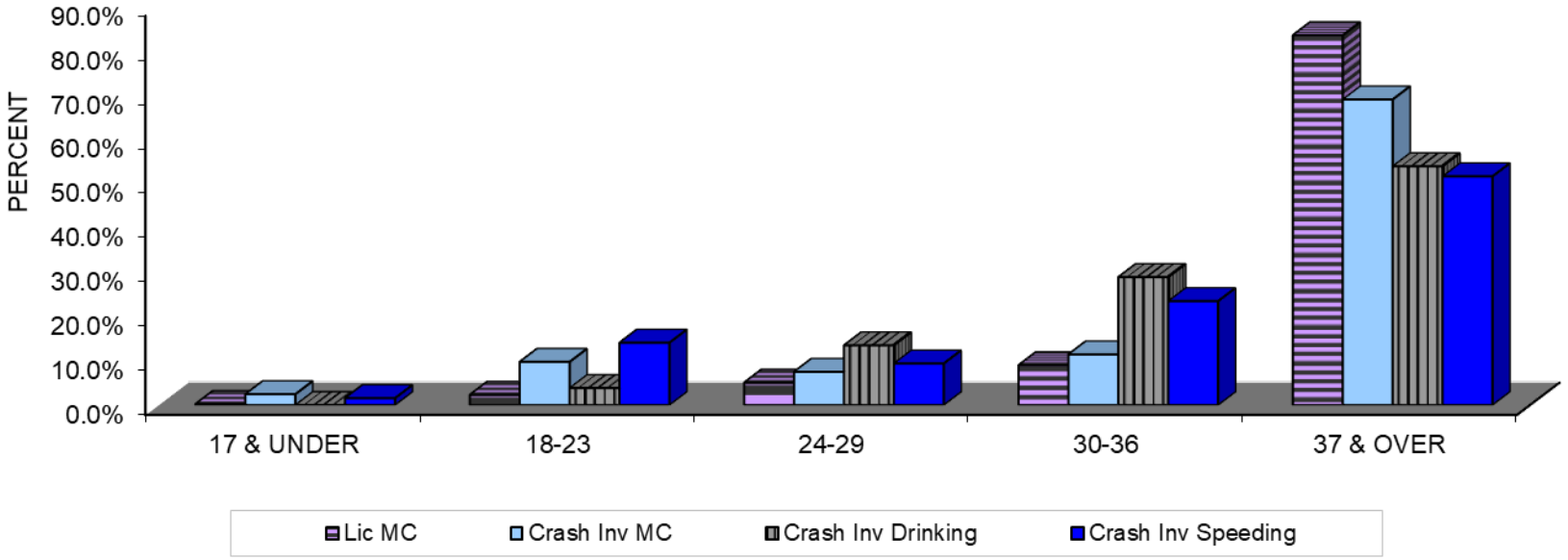
Motorcycle crashes constitute 2.5 percent of all crashes, 16 percent of all fatal crashes, and 11.1 percent of all injury crashes. There were 22 people killed and 475 injured on motorcycles in the 495 reported motorcycle crashes during 2021 (see TABLE 2-7). The young motorcycle driver is over represented in crashes when compared to their portion of licensed motorcycle operators. The licensed drivers under 20 years of age represent 0.7 percent of the licensed motorcycle drivers, 4.3 percent of drivers involved in motorcycle crashes, and 4.7 percent of the speeding drivers involved in motorcycle crashes (see TABLE 3-19 and FIGURE 3-11).

TABLE 3-19
MOTORCYCLISTS BY AGE GROUP
2021

Age Group	Licensed Motorcyclists No.	%	Motorcycle Drivers In Crashes No.	%	Drinking Motorcycle Drivers In Crashes No.	%	Speeding Motorcycle Drivers In Crashes No.	%
0 - 13	0	0.0	2	0.4	0	0.0	0	0.0
14 - 15	31	0.0	1	0.2	0	0.0	0	0.0
16 - 17	184	0.2	10	1.9	0	0.0	1	1.6
18 - 19	450	0.5	10	1.9	0	0.0	2	3.1
20 - 21	702	0.7	20	3.7	1	1.9	4	6.3
22 - 23	1,022	1.1	22	4.1	1	1.9	3	4.7
24 - 25	1,330	1.4	16	3.0	0	0.0	1	1.6
26 - 27	1,521	1.6	12	2.2	3	5.8	2	3.1
28 - 29	1,924	2.0	12	2.2	4	7.7	3	4.7
30 - 31	2,155	2.3	18	3.4	5	9.6	5	7.8
32 - 36	6,316	6.7	43	8.1	10	19.2	10	15.6
37 - 41	7,266	7.7	28	5.2	2	3.8	0	0.0
42 - 51	15,253	16.2	94	17.6	12	23.1	14	21.9
52 - Over	56,059	59.5	246	46.1	14	26.9	19	29.7
Unknown	0	0.0	0	0.0	0	0.0	0	0.0
Total	**94,213**	**100**	**534**	**100**	**52**	**100**	**64**	**100**

