2023
South Dakota
Motor Vehicle Traffic Crash Summary

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

Kristi Noem
Governor


MARKS
SPOT
THE
WHY DIE?

TABLE OF CONTENTS

LIST OF TABLES

LIST OF FIGURES

I. INTRODUCTION

The Motor Vehicle Traffic Crash Summary is divided into two main sections, Historical Trends and 2023 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 2023 Traffic Crash Profile section details the crash picture for 2023 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 $1,000 or more to any one person's property or $2,000 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 was extracted on 09/10/2024. This report reflects a one day picture of CY 2023 data collected. Any data received after 09/10/2024 would not be included in this report.

SOUTH DAKOTA TRAFFIC STATISTICAL SUMMARY
2022-2023

	2022	2023
➢ NUMBER OF REPORTED MOTOR VEHICLE TRAFFIC CRASHES	**18,651**	**18,796**
➢ AMOUNT OF MOTOR VEHICLE TRAFFIC CRASH PROPERTY DAMAGE	**$160 MILLION**	**$162 MILLION**
➢ NUMBER OF MOTOR VEHICLE TRAFFIC CRASH INJURIES	**4,958**	**4,896**
➢ NUMBER OF MOTOR VEHICLE TRAFFIC CRASH FATALITIES	**137**	**140**
➢ FATALITY RATE PER 100,000,000 MILES OF TRAVEL	**1.35**	**1.35**
➢ PERCENT OF DRIVERS IN FATAL CRASHES WHO HAD BEEN DRINKING	**18.0%**	**17.2%**
➢ NUMBER KILLED IN ALCOHOL-RELATED CRASHES	**46**	**37**
➢ NUMBER INJURED IN ALCOHOL-RELATED CRASHES	**655**	**628**
➢ NUMBER OF PEDESTRIANS KILLED	**13**	**15**
➢ NUMBER OF MOTORCYCLISTS KILLED	**13**	**29**
➢ NUMBER OF BICYCLISTS KILLED	**3**	**0**
➢ PERCENT OF LICENSED DRIVERS UNDER 25	**14.9%**	**15.2%**
➢ PERCENT OF CRASH-INVOLVED SPEEDING DRIVERS UNDER 25	**41.3%**	**42.6%**
➢ PERCENT OF CRASH-INVOLVED DRINKING DRIVERS UNDER 25	**27.2%**	**29.0%**
➢ NUMBER OF OCCUPANTS KILLED IN MOTOR VEHICLES *(EXCLUDES MOPED, MOTORCYCLE, ATV & SNOWMOBILE OCCUPANTS)*	**101**	**92**
➢ NUMBER OF OCCUPANTS KILLED IN MOTOR VEHICLES WHO WERE WEARING A SAFETY RESTRAINT *(EXCLUDES MOPED, MOTORCYCLE, ATV & SNOWMOBILE OCCUPANTS)*	**35**	**27**
➢ NUMBER OF UNRESTRAINED OCCUPANTS UNDER 5 YEARS OF AGE IN MOTOR VEHICLE CRASHES WHO WERE KILLED	**0**	**1**
WHO WERE INJURED *(EXCLUDES MOPED, MOTORCYCLE, ATV & SNOWMOBILE OCCUPANTS)*	**11**	**5**
➢ NUMBER OF UNRESTRAINED OCCUPANTS UNDER 5 YEARS OF AGE WITH CHILD RESTRAINT NOT USED PROPERLY WHO WERE KILLED	**0**	**0**
WHO WERE INJURED *(EXCLUDES MOPED, MOTORCYCLE, ATV & SNOWMOBILE OCCUPANTS)*	**2**	**0**
➢ ECONOMIC LOSS FROM MOTOR VEHICLE TRAFFIC CRASHES	**$585 MILLION**	**$607 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 2013-2022 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
2013-2022

State	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
South Dakota	1.5	1.5	1.4	1.2	1.3	1.3	1.0	1.5	1.5	1.3
Iowa	1.0	1.0	1.0	1.2	1.0	1.0	1.0	1.1	1.1	1.0
Minnesota	0.7	0.6	0.7	0.7	0.6	0.6	0.6	0.8	0.9	0.7
Montana	1.9	1.6	1.8	1.5	1.5	1.4	1.4	1.8	1.8	1.5
Nebraska	1.1	1.2	1.2	1.1	1.1	1.1	1.2	1.2	1.0	1.1
North Dakota	1.5	1.3	1.3	1.2	1.2	1.1	1.0	1.1	1.1	1.0
Wyoming	0.9	1.6	1.5	1.2	1.3	1.1	1.4	1.3	1.0	1.4
National	1.1	1.1	1.2	1.2	1.2	1.1	1.1	1.3	1.4	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)

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

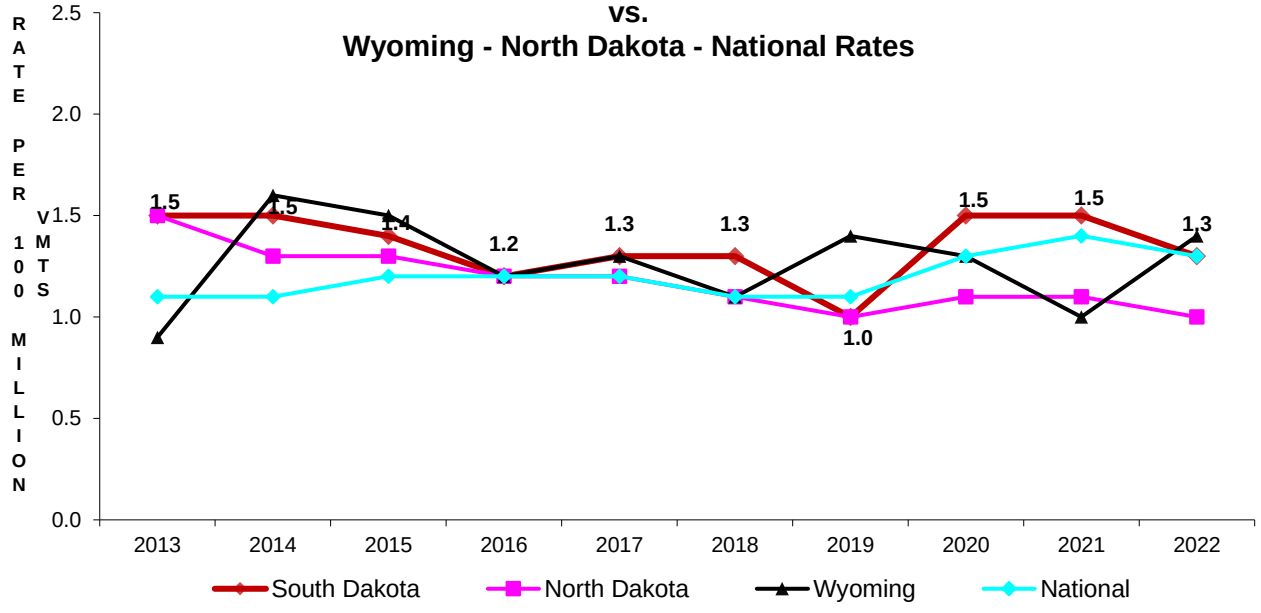


TABLE 2-2 provides a yearly comparison of South Dakota's motor vehicle traffic crashes from 1994 through 2023. Any comparison of motor vehicle crashes must be made with caution due to the changes in the definition of a reportable crash. For example, in the late 1970's the definition of a fatality caused 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 2023 death rate remains at 1.35, no change from the 2022 death rate. The 4,896 people injured in crashes are a 1.3% decrease from the 4,958 in 2022 **(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)
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
2022	137	1.35	4,958	18,651	183.53	121	3,601	14,929	10,162	1,308
2023	**140**	**1.35**	**4,896**	**18,796**	**181.71**	**128**	**3,571**	**15,097**	**10,344**	**1,361**

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 $1,000 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 140 traffic fatalities during 2023, 37 (26.4%) 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 1-year period (28). The highest number is 138 for the year of 1973.

TABLE 2-3
ALCOHOL INVOLVED CRASHES AS PERCENT OF ALL CRASHES
2017-2023

	2017	2018	2019	2020	2021	2022	2023
Total Crashes	5.6% (1032)	5.2% (1001)	5.2% (1057)	6.3% (1115)	6.0% (1162)	5.8% (1092)	5.8% (1096)
Fatal Crashes	40.5% (45)	40.9% (45)	30.7% (27)	37.1% (49)	36.6% (48)	32.2% (39)	26.6% (34)
Injury Crashes	11.8% (467)	11.2% (404)	11.3% (414)	13.8% (456)	13.5% (487)	13.1% (470)	13.0% (464)
PDO Crashes	3.6% (520)	3.6% (552)	3.7% (616)	4.3% (610)	4.0% (627)	3.9% (583)	4.0% (598)
Fatalities	38.0% (49)	41.5% (54)	27.5% (28)	36.2% (51)	37.8% (56)	33.6% (46)	26.4% (37)
Injuries	11.9% (635)	10.8% (541)	11.3% (552)	14.5% (645)	13.9% (689)	13.2% (655)	12.8% (628)

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
2017-2023

AGE	2017	2018	2019	2020	2021	2022	2023
0 - 5	1	0	0	1	0	0	0
6 - 12	0	1	0	0	0	0	0
13 - 19	3	6	0	2	1	2	5
20	0	1	0	2	2	2	1
21 - 29	16	16	11	8	13	10	10
30 - 39	11	9	8	12	13	12	5
40 - 49	6	6	3	11	9	8	8
50 - 59	7	8	4	7	9	7	3
60 & OLDER	5	7	2	8	9	5	5
Unknown/Not Stated	0	0	0	0	0	0	0
TOTAL	**49**	**54**	**28**	**51**	**56**	**46**	**37**

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

FIGURE 2-2 2023 CRASH FATALITIES
Alcohol Related vs Non Alcohol Related

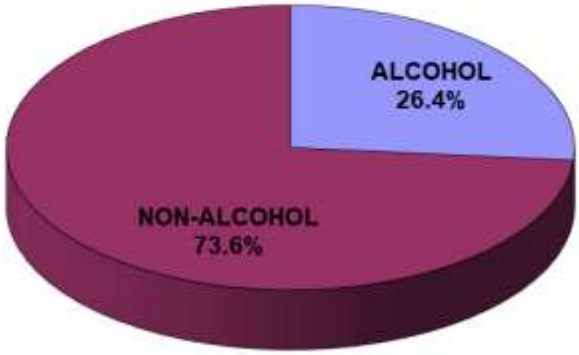
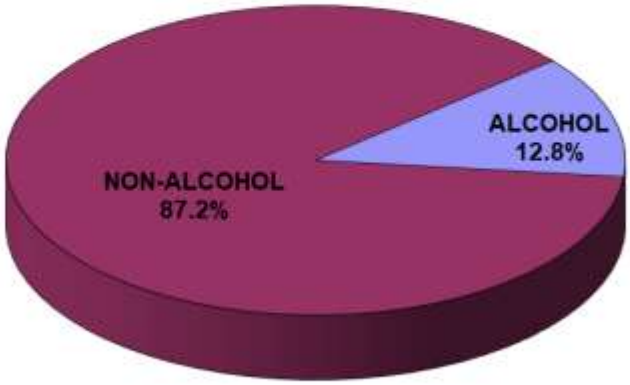


FIGURE 2-3 2023 CRASH INJURIES
Alcohol Related vs Non Alcohol Related



The following crash and arrest data is presented to monitor changes in alcohol-related fatal and injury crashes and to compare changes with non-alcohol related crash experiences **(see TABLE 2-4)**. Alcohol-related fatal and injury crashes decreased by 5.9% while non-alcohol related fatal and injury crashes increased by 2% from the 2021 totals.

The number of DWI arrests decreased by 1.4% from 2021.

