

2022
South Dakota
**Motor Vehicle
Traffic Crash
Summary**



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

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TABLE OF CONTENTS

I.	<u>INTRODUCTION</u>	1
	South Dakota Statistical Summary.....	2
II.	<u>HISTORICAL TRENDS</u>	3
	Motor Vehicle Crashes.....	3
	Alcohol Involvement.....	6
	Restraint Usage.....	10
	Cycle and Pedestrian Crashes.....	13
	Holiday Counts.....	16
	Severity of Injuries.....	18
	Sex of Drivers.....	20
III.	<u>MOTOR VEHICLE CRASH PROFILE</u>	21
	Introduction.....	21
	First Harmful Event.....	26
	Manner of Collision.....	27
	Highway System.....	28
	County Summary.....	32
	City Summary.....	34
	Roadway Surface Conditions.....	35
	Crashes by Time of Day, Month, and Day of Week.....	36
	Drivers.....	39
	Contributing Circumstances.....	44
	Motorcycles.....	46
	Pedestrians.....	49
	Bicycles.....	51
IV.	<u>IMPORTANT EVENTS AND DATES</u>	52
V.	<u>GLOSSARY OF TERMS</u>	53

LIST OF TABLES

2-1	Fatality Rate Comparison.....	3
2-2	South Dakota Yearly Comparison of Motor Vehicle Traffic Fatalities, Injuries, Crashes, Miles Traveled, and Registered Motor Vehicles	4
2-3	Alcohol Involved Crashes as Percent of All Crashes.....	6
2-3A	Persons Killed in Alcohol Involved Crashes by Age.....	6
2-4	Crash and Arrest Activity.....	8
2-5	Safety Restraint Usage Killed Occupants	10
2-5A	Safety Restraint Usage Injured Occupants.....	10
2-5B	Killed & Injured Motor Vehicle Occupants by Ejection Status	10
2-6	Fatalities and Injuries to Motor Vehicle Occupants Under Five Years of Age.....	12
2-6A	Safety Restraint Usage Under 5 Years of Age	12
2-7	Motorcycle Crashes	13
2-8	Pedestrian Fatalities and Injuries.....	15
2-9	Bicycle Fatalities and Injuries.....	15
2-10	Crashes during Holidays	16-17
2-11	Fatalities and Injuries of Total Persons.....	18
2-12	Fatalities and Injuries of Total Drivers.....	18
2-13	Fatalities and Injuries of Total Passengers	19
2-14	Fatalities and Injuries of Total Bicycle Drivers	19
2-15	Fatalities and Injuries of Total Pedestrians	19
2-16	Sex of Drivers.....	20
3-1	Fatalities and Severity of Injuries of Drivers, Passengers, Pedestrians, and Bicyclists	21
3-2	Fatalities and Injuries by Mode of Transportation	22
3-3	Vehicle Types Involved in Crashes.....	24
3-4	Fatalities and Injuries by Age Group.....	25
3-5	First Harmful Event	26
3-6	Manner of Collision for Crashes Involving a Collision Between Two or More Motor Vehicles	27
3-7	Crashes by Type of Highway	28
3-8	Reported Traffic Crashes - South Dakota Counties.....	30
3-8A	Reported Alcohol Traffic Crashes - South Dakota Counties.....	31
3-9	Counties Having More Than Two Percent of the Rural Fatal and Injury Crashes	32
3-10	Traffic Crashes - South Dakota Cities Population 2500 and Over.....	34
3-11	Roadway Surface Conditions.....	35
3-12	Crashes by Time of Day.....	36
3-13	Crashes by Month	37
3-14	Crashes by Day of Week	37
3-15	Age of Drivers in Crashes	39
3-16	Age of Drinking Drivers in Crashes.....	40
3-17	Licensed Drivers and Fatal and Injury Crash-Involved Drivers by Age	41
3-18	Motor Vehicle Driver Contributing Circumstances	45
3-19	Motorcyclists by Age Group	46
3-20	Helmet Use by Motorcycle Drivers in Crashes	48
3-21	Age of Pedestrians in Traffic Crashes	49
3-22	Alcohol Involvement by Pedestrians	50
3-23	Rural vs. City Pedestrian Crashes	50
3-24	Age of Bicycle Drivers in Traffic Crashes.....	51

LIST OF FIGURES

2-1	Fatality Rate Comparison.....	3
2-2	Traffic Fatalities - Alcohol Related vs. Non-Alcohol Related	7
2-3	Traffic Injuries - Alcohol Related vs. Non-Alcohol Related	7
2-4	Fatal and Injury Crashes and DWIs.....	9
2-5	Fatal Crashes.....	9
2-6	Safety Equipment Usage Killed Occupants.....	11
2-7	Safety Equipment Usage Injured Occupants.....	11
3-1	Fatalities by Travel Mode	23
3-2	Injuries by Travel Mode	23
3-3	Traffic Crashes by Highway System Type.....	29
3-4	Fatal Traffic Crashes by Highway System Type.....	29
3-5	Rural Fatal and Injury Crashes/Vehicle Miles Traveled.....	33
3-6	Crashes by Time of Day	38
3-7	Crashes by Month	38
3-8	Crashes by Day of Week.....	38
3-9	Drivers by Age Group - Fatal and Injury Crash-Involved Drivers.....	42
3-10	Young Drivers - Fatal and Injury Crash-Involved Drivers	43
3-11	Motorcyclists - Crash-Involved Motorcycle and Moped Drivers.....	47

I. INTRODUCTION

The Motor Vehicle Traffic Crash Summary is divided into two main sections, Historical Trends and 2022 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 2022 Traffic Crash Profile section details the crash picture for 2022 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 08/28/2023. This report reflects a one day picture of CY2022 data collected, any data received after this date would not be included in this report.

SOUTH DAKOTA TRAFFIC STATISTICAL SUMMARY 2021-2022

	<u>2021</u>	<u>2022</u>
➤ NUMBER OF REPORTED MOTOR VEHICLE TRAFFIC CRASHES -----	19,464	18,651
➤ AMOUNT OF MOTOR VEHICLE TRAFFIC CRASH PROPERTY DAMAGE -----	\$141 MILLION	\$160 MILLION
➤ NUMBER OF MOTOR VEHICLE TRAFFIC CRASH INJURIES -----	4,963	4,958
➤ NUMBER OF MOTOR VEHICLE TRAFFIC CRASH FATALITIES-----	148	137
➤ FATALITY RATE PER 100,000,000 MILES OF TRAVEL -----	1.48	1.35
➤ PERCENT OF DRIVERS IN FATAL CRASHES WHO HAD BEEN DRINKING ----	23.6%	18.0%
➤ NUMBER KILLED IN ALCOHOL-RELATED CRASHES-----	56	46
➤ NUMBER INJURED IN ALCOHOL-RELATED CRASHES-----	689	655
➤ NUMBER OF PEDESTRIANS KILLED -----	14	13
➤ NUMBER OF MOTORCYCLISTS KILLED -----	22	13
➤ NUMBER OF BICYCLISTS KILLED -----	0	3
➤ PERCENT OF LICENSED DRIVERS UNDER 25-----	14.8%	14.9%
➤ PERCENT OF CRASH-INVOLVED SPEEDING DRIVERS UNDER 25 -----	42.8%	41.3%
➤ PERCENT OF CRASH-INVOLVED DRINKING DRIVERS UNDER 25 -----	26.0%	27.2%
➤ NUMBER OF OCCUPANTS KILLED IN MOTOR VEHICLES----- <i>(EXCLUDES MOPED, MOTORCYCLE, ATV & SNOWMOBILE OCCUPANTS)</i>	108	101
➤ NUMBER OF OCCUPANTS KILLED IN MOTOR VEHICLES WHO WERE WEARING A SAFETY RESTRAINT ----- <i>(EXCLUDES MOPED, MOTORCYCLE, ATV & SNOWMOBILE OCCUPANTS)</i>	66	35
➤ NUMBER OF UNRESTRAINED OCCUPANTS UNDER 5 YEARS OF AGE IN MOTOR VEHICLE CRASHES WHO WERE KILLED-----	0	0
WHO WERE INJURED -----	13	11
<i>(EXCLUDES MOPED, MOTORCYCLE, ATV & SNOWMOBILE OCCUPANTS)</i>		
➤ NUMBER OF UNRESTRAINED OCCUPANTS UNDER 5 YEARS OF AGE WITH CHILD RESTRAINT NOT USED PROPERLY WHO WERE KILLED -----	0	0
WHO WERE INJURED -----	4	2
<i>(EXCLUDES MOPED, MOTORCYCLE, ATV & SNOWMOBILE OCCUPANTS)</i>		
➤ ECONOMIC LOSS FROM MOTOR VEHICLE TRAFFIC CRASHES -----	\$533 MILLION	\$585 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 2012-2021 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
2012-2021**

<u>State</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>	<u>2015</u>	<u>2016</u>	<u>2017</u>	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>
South Dakota	1.5	1.5	1.5	1.4	1.2	1.3	1.3	1.0	1.5	1.5
Iowa	1.2	1.0	1.0	1.0	1.2	1.0	1.0	1.0	1.1	1.1
Minnesota	0.7	0.7	0.6	0.7	0.7	0.6	0.6	0.6	0.8	0.9
Montana	1.7	1.9	1.6	1.8	1.5	1.5	1.4	1.4	1.8	1.8
Nebraska	1.1	1.1	1.2	1.2	1.1	1.1	1.1	1.2	1.2	1.0
North Dakota	1.7	1.5	1.3	1.3	1.2	1.2	1.1	1.0	1.1	1.1
Wyoming	1.3	0.9	1.6	1.5	1.2	1.3	1.1	1.4	1.3	1.0
National	1.2	1.1	1.1	1.2	1.2	1.2	1.1	1.1	1.3	1.4

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)

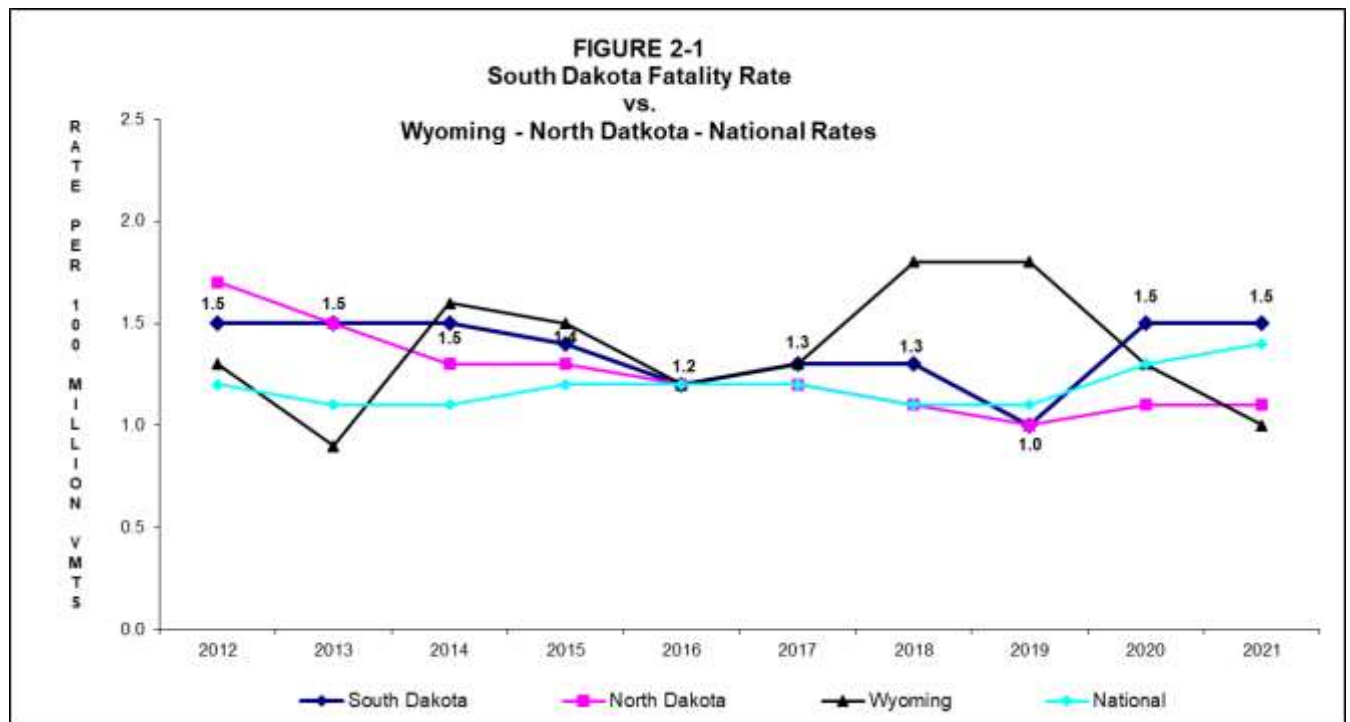


TABLE 2-2 provides a yearly comparison of South Dakota's motor vehicle traffic crashes from 1993 through 2022. Any comparison of motor vehicle crashes must be made with caution due to the changes in the definition of a reportable crash. For example, in the late 1970's the definition of a fatality caused 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 2022 death rate decreased to 1.35, a 8.7% decrease from the 2021 death rate of 1.48. The 4,958 people injured in crashes are an 0.1% decrease from the 4,463 in 2021 (see TABLE 2-2).