Sources: SD Department of Public Safety – Office of Accident Records
SD Department of Public Safety – Driver Licensing Program

FIGURE 3-11 MOTORCYCLISTS 2021
Crash Involved Motorcycle & Moped Drivers



Helmets were used by 200 or 41.2 percent of the motorcycle drivers in crashes while 286 or 58.8 percent did not wear a helmet (see TABLE 3-20). Nineteen motorcycle drivers and three motorcycle passengers were killed in 2021. Five drivers wore helmet and eye protection, eight drivers and two passengers wore eye protection only. Six drivers and one passenger reported no safety equipment used.

TABLE 3-20
HELMET USE BY MOTORCYCLE DRIVERS IN CRASHES
2021

Age	Helmet Used No.	Helmet Used %	Helmet Not Used No.	Helmet Not Used %
6 - 13	2	100.0	0	0.0
14 - 15	0	0.0	1	100.0
16 - 17	9	90.0	1	10.0
18 - 20	9	50.0	9	50.0
21 - 24	17	54.8	14	45.2
25 - 34	31	41.3	44	58.7
35 - 44	24	42.9	32	57.1
45 - Over	108	36.9	185	63.1
Unknown	0	0.0	0	0.0
Total	**200**	**41.2**	**286**	**58.8**

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 14 pedestrian killed and 84 injured in motor vehicle crashes during 2021 (see TABLE 3-21). The youngest pedestrian killed was thirteen years old, while the oldest was ninety-one years old. Of the injured pedestrians, 7.1 percent were between the ages of 5-13. Cities accounted for 91.7 percent of the pedestrian injuries and 35.7 percent of the pedestrian fatalities (see TABLE 3-23). Of the fourteen pedestrians killed seven were male and seven were female. And of the 84 pedestrians injured, 58 were male and 25 were female.

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

TABLE 3-21
AGE OF PEDESTRIANS IN TRAFFIC CRASHES
2021

Age	Fatalities No.	Fatalities %	Injuries No.	Injuries %
0 - 4	0	0.0	0	0.0
5 - 13	1	7.1	9	10.7
14 - 19	1	7.1	10	11.9
20 - 24	2	14.3	6	7.1
25 - 34	2	14.3	14	16.7
35 - 44	0	0.0	14	16.7
45 - 54	5	35.7	13	15.5
55 - 64	0	0.0	9	10.7
65 - Over	3	21.4	9	10.7
Total	**14**	**100**	**84**	**100**

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

TABLE 3-22
ALCOHOL / DRUG INVOLVEMENT BY PEDESTRIANS
2021

Alcohol Involvement	Fatalities No.	Fatalities %	Injuries No.	Injuries %
No Alcohol or Drugs	7	50.0	72	85.7
Alcohol Only	5	35.7	12	14.3
Drugs Only	0	0.0	0	0.0
Alcohol and Drugs	2	14.3	0	0.0
Unknown	0	0.0	0	0.0
Total	**14**	**100**	**84**	**100**

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

TABLE 3-23
RURAL vs. CITY PEDESTRIAN CRASHES
2021

	Fatalities	%	Injuries	%
Rural	9	64.3	7	8.3
City	5	35.7	77	91.7
Total	**14**	**100**	**84**	**100**

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

Bicycles

During 2021 there were no bicyclist killed (see TABLE 2-9). There were 62 bicycle drivers injured in reported motor vehicle crashes during 2021 (see TABLE 3-24). The leading factor in bicycle-involved crashes was failure to yield right of way, which was reported for 17.7 percent of the injured bicycle drivers. Thirty-nine of the injured bicycle drivers in crashes had no contributing circumstances. The yearly 2001-2021 trend of bicycle fatalities and injuries is provided in TABLE 2-9.

TABLE 3-24
AGE OF BICYCLE DRIVERS IN TRAFFIC CRASHES
2021

Age	Fatalities Number	Injuries Number	%
0 - 4	0	0	0.0
5 - 13	0	17	27.4
14 - 19	0	12	19.4
20 - 24	0	4	6.5
25 - 34	0	14	22.6
35 - 44	0	3	4.8
45 - 54	0	5	8.1
55 - 64	0	5	8.1
65 - Over	0	2	3.2
Unknown	0	0	0.0
Total	**0**	**62**	**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.

July 1, 2015 - New Bicycle Law was passed for overtaking and passing bicycles which dictates that motor vehicle drivers leave 3 feet between themselves & cyclists when driving in areas posted at 35mph or less. Over 35mph, the distance increases to six feet.

July 1, 2021 - New SD Teen Driving Law takes effect - Changes to teen driver permits and rules brought about by 2020 Senate Bill 113

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, 2019, National Safety Council)