TABLE 2-4
CRASH AND ARREST ACTIVITY
2013- 2023

	FATAL CRASHES		FATAL & INJURY CRASHES			
	ALCOHOL RELATED	NONALCOHOL RELATED	ALCOHOL RELATED	NONALCOHOL RELATED	DWI [1] ARRESTS	DWI [1] CONVICTIONS
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
2022	39	82	509	3,213	11,483	8,327
2023	34	94	498	3,201	11,035	7,508

Note: [1] – Based on South Dakota Courts - The State of the Judiciary and Fiscal Year 2023 Annual Report of the following:

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 2013 through 2023.

FIGURE 2-5 presents the alcohol related and non-alcohol related fatal crash experience for the years of 2013 through 2023.

There were 34 alcohol related fatal crashes during 2023, which compares to 39 in 2022. The previous 3-year average was 44 for the years of 2020-2022.

There were 498 alcohol related fatal and injury crashes during 2023, which compares to 509 in 2022. The previous three-year average was 516 for the years of 2020-2022.

There were 11,035 DWI arrests in fiscal year 2023. This level has gone up 1.2% from the previous 3-year average (2020-2022). There were 7,508 DWI convictions in fiscal year 2023. This level has gone down 6.3% from the previous 3-year average (2020-2022).

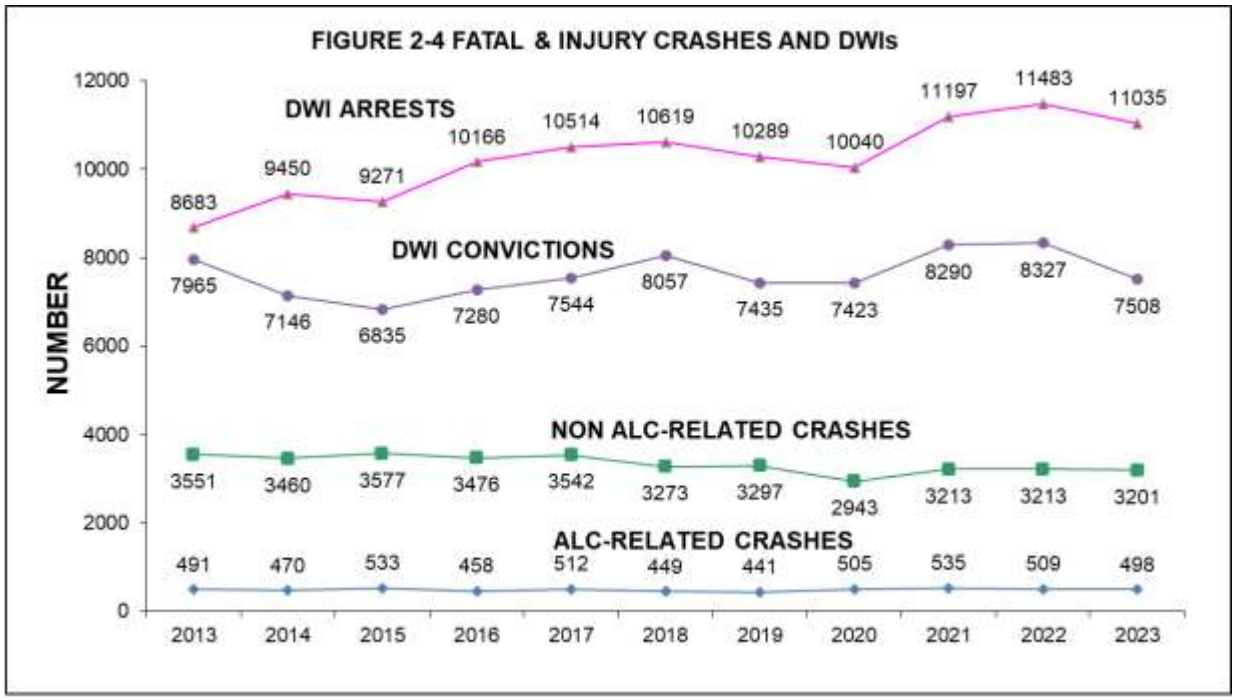


FIGURE 2-4 FATAL & INJURY CRASHES AND DWIs
NUMBER
DWI ARRESTS
8683
9450
9271
10166
10514
10619
10289
10040
11197
11483
11035
DWI CONVICTIONS
7965
7146
6835
7280
7544
8057
7435
7423
8290
8327
7508
NON ALC-RELATED CRASHES
3551
3460
3577
3476
3542
3273
3297
2943
3213
3213
3201
ALC-RELATED CRASHES
491
470
533
458
512
449
441
505
535
509
498
0
2000
4000
6000
8000
10000
12000
2013
2014
2015
2016
2017
2018
2019
2020
2021
2022
2023

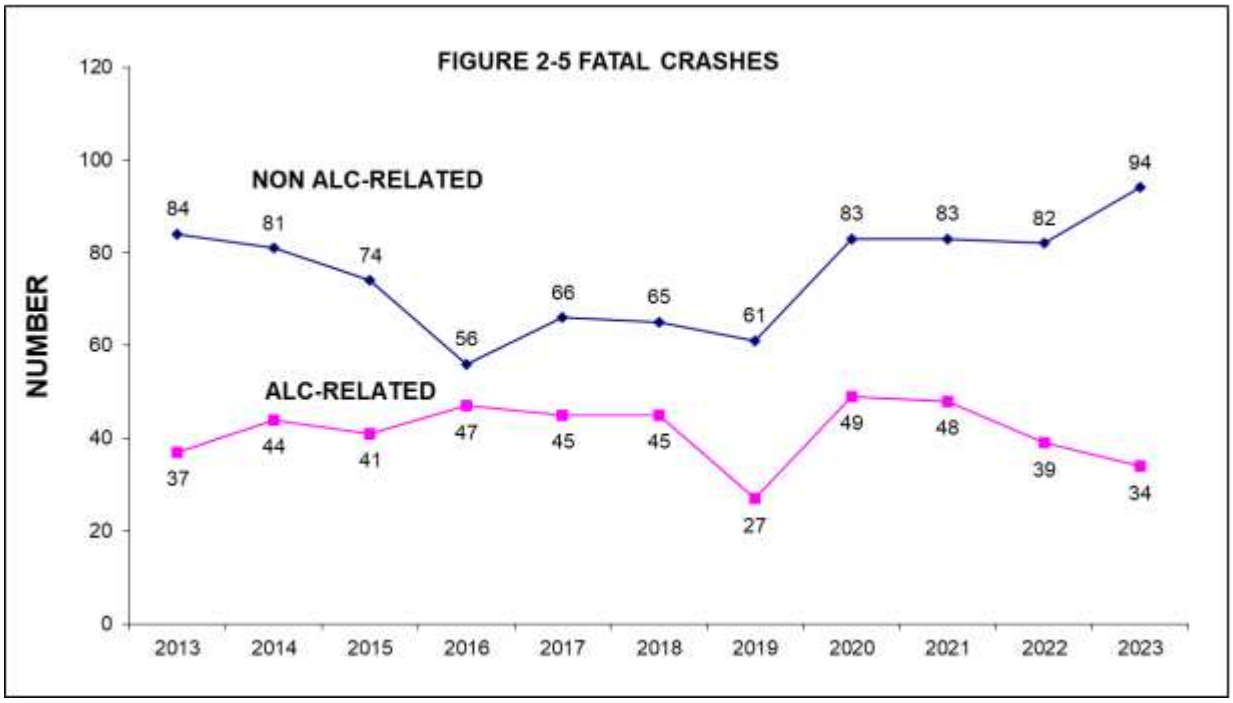


FIGURE 2-5 FATAL CRASHES
NUMBER
NON ALC-RELATED
84
81
74
56
66
65
61
83
83
82
94
ALC-RELATED
37
44
41
47
45
45
27
49
48
39
34
0
20
40
60
80
100
120
2013
2014
2015
2016
2017
2018
2019
2020
2021
2022
2023

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

33 (35.9%) of the 92 killed occupants were either partially or totally ejected from the vehicle **(See TABLE 2-5B)**.

TABLE 2-5 SAFETY RESTRAINT USAGE – KILLED OCCUPANTS

	2018	2019	2020	2021	2022	2023
No Safety Equipment	61	41	60	66	55	57
Lap Belt Only	1	1	1	1	2	0
Shoulder Harness Only	0	0	0	0	0	0
Lap Belt & Shoulder Harness	28	31	28	32	33	27
Child Restraint Used Properly	2	0	0	0	0	0
Child Restraint Not Properly Used	1	0	0	0	0	0
Other, Not Stated or Unknown	6	4	7	9	11	8
TOTAL	**99**	**77**	**96**	**108**	**101**	**92**

TABLE 2-5A SAFETY RESTRAINT USAGE – INJURED OCCUPANTS

	2018	2019	2020	2021	2022	2023
No Safety Equipment	684	584	630	632	605	565
Lap Belt Only	123	114	54	33	60	51
Shoulder Harness Only	16	22	23	19	19	42
Lap Belt & Shoulder Harness	3,270	3,294	2,838	3,268	3,326	3,272
Child Restraint Used Properly	54	50	15	42	39	41
Child Restraint Not Properly Used	6	0	3	4	2	0
Other, Not Stated or Unknown	269	222	234	260	273	240
TOTAL	**4,422**	**4,286**	**3,797**	**4,258**	**4,324**	**4,211**

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					
	2018	2019	2020	2021	2022	2023	2018	2019	2020	2021	2022	2023
Not Ejected	52	46	52	64	63	58	4,312	4,201	3,666	4,161	4,227	4,120
Partial Ejection	6	4	6	7	5	5	5	11	15	10	7	13
Total Ejection	41	26	38	37	33	28	92	60	95	68	62	61
Unknown Ejection	0	1	0	0	0	1	13	12	18	16	22	9
Not Applicable	0	0	0	0	0	0	0	2	3	3	6	8
TOTAL	**99**	**77**	**96**	**108**	**101**	**92**	**4,422**	**4,286**	**3,797**	**4,258**	**4,324**	**4,211**

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

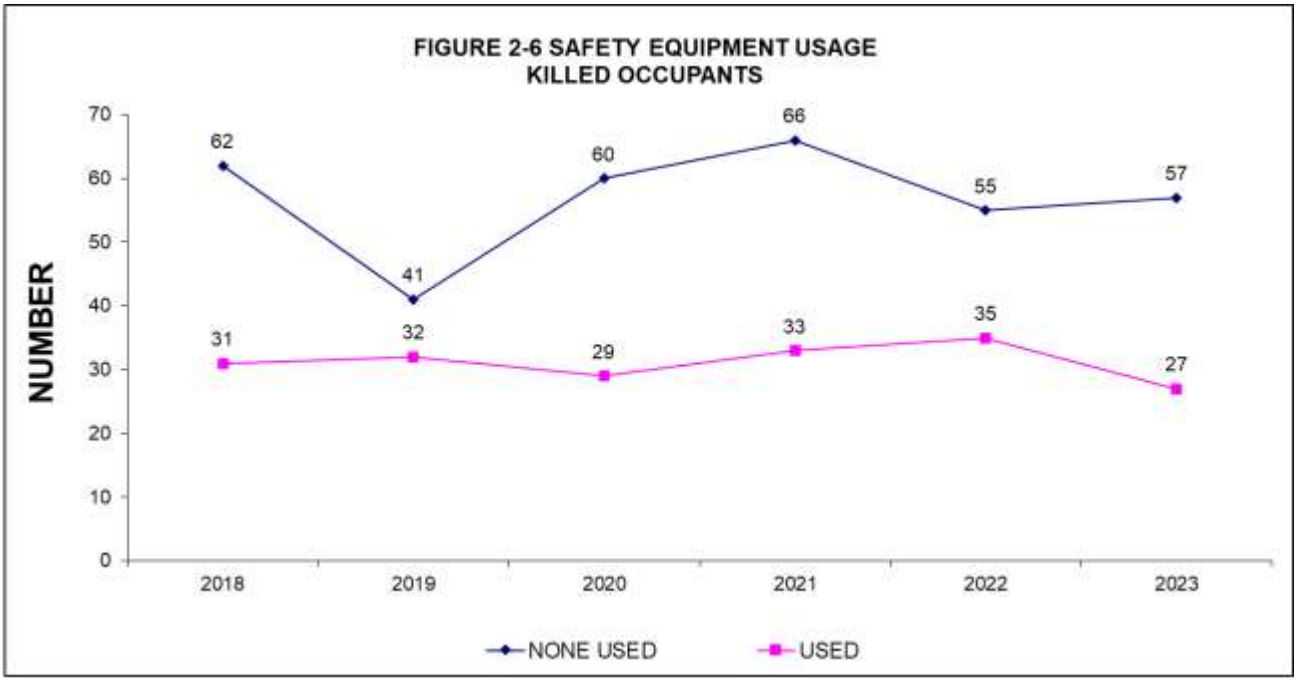


FIGURE 2-6 SAFETY EQUIPMENT USAGE
KILLED OCCUPANTS
NUMBER
70
60
50
40
30
20
10
0
62
41
60
66
55
57
31
32
29
33
35
27
2018
2019
2020
2021
2022
2023
NONE USED
USED