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

<u>Year</u>	<u>Deaths</u>	<u>Death Rate¹</u>	<u>Injuries</u>	<u>Total Crashes</u>	<u>Total Crashes Rate⁴</u>	<u>Fatal Crashes</u>	<u>Injury Crashes</u>	<u>PDO² Crashes</u>	<u>Miles³ Traveled +(000,000)</u>	<u>Registered Motor Vehicles⁵ +(000)</u>
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
2022	137	1.35	4,958	18,651	183.53	121	3,601	14,929	10,162	1,308

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.

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

⁴Number of crashes per 100 million vehicle miles traveled.

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

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

Alcohol Involvement

When comparing records dating back to 1979, 29.7% alcohol involved fatal crashes for 2011 is the lowest. Of the 137 traffic fatalities during 2022, 46 or 33.6% 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
2016-2022**

	<u>2016</u>	<u>2017</u>	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
Total Crashes	5.5% (962)	5.6% (1032)	5.2% (1001)	5.2% (1057)	6.3% (1115)	6.0% (1162)	5.9% (1092)
Fatal Crashes	45.6% (47)	40.5% (45)	40.9% (45)	30.7% (27)	37.1% (49)	36.6% (48)	32.2% (39)
Injury Crashes	10.7% (411)	11.8% (467)	11.2% (404)	11.3% (414)	13.8% (456)	13.5% (487)	13.1% (470)
PDO Crashes	3.7% (504)	3.6% (520)	3.6% (552)	3.7% (616)	4.3% (610)	4.0% (627)	3.9% (583)
Fatalities	47.4% (55)	38.0% (49)	41.5% (54)	27.5% (28)	36.2% (51)	37.8% (56)	33.6% (46)
Injuries	11.4% (589)	11.9% (635)	10.8% (541)	11.3% (552)	14.5% (645)	13.9% (689)	13.2% (655)

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
2016-2022**

<u>AGE</u>	<u>2016</u>	<u>2017</u>	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
0 - 5	1	1	0	0	1	0	0
6 - 12	0	0	1	0	0	0	0
13 - 19	8	3	6	0	2	1	2
20	1	0	1	0	2	2	2
21 - 29	21	16	16	11	8	13	10
30 - 39	11	11	9	8	12	13	12
40 - 49	5	6	6	3	11	9	8
50 - 59	4	7	8	4	7	9	7
60 & OLDER	4	5	7	2	8	9	5
Unknown/Not Stated	0	0	0	0	0	0	0
TOTAL	55	49	54	28	51	56	46

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

FIGURE 2-2 2022 CRASH FATALITIES
Alcohol Related vs Non Alcohol Related

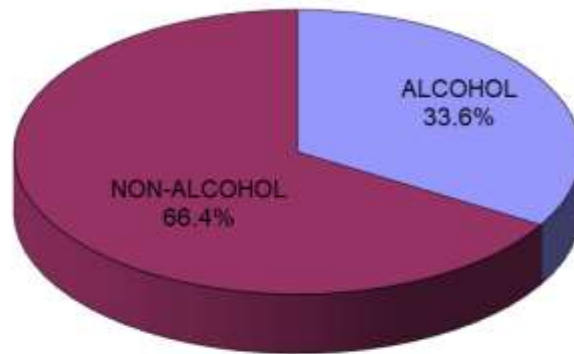
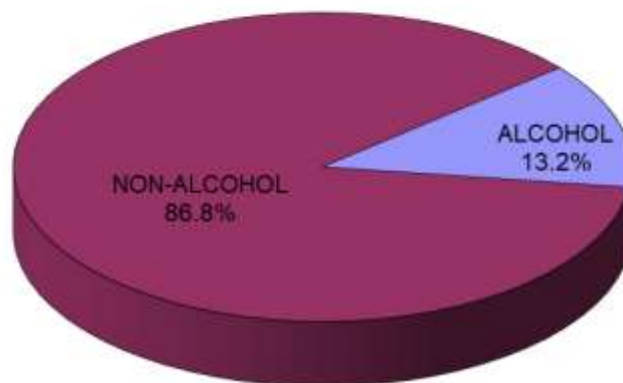


FIGURE 2-3 2022 CRASH INJURIES
Alcohol Related vs Non Alcohol Related



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
2012- 2022**

	FATAL CRASHES		FATAL & INJURY CRASHES		DWI ¹ ARRESTS	DWI ¹ CONVICTIONS
	ALCOHOL RELATED	NONALCOHOL RELATED	ALCOHOL RELATED	NONALCOHOL RELATED		
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
2022	39	82	509	3,213	11,035	7,508

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 2012 through 2022.

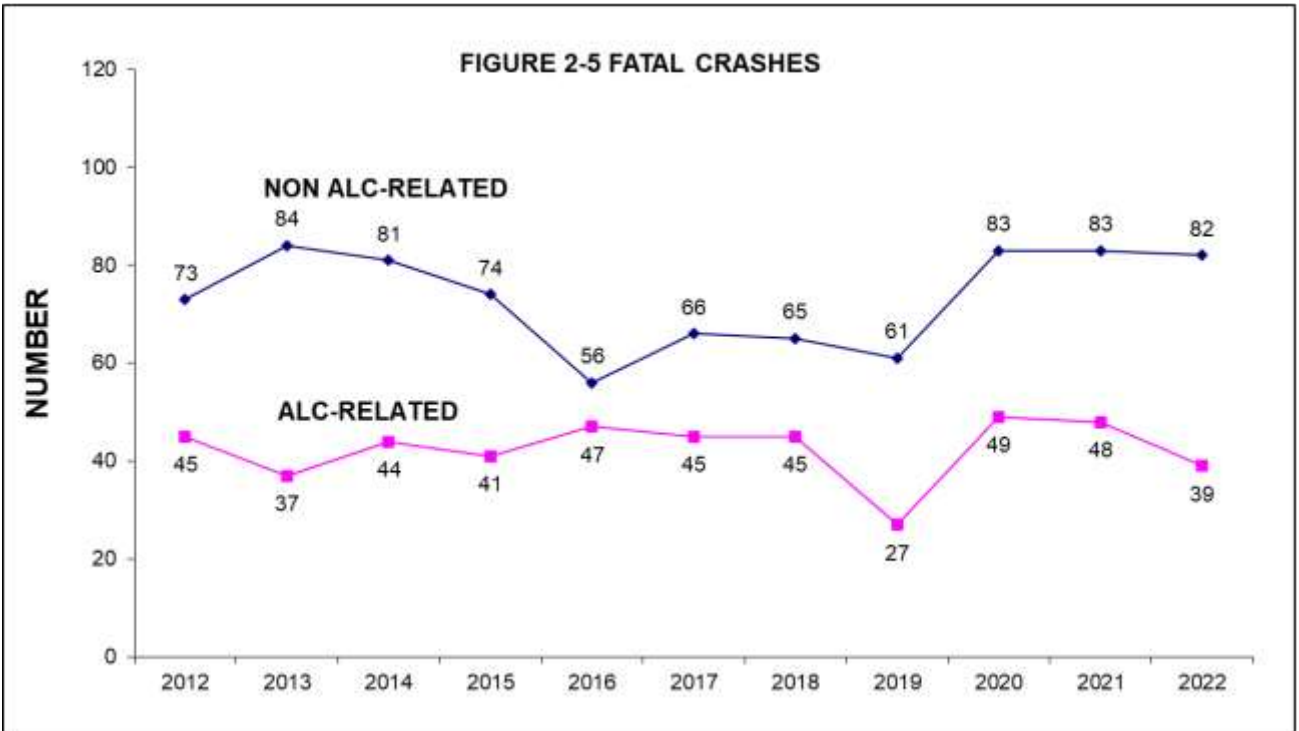
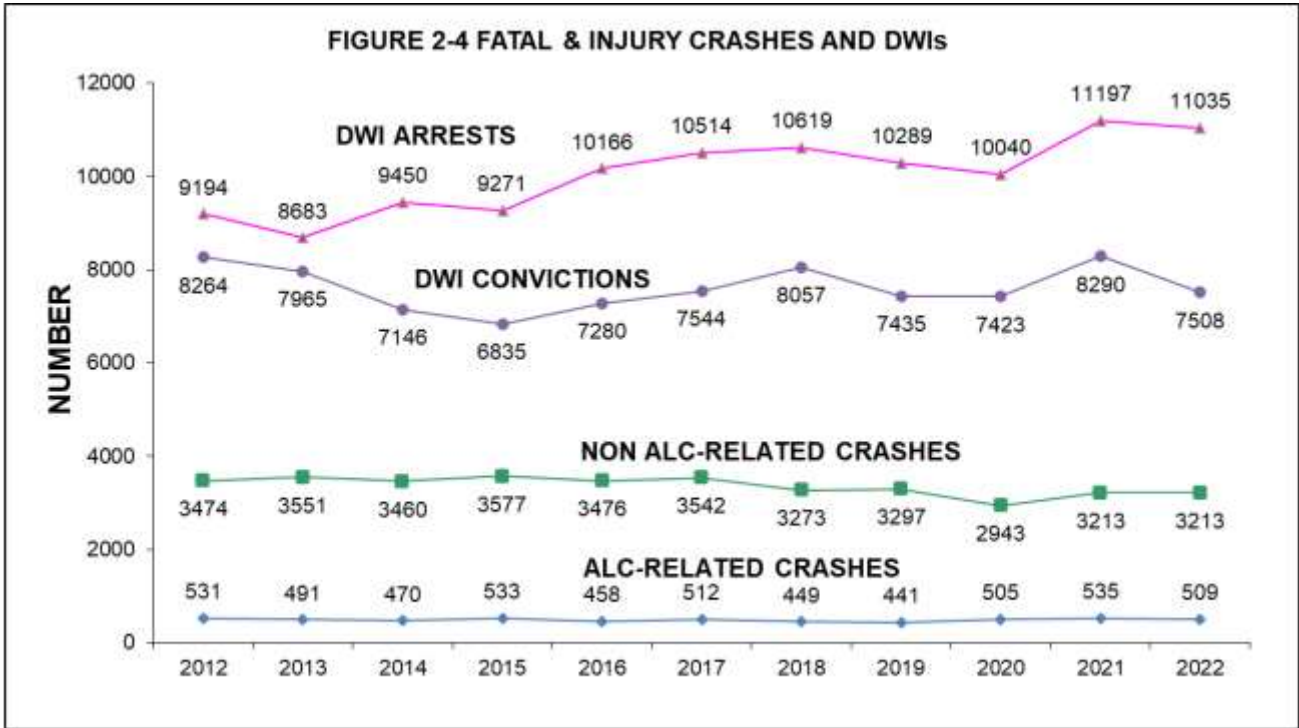
FIGURE 2-5 presents the alcohol related and non-alcohol related fatal crash experience for the years of 2012 through 2022.

There were 39 alcohol related fatal crashes during 2022, which compares to 48 in 2021. The previous three-year average was 41 for the years of 2019-2021.

There were 509 alcohol related fatal and injury crashes during 2022, which compares to 535 in 2021. The previous three-year average was 494 or an 3.1 percent increase in 2022.

Non-alcohol related fatal and injury crashes in 2022 remained the same when compared to 2020 and increased two percent from the previous three-year average (2019-2021).

There were 11,035 DWI arrests in fiscal year 2022. This level has gone up 5% from the previous three-year average (2019-2021). There were 7,508 DWI convictions in fiscal year 2022. This level has gone down 1.7% from the previous 3-year average (2019-2021).