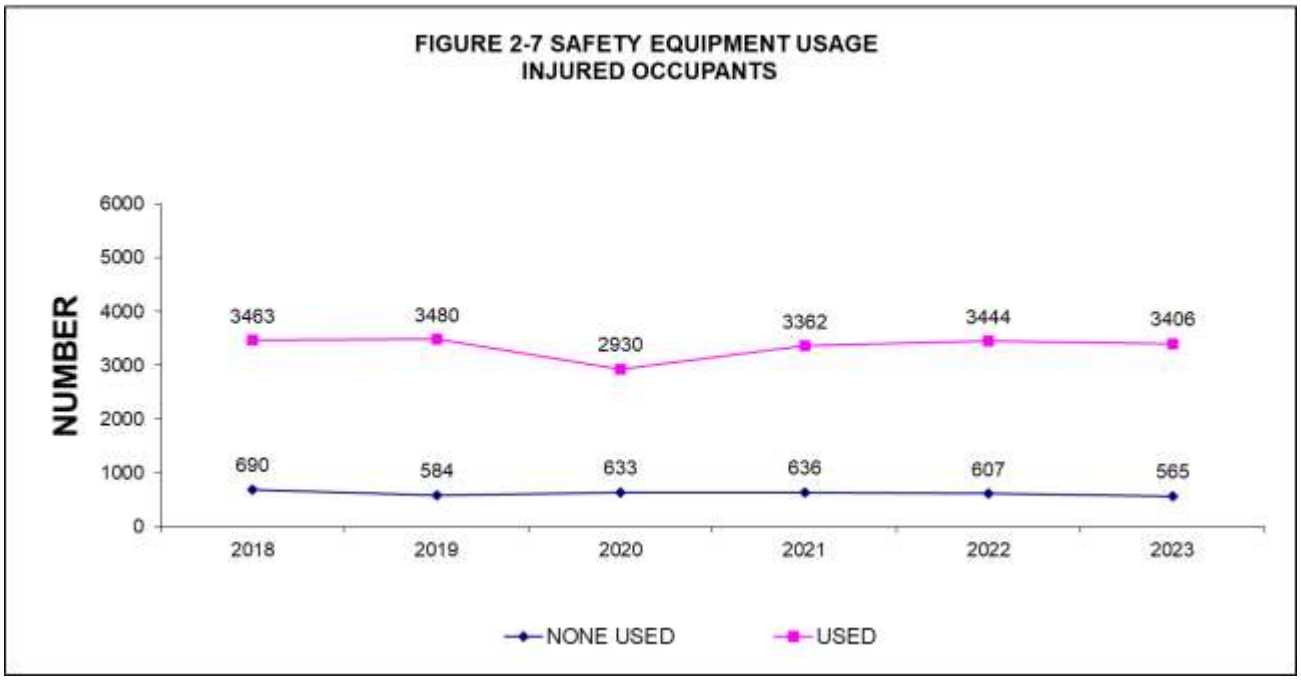


FIGURE 2-7 SAFETY EQUIPMENT USAGE
INJURED OCCUPANTS
NUMBER
6000
5000
4000
3000
2000
1000
0
3463
3480
2930
3362
3444
3406
690
584
633
636
607
565
2018
2019
2020
2021
2022
2023
NONE USED
USED

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 were used to restrain the child.

There was 1 reported fatal injury to a motor vehicle occupant from birth through 4 years of age during 2023 **(see TABLE 2-6)**.

There were 49 children (birth through 4 years old) injured in 2023, which compares to 46 for 2022. 42 of the 49 injured children were restrained by either a lap belt, 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
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	24
2021	0	22	31	53
2022	0	24	22	46
2023	1	23	26	49

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 - 2023

	Fatalities	Injuries
No Safety Equipment Used	1	5
Lap Belt Only	0	0
Shoulder Harness Only	0	1
Lap Belt & Shoulder Harness	0	11
Child Restraint Used Properly	0	30
Child Restraint Not Used Properly	0	0
Other, Not Stated or Unknown	0	2
TOTAL	**1**	**49**

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 462 with 20 deaths per year. Licensed motorcyclists increased 0.8% during 2023 while fatalities increased to 28 **(see TABLE 2-7)**.

Moped crashes are included with motorcycle crashes. There were no moped fatalities during 2023. 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
2003 - 2023

	Motorcycle Crashes			Motorcyclists		Registered	Licensed
Year	Total	Fatal	Injury	Fatalities	Injuries	Motorcycles	Motorcyclists
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
2022	449	13	369	13	417	116,988	95,675
2023	434	28	333	29	403	121,183	96,409

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

THIS PAGE INTENTIONALLY LEFT BLANK

TABLE 2-8
PEDESTRIAN FATALITIES AND INJURIES
2003 - 2023

Year	Fatalities	Injuries
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
2022	13	90
2023	**15**	**122**

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

TABLE 2-9
BICYCLE FATALITIES AND INJURIES
2003 - 2023

Year	Fatalities	Injuries
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
2022	3	68
2023	**0**	**87**

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

Holiday Counts

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

TABLE 2-10
CRASHES DURING HOLIDAYS
2014- 2023

Holiday	Total Hours	Total Crashes	Fatal Crashes	Injury Crashes	Fatalities	Injuries
MEMORIAL DAY						
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
2022	78	129	0	31	0	45
2023	**78**	**158**	**2**	**30**	**2**	**41**
FOURTH OF JULY						
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
2022	78	115	2	24	3	40
2023	**102**	**185**	**1**	**47**	**1**	**65**
LABOR DAY						
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
2022	78	109	1	27	1	31
2023	**78**	**126**	**4**	**32**	**4**	**58**

Holiday	Total Hours	Total Crashes	Fatal Crashes	Injury Crashes	Fatalities	Injuries
THANKSGIVING						
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
2022	102	201	2	30	2	42
2023	**102**	**328**	**3**	**42**	**3**	**58**
CHRISTMAS						
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
2022	78	153	0	16	0	20
2023	**78**	**141**	**0**	**23**	**0**	**26**
NEW YEARS						
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
2022-23	78	201	3	29	3	40
2023-24	**78**	**88**	**0**	**13**	**0**	**20**

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 2014 through 2023. 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
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
2022	622	12.5	1,914	38.6	2,422	48.9	4,958	137
2023	**571**	**11.7**	**1,982**	**40.5**	**2,343**	**47.9**	**4,896**	**140**

Note: This table also includes operators of other road vehicle type units
(i.e.: Animal-drawn vehicle, 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
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
2022	443	11.5	1,384	36.0	2,014	52.4	3,841	87
2023	**407**	**10.9**	**1,408**	**37.8**	**1,908**	**51.2**	**3,723**	**95**

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
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
2022	148	15.6	447	47.3	351	37.1	946	34
2023	**121**	**12.8**	**459**	**48.7**	**363**	**38.5**	**943**	**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
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
2022	9	13.4	31	46.3	27	40.3	67	3
2023	**12**	**14.0**	**47**	**54.7**	**27**	**31.4**	**86**	**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
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
2022	22	24.4	47	52.2	21	23.3	90	13
2023	**31**	**25.4**	**59**	**48.4**	**32**	**26.2**	**122**	**15**

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 & LICENSED
2013 - 2023

	CRASH INVOLVED DRIVERS				LICENSED DRIVERS			
	MALE		FEMALE		MALE		FEMALE	
	No.	%	No.	%	No.	%	No.	%
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
2022	15,780	58.5	11,207	41.5	345,455	50.7	335,972	49.3
2023	**15,908**	**58.6**	**11,233**	**41.4**	**349,685**	**50.7**	**339,459**	**49.3**

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. 2023 MOTOR VEHICLE CRASH PROFILE

Introduction

This section profiles the reported motor vehicle traffic crashes for 2023. Information will be given on the following: 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% due to rounding error.*

During 2023, there were 18,796 reported motor vehicle traffic crashes, the majority of crashes being property damage only (PDO) 15,097 (80.3%). Injury crashes accounted for 3,571 (19.0%) of the crashes, while 128 (0.7%) were fatal crashes. There were 4,896 persons injured and 140 persons killed in crashes during 2023 **(see TABLE 3-1)**.

TABLE 3-1
FATALITIES AND SEVERITY OF INJURIES OF DRIVERS, PASSENGERS, PEDESTRIANS, AND BICYCLE DRIVERS
2023

	Incapacitating Injuries		Non-Incapacitating Injuries		Possible Injuries		Total Nonfatal Injuries		Total Fatalities	
	No.	%	No.	%	No.	%	No.	%	No.	%
Drivers	407	71.3	1,408	71.0	1,908	81.4	3,723	76.0	95	67.9
Passengers	121	21.2	459	23.2	363	15.5	943	19.3	30	21.4
Pedestrians	31	5.4	59	3.0	32	1.4	122	2.5	15	10.7
Bicycle Drivers	12	2.1	47	2.4	27	1.2	86	1.8	0	0.0
Other*	0	0.0	9	0.5	13	0.6	22	0.4	0	0.0
TOTAL	**571**	**100**	**1,982**	**100**	**2,343**	**100**	**4,896**	**100**	**140**	**100**

*Other – 22 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 2023, 25% of the fatalities and 33.9% of the injuries occurred to occupants of passenger cars and minivans. Occupants of SUVs accounted for 20.7% of the fatalities and 32.9% of the injuries. Additionally, in 2023, 29 motorcyclists and 15 pedestrians were killed.
(See TABLE 3-2).