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

Thirty-eight (37.6%) of the 101 killed occupants were either partially or totally ejected from the vehicle. (See TABLE 2-5B)

TABLE 2-5 SAFETY RESTRAINT USAGE – KILLED OCCUPANTS

	<u>2017</u>	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
No Safety Equipment	67	61	41	60	66	55
Lap Belt Only	1	1	1	1	1	2
Shoulder Harness Only	0	0	0	0	0	0
Lap Belt & Shoulder Harness	22	28	31	28	32	33
Child Restraint Used Properly	1	2	0	0	0	0
Child Restraint Not Properly Used	0	1	0	0	0	0
Other, Not Stated or Unknown	10	6	4	7	9	11
TOTAL	101	99	77	96	108	101

TABLE 2-5A SAFETY RESTRAINT USAGE – INJURED OCCUPANTS

	<u>2017</u>	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
No Safety Equipment	693	684	584	630	632	605
Lap Belt Only	42	123	114	54	33	60
Shoulder Harness Only	16	16	22	23	19	19
Lap Belt & Shoulder Harness	3,547	3,270	3,294	2,838	3,268	3,326
Child Restraint Used Properly	51	54	50	15	42	39
Child Restraint Not Properly Used	3	6	0	3	4	2
Other, Not Stated or Unknown	299	269	222	234	260	273
TOTAL	4,651	4,422	4,286	3,797	4,258	4,324

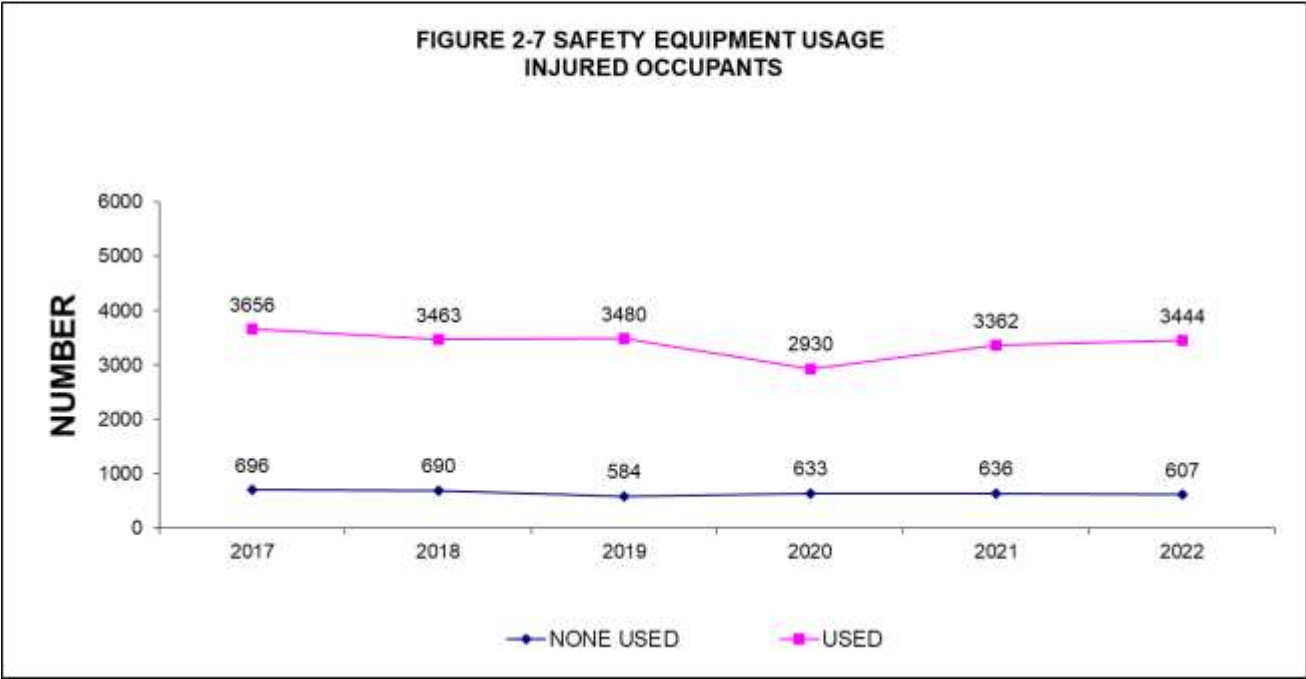
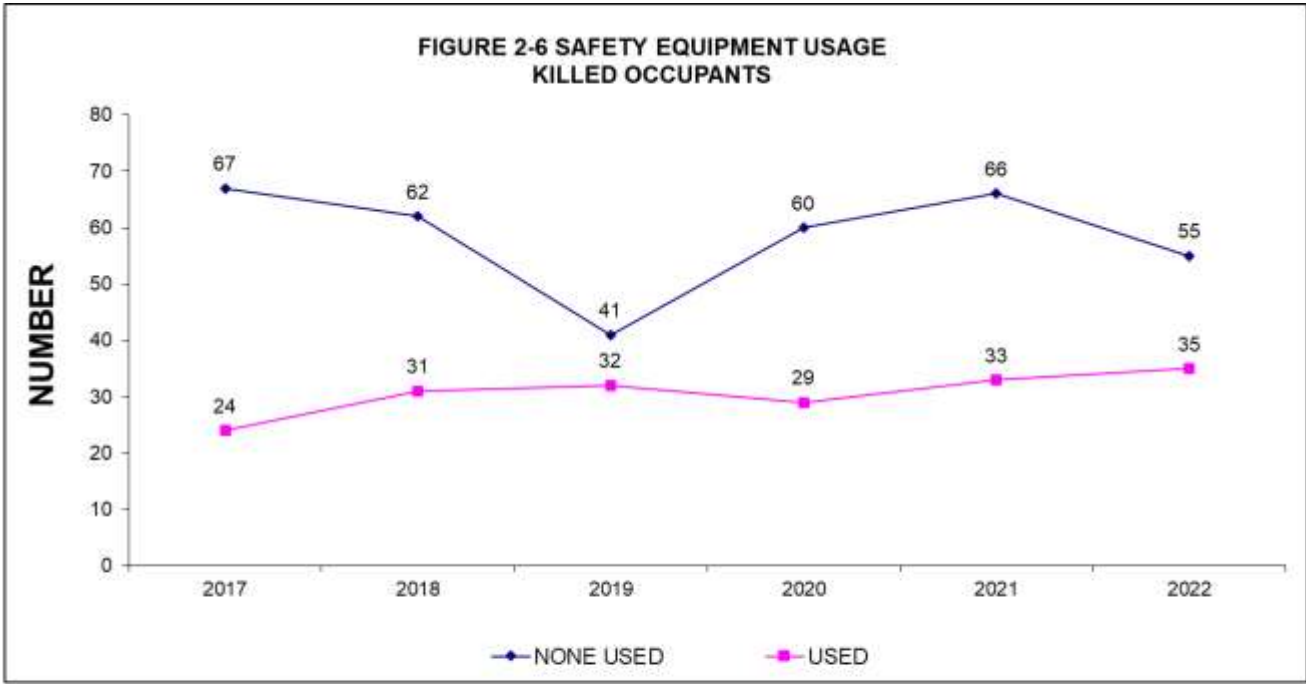
NOTE: Motor vehicle drivers and passengers are considered occupants.

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

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

	KILLED						INJURED					
	<u>2017</u>	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2017</u>	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
Not Ejected	60	52	46	52	64	63	4,539	4,312	4,201	3,666	4,161	4,227
Partial Ejection	9	6	4	6	7	5	15	5	11	15	10	7
Total Ejection	31	41	26	38	37	33	70	92	60	95	68	62
Unknown Ejection	1	0	1	0	0	0	27	13	12	18	16	22
Not Applicable	0	0	0	0	0	0	0	0	2	3	3	6
TOTAL	101	99	77	96	108	101	4,651	4,422	4,286	3,797	4,258	4,324

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



The Child Passenger Restraint System (SDCL 32-37) law took effect on July 1, 1984 - since that time there have been 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 2022. (see TABLE 2-6).

There were 46 children (birth through 4 years old) injured in 2022, which compares to 53 for 2021. Thirty-four of the 46 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**

<u>YEAR</u>	<u>FATALITIES</u>	<u>SERIOUS INJURY</u>	<u>SLIGHT INJURY</u>	<u>TOTAL NONFATAL INJURIES</u>
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	24
2021	0	22	31	53
2022	0	24	22	46

NOTE: Table includes passengers of Motor Vehicles not normally equipped with safety restraints.

**TABLE 2-6A
FATALITIES & INJURIES TO MOTOR VEHICLE OCCUPANTS UNDER 5 YEARS OLD
BY SAFETY EQUIPMENT USAGE - 2022**

	<u>Fatalities</u>	<u>Injuries</u>
No Safety Equipment Used	0	9
Lap Belt Only	0	2
Shoulder Harness Only	0	0
Lap Belt & Shoulder Harness	0	8
Child Restraint Used Properly	0	24
Child Restraint Not Used Properly	0	2
Other, Not Stated or Unknown	0	1
TOTAL	0	46

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

Cycle and Pedestrian Crashes

The following tables provide a yearly comparison of South Dakota's motorcycle, pedestrian, and bicycle crashes, injuries, and fatalities. During the past 10 years, the average number of motorcycle-involved crashes is 467 and 21 deaths per year. Licensed motorcyclists increased 1.6 percent during 2022 while fatalities decreased to 13 (see Table 2-7).

Moped crashes are included with motorcycle crashes. There were no moped fatalities during 2022. 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
2002 - 2022**

<u>Year</u>	<u>Motorcycle Crashes</u>			<u>Motorcyclists</u>		<u>Registered Motorcycles</u>	<u>Licensed Motorcyclists</u>
	<u>Total</u>	<u>Fatal</u>	<u>Injury</u>	<u>Fatalities</u>	<u>Injuries</u>		
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
2022	449	13	369	13	417	116,988	95,675

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
2002 - 2022**

<u>Year</u>	<u>Fatalities</u>	<u>Injuries</u>
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
2022	13	90

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

**TABLE 2-9
BICYCLE FATALITIES AND INJURIES
2002 - 2022**

<u>Year</u>	<u>Fatalities</u>	<u>Injuries</u>
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
2022	3	68

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 2013- 2022						
<u>Holiday</u>	<u>Total Hours</u>	<u>Total Crashes</u>	<u>Fatal Crashes</u>	<u>Injury Crashes</u>	<u>Fatalities</u>	<u>Injuries</u>
<u>MEMORIAL DAY</u>						
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
2022	78	129	0	31	0	45
<u>FOURTH OF JULY</u>						
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
2022	78	115	2	24	3	40
<u>LABOR DAY</u>						
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
2022	78	109	1	27	1	31

<u>Holiday</u>	<u>Total Hours</u>	<u>Total Crashes</u>	<u>Fatal Crashes</u>	<u>Injury Crashes</u>	<u>Fatalities</u>	<u>Injuries</u>
<u>THANKSGIVING</u>						
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
2022	102	201	2	30	2	42
<u>CHRISTMAS</u>						
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
2022	78	153	0	16	0	20
<u>NEW YEARS</u>						
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
2022-23	78	201	3	29	3	40

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 2013 through 2022. The percentages are row percentages.

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

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

Year	Incapacitating Injuries		Non-Incapacitating Injuries		Possible Injuries		Total Injuries	Total Killed
	No.	%	No.	%	No.	%		
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
2022	622	12.5	1,914	38.6	2,422	48.9	4,958	137

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

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

Year	Incapacitating Injuries		Non-Incapacitating Injuries		Possible Injuries		Total Injuries	Total Killed
	No.	%	No.	%	No.	%		
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
2022	443	11.5	1,384	36.0	2,014	52.4	3,841	87

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

Year	Incapacitating Injuries		Non-Incapacitating Injuries		Possible Injuries		Total Injuries	Total Killed
	No.	%	No.	%	No.	%		
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
2022	148	15.6	447	47.3	351	37.1	946	34

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

Year	Incapacitating Injuries		Non-Incapacitating Injuries		Possible Injuries		Total Injuries	Total Killed
	No.	%	No.	%	No.	%		
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
2022	9	13.4	31	46.3	27	40.3	67	3

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

Year	Incapacitating Injuries		Non-Incapacitating Injuries		Possible Injuries		Total Injuries	Total Killed
	No.	%	No.	%	No.	%		
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
2022	22	24.4	47	52.2	21	23.3	90	13

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							
	2012 - 2022							
	<u>CRASH INVOLVED DRIVERS</u>				<u>LICENSED DRIVERS</u>			
	<u>MALE</u>		<u>FEMALE</u>		<u>MALE</u>		<u>FEMALE</u>	
	<u>No.</u>	<u>%</u>	<u>No.</u>	<u>%</u>	<u>No.</u>	<u>%</u>	<u>No.</u>	<u>%</u>
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
2022	15,780	58.5	11,207	41.5	345,455	50.7	335,972	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. 2022 MOTOR VEHICLE CRASH PROFILE

Introduction

This section profiles the reported motor vehicle traffic crashes for 2022. 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 2022, there were 18,651 reported motor vehicle traffic crashes, the majority of crashes being property damage only 14,929 (80%). Injury crashes accounted for 3,601 (19.3%) of the crashes, while 121 (0.6%) were fatal crashes. There were 4,958 persons injured and 137 persons killed in crashes during 2022 (see TABLE 3-1).