TABLE 3-2
FATALITIES AND INJURIES BY MODE OF TRANSPORTATION
2023

	Fatalities No.	%	Injuries No.	%
Passenger Cars, Minivans	35	25.0	1,658	33.9
Pickups, Cargo Vans***	18	12.9	765	15.6
SUVs (Sports Utility Vehicles)	29	20.7	1,612	32.9
Trucks (All)*	4	2.9	135	2.8
Motorcycle	29	20.7	385	7.9
Moped	0	0.0	19	0.4
ATVs / 4-Wheelers	4	2.9	38	0.8
Bus	0	0.0	32	0.7
Farm Machinery, Heavy Equipment	0	0.0	11	0.2
Motor Home	2	1.4	4	0.1
Snowmobile	0	0.0	3	0.1
Bicycle	0	0.0	87	1.8
Pedestrians	15	10.7	122	2.5
Other**	4	2.9	25	0.5
Unknown	0	0.0	0	0.0
TOTAL	**140**	**100**	**4,896**	**100**

*Truck Specifics:	Fatalities	Injuries
Straight Truck	0	40
Straight Truck with Trailer	0	7
Truck Tractor Only	0	3
Truck Tractor with Single Semi Trailer	4	80
Truck Tractor with Two or More Trailers	0	5
	0	0
TOTAL	**4**	**135**

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 2023

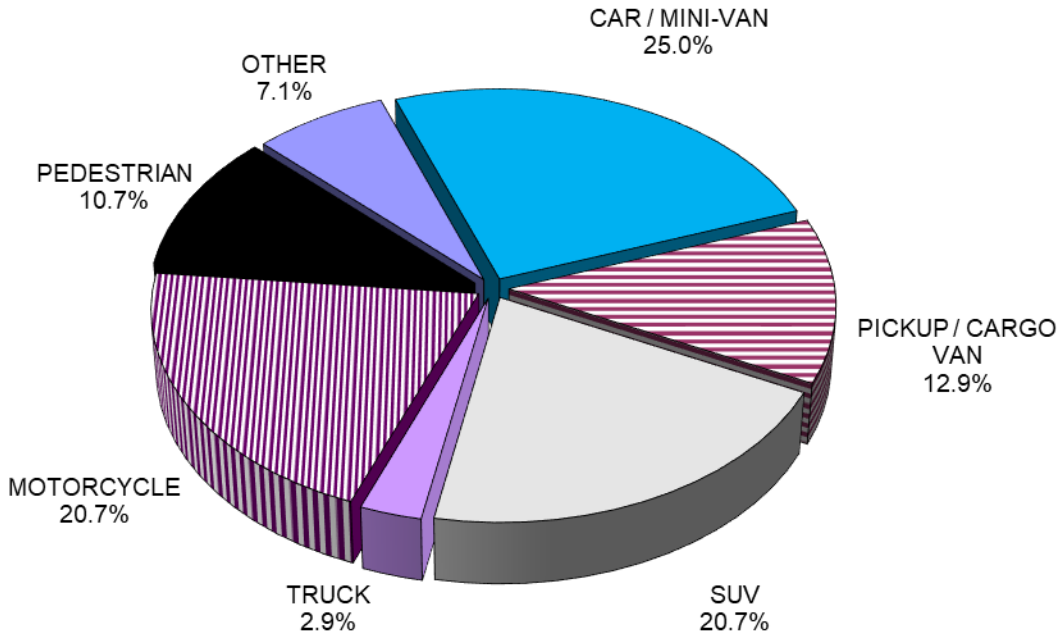
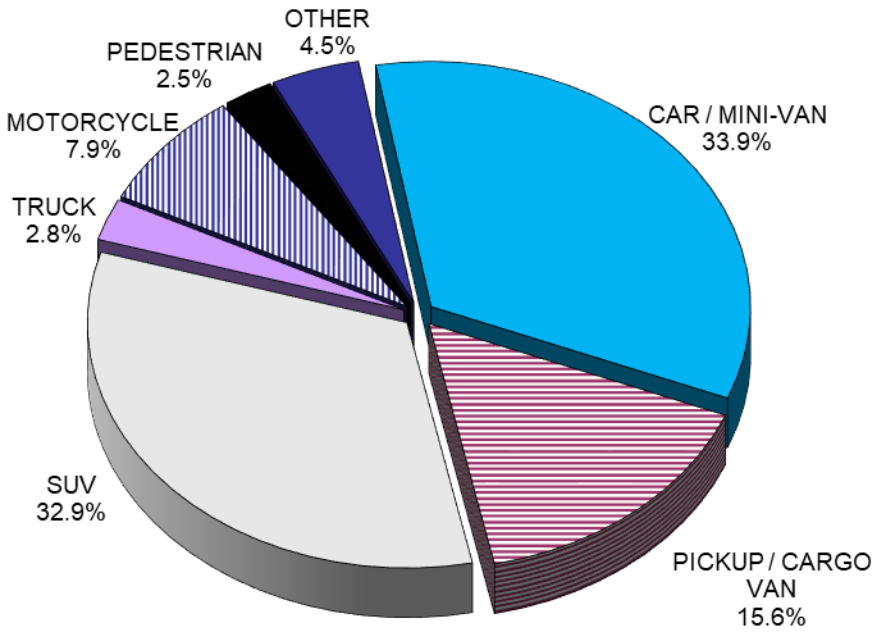


FIGURE 3-2 INJURIES BY TRAVEL MODE 2023



** 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 vehicle types involved in crashes. 67.3% of vehicles in fatal crashes involved a passenger car, mini-van, pickup, cargo van or an SUV, with passenger cars and mini-vans accounting for 33.8% of those involved in injury crashes. Pickups and vans made up 19.2% of the vehicles involved in injury crashes, while SUVs made-up 33.6% those involved in injury crashes.

VEHICLE TYPES INVOLVED IN CRASHES
2023
TABLE 3-3

	All Crashes No.	%	Fatal Crashes No.	%	Injury Crashes No.	%	PDO Crashes No.	%
Passenger Cars / Minivans	9,975	33.7	49	24.6	2,063	33.8	7,863	33.7
Pickups, Cargo Vans	6,305	21.3	40	20.1	1,174	19.2	5,091	21.8
SUVs (Sports Utility Vehicles)	10,318	34.8	45	22.6	2,054	33.6	8,219	35.2
Trucks (All)*	1,418	4.8	21	10.6	271	4.4	1,126	4.8
Motorcycle	459	1.5	30	15.1	351	5.7	78	0.3
Moped	19	0.1	0	0.0	16	0.3	3	0.0
ATVs / 4-wheelers	46	0.2	4	2.0	28	0.5	14	0.1
Bus	124	0.4	1	0.5	18	0.3	105	0.5
Farm Machinery / Heavy Equip.	73	0.2	2	1.0	25	0.4	46	0.2
Motor Home	34	0.1	1	0.5	6	0.1	27	0.1
Snowmobile	3	0.0	0	0.0	3	0.0	0	0.0
Other	34	0.1	4	2.0	16	0.3	14	0.1
Unknown	828	2.8	2	1.0	84	1.4	742	3.2
TOTAL	**29,636**	**100**	**199**	**100**	**6,109**	**100**	**23,328**	**100**

* Truck Specifics:	All Crashes	Fatal Crashes	Injury Crashes	PDO Crashes
Straight Truck	428	1	85	342
Straight Truck with Trailer	106	1	21	84
Truck Tractor Only	34	0	8	26
Truck Tractor with Single Semi Trailer	807	19	146	642
Truck Tractor with Two or More Trailers	43	0	11	32
TOTAL	**1,418**	**21**	**271**	**1,126**

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 18 people (12.9%) of the persons killed were under 20 years of age and a total of 841 (17.2%) 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
2023

	Fatalities		Injuries	
	No.	%	No.	%
0 - 5	1	0.7	72	1.5
6 - 13	1	0.7	174	3.6
14 - 15	0	0.0	179	3.7
16 - 17	6	4.3	265	5.4
18	5	3.6	143	2.9
19	5	3.6	144	2.9
20	1	0.7	119	2.4
21 - 24	7	5.0	432	8.8
25 - 34	**26**	**18.6**	**841**	**17.2**
35 - 44	18	12.9	763	15.6
45 - 54	16	11.4	595	12.2
55 - 64	23	16.4	507	10.4
65 - Over	31	22.1	662	13.5
Unknown	0	0.0	0	0.0
Total	**140**	**100**	**4,896**	**100**

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

First Harmful Event

The initial incident that causes injury or damage is referred to as the first harmful event. Non-collision (overturning or other non-collision) represented 28.9% of the fatal crashes and only 7.3% of the total crashes, while 42.3% of the fatal crashes and 47.3% of all crashes represented a collision between two or more vehicles **(see TABLE 3-5)**.

TABLE 3-5
FIRST HARMFUL EVENT
2023

First Harmful Event	Total Crashes No.	%	Fatal Crashes No.	%	Injury Crashes No.	%	PDO Crashes No.	%
Motor Vehicle Collision With:								
MV in Transport	8,898	47.3	54	42.2	2,117	59.3	6,727	44.6
A Fixed or Other Object	2,414	12.8	23	18.0	542	15.2	1,849	12.2
An Animal	4,607	24.5	1	0.8	90	2.5	4,516	29.9
A Pedestrian	123	0.7	13	10.2	110	3.1	0	0.0
A Bicyclist	90	0.5	0	0.0	86	2.4	4	0.0
A Parked Motor Vehicle	1,242	6.6	0	0.0	91	2.5	1,151	7.6
A Railroad Vehicle	15	0.1	0	0.0	5	0.1	10	0.1
Equipment in Roadway	39	0.2	0	0.0	8	0.2	31	0.2
Non-Collision: (Overturning or Other)	1,368	7.3	37	28.9	522	14.6	809	5.4
Total	**18,796**	**100**	**128**	**100**	**3,571**	**100**	**15,097**	**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 40.7% of the fatal crashes, 53.1% of the injury crashes and 46% of the PDO crashes. Angle collisions are the most prevalent for severe crashes, accounting for 40.7% of the fatal crashes and 47.7% 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
2023

Manner of Collision	Total Crashes No.	%	Fatal Crashes No.	%	Injury Crashes No.	%	PDO Crashes No.	%
Rear-End	3,250	36.5	10	18.5	790	37.3	2,450	36.4
Head-On	179	2.0	20	37.0	82	3.9	77	1.1
Angle	4,243	47.7	22	40.7	1,124	53.1	3,097	46.0
Sideswipe-Same Direction	1,027	11.5	1	1.9	82	3.9	944	14.0
Sideswipe-Opposite Dir.	166	1.9	1	1.9	35	1.7	130	1.9
Rear-Rear	37	0.4	0	0.0	5	0.2	32	0.5
Unknown	1	0.0	0	0.0	0	0.0	1	0.0
Total	**8,903**	**100**	**54**	**100**	**2,118**	**100**	**6,731**	**100**
No Collision Between 2 or more MV	9,893		74		1,453		8,366	
Total Crashes	**18,796**		**128**		**3,571**		**15,097**	

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 crashes happen predominately in rural areas.** City streets and alleys experienced a 43% of the PDO crashes and 48.8% of the injury crashes while accounting for 15.6% of the fatal crashes.

Non-interstate rural roads tallied 64.9% of the fatal crashes. The Interstate system experienced 2,801 (14.9%) of the total crashes while accounting for an estimated 31.8% of the vehicle miles traveled in 2023. 21 (16.4%) of the fatal crashes happened on the interstate system (**See FIGURES 3-3 and 3-4**).

TABLE 3-7
CRASHES BY TYPE OF HIGHWAY
2023

Type of Highway	Total Crashes Number	%	Fatal Crashes Number	%	Injury Crashes Number	%	PDO Crashes Number	%	No. Killed	No. Injured
Interstate - Rural	2,005	10.7	18	14.1	275	7.7	1,712	11.3	21	392
US/State Hwys-Rural	3,707	19.7	44	34.4	516	14.4	3,147	20.8	48	756
Co./Local Rds.-Rural	2,565	13.6	39	30.5	543	15.2	1,983	13.1	44	747
Interstate - City	796	4.2	3	2.3	118	3.3	675	4.5	3	151
US/State Hwys-City	1,436	7.6	4	3.1	367	10.3	1,065	7.1	4	542
City Streets/Alleys	8,263	44.0	20	15.6	1,744	48.8	6,499	43.0	20	2,298
Ramps	24	0.1	0	0.0	8	0.2	16	0.1	0	10
Unknown/Not Reported	0	0.0	0	0.0	0	0.0	0	0.0	0	0
Total	**18,796**	**100**	**128**	**100**	**3,571**	**100**	**15,097**	**100**	**140**	**4,896**

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

FIGURE 3-3 2023
TRAFFIC CRASHES
BY SYSTEM TYPE

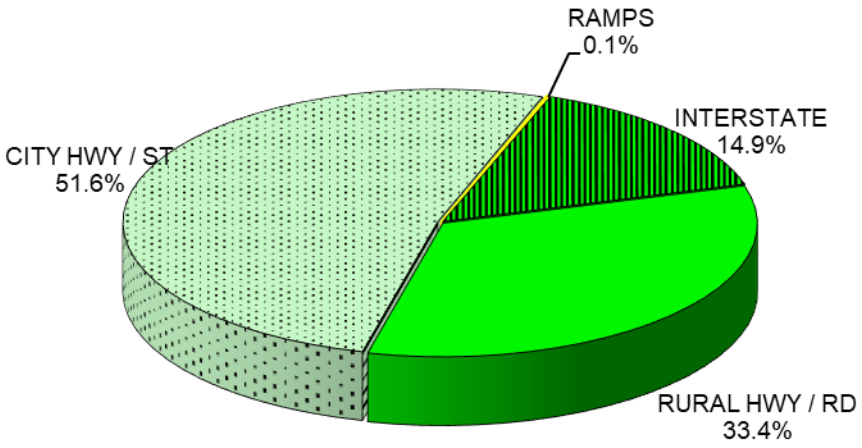


FIGURE 3-4 2023
FATAL TRAFFIC CRASHES
BY SYSTEM TYPE

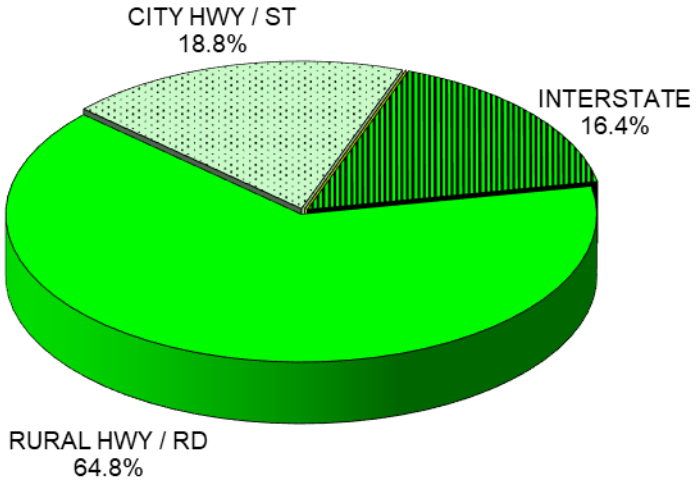


TABLE 3-8
MOTOR VEHICLE TRAFFIC CRASHES BY SD COUNTIES
2023

County	Total Crashes	Fatal Crashes	Injury Crashes	PDO Crashes	Fatalities	Injuries
AURORA	94	1	11	82	2	25
BEADLE	136	1	41	94	1	52
BENNETT	24	0	4	20	0	5
BON HOMME	42	1	5	36	1	13
BROOKINGS	549	3	93	453	4	111
BROWN	571	3	87	481	3	112
BRULE	81	1	13	67	1	16
BUFFALO	13	2	1	10	2	3
BUTTE	186	1	36	149	1	49
CAMPBELL	19	0	6	13	0	10
CHARLES MIX	91	3	19	69	3	25
CLARK	78	0	10	68	0	13
CLAY	172	0	38	134	0	44
CODINGTON	717	3	109	605	4	142
CORSON	44	2	10	32	2	18
CUSTER	241	3	63	175	4	88
DAVISON	472	3	73	396	3	110
DAY	97	0	15	82	0	27
DEUEL	128	0	17	111	0	27
DEWEY	4	1	0	3	1	1
DOUGLAS	42	0	7	35	0	7
EDMUNDS	98	0	5	93	0	7
FALL RIVER	67	1	12	54	1	15
FAULK	67	0	3	64	0	4
GRANT	68	1	22	45	1	31
GREGORY	60	1	8	51	1	10
HAAKON	3	1	1	1	1	1
HAMLIN	225	0	21	204	0	32
HAND	71	0	8	63	0	10
HANSON	167	2	28	137	2	35
HARDING	10	0	3	7	0	4
HUGHES	259	1	49	209	1	70
HUTCHINSON	77	2	14	61	2	20
HYDE	2	0	1	1	0	1
JACKSON	96	4	22	70	4	33
JERAULD	39	0	5	34	0	7
JONES	71	2	12	57	2	16
KINGSBURY	122	1	8	113	1	9
LAKE	246	3	32	211	3	50
LAWRENCE	648	12	128	508	12	166
LINCOLN	1,332	9	258	1,065	11	339
LYMAN	164	3	15	146	4	22
MARSHALL	65	2	3	60	2	5
MC COOK	216	0	26	190	0	33
MC PHERSON	49	0	5	44	0	7
MEADE	441	5	85	351	5	111
MELLETTE	5	1	1	3	1	2
MINER	97	2	7	88	2	8
MINNEHAHA	6,145	16	1,122	5,007	18	1,477
MOODY	247	0	42	205	0	53
OGLALA LAKOTA	65	7	21	37	9	53
PENNINGTON	2,307	10	723	1,574	10	1,071
PERKINS	52	0	4	48	0	4
POTTER	43	0	4	39	0	6
ROBERTS	149	3	29	117	3	40
SANBORN	85	1	9	75	1	13
SPINK	182	2	17	163	2	25
STANLEY	94	0	9	85	0	12
SULLY	28	0	6	22	0	6
TODD	2	1	0	1	1	0
TRIPP	115	1	13	101	1	18
TURNER	79	0	16	63	0	18
UNION	222	2	37	183	2	56
WALWORTH	73	2	11	60	2	14
YANKTON	338	2	67	269	3	83
ZIEBACH	4	0	1	3	0	1
Total:	**18,796**	**128**	**3,571**	**15,097**	**140**	**4,896**

TABLE 3-8A
ALCOHOL INVOLVED MOTOR VEHICLE TRAFFIC CRASHES BY SD COUNTIES
2023

County	Total Crashes	Fatal Crashes	Injury Crashes	PDO Crashes	Fatalities	Injuries
AURORA	1	0	1	0	0	2
BEADLE	11	1	3	7	1	4
BENNETT	3	0	2	1	0	3
BON HOMME	2	1	0	1	1	1
BROOKINGS	22	1	11	10	1	12
BROWN	28	1	13	14	1	21
BRULE	4	0	2	2	0	2
BUFFALO	1	1	0	0	1	0
BUTTE	9	0	6	3	0	6
CAMPBELL	3	0	1	2	0	2
CHARLES MIX	15	2	10	3	2	15
CLARK	4	0	2	2	0	2
CLAY	11	0	3	8	0	3
CODINGTON	32	1	8	23	1	9
CORSON	3	0	3	0	0	6
CUSTER	16	0	7	9	0	10
DAVISON	37	1	16	20	1	29
DAY	3	0	2	1	0	2
DEUEL	4	0	3	1	0	4
DEWEY	0	0	0	0	0	0
DOUGLAS	2	0	2	0	0	2
EDMUNDS	3	0	1	2	0	1
FALL RIVER	1	0	1	0	0	1
FAULK	0	0	0	0	0	0
GRANT	6	0	5	1	0	6
GREGORY	2	1	1	0	1	2
HAAKON	1	1	0	0	1	0
HAMLIN	2	0	2	0	0	2
HAND	5	0	1	4	0	1
HANSON	2	0	0	2	0	0
HARDING	1	0	1	0	0	2
HUGHES	21	0	9	12	0	14
HUTCHINSON	5	0	3	2	0	3
HYDE	0	0	0	0	0	0
JACKSON	6	1	4	1	1	7
JERAULD	3	0	2	1	0	2
JONES	1	0	1	0	0	1
KINGSBURY	1	0	1	0	0	2
LAKE	11	1	4	6	1	6
LAWRENCE	38	5	16	17	5	24
LINCOLN	68	2	24	42	4	30
LYMAN	8	1	3	4	1	3
MARSHALL	1	0	0	1	0	0
MCCOOK	6	0	2	4	0	2
MCPHERSON	2	0	0	2	0	0
MEADE	27	0	14	13	0	19
MELLETTE	1	1	0	0	1	0
MINER	4	1	1	2	1	1
MINNEHAHA	344	3	126	215	3	162
MOODY	11	0	7	4	0	10
OGLALA LAKOTA	15	5	8	2	6	21
PENNINGTON	191	1	89	101	1	114
PERKINS	3	0	1	2	0	1
POTTER	1	0	1	0	0	1
ROBERTS	13	1	8	4	1	10
SANBORN	4	0	0	4	0	0
SPINK	13	1	5	7	1	9
STANLEY	3	0	2	1	0	2
SULLY	3	0	2	1	0	2
TODD	0	0	0	0	0	0
TRIPP	6	0	4	2	0	8
TURNER	3	0	1	2	0	1
UNION	17	0	8	9	0	8
WALWORTH	4	0	3	1	0	4
YANKTON	28	0	8	20	0	11
ZIEBACH	0	0	0	0	0	0
Total:	**1,096**	**34**	**464**	**598**	**37**	**628**

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 2% of all rural fatal and injury crashes. These 11 counties accounted for 56.3% of rural fatal and injury crashes and 77.8% of all fatal and injury crashes in South Dakota. Pennington County has 10.5% of all rural fatal and injury crashes with Minnehaha County accounting for 9.1%.

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.

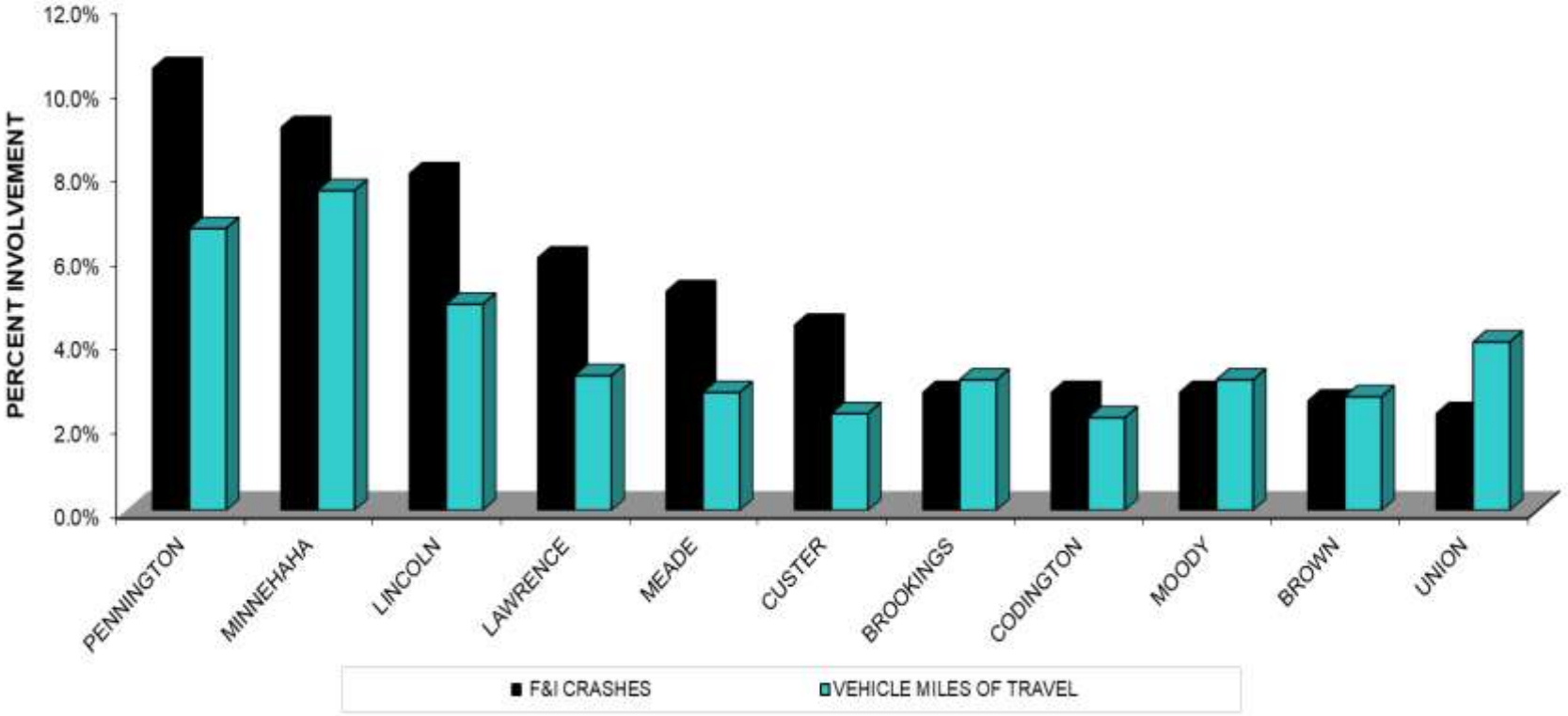
TABLE 3-9
COUNTIES HAVING MORE THAN TWO PERCENT OF THE RURAL FATAL & INJURY CRASHES
2023

County	Rural Fatal & Injury Crashes	Percent of All Rural Fatal & Injury Crashes	Percent of Rural VMTS
PENNINGTON	788	10.5%	6.7%
MINNEHAHA	1,147	9.1%	7.6%
LINCOLN	236	8.0%	4.9%
LAWRENCE	139	6.0%	3.2%
MEADE	96	5.2%	2.8%
CUSTER	56	4.4%	2.3%
BROOKINGS	59	2.8%	3.1%
CODINGTON	81	2.8%	2.2%
MOODY	94	2.8%	3.1%
BROWN	111	2.6%	2.7%
UNION	71	2.3%	4.0%

Note: Total Rural Fatal and Injury Crashes: 1,440
S.D. Vehicle Miles of Travel Report (2023 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 - 2023



City Summary

Reported traffic crashes within South Dakota cities (population of 2,500 and more) are presented in **TABLE 3-10**. These cities reported 60.2% of the statewide injury crashes and 18% of the fatal crashes. The 2 largest cities (Sioux Falls and Rapid City) accounted for 76.3% of fatal and injury crashes occurring in cities and 72.3% of the PDO crashes.