**TABLE 3-1
FATALITIES AND SEVERITY OF INJURIES OF DRIVERS,
PASSENGERS, PEDESTRIANS, AND BICYCLE DRIVERS
2022**

	Incapacitating Injuries		Non-Incapacitating Injuries		Possible Injuries		Total Nonfatal Injuries		Total Fatalities	
	No.	%	No.	%	No.	%	No.	%	No.	%
Drivers	443	71.2	1,384	72.3	2,014	83.2	3,841	77.5	87	63.5
Passengers	148	23.8	447	23.4	351	14.5	946	19.1	34	24.8
Pedestrians	22	3.5	47	2.5	21	0.9	90	1.8	13	9.5
Bicycle Drv	9	1.4	31	1.6	27	1.1	67	1.4	3	2.2
Other*	0	0.0	5	0.3	9	0.4	14	0.3	0	0.0
TOTAL	622	100	1,914	100	2,422	100	4,958	100	137	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 2022, 32.1 percent of the fatalities and 36.8 percent of the injuries occurred to occupants of passenger cars and mini-vans. Occupants of pickups and cargo vans accounted for 16.8 percent of the fatalities and 16.1 percent of the injuries. Additionally, in 2022 thirteen motorcyclists and thirteen pedestrians were killed. (See Table 3-2).

**TABLE 3-2
FATALITIES AND INJURIES BY MODE OF TRANSPORTATION
2022**

	Fatalities		Injuries	
	No.	%	No.	%
Passenger Cars, Mini-vans	44	32.1	1,823	36.8
Pickups, Cargo Vans***	23	16.8	798	16.1
SUV's (Sports Utility Vehicles)	29	21.2	1,530	30.9
Trucks (All)*	5	3.6	145	2.9
Motorcycle	13	9.5	405	8.2
Moped	0	0.0	13	0.3
ATV's / 4-Wheelers	6	4.4	31	0.6
Bus	0	0.0	30	0.6
Farm Machinery, Heavy Equipment	0	0.0	6	0.1
Motor Home	0	0.0	8	0.2
Snowmobile	1	0.7	0	0.0
Bicycle	3	2.2	68	1.4
Pedestrians	13	9.5	90	1.8
Other**	0	0.0	11	0.2
Unknown	0	0.0	0	0.0
TOTAL	137	100	4,958	100

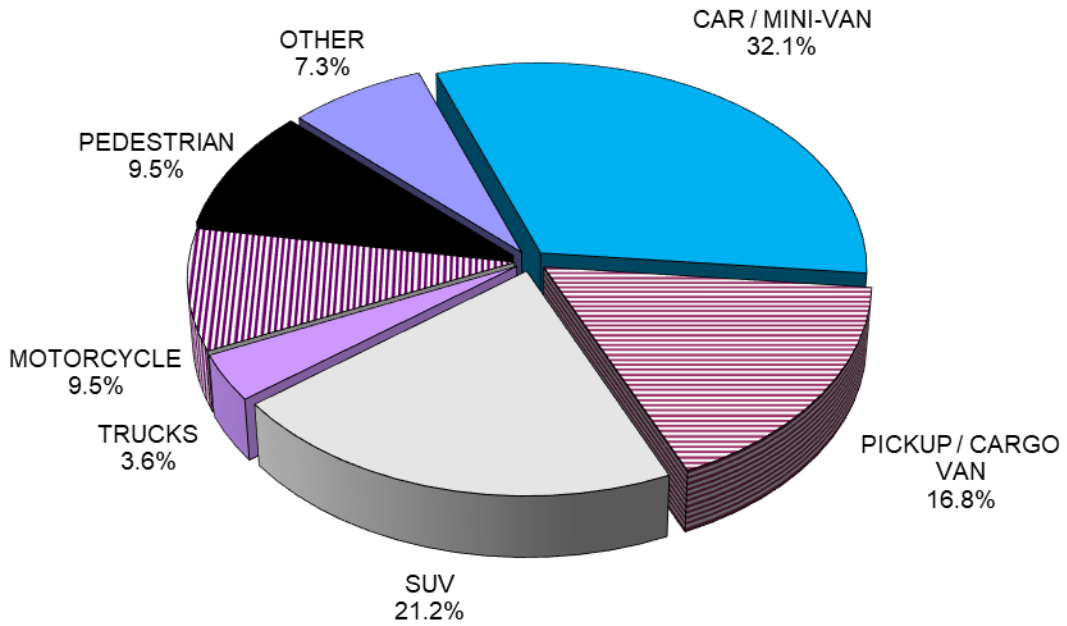
<u>*Trucks Specifics:</u>	<u>Fatalities</u>	<u>Injuries</u>
Straight Truck	1	52
Straight Truck with Trailer	1	4
Truck Tractor Only	1	2
Truck Tractor with Single Semi Trailer	2	81
Truck Tractor with Two or More Trailers	0	6
	0	0
TOTAL	5	145

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

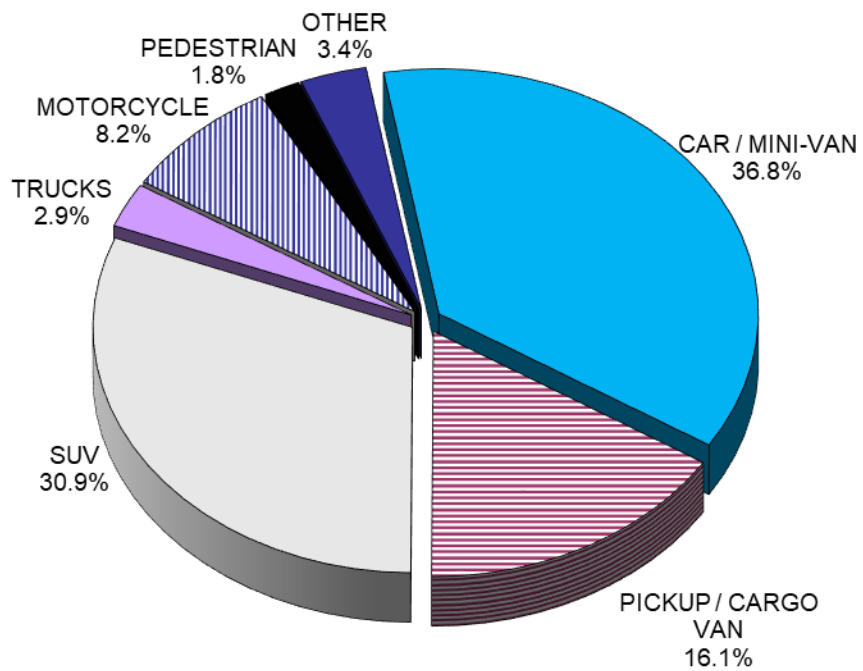
***Cargo Vans are defined as large van-based light trucks used to transport cargo or large vans used to transport people with seating for 9 or more people, including the driver.

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

**FIGURE 3-1 FATALITIES BY TRAVEL MODE
2022**



**FIGURE 3-2 INJURIES BY TRAVEL MODE
2022**



** 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. A little over 75 percent 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 37.6 percent of those involved in injury crashes. Pickups and vans made up 18.1 percent of the vehicles involved in injury crashes, while SUV's made up 31.6 percent those involved in injury crashes.

**VEHICLE TYPES INVOLVED IN CRASHES
2022
TABLE 3-3**

	All Crashes		Fatal Crashes		Injury Crashes		PDO Crashes	
	No.	%	No.	%	No.	%	No.	%
Passenger Cars / Mini-vans	11,115	37.7	48	25.3	2,325	37.6	8,742	37.8
Pickups, Cargo Vans	5,938	20.1	48	25.3	1,120	18.1	4,770	20.6
SUV's (Sports Utility Vehicles)	9,470	32.1	48	25.3	1,951	31.6	7,471	32.3
Trucks (All)*	1,385	4.7	21	11.1	259	4.2	1,105	4.8
Motorcycle	470	1.6	17	8.9	377	6.1	76	0.3
Moped	15	0.1	0	0.0	12	0.2	3	0.0
ATV's / 4-wheelers	42	0.1	6	3.2	23	0.4	13	0.1
Bus	120	0.4	0	0.0	19	0.3	101	0.4
Farm Machinery / Heavy Equip.	58	0.2	0	0.0	15	0.2	43	0.2
Motor Home	27	0.1	0	0.0	7	0.1	20	0.1
Snowmobile	1	0.0	1	0.5	0	0.0	0	0.0
Other	25	0.1	0	0.0	6	0.1	19	0.1
Unknown	813	2.8	1	0.5	65	1.1	747	3.2
TOTAL	29,479	100	190	100	6,179	100	23,110	100

* Trucks Specifics:	All Crashes	Fatal Crashes	Injury Crashes	PDO Crashes
Straight Truck	477	6	91	380
Straight Truck with Trailer	117	1	14	102
Truck Tractor Only	21	1	5	15
Truck Tractor with Single Semi Trailer	725	12	136	577
Truck Tractor with Two or More Trailers	45	1	13	31
TOTAL	1,385	21	259	1,105

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 11 people or (8.0%) of the persons killed were under 20 years of age and a total of 920 or (18.6%) 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
2022**

	Fatalities		Injuries	
	No.	%	No.	%
0 - 5	0	0.0	56	1.1
6 - 13	3	2.2	182	3.7
14 - 15	4	2.9	190	3.8
16 - 17	3	2.2	286	5.8
18	1	0.7	153	3.1
19	0	0.0	138	2.8
20	6	4.4	113	2.3
21 - 24	4	2.9	418	8.4
25 - 34	23	16.8	920	18.6
35 - 44	22	16.1	722	14.6
45 - 54	24	17.5	524	10.6
55 - 64	17	12.4	562	11.3
65 - Over	30	21.9	694	14.0
Unknown	0	0.0	0	0.0
Total	137	100	4,958	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 23.1 percent of the fatal crashes and only 6.6 percent of the total crashes, while 42.1 percent of the fatal crashes and 47.2 percent of all crashes represented a collision between two or more vehicles (see TABLE 3-5).

**TABLE 3-5
FIRST HARMFUL EVENT
2022**

<u>First Harmful Event</u>	Total Crashes		Fatal Crashes		Injury Crashes		PDO Crashes	
	No.	%	No.	%	No.	%	No.	%
Motor Vehicle Collision With:								
MV in Transport	8,807	47.2	51	42.1	2,153	59.8	6,603	44.2
A Fixed or Other Object	2,677	14.4	23	19.0	586	16.3	2,068	13.9
An Animal	4,538	24.3	2	1.7	80	2.2	4,456	29.8
A Pedestrian	95	0.5	13	10.7	81	2.2	1	0.0
A Bicyclist	73	0.4	3	2.5	67	1.9	3	0.0
A Parked Motor Vehicle	1,197	6.4	0	0.0	95	2.6	1,102	7.4
A Railroad Vehicle	9	0.0	1	0.8	2	0.1	6	0.0
Equipment in Roadway	23	0.1	0	0.0	3	0.1	20	0.1
Non-Collision (Overturning or Other)	1,232	6.6	28	23.1	534	14.8	670	4.5
Total	18,651	100	121	100	3,601	100	14,929	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 49 percent of the fatal crashes, 54.2 percent of the injury crashes and 45 percent of the property damage only crashes. Angle collisions are the most prevalent for severe crashes, accounting for 49 percent of the fatal crashes and 47.3 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
2022**

<u>Manner of Collision</u>	Total Crashes		Fatal Crashes		Injury Crashes		PDO Crashes	
	No.	%	No.	%	No.	%	No.	%
Rear-End	3,336	37.9	12	23.5	792	36.8	2,532	38.3
Head-On	173	2.0	12	23.5	84	3.9	77	1.2
Angle	4,166	47.3	25	49.0	1,168	54.2	2,973	45.0
Sideswipe-Same Direction	949	10.8	0	0.0	68	3.2	881	13.3
Sideswipe-Opposite Dir.	152	1.7	2	3.9	42	1.9	108	1.6
Rear-Rear	26	0.3	0	0.0	0	0.0	26	0.4
Unknown	7	0.1	0	0.0	0	0.0	7	0.1
Total	8,809	100	51	100	2,154	100	6,604	100
No Collision Between 2 or more MV	9,842		70		1,447		8,325	
Total Crashes	18,651		121		3,601		14,929	

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 43.4 percent of the PDO crashes and 47.5 percent of the injury crashes while accounting for 15.1 percent of the fatal crashes.

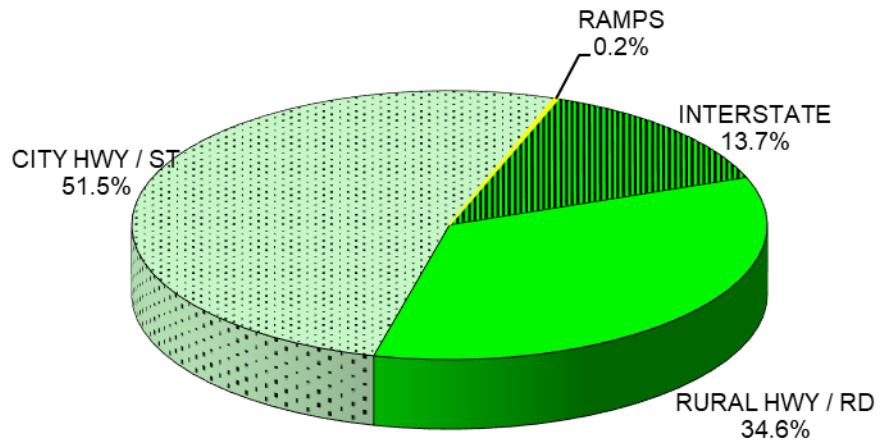
Non-interstate rural roads tallied 64.5 percent of the fatal crashes. The Interstate system experienced 2,551 (13.7%) of the total crashes while accounting for an estimated 31.8 percent of the vehicle miles traveled in 2022. Seventeen or 14 percent of the fatal crashes happened on the interstate system. (See FIGURES 3-3 and 3-4)

**TABLE 3-7
CRASHES BY TYPE OF HIGHWAY
2022**

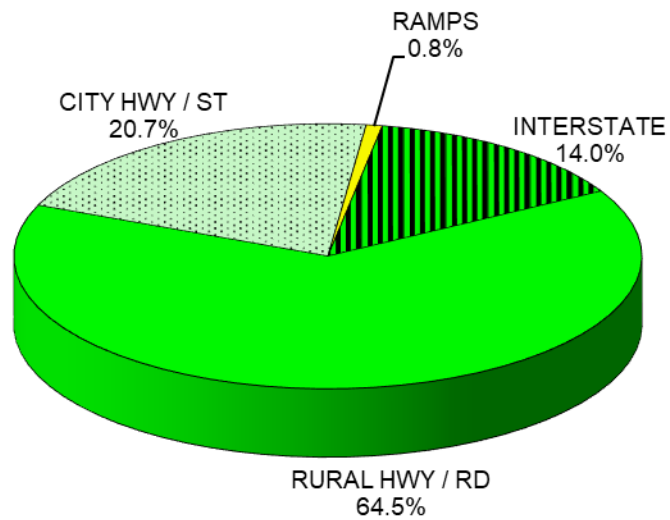
<u>Type of Highway</u>	<u>Total Crashes</u>		<u>Fatal Crashes</u>		<u>Injury Crashes</u>		<u>PDO Crashes</u>		<u>No. Killed</u>	<u>No. Injured</u>
	<u>Number</u>	<u>%</u>	<u>Number</u>	<u>%</u>	<u>Number</u>	<u>%</u>	<u>Number</u>	<u>%</u>		
Interstate - Rural	1,713	9.2	15	12.4	238	6.6	1,460	9.8	17	313
US/State Hwys-Rural	3,690	19.8	45	37.2	531	14.7	3,114	20.9	53	780
Co./Local Rds.-Rural	2,732	14.6	33	27.3	575	16.0	2,124	14.2	39	803
Interstate - City	838	4.5	2	1.7	142	3.9	694	4.6	2	191
US/State Hwys-City	1,442	7.7	6	5.0	397	11.0	1,039	7.0	6	583
City Streets/Alleys	8,201	44.0	19	15.7	1,710	47.5	6,472	43.4	19	2,277
Ramps	35	0.2	1	0.8	8	0.2	26	0.2	1	11
Unknown/Not Reported	0	0.0	0	0.0	0	0.0	0	0.0	0	0
Total	18,651	100	121	100	3,601	100	14,929	100	137	4,958

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

**FIGURE 3-3 2022
TRAFFIC CRASHES
BY SYSTEM TYPE**



**FIGURE 3-4 2022
FATAL TRAFFIC CRASHES
BY SYSTEM TYPE**



**TABLE 3-8
MOTOR VEHICLE TRAFFIC CRASHES BY SD COUNTIES
2022**

County	Total Crashes	Fatal Crashes	Injury Crashes	PDO Crashes	Fatalities	Injuries
AURORA	78	2	10	66	2	13
BEADLE	168	1	38	129	1	52
BENNETT	26	1	11	14	2	23
BON HOMME	52	0	13	39	0	17
BROOKINGS	528	1	70	457	1	94
BROWN	603	3	91	509	3	116
BRULE	65	0	10	55	0	13
BUFFALO	15	0	5	10	0	8
BUTTE	175	0	39	136	0	52
CAMPBELL	20	0	2	18	0	3
CHARLES MIX	132	3	23	106	4	39
CLARK	114	2	9	103	2	12
CLAY	189	0	39	150	0	47
CODINGTON	636	2	109	525	2	138
CORSON	37	2	6	29	2	12
CUSTER	221	1	55	165	1	62
DAVISON	422	1	65	356	1	83
DAY	65	0	15	50	0	21
DEUEL	95	1	20	74	1	32
DEWEY	8	2	2	4	2	4
DOUGLAS	17	0	6	11	0	6
EDMUNDS	69	1	7	61	1	14
FALL RIVER	129	2	21	106	4	34
FAULK	66	0	6	60	0	7
GRANT	54	1	17	36	1	21
GREGORY	66	2	10	54	2	15
HAAKON	6	1	2	3	1	7
HAMLIN	233	2	23	208	2	23
HAND	66	0	8	58	0	8
HANSON	98	2	19	77	2	27
HARDING	19	0	3	16	0	4
HUGHES	233	0	50	183	0	62
HUTCHINSON	116	4	18	94	7	32
HYDE	3	0	0	3	0	0
JACKSON	142	1	30	111	1	43
JERAULD	32	1	4	27	1	9
JONES	79	2	9	68	2	12
KINGSBURY	128	2	12	114	2	17
LAKE	244	0	26	218	0	39
LAWRENCE	617	4	135	478	4	154
LINCOLN	1,210	9	227	974	10	290
LYMAN	172	0	19	153	0	29
MARSHALL	67	0	8	59	0	10
MC COOK	175	1	19	155	1	25
MC PHERSON	45	0	3	42	0	4
MEADE	465	4	92	369	4	136
MELLETTE	5	0	1	4	0	1
MINER	121	0	11	110	0	14
MINNEHAHA	6,243	18	1,129	5,096	20	1,504
MOODY	183	2	26	155	3	47
OGLALA LAKOTA	51	8	12	31	10	22
PENNINGTON	2,374	18	770	1,586	18	1,157
PERKINS	40	0	3	37	0	4
POTTER	33	0	5	28	0	7
ROBERTS	123	2	22	99	4	28
SANBORN	97	0	17	80	0	20
SPINK	201	0	18	183	0	25
STANLEY	75	1	7	67	1	11
SULLY	20	0	3	17	0	3
TODD	0	0	0	0	0	0
TRIPP	109	4	13	92	5	29
TURNER	57	2	10	45	2	15
UNION	275	2	57	216	2	75
WALWORTH	56	0	10	46	0	10
YANKTON	378	2	79	297	2	115
ZIEBACH	10	1	2	7	1	2
Total:	18,651	121	3,601	14,929	137	4,958

**TABLE 3-8A
ALCOHOL INVOLVED MOTOR VEHICLE TRAFFIC CRASHES BY SD COUNTIES
2022**

County	Total Crashes	Fatal Crashes	Injury Crashes	PDO Crashes	Fatalities	Injuries
AURORA	4	0	2	2	0	3
BEADLE	14	0	3	11	0	3
BENNETT	6	1	4	1	2	13
BON HOMME	5	0	2	3	0	3
BROOKINGS	28	0	12	16	0	15
BROWN	33	0	11	22	0	16
BRULE	2	0	0	2	0	0
BUFFALO	3	0	2	1	0	2
BUTTE	12	0	12	0	0	14
CAMPBELL	1	0	0	1	0	0
CHARLES MIX	17	3	10	4	4	20
CLARK	4	1	2	1	1	2
CLAY	8	0	4	4	0	4
CODINGTON	39	0	17	22	0	18
CORSON	3	1	2	0	1	7
CUSTER	17	0	8	9	0	9
DAVISON	24	0	14	10	0	17
DAY	4	0	1	3	0	1
DEUEL	3	0	3	0	0	4
DEWEY	0	0	0	0	0	0
DOUGLAS	1	0	1	0	0	1
EDMUNDS	2	0	1	1	0	2
FALL RIVER	4	1	0	3	3	1
FAULK	0	0	0	0	0	0
GRANT	4	0	3	1	0	3
GREGORY	4	2	0	2	2	4
HAAKON	0	0	0	0	0	0
HAMLIN	4	1	2	1	1	2
HAND	1	0	0	1	0	0
HANSON	0	0	0	0	0	0
HARDING	1	0	1	0	0	1
HUGHES	18	0	11	7	0	14
HUTCHINSON	6	0	2	4	0	2
HYDE	1	0	0	1	0	0
JACKSON	7	0	2	5	0	2
JERAULD	1	0	1	0	0	1
JONES	1	1	0	0	1	0
KINGSBURY	2	0	2	0	0	2
LAKE	7	0	2	5	0	2
LAWRENCE	69	2	31	36	2	37
LINCOLN	73	2	18	53	2	22
LYMAN	8	0	1	7	0	1
MARSHALL	4	0	2	2	0	4
MCCOOK	8	0	3	5	0	4
MCPHERSON	0	0	0	0	0	0
MEADE	33	0	19	14	0	27
MELLETTE	1	0	0	1	0	0
MINER	1	0	0	1	0	0
MINNEHAHA	298	5	114	179	5	164
MOODY	7	1	3	3	1	5
OGLALA LAKOTA	16	7	5	4	9	11
PENNINGTON	202	5	104	93	5	145
PERKINS	2	0	1	1	0	2
POTTER	2	0	1	1	0	1
ROBERTS	7	1	2	4	1	3
SANBORN	2	0	2	0	0	2
SPINK	6	0	3	3	0	3
STANLEY	5	1	1	3	1	1
SULLY	1	0	0	1	0	0
TODD	0	0	0	0	0	0
TRIPP	6	2	2	2	3	9
TURNER	3	0	1	2	0	1
UNION	15	1	5	9	1	6
WALWORTH	3	0	1	2	0	1
YANKTON	28	0	14	14	0	18
ZIEBACH	1	1	0	0	1	0
Total:	1,092	39	470	583	46	655

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 55.3 percent of rural fatal and injury crashes and 77.3 percent of all fatal and injury crashes in South Dakota. Pennington County has 11.6 percent of all rural fatal and injury crashes with Minnehaha County accounting for 9.8 percent.

FIGURE 3-5 presents the percentage involvement of rural fatal and injury crashes and compares this to the percentage of rural vehicle miles traveled in these counties.