TABLE 3-10
TRAFFIC CRASHES SOUTH DAKOTA CITIES
POPULATION 2500 AND OVER
2023

City	Total Crashes	Fatal Crashes	Injury Crashes	PDO Crashes	Fatalities	Injuries
Aberdeen	279	0	52	227	0	65
Belle Fourche	70	0	10	60	0	14
Box Elder	105	1	29	75	1	34
Brandon	75	0	13	62	0	16
Brookings	230	0	55	175	0	66
Canton	12	0	4	8	0	5
Dell Rapids	32	0	5	27	0	8
Harrisburg	32	0	3	29	0	4
Hartford	15	0	4	11	0	7
Hot Springs	15	0	2	13	0	2
Huron	86	0	29	57	0	32
Lead	27	0	5	22	0	6
Madison	46	0	8	38	0	10
Milbank	9	1	2	6	1	3
Mitchell	285	0	49	236	0	70
Mobridge	2	0	1	1	0	1
N. Sioux City	36	0	5	31	0	9
Pierre	160	0	38	122	0	52
Rapid City	1,537	2	540	995	2	826
Redfield	25	1	3	21	1	4
Sioux Falls	5,721	12	1,104	4,605	12	1,428
Sisseton	21	0	3	18	0	3
Spearfish	241	4	35	202	4	41
Sturgis	65	1	11	53	1	13
Tea	36	0	10	26	0	10
Vermillion	69	0	19	50	0	21
Watertown	458	1	68	389	1	86
Winner	20	0	0	20	0	0
Yankton	209	0	42	167	0	53
City Totals	**9,918**	**23**	**2,149**	**7,746**	**23**	**2,889**
Statewide Totals	**18,796**	**128**	**3,571**	**15,097**	**140**	**4,869**

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 17.9% of all reported PDO crashes and 14% of all fatal and injury crashes. Dry roads were reported in 74.7% of all fatal and injury crashes.

TABLE 3-11
ROADWAY SURFACE CONDITIONS
2023

	Total Crashes		Fatal Crashes		Injury Crashes		PDO Crashes	
	No.	%	No.	%	No.	%	No.	%
Dry	13,724	73.0	101	78.9	2,661	74.5	10,962	72.6
Wet	1,448	7.7	12	9.4	298	8.3	1,138	7.5
Snow	1,406	7.5	2	1.6	188	5.3	1,216	8.1
Slush	246	1.3	2	1.6	43	1.2	201	1.3
Ice	1,491	7.9	6	4.7	270	7.6	1,215	8.0
Frost	74	0.4	0	0.0	7	0.2	67	0.4
Water	9	0.0	0	0.0	2	0.1	7	0.0
Sand, mud, dirt, gravel	260	1.4	5	3.9	88	2.5	167	1.1
Oil	5	0.0	0	0.0	5	0.1	0	0.0
Other / Not applicable	9	0.0	0	0.0	0	0.0	9	0.1
Unknown / Not reported	124	0.7	0	0.0	9	0.3	115	0.8
Total	**18,796**	**100**	**128**	**100**	**3,571**	**100**	**15,097**	**100**

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

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

The peak 3-hour period for fatal crashes was 12:00-2:59 p.m. and 7:00-9:59pm. 25 crashes (19.5%) of the fatal crashes occurred during these 3-hour periods. The peak 3-hour period for injury crashes was 3:00-5:59 p.m. with 903 (25.3%) of the injury crashes occurred. The peak 3-hour period for PDO crashes was 4:00-6:59 p.m. with 3,233 (21.4%) of the PDO crashes occurred **(see TABLE 3-12)**.

August 2023 shows 25 crashes (19.5%) of the fatal crashes and 406 (11.4%) of the injury crashes. November shows 1,884 PDO crashes which represents 12.5% of the PDO crashes for 2023 **(see TABLE 3-13)**.

The day of the week Friday accounts for 3,025 (16.1%) of the total crashes. As well as 604 (16.9%) of the injury crashes and 2,399 (15.9%) of the PDO crashes for 2023. 31 crashes (24.2%) of the fatal crashes occurred on Saturday **(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
2023

Time	Total Crashes	Fatal Crashes	Injury Crashes	PDO Crashes	Fatalities	Injuries
Midnight	249	2	49	198	2	62
1:00 AM	255	3	50	202	3	65
2:00 AM	190	4	31	155	4	35
3:00 AM	119	3	27	89	3	34
4:00 AM	218	3	35	180	5	48
5:00 AM	477	1	65	411	1	89
6:00 AM	691	4	73	614	4	96
7:00 AM	1,269	3	209	1,057	3	283
8:00 AM	900	2	155	743	2	207
9:00 AM	719	4	157	558	4	220
10:00 AM	723	8	153	562	11	208
11:00 AM	887	4	194	689	4	263
12:00 PM	974	10	223	741	10	303
1:00 PM	913	8	204	701	8	286
2:00 PM	966	7	230	729	7	336
3:00 PM	1,265	6	293	966	7	390
4:00 PM	1,289	6	306	977	8	449
5:00 PM	1,557	6	304	1,247	6	427
6:00 PM	1,253	9	235	1,009	9	329
7:00 PM	981	7	174	800	8	237
8:00 PM	891	7	130	754	7	171
9:00 PM	843	11	113	719	13	146
10:00 PM	647	4	79	564	5	100
11:00 PM	418	5	71	342	5	100
Unknown	102	1	11	90	1	12
Total	**18,796**	**128**	**3,571**	**15,097**	**140**	**4,896**

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

TABLE 3-13
CRASHES BY MONTH
2023

Month	Total Crashes	Fatal Crashes	Injury Crashes	PDO Crashes	Fatalities	Injuries
JANUARY	1,895	4	280	1,611	4	381
FEBRUARY	1,451	10	220	1,221	10	302
MARCH	1,784	7	321	1,456	7	477
APRIL	1,098	7	216	875	10	288
MAY	1,387	11	277	1,099	13	375
JUNE	1,408	7	354	1,047	7	467
JULY	1,326	15	292	1,019	15	412
AUGUST	1,492	25	406	1,061	29	579
SEPTEMBER	1,482	14	328	1,140	15	447
OCTOBER	1,838	11	356	1,471	11	469
NOVEMBER	2,155	7	264	1,884	7	346
DECEMBER	1,480	10	257	1,213	12	353
Total	**18,796**	**128**	**3,571**	**15,097**	**140**	**4,896**

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

TABLE 3-14
CRASHES BY DAY OF WEEK
2023

Day	Total Crashes	Fatal Crashes	Injury Crashes	PDO Crashes	Fatalities	Injuries
SUNDAY	2,071	16	431	1,624	16	594
MONDAY	2,738	12	496	2,230	14	662
TUESDAY	2,842	14	514	2,314	15	708
WEDNESDAY	2,776	21	529	2,226	24	716
THURSDAY	2,844	12	528	2,304	12	694
FRIDAY	3,025	22	604	2,399	24	838
SATURDAY	2,500	31	469	2,000	35	684
Total	**18,796**	**128**	**3,571**	**15,097**	**140**	**4,896**

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

FIGURE 3-6 CRASHES BY TIME OF DAY 2023

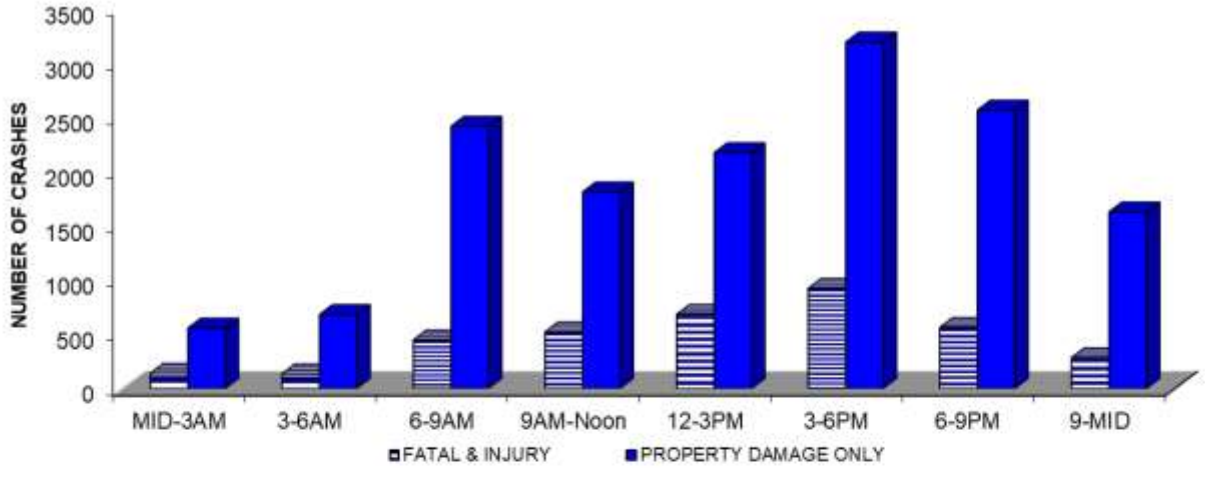
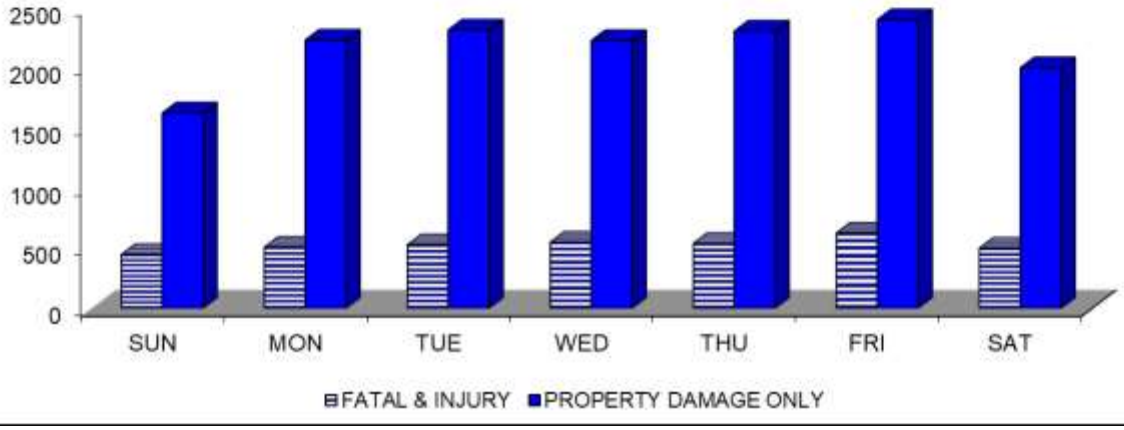


FIGURE 3-7 CRASHES BY MONTH 2023

FIGURE 3-8 CRASHES BY DAY OF WEEK 2023



Drivers

In the 18,796 reported motor vehicle crashes there were 28,177 motor vehicle drivers involved, including 191 drivers in fatal crashes and 5,958 drivers in injury crashes. The main statistics of these crashes show 95 (67.9%) drivers were killed of all persons killed in motor vehicle crashes and 3,723 (76%) persons of the 4,896 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, 25.1% of the drivers were under 25 years of age and 43.3% 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 18.8% of the drivers involved in fatal crashes and 26.5% of the drivers in injury crashes. Drivers under the age of 35 make up 43.3% of the drivers in fatal crashes and 37.2% of the drivers in injury crashes. 51 drivers (26.7%) of the drivers in fatal crashes were 21-34 years of age **(see TABLE 3-15)**.