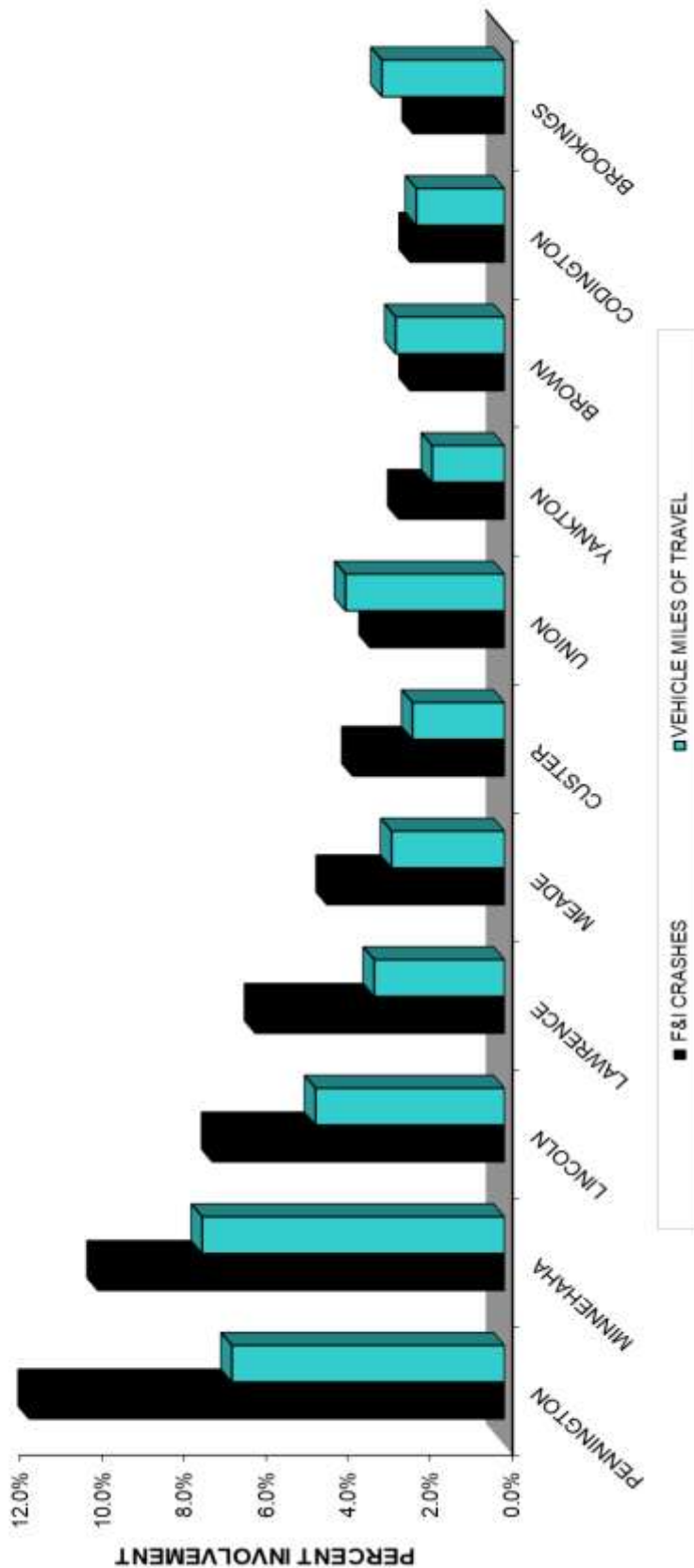
**TABLE 3-9
COUNTIES HAVING MORE THAN TWO PERCENT OF THE
RURAL FATAL & INJURY CRASHES
2022**

<u>County</u>	<u>Rural Fatal & Injury Crashes</u>	<u>Percent of All Rural Fatal & Injury Crashes</u>	<u>Percent of Rural VMTS</u>
PENNINGTON	166	11.6%	6.6%
MINNEHAHA	141	9.8%	7.4%
LINCOLN	102	7.1%	4.6%
LAWRENCE	87	6.1%	3.2%
MEADE	62	4.3%	2.7%
CUSTER	53	3.7%	2.2%
UNION	47	3.3%	3.9%
YANKTON	37	2.6%	1.8%
BROWN	33	2.3%	2.6%
CODINGTON	33	2.3%	2.1%
BROOKINGS	32	2.2%	3.0%

Note: Total Rural Fatal and Injury Crashes: 1,436
S.D. Vehicle Miles of Travel Report (2022 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 - 2022



City Summary

Reported traffic crashes within South Dakota cities (population of 2,500 and more) are presented in TABLE 3-10. These cities reported 60.5 percent of the statewide injury crashes and 19.8 percent of the fatal crashes. The two largest cities (Sioux Falls, Rapid City) accounted for 77.3 percent of fatal and injury crashes occurring in cities and 74.4 percent of the property damage only crashes.

**TABLE 3-10
TRAFFIC CRASHES SOUTH DAKOTA CITIES
POPULATION 2500 AND OVER
2022**

<u>City</u>	<u>Total Crashes</u>	<u>Fatal Crashes</u>	<u>Injury Crashes</u>	<u>PDO Crashes</u>	<u>Fatalities</u>	<u>Injuries</u>
Aberdeen	323	1	58	264	1	68
Belle Fourche	31	0	8	23	0	13
Box Elder	63	0	20	43	0	34
Brandon	60	1	10	49	1	13
Brookings	209	0	37	172	0	44
Canton	7	0	3	4	0	3
Dell Rapids	26	1	4	21	1	4
Harrisburg	22	0	1	21	0	1
Hartford	18	0	4	14	0	6
Hot Springs	26	0	4	22	0	4
Huron	109	0	30	79	0	37
Lead	27	0	6	21	0	6
Madison	48	0	7	41	0	11
Milbank	12	0	5	7	0	6
Mitchell	238	0	40	198	0	51
Mobridge	9	0	4	5	0	4
N. Sioux City	36	0	7	29	0	12
Pierre	138	0	40	98	0	51
Rapid City	1,632	10	583	1,039	10	884
Redfield	22	0	2	20	0	2
Sioux Falls	5,797	10	1,100	4,687	10	1,438
Sisseton	16	0	2	14	0	2
Spearfish	214	0	38	176	0	46
Sturgis	93	0	30	63	0	45
Tea	22	0	3	19	0	4
Vermillion	66	0	10	56	0	14
Watertown	413	0	78	335	0	100
Winner	12	0	2	10	0	2
Yankton	210	1	43	166	1	58
City Totals	9,899	24	2,179	7,696	24	2,963
Statewide Totals	18,651	121	3,601	14,929	137	4,958

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 18.4 percent of all reported property damage only crashes and 12.9 percent of all fatal and injury crashes. Dry roads were reported in 77.4 percent of all fatal and injury crashes.

**TABLE 3-11
ROADWAY SURFACE CONDITIONS
2022**

	Total Crashes		Fatal Crashes		Injury Crashes		PDO Crashes	
	No.	%	No.	%	No.	%	No.	%
Dry	13,787	73.9	97	80.2	2,785	77.3	10,905	73.0
Wet	1,249	6.7	12	9.9	267	7.4	970	6.5
Snow	1,601	8.6	3	2.5	219	6.1	1,379	9.2
Slush	223	1.2	0	0.0	33	0.9	190	1.3
Ice	1,342	7.2	6	5.0	209	5.8	1,127	7.5
Frost	58	0.3	0	0.0	11	0.3	47	0.3
Water	4	0.0	0	0.0	0	0.0	4	0.0
Sand, mud, dirt, gravel	239	1.3	3	2.5	68	1.9	168	1.1
Oil	2	0.0	0	0.0	1	0.0	1	0.0
Other / Not applicable	23	0.1	0	0.0	4	0.1	19	0.1
Unknown / Not reported	123	0.7	0	0.0	4	0.1	119	0.8
Total	18,651	100	121	100	3,601	100	14,929	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 4:00-6:59 p.m. Twenty-five or 20.7 percent of the fatal crashes occurred during this three hour period. The peak three hour period for injury crashes was 3:00-5:59 p.m. with 931 (25.9%) of the injury crashes occurred. The peak three hour period for property damage only crashes was 4:00-6:59 p.m. with 3,234 (21.7%) of the property damage only crashes occurred (see TABLE 3-12).

Eighteen or 14.9 percent of the fatal crashes and 457 (12.7%) of the injury crashes occurred during the month of August in 2022. The month of December shows 1,905 property damage only crashes which represents 12.8 percent of the property damage only crashes for 2022 (see TABLE 3-13).

The day of the week Friday accounts for 3,125 (16.8%) of the total crashes. As well as 22 (18.2%) of the fatal crashes, 598 (16.6%) of the injury crashes and 2,505 (16.8%) of the property damage only crashes for 2022 (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
2022**

<u>Time</u>	<u>Total Crashes</u>	<u>Fatal Crashes</u>	<u>Injury Crashes</u>	<u>PDO Crashes</u>	<u>Fatalities</u>	<u>Injuries</u>
Midnight	229	5	42	182	5	54
1:00 AM	231	4	50	177	5	66
2:00 AM	220	4	48	168	4	67
3:00 AM	172	2	31	139	4	43
4:00 AM	219	2	29	188	2	41
5:00 AM	437	5	54	378	6	74
6:00 AM	694	3	69	622	3	88
7:00 AM	1,214	3	204	1,007	6	280
8:00 AM	859	4	150	705	4	194
9:00 AM	642	3	144	495	4	188
10:00 AM	723	12	171	540	12	238
11:00 AM	875	6	191	678	6	259
12:00 PM	1,009	4	245	760	5	359
1:00 PM	922	3	228	691	3	331
2:00 PM	908	6	222	680	8	298
3:00 PM	1,243	4	320	919	4	465
4:00 PM	1,294	6	311	977	7	432
5:00 PM	1,511	9	300	1,202	9	405
6:00 PM	1,296	10	231	1,055	12	316
7:00 PM	1,002	6	162	834	6	226
8:00 PM	902	6	125	771	6	166
9:00 PM	891	5	112	774	5	157
10:00 PM	643	5	83	555	5	113
11:00 PM	409	3	69	337	5	87
Unknown	106	1	10	95	1	11
Total	18,651	121	3,601	14,929	137	4,958

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

**TABLE 3-13
CRASHES BY MONTH
2022**

<u>Month</u>	<u>Total Crashes</u>	<u>Fatal Crashes</u>	<u>Injury Crashes</u>	<u>PDO Crashes</u>	<u>Fatalities</u>	<u>Injuries</u>
JANUARY	1,385	6	225	1,154	7	317
FEBRUARY	1,212	9	197	1,006	9	258
MARCH	1,330	8	238	1,084	8	327
APRIL	1,222	8	256	958	8	373
MAY	1,395	9	275	1,111	10	397
JUNE	1,502	6	309	1,187	6	407
JULY	1,376	10	328	1,038	14	465
AUGUST	1,500	18	457	1,025	18	614
SEPTEMBER	1,569	11	367	1,191	13	495
OCTOBER	1,792	17	331	1,444	19	457
NOVEMBER	2,127	12	289	1,826	15	405
DECEMBER	2,241	7	329	1,905	10	443
Total	18,651	121	3,601	14,929	137	4,958

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

**TABLE 3-14
CRASHES BY DAY OF WEEK
2022**

<u>Day</u>	<u>Total Crashes</u>	<u>Fatal Crashes</u>	<u>Injury Crashes</u>	<u>PDO Crashes</u>	<u>Fatalities</u>	<u>Injuries</u>
SUNDAY	1,876	12	387	1,477	13	558
MONDAY	2,680	15	477	2,188	16	635
TUESDAY	2,885	15	566	2,304	18	767
WEDNESDAY	2,768	17	532	2,219	20	712
THURSDAY	2,828	20	563	2,245	22	800
FRIDAY	3,125	22	598	2,505	25	789
SATURDAY	2,489	20	478	1,991	23	697
Total	18,651	121	3,601	14,929	137	4,958

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

FIGURE 3-6 CRASHES BY TIME OF DAY 2022

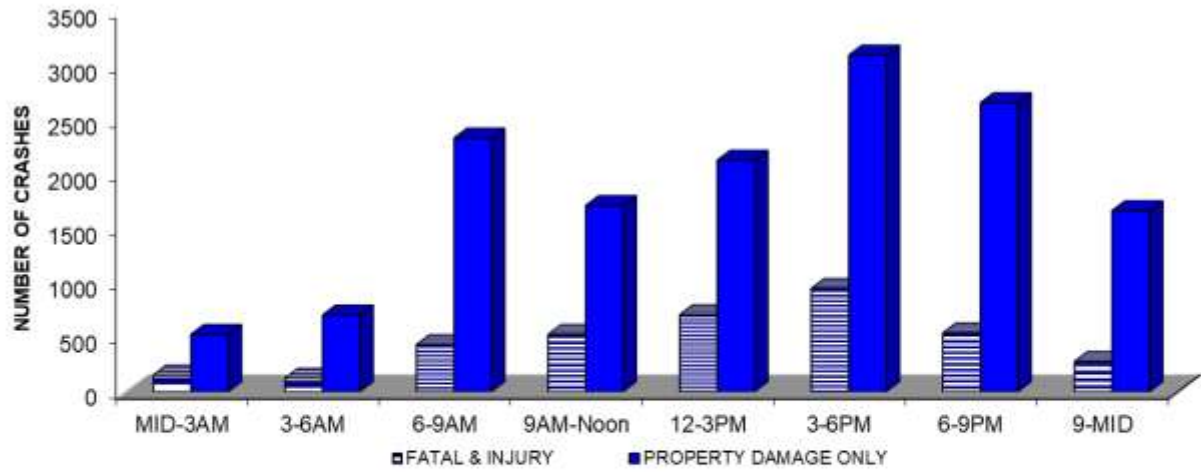
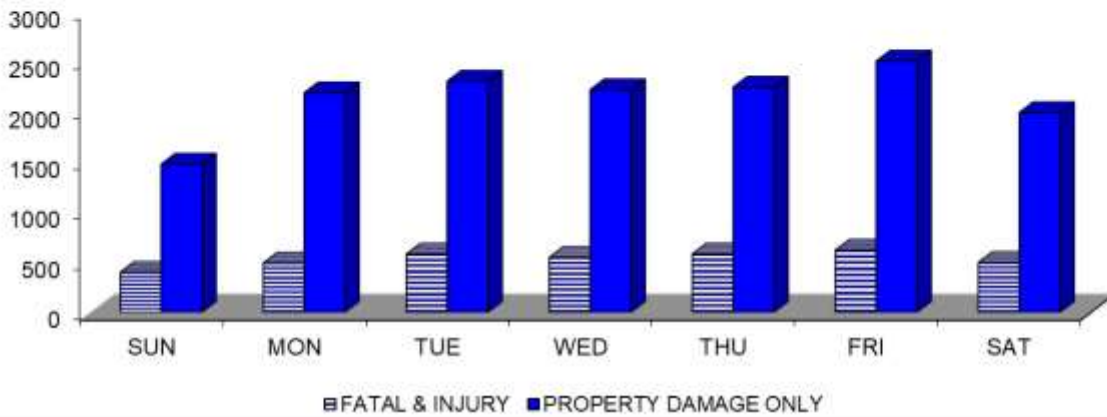