TABLE 3-15
AGE OF DRIVERS IN CRASHES
2023

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	13	0.0	0	0.0	10	0.2	3	0.0
14 - 15	714	2.5	2	1.0	153	2.6	559	2.5
16 - 17	1,522	5.4	6	3.1	330	5.5	1,186	5.4
18	854	3.0	2	1.0	183	3.1	669	3.0
19	750	2.7	6	3.1	181	3.0	563	2.6
20	694	2.5	4	2.1	160	2.7	530	2.4
21 - 24	2,517	8.9	16	8.4	563	9.4	1,938	8.8
25 - 34	5,130	18.2	35	18.3	1,096	18.4	3,999	18.2
35 - 44	4,624	16.4	28	14.7	980	16.4	3,616	16.4
45 - 54	3,408	12.1	20	10.5	716	12.0	2,672	12.1
55 - 64	3,242	11.5	32	16.8	680	11.4	2,530	11.5
65 - Over	4,153	14.7	38	19.9	850	14.3	3,265	14.8
Unknown	556	2.0	2	1.0	56	0.9	498	2.3
Total	**28,177**	**100**	**191**	**100**	**5,958**	**100**	**22,028**	**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 1,085 drinking drivers in all crashes which is 3.9% of all drivers in crashes. 33 drivers (17.3%) of drivers in fatal crashes had been drinking while 454 (7.6%) drivers 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 21.2% of the drinking drivers in fatal crashes and 27.8% of the drinking drivers in injury crashes. Those drivers under 35 years of age accounted for 48.5% of the drinking drivers in fatal crashes and 53.5% of the drinking drivers in all crashes.

TABLE 3-16
AGE OF DRINKING DRIVERS IN CRASHES
2023

Age	Drivers In All Crashes No.	%	Drivers In Fatal Crashes No.	%	Drivers In Injury Crashes No.	%	Drivers In PDO Crashes No.	%
6 – 13	0	0.0	0	0.0	0	0.0	0	0.0
14 - 15	7	0.6	0	0.0	3	0.7	4	0.7
16 - 17	32	2.9	0	0.0	18	4.0	14	2.3
18	34	3.1	0	0.0	13	2.9	21	3.5
19	26	2.4	1	3.0	11	2.4	14	2.3
20	25	2.3	1	3.0	15	3.3	9	1.5
21 - 24	191	17.6	5	15.2	66	14.5	120	20.1
25 - 34	299	27.6	9	27.3	117	25.8	173	28.9
35 - 44	215	19.8	6	18.2	101	22.2	108	18.1
45 - 54	121	11.2	3	9.1	54	11.9	64	10.7
55 - 64	86	7.9	7	21.2	32	7.0	47	7.9
65 - Over	49	4.5	1	3.0	24	5.3	24	4.0
Unknown	0	0.0	0	0.0	0	0.0	0	0.0
Total	**1,085**	**100**	**33**	**100**	**454**	**100**	**598**	**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 overrepresented as those drivers in fatal and injury crashes, drinking drivers in fatal and injury crashes, and speeding drivers in fatal and injury crashes.

In South Dakota, licensed drivers under 25 years of age represent 15.2% of the total licensed drivers, 27.3% of the drinking drivers in fatal and injury crashes and 39% of the speeding drivers in fatal and injury crashes. Drivers under 35 years of age constitute 30.3% of all licensed drivers, with 53.2% of the drinking drivers and 63% of the speeding drivers involved in fatal and injury crashes **(also see FIGURES 3-9 and 3-10)**.

TABLE 3-17
LICENSED DRIVERS AND FATAL AND INJURY CRASH-INVOLVED DRIVERS BY AGE
2023

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	10	0.2	0	0.0	1	0.2
14 - 15	2.0	155	2.5	3	0.6	18	3.3
16 - 17	2.8	336	5.5	18	3.7	48	8.8
18	1.5	185	3.0	13	2.7	31	5.7
19	1.5	187	3.0	12	2.5	29	5.3
20	1.5	164	2.7	16	3.3	18	3.3
21 - 24	5.9	579	9.4	71	14.6	68	12.4
25 - 34	15.2	1,131	18.4	126	25.9	131	23.9
35 - 44	15.9	1,008	16.4	107	22.0	81	14.8
45 - 54	13.6	736	12.0	57	11.7	55	10.1
55 - 64	15.7	712	11.6	39	8.0	32	5.9
65 - Over	24.4	888	14.4	25	5.1	34	6.2
Unknown	0.0	58	0.9	0	0.0	1	0.2
TOTAL	**100**	**6,224**	**100**	**497**	**100**	**571**	**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 2023
Fatal and Injury Crash Involved Drivers

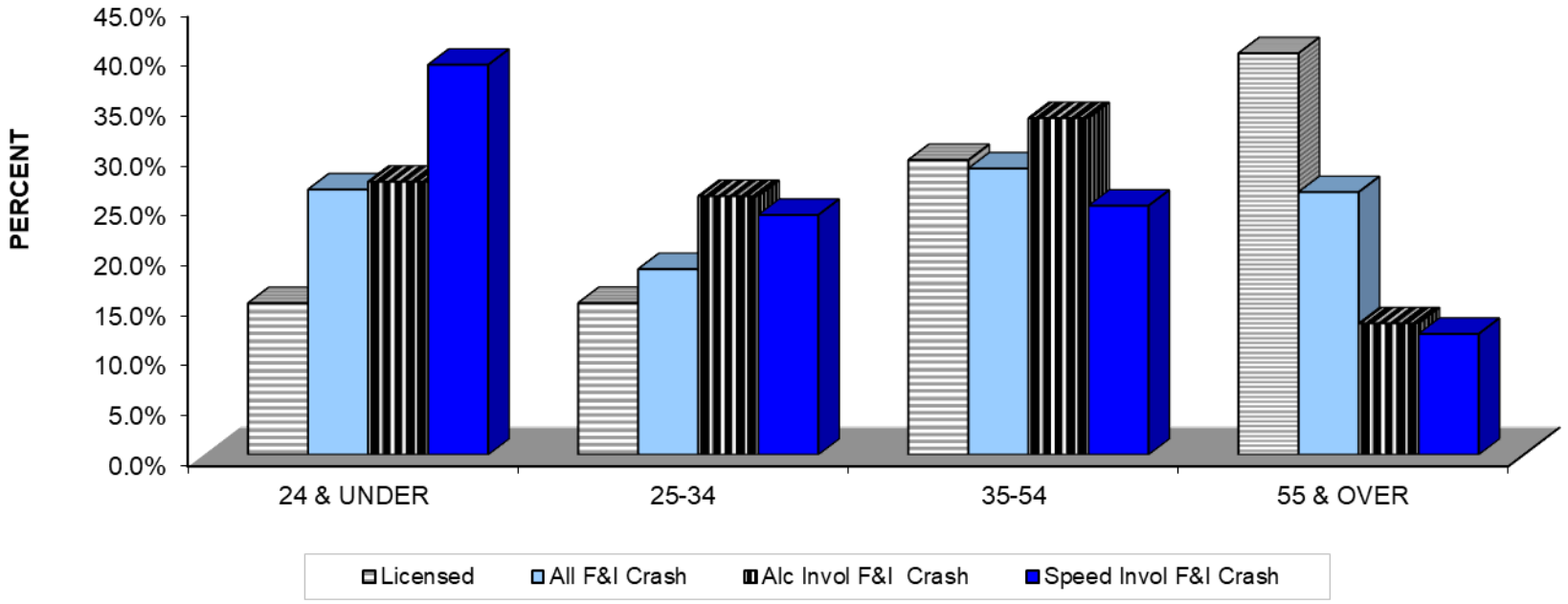
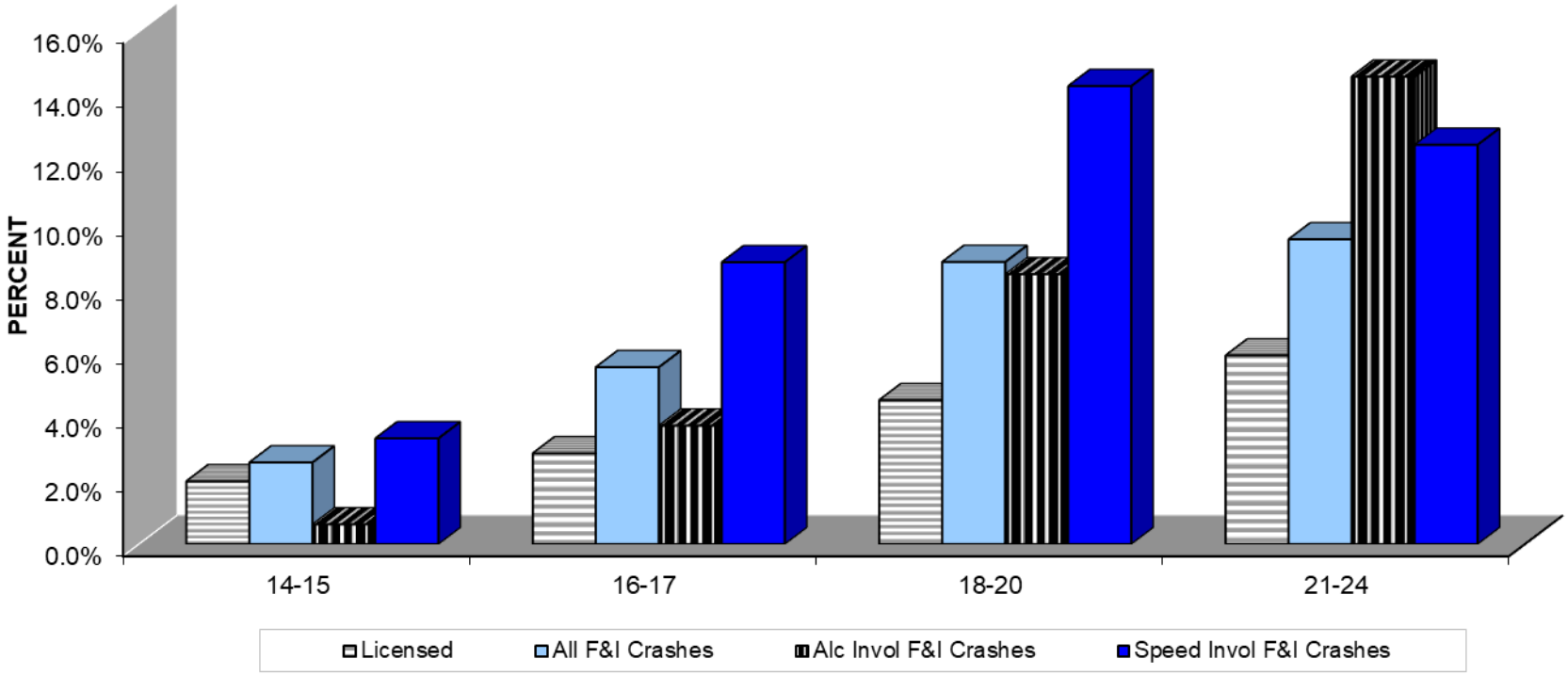


FIGURE 3-10 YOUNG DRIVERS 2023
Fatal & Injury Crash Involved Drivers



Contributing Circumstances (Vision Obscurement and Road)

Contributing circumstances at the crash level involve two categories: vision obscurement and road. The reporting officer may include 1 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.; snowbank; trees, crops, bushes, or other vegetation; guardrail barrier; motor vehicle; building; signs, billboards, etc.; glare; and other. Weather condition was the most frequently reported vision obscurement and was indicated as a problem in 3% 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 23.5% 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. Exceeded Speed Limit, Driving Too Fast for Conditions, and Failure to Keep in Proper Lane were leading driver contributing circumstances in fatal crashes during 2023. 27 drivers (14.3%) of the drivers in fatal crashes reported Exceeded Speed Limit as a contributing factor in the crash. While both Driving too fast for conditions and Failure to Keep in Proper Lane had 17 crashes (9%) reported 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 Driving Too Fast for Conditions were other leading driver contributing circumstances in injury crashes **(see TABLE 3-18)**.