FIGURE 3-7 CRASHES BY MONTH 2022



FIGURE 3-8 CRASHES BY DAY OF WEEK 2022



Drivers

In the 18,651 reported motor vehicle crashes there were 28,065 motor vehicle drivers involved, including 189 drivers in fatal crashes and 6,035 drivers in injury crashes. Of these drivers 87 were killed, which is 63.5 percent of all persons killed in motor vehicle crashes and 77.5 percent or 3,841 of the 4,958 injured persons were drivers (see TABLE 3-1).

Young drivers are involved in more crashes than any other age group (see TABLE 3-15). In reported crashes, 24.8 percent of the drivers were under 25 years of age and 59.7 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 17.5 percent of the drivers involved in fatal crashes and 25.4 percent of the drivers in injury crashes. Drivers under the age of 35 make up 43.2 percent of the drivers in fatal crashes and 36.5 percent of the drivers in injury crashes. Forty-seven or 24.9 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
2022**

Age	Drivers In All Crashes		Drivers In Fatal Crashes		Drivers In Injury Crashes		Drivers In PDO Crashes	
	No.	%	No.	%	No.	%	No.	%
0 - 5	2	0.0	0	0.0	0	0.0	2	0.0
6 - 13	10	0.0	1	0.5	6	0.1	3	0.0
14 - 15	746	2.7	3	1.6	157	2.6	586	2.7
16 - 17	1,544	5.5	6	3.2	347	5.7	1,191	5.5
18	797	2.8	1	0.5	183	3.0	613	2.8
19	716	2.6	4	2.1	162	2.7	550	2.5
20	661	2.4	7	3.7	138	2.3	516	2.4
21 - 24	2,475	8.8	11	5.8	537	8.9	1,927	8.8
25 - 34	5,183	18.5	36	19.0	1,169	19.4	3,978	18.2
35 - 44	4,625	16.5	25	13.2	983	16.3	3,617	16.6
45 - 54	3,333	11.9	31	16.4	696	11.5	2,606	11.9
55 - 64	3,331	11.9	28	14.8	710	11.8	2,593	11.9
65 - Over	4,048	14.4	35	18.5	902	14.9	3,111	14.2
Unknown	594	2.1	1	0.5	45	0.7	548	2.5
Total	28,065	100	189	100	6,035	100	21,841	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 percent of all drivers in crashes. Thirty-four or 18 percent of drivers in fatal crashes had been drinking while 463 or 7.7 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 14.7 percent of the drinking drivers in fatal crashes and 28.5 percent of the drinking drivers in injury crashes. Those drivers under 35 years of age accounted for 52.9 percent of the drinking drivers in fatal crashes and 57.7 percent of the drinking drivers in all crashes.

**TABLE 3-16
AGE OF DRINKING DRIVERS IN CRASHES
2022**

<u>Age</u>	Drivers In All Crashes		Drivers In Fatal Crashes		Drivers In Injury Crashes		Drivers In PDO Crashes	
	<u>No.</u>	<u>%</u>	<u>No.</u>	<u>%</u>	<u>No.</u>	<u>%</u>	<u>No.</u>	<u>%</u>
6 – 13	1	0.1	0	0.0	1	0.2	0	0.0
14 - 15	4	0.4	0	0.0	1	0.2	3	0.5
16 - 17	26	2.4	0	0.0	16	3.5	10	1.7
18	37	3.4	0	0.0	20	4.3	17	2.9
19	35	3.2	0	0.0	12	2.6	23	3.9
20	28	2.6	3	8.8	6	1.3	19	3.2
21 - 24	164	15.1	2	5.9	76	16.4	86	14.6
25 - 34	337	31.1	13	38.2	135	29.2	189	32.1
35 - 44	193	17.8	7	20.6	85	18.4	101	17.2
45 - 54	133	12.3	6	17.6	51	11.0	76	12.9
55 - 64	85	7.8	2	5.9	43	9.3	40	6.8
65 - Over	42	3.9	1	2.9	17	3.7	24	4.1
Unknown	0	0.0	0	0.0	0	0.0	0	0.0
Total	1,085	100	34	100	463	100	588	100

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

TABLE 3-17 compares age of drivers in fatal and injury crashes, drinking drivers in fatal and injury crashes, and speeding drivers in fatal and injury crashes with licensed drivers by age. The young driver is over represented as those drivers in fatal and injury crashes, drinking drivers in fatal and injury crashes, and speeding drivers in fatal and injury crashes.

In South Dakota, licensed drivers under 25 years of age represent 14.9 percent of the total licensed drivers, 27.6 percent of the drinking drivers in fatal and injury crashes and 38.9 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 57.3 percent of the drinking drivers and 63.6 percent of the speeding drivers involved in fatal and injury crashes being under 3 years of age (also see FIGURES 3-9 and 3-10).

<u>Age</u>	Licensed Drivers		Drivers In Fatal & Injury Crashes		Drinking Drivers In Fatal & Injury Crashes		Speeding Drivers In Fatal & Injury Crashes	
	<u>Drivers</u>	<u>%</u>	<u>No.</u>	<u>%</u>	<u>No.</u>	<u>%</u>	<u>No.</u>	<u>%</u>
0 - 13	0.0		7	0.1	1	0.2	2	0.4
14 - 15	1.9		160	2.6	1	0.2	29	5.1
16 - 17	2.7		353	5.7	16	3.2	42	7.4
18	1.5		184	3.0	20	4.0	27	4.7
19	1.5		166	2.7	12	2.4	31	5.4
20	1.5		145	2.3	9	1.8	25	4.4
21 - 24	5.8		548	8.8	78	15.7	66	11.6
25 - 34	15.3		1,205	19.4	148	29.8	141	24.7
35 - 44	15.9		1,008	16.2	92	18.5	81	14.2
45 - 54	13.5		727	11.7	57	11.5	45	7.9
55 - 64	16.3		738	11.9	45	9.1	40	7.0
65 - Over	24.1		937	15.1	18	3.6	42	7.4
Unknown	0.0		46	0.7	0	0.0	0	0.0
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 2022
Fatal and Injury Crash Involved Drivers

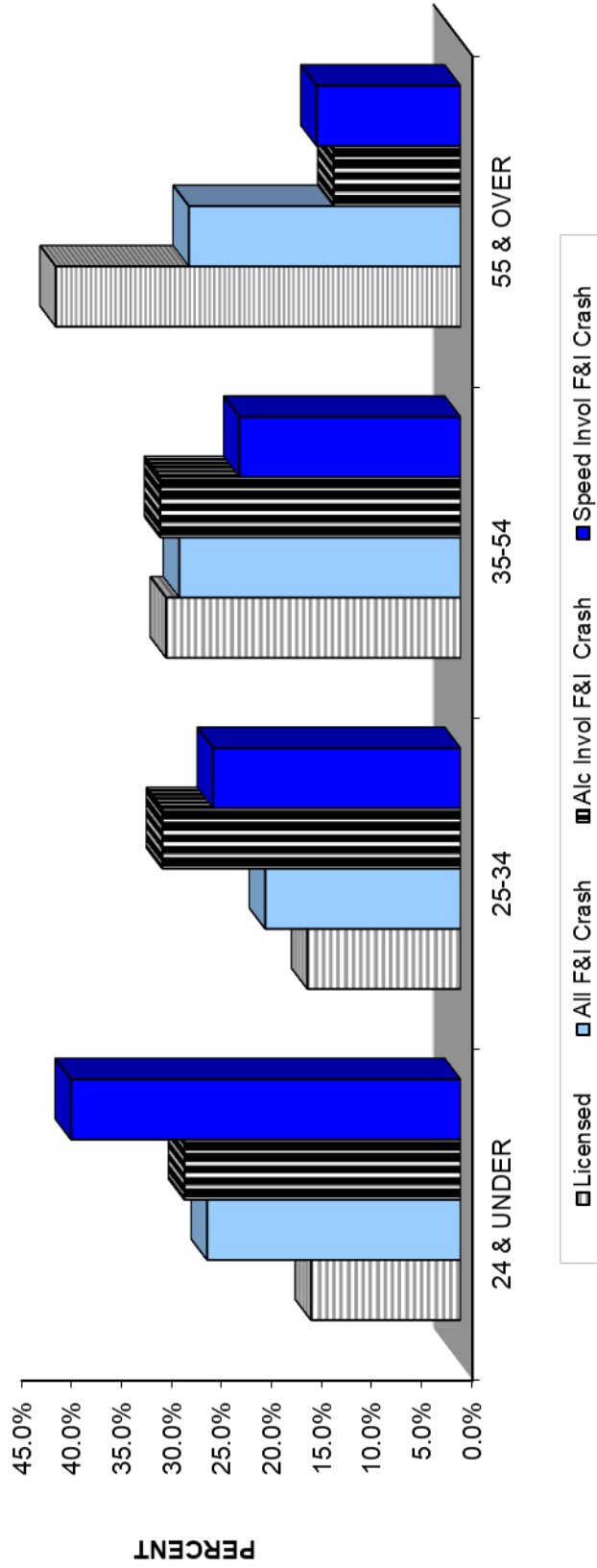
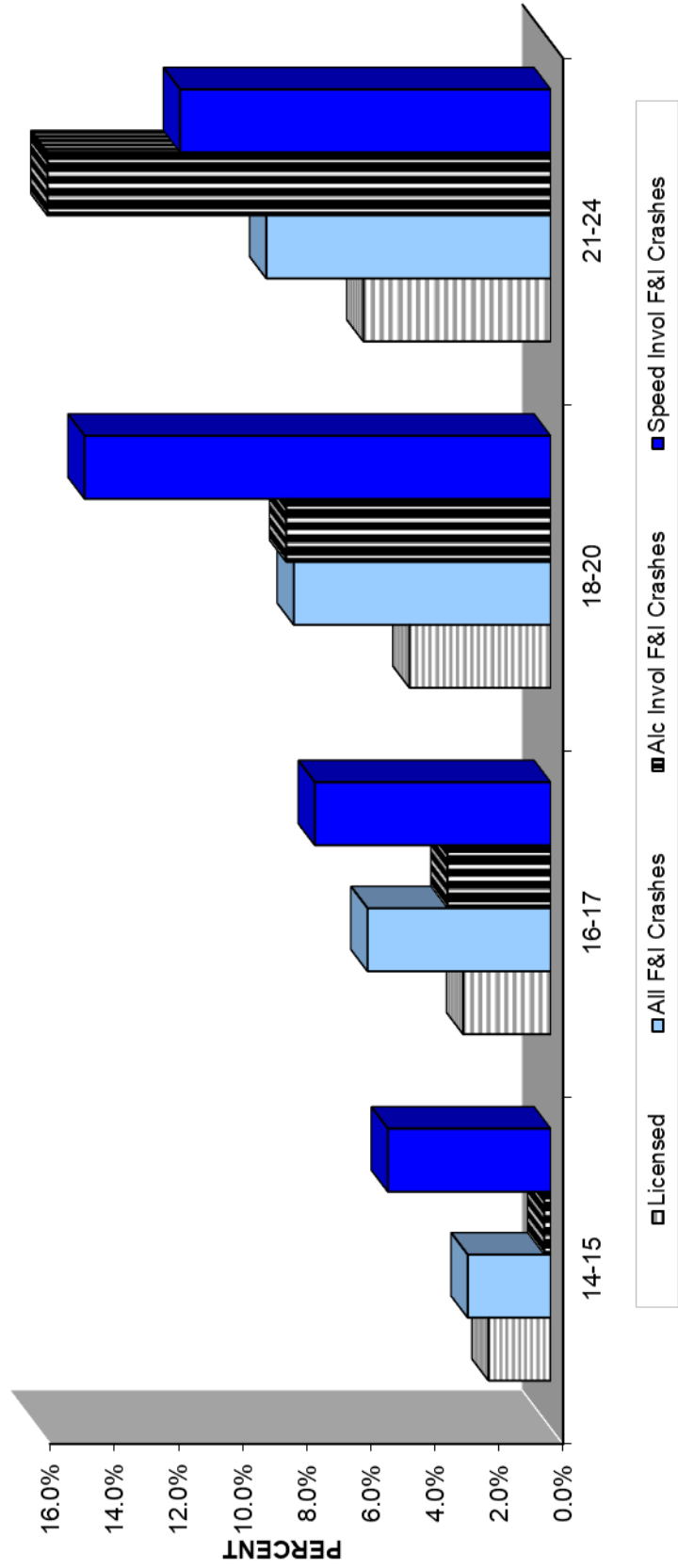


FIGURE 3-10 YOUNG DRIVERS 2022
Fatal & Injury Crash Involved Drivers



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 three 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 23.5 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. Exceeded Speed Limit, Driving too fast for conditions and Failure to Keep in Proper Lane were leading driver contributing circumstances in fatal crashes during 2022. Twenty-seven or 14.3 percent 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 or 9 percent 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
2022

	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	780	2.8	12	6.3	306	5.1	462	2.1
Distracted*	732	2.6	6	3.2	215	3.6	511	2.3
Drinking	574	2.0	17	9.0	234	3.9	323	1.5
Driving Too Fast for Condition	1,494	5.3	13	6.9	306	5.1	1,175	5.4
Exceeded Speed Limit	291	1.0	27	14.3	135	2.2	129	0.6
Fail to Yield to Vehicle	2,626	9.4	11	5.8	734	12.2	1,881	8.6
Failure to Keep in Proper Lane	684	2.4	17	9.0	215	3.6	452	2.1
Fatigued/Fell Asleep	170	0.6	1	0.5	70	1.2	99	0.5
Following Too Closely	1,690	6.0	3	1.6	417	6.9	1,270	5.8
Improper Backing	457	1.6	0	0.0	19	0.3	438	2.0
Improper Passing	118	0.4	1	0.5	25	0.4	92	0.4
Improper Turn	373	1.3	0	0.0	76	1.3	297	1.4
Not Stated***	5,497	19.6	2	1.1	115	1.9	5,380	24.6
Other**	1,374	4.9	11	5.8	324	5.4	1,039	4.8
Over-correcting/Over-steering	316	1.1	6	3.2	121	2.0	189	0.9
Running Off Road	737	2.6	18	9.5	279	4.6	440	2.0
Swerving or Avoiding due to: <i>wind, slippery surface, vehicle, object, non-motorist, etc.</i>	341	1.2	2	1.1	65	1.1	274	1.3
Unknown	985	3.5	6	3.2	137	2.3	842	3.9
Wrong Side of Road	74	0.3	9	4.8	27	0.4	38	0.2
Total Drivers	28,065		189		6,035		21,841	

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

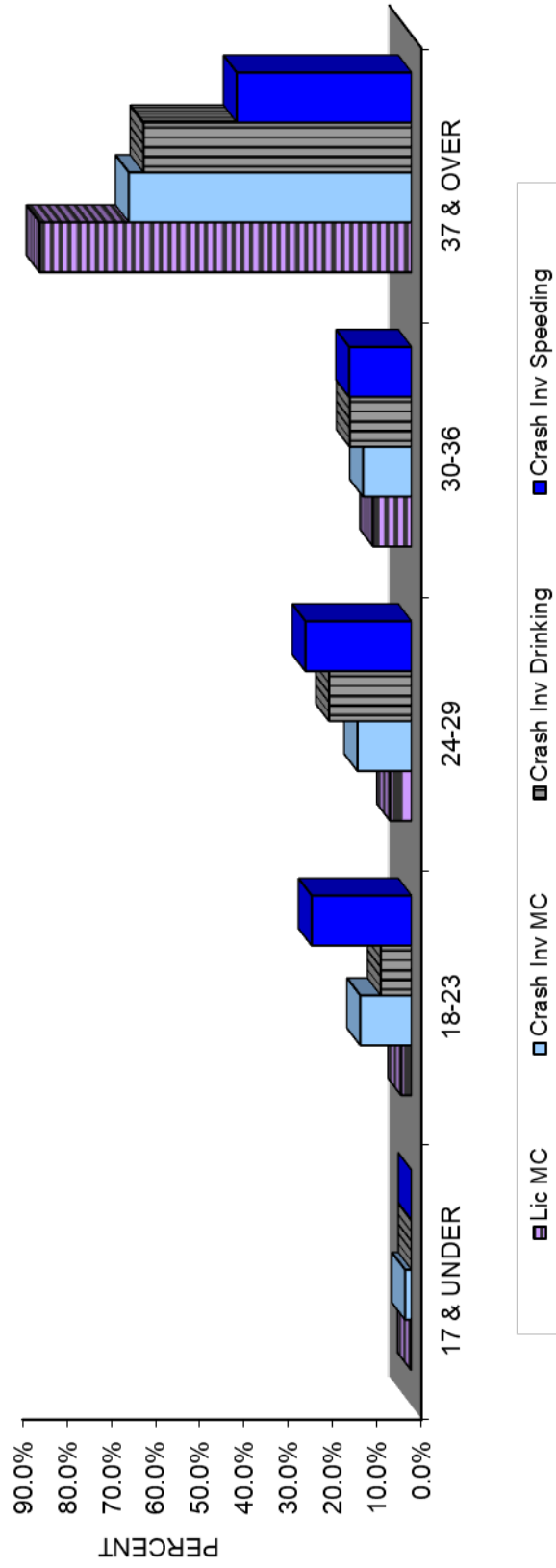
Motorcycle crashes constitute 2.4 percent of all crashes, 10.7 percent of all fatal crashes, and 10.2 percent of all injury crashes. There were 13 people killed and 417 injured on motorcycles in the 449 reported motorcycle crashes during 2022 (see TABLE 2-7). The young motorcycle driver is over represented 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 5.6 percent of the speeding drivers involved in motorcycle crashes (see TABLE 3-19 and FIGURE 3-11).

**TABLE 3-19
MOTORCYCLISTS BY AGE GROUP
2022**

Age Group	Licensed Motorcyclists		Motorcycle Drivers In Crashes		Drinking Motorcycle Drivers In Crashes		Speeding Motorcycle Drivers In Crashes	
	No.	%	No.	%	No.	%	No.	%
0 - 13	0	0.0	0	0.0	0	0.0	0	0.0
14 - 15	23	0.0	3	0.6	0	0.0	0	0.0
16 - 17	171	0.2	4	0.8	0	0.0	0	0.0
18 - 19	519	0.5	14	2.9	1	2.3	4	5.6
20 - 21	725	0.8	20	4.2	1	2.3	8	11.3
22 - 23	1,009	1.1	21	4.4	1	2.3	4	5.6
24 - 25	1,320	1.4	27	5.7	3	7.0	9	12.7
26 - 27	1,528	1.6	11	2.3	2	4.7	2	2.8
28 - 29	1,795	1.9	20	4.2	3	7.0	6	8.5
30 - 31	2,140	2.2	14	2.9	2	4.7	2	2.8
32 - 36	6,147	6.4	38	8.0	4	9.3	8	11.3
37 - 41	7,397	7.7	31	6.5	6	14.0	7	9.9
42 - 51	15,297	16.0	66	13.9	4	9.3	6	8.5
52 - Over	57,604	60.2	206	43.4	16	37.2	15	21.1
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 2022
Crash Involved Motorcycle & Moped Drivers



Helmets were used by 181 or 43.4 percent of the motorcycle drivers in crashes while 236 or 56.6 percent did not wear a helmet (see TABLE 3-20). Ten motorcycle drivers and three motorcycle passengers were killed in 2022. Three drivers wore helmet and eye protection, one driver and one passenger worn helmet only, four drivers and one passenger wore eye protection only. Two drivers and one passenger reported no safety equipment used.

**TABLE 3-20
HELMET USE BY MOTORCYCLE DRIVERS IN CRASHES
2022**

<u>Age</u>	Helmet Used		Helmet Not Used	
	<u>No.</u>	<u>%</u>	<u>No.</u>	<u>%</u>
6 - 13	0	0.0	0	0.0
14 - 15	0	0.0	3	100.0
16 - 17	2	66.7	1	33.3
18 - 20	15	65.2	8	34.8
21 - 24	20	58.8	14	41.2
25 - 34	28	38.4	45	61.6
35 - 44	18	32.7	37	67.3
45 - Over	98	43.4	128	56.6
Unknown	0	0.0	0	0.0
Total	181	43.4	236	56.6

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 13 pedestrian killed and 90 injured in motor vehicle crashes during 2022 (see TABLE 3-21). The youngest pedestrian killed was fourteen years old, while the oldest was sixty-four years old. Of the injured pedestrians, 7.8 percent were between the ages of 5-13.

Cities accounted for 91.1 percent of the pedestrian injuries and 53.8 percent of the pedestrian fatalities (see TABLE 3-23). Of the thirteen pedestrians killed seven were male and six were female. And of the 90 pedestrians injured, 48 were male and 42 were female.

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

**TABLE 3-21
AGE OF PEDESTRIANS IN TRAFFIC CRASHES
2022**

<u>Age</u>	<u>Fatalities</u>		<u>Injuries</u>	
	<u>No.</u>	<u>%</u>	<u>No.</u>	<u>%</u>
0 - 4	0	0.0	1	1.1
5 - 13	0	0.0	7	7.8
14 - 19	1	7.7	14	15.6
20 - 24	1	7.7	7	7.8
25 - 34	3	23.1	19	21.1
35 - 44	4	30.8	11	12.2
45 - 54	2	15.4	8	8.9
55 - 64	2	15.4	14	15.6
65 - Over	0	0.0	9	10.0
Total	13	100	90	100

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

**TABLE 3-22
ALCOHOL / DRUG INVOLVEMENT BY PEDESTRIANS
2022**

<u>Alcohol Involvement</u>	<u>Fatalities</u>		<u>Injuries</u>	
	<u>No.</u>	<u>%</u>	<u>No.</u>	<u>%</u>
No Alcohol or Drugs	7	53.8	79	87.8
Alcohol Only	6	46.2	11	12.2
Drugs Only	0	0.0	0	0.0
Alcohol and Drugs	0	0.0	0	0.0
Unknown	0	0.0	0	0.0
Total	13	100	90	100

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

**TABLE 3-23
RURAL vs. CITY PEDESTRIAN CRASHES
2022**

	<u>Fatalities</u>		<u>Injuries</u>	
	<u>No.</u>	<u>%</u>	<u>No.</u>	<u>%</u>
Rural	6	46.2	8	8.9
City	7	53.8	82	91.1
Total	13	100	90	100

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

Bicycles

During 2022 there were three bicyclist killed (see TABLE 2-9). There were 67 bicycle drivers injured in reported motor vehicle crashes during 2022 (see TABLE 3-24). The leading factor in bicycle-involved crashes was failure to yield right of way, which was reported for 19.4 percent of the injured bicycle drivers. Thirty-six of the injured bicycle drivers in crashes had no contributing circumstances.

The yearly 2002-2022 trend of bicycle fatalities and injuries is provided in TABLE 2-9.

**TABLE 3-24
AGE OF BICYCLE DRIVERS IN TRAFFIC CRASHES
2022**

<u>Age</u>	<u>Fatalities Number</u>	<u>Injuries Number</u>	<u>%</u>
0 - 4	0	0	0.0
5 - 13	0	15	22.4
14 - 19	1	10	14.9
20 - 24	0	6	9.0
25 - 34	0	9	13.4
35 - 44	1	11	16.4
45 - 54	1	4	6.0
55 - 64	0	6	9.0
65 - Over	0	6	9.0
Unknown	0	0	0.0
Total	3	67	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, 2021, National Safety Council)