TABLE 3-18
MOTOR VEHICLE DRIVER CONTRIBUTING CIRCUMSTANCES
2023

	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	798	2.8	10	5.2	303	5.1	485	2.2
Distracted*	790	2.8	2	1.0	230	3.9	558	2.5
Drinking	618	2.2	10	5.2	239	4.0	369	1.7
Driving Too Fast for Condition	1,506	5.3	11	5.8	344	5.8	1,151	5.2
Exceeded Speed Limit	262	0.9	19	9.9	139	2.3	104	0.5
Fail to Yield to Vehicle	2,666	9.5	14	7.3	711	11.9	1,941	8.8
Failure to Keep in Proper Lane	806	2.9	25	13.1	208	3.5	573	2.6
Fatigued/Fell Asleep	159	0.6	1	0.5	50	0.8	108	0.5
Following Too Closely	1,764	6.3	6	3.1	431	7.2	1,327	6.0
Improper Backing	528	1.9	0	0.0	16	0.3	512	2.3
Improper Passing	141	0.5	4	2.1	34	0.6	103	0.5
Improper Turn	432	1.5	0	0.0	77	1.3	355	1.6
Not Stated***	5,543	19.7	0	0.0	129	2.2	5,414	24.6
Other**	1,413	5.0	19	9.9	359	6.0	1,035	4.7
Over-correcting/Over-steering	336	1.2	11	5.8	121	2.0	204	0.9
Running Off Road	661	2.3	13	6.8	243	4.1	405	1.8
Swerving or Avoiding due to *wind, slippery surface, vehicle, object, non-motorist, etc.*	355	1.3	3	1.6	89	1.5	263	1.2
Unknown	996	3.5	26	13.6	174	2.9	796	3.6
Wrong Side of Road	103	0.4	12	6.3	45	0.8	46	0.2
Total Drivers	**28,177**		**191**		**5,958**		**22,028**	

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 PDO crashes.

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

Motorcycles

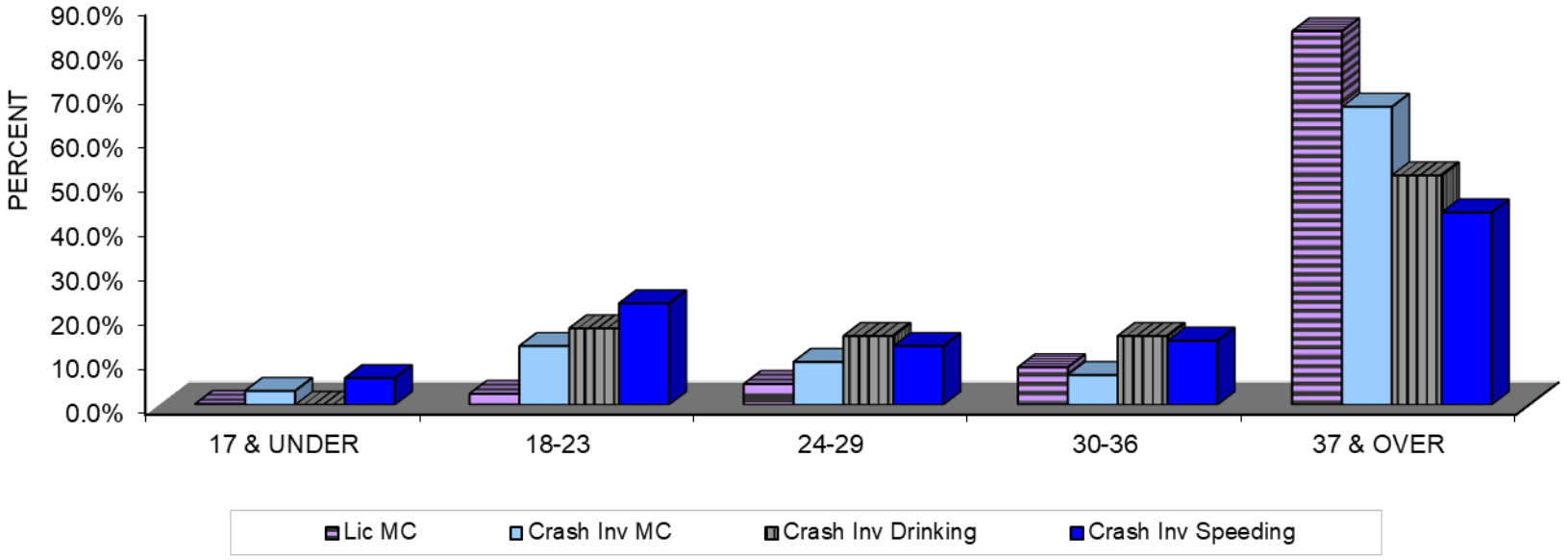
Motorcycle crashes constitute 2.3% of all crashes, 21.9% of all fatal crashes, and 9.3% of all injury crashes. There were 29 people killed and 403 injured on motorcycles in the 434 reported motorcycle crashes during 2023 **(see TABLE 2-7)**. The young motorcycle driver is overrepresented in crashes when compared to their portion of licensed motorcycle operators. The licensed drivers under 20 years of age represent 0.8% of the licensed motorcycle drivers, 9% of drivers involved in motorcycle crashes, and 19.3% of the speeding drivers involved in motorcycle crashes **(see TABLE 3-19 and FIGURE 3-11)**.

TABLE 3-19
MOTORCYCLISTS BY AGE GROUP
2023

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%	3	0.6%	0	0.0%	1	1.2%
14 - 15	26	0.0%	4	0.8%	0	0.0%	0	0.0%
16 - 17	167	0.2%	8	1.7%	0	0.0%	4	4.8%
18 - 19	566	0.6%	28	5.9%	3	5.2%	11	13.3%
20 - 21	808	0.8%	16	3.4%	5	8.6%	5	6.0%
22 - 23	1,014	1.1%	19	4.0%	2	3.4%	3	3.6%
24 - 25	1,311	1.4%	15	3.2%	2	3.4%	2	2.4%
26 - 27	1,511	1.6%	18	3.8%	5	8.6%	6	7.2%
28 - 29	1,703	1.8%	13	2.7%	2	3.4%	3	3.6%
30 - 31	2,036	2.1%	12	2.5%	3	5.2%	4	4.8%
32 - 36	6,114	6.3%	20	4.2%	6	10.3%	8	9.6%
37 - 41	7,275	7.5%	31	6.5%	2	3.4%	6	7.2%
42 - 51	15,372	15.9%	97	20.4%	14	24.1%	17	20.5%
52 - Over	58,506	60.7%	191	40.2%	14	24.1%	13	15.7%
Unknown	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Total	**95,675**	**100**	**475**	**100**	**43**	**100**	**71**	**100**

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

FIGURE 3-11 MOTORCYCLISTS 2023
Crash Involved Motorcycle & Moped Drivers



Helmets were used by 204 drivers (48.3%) of the motorcycle drivers in crashes while 218 drivers (52.7%) did not wear a helmet **(see TABLE 3-20)**. 25 motorcycle drivers and 4 motorcycle passengers were killed in 2023. 5 drivers and 1 passenger wore helmet and eye protection, 3 drivers worn helmet only, 6 drivers and 1 passenger wore eye protection only. 10 drivers and 1 passenger reported no safety equipment used.

TABLE 3-20
HELMET USE BY MOTORCYCLE DRIVERS IN CRASHES
2023

Age	Helmet Used No.	Helmet Used %	Helmet Not Used No.	Helmet Not Used %
6 - 13	2	100.0	0	0.0
14 - 15	2	50.0	2	50.0
16 - 17	4	57.1	3	42.9
18 - 20	19	59.4	13	40.6
21 - 24	17	54.8	14	45.2
25 - 34	25	46.3	29	53.7
35 - 44	23	39.0	36	61.0
45 - Over	111	47.8	121	52.2
Unknown	1	100.0	0	0.0
Total	**204**	**48.3**	**218**	**52.7**

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

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

Pedestrians

There were 15 pedestrians killed and 122 injured in motor vehicle crashes during 2023 **(see TABLE 3-21)**. The youngest pedestrian killed was 16 years old, while the oldest was 83 years old. 11.5% were between the ages of 5-13 of the injured pedestrians.

Cities accounted for 87.7% of the pedestrian injuries and 40% of the pedestrian fatalities **(see TABLE 3-23)**. 15 pedestrians in total were killed; 10 were male and 5 were female. 122 pedestrians in total were injured; 83 were male and 39 were female.

Officers reported that 2 out of the 15 pedestrians had been drinking alcohol.
(see TABLE 3-22).

TABLE 3-21
AGE OF PEDESTRIANS IN TRAFFIC CRASHES
2023

	Fatalities		Injuries	
Age	No.	%	No.	%
0 - 4	0	0.0	3	2.5
5 - 13	0	0.0	14	11.5
14 - 19	4	26.7	17	13.9
20 - 24	2	13.3	12	9.8
25 - 34	1	6.7	19	15.6
35 - 44	2	13.3	28	23.0
45 - 54	3	20.0	9	7.4
55 - 64	1	6.7	10	8.2
65 - Over	2	13.3	10	8.2
Total	**15**	**100**	**122**	**100**

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

TABLE 3-22
ALCOHOL / DRUG INVOLVEMENT BY PEDESTRIANS
2023

Alcohol Involvement	Fatalities No.	Fatalities %	Injuries No.	Injuries %
No Alcohol or Drugs	12	80.0	107	87.7
Alcohol Only	1	6.7	13	10.7
Drugs Only	1	6.7	1	0.8
Alcohol and Drugs	1	6.7	1	0.8
Unknown	0	0.0	0	0.0
Total	**15**	**100**	**122**	**100**

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

TABLE 3-23
RURAL vs. CITY PEDESTRIAN CRASHES
2023

	Fatalities	%	Injuries	%
Rural	9	60.0	15	12.3
City	6	40.0	107	87.7
Total	**15**	**100**	**122**	**100**

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

Bicycles

During 2023 there were no bicyclists killed **(see TABLE 2-9)**. There were 86 bicycle drivers injured in reported motor vehicle crashes during 2023 **(see TABLE 3-24)**. The leading factor in bicycle-involved crashes was failure to yield right of way, which was reported for 22.1% of the injured bicycle drivers. 56 of the injured bicycle drivers in crashes had no reported contributing circumstance.

The yearly trend of bicycle fatalities and injuries from 2003-2023 is provided in **TABLE 2-9**.

TABLE 3-24
AGE OF BICYCLE DRIVERS IN TRAFFIC CRASHES
2023

Age	Fatalities Number	Injuries Number	%
0 - 4	0	0	0.0
5 - 13	0	20	23.3
14 - 19	0	14	16.3
20 - 24	0	6	7.0
25 - 34	0	17	19.8
35 - 44	0	13	15.1
45 - 54	0	4	4.7
55 - 64	0	7	8.1
65 - Over	0	5	5.8
Unknown	0	0	0.0
Total	**0**	**86**	**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 aged 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 35 mph, 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 $1,000 or more to any one person's property or accumulated property damage of $2,000 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 $1,000 or more to any one person's property or accumulated property damage of $2,000 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, 2022, National Safety Council)