2018 South Dakota Motor Vehicle Traffic Crash Summary



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

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I. INTRODUCTION

The Motor Vehicle Traffic Crash Summary is divided into two main sections, Historical Trends and 2018 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 2018 Traffic Crash Profile section details the crash picture for 2018 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 <u>www.SafeSD.gov</u> 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 FURTH	ER INFORMATION:
Office of Accident Records 118 West Capitol Avenue Pierre SD 57501-2000	Phone:605.773.4156 Facsimile:605.773.6893 E-mail: <u>Lee.Axdahl@state.sd.us</u>
Webpage: <u>http://safe</u>	sd.gov/yearly-crash-data.html
NOTE! Data Extracted on 06/06/2019. This report reflects this date would not be included in this report.	a one day picture of CY2018 data collected, any data received after

SOUTH DAKOTA TRAFFIC STATISTICAL SUMMARY 2017-2018

>	NUMBER OF REPORTED MOTOR VEHICLE TRAFFIC CRASHES	<u>2017</u> 18,379	<u>2018</u> 19,091
≻	AMOUNT OF MOTOR VEHICLE TRAFFIC CRASH PROPERTY DAMAGE	\$111 MILLION	\$118 MILLION
≻	NUMBER OF MOTOR VEHICLE TRAFFIC CRASH INJURIES	5,319	5,011
≻	NUMBER OF MOTOR VEHICLE TRAFFIC CRASH FATALITIES	129	130
≻	FATALITY RATE PER 100,000,000 MILES OF TRAVEL	1.34	1.34
≻	PERCENT OF DRIVERS IN FATAL CRASHES WHO HAD BEEN DRINKING	25.3%	27.7%
\triangleright	NUMBER KILLED IN ALCOHOL-RELATED CRASHES	49	54
\triangleright	NUMBER INJURED IN ALCOHOL-RELATED CRASHES	635	541
\triangleright	NUMBER OF PEDESTRIANS KILLED	10	11
\triangleright	NUMBER OF MOTORCYCLISTS KILLED	16	16
\triangleright	NUMBER OF BICYCLISTS KILLED	0	0
\triangleright	PERCENT OF LICENSED DRIVERS UNDER 25	15.0%	14.9%
\triangleright	PERCENT OF CRASH-INVOLVED SPEEDING DRIVERS UNDER 25	44.7%	44.0%
\triangleright	PERCENT OF CRASH-INVOLVED DRINKING DRIVERS UNDER 25	26.2%	27.7%
>	NUMBER OF OCCUPANTS KILLED IN MOTOR VEHICLES (EXCLUDES MOPED, MOTORCYCLE, ATV & SNOWMOBILE OCCUPANTS)	101	99
\mathbf{A}	NUMBER OF OCCUPANTS KILLED IN MOTOR VEHICLES WHO WERE WEARING A SAFETY RESTRAINT	24	31
	NUMBER OF UNRESTRAINED OCCUPANTS UNDER 5 YEARS OF AGE IN MOTOR VEHICLE CRASHES WHO WERE KILLED	1	2
	WHO WERE INJURED (EXCLUDES MOPED, MOTORCYCLE, ATV & SNOWMOBILE OCCUPANTS)	10	15
	NUMBER OF UNRESTRAINED OCCUPANTS UNDER 5 YEARS OF AGE WITH CHILD RESTRAINT NOT USED PROPERLY WHO WERE KILLED	0 2	1 3
>	ECONOMIC LOSS FROM MOTOR VEHICLE TRAFFIC CRASHES	\$447 MILLION	\$452 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 2008-2017 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 2-1FATALITY RATE COMPARISON2008-2017										
<u>State</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>	<u>2011</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>	<u>2015</u>	<u>2016</u>	<u>2017</u>
South Dakota	1.4	1.5	1.6	1.2	1.5	1.5	1.5	1.4	1.2	1.3
Iowa	1.3	1.2	1.2	1.2	1.2	1.0	1.0	1.0	1.2	1.0
Minnesota	0.8	0.7	0.7	0.7	0.7	0.7	0.6	0.7	0.7	0.6
Montana	2.1	2.0	1.7	1.8	1.7	1.9	1.6	1.8	1.5	1.5
Nebraska	1.1	1.2	1.0	1.0	1.1	1.1	1.2	1.2	1.1	1.1
North Dakota	1.3	1.7	1.3	1.6	1.7	1.5	1.3	1.3	1.2	1.2
Wyoming	1.7	1.4	1.7	1.5	1.3	0.9	1.6	1.5	1.2	1.3
National	1.3	1.2	1.1	1.1	1.2	1.1	1.1	1.2	1.2	1.2

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 1989 through 2018. 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 2018 death rate of 1.34 remains the same as that for 2017. The 5,011 people injured in crashes are a 5.8% decrease from the 5,319 in 2017 (see TABLE 2-2).

TABLE 2-2

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

			ONAOHE						.0	
					T . (.)				NA11 - 3	Registered
		Deeth		Tatal	Total	Estal	Lation .		Miles ³	Motor
	Desthe	Death	1.2.2.2.2.2.2.2.2.2.2.2.2.2.2.2.2.2.2.2	Total	Crashes	Fatal	Injury	PDO ²	Traveled	Vehicles ⁵
Year	Deaths	Rate ¹	<u>Injuries</u>	Crashes	$\frac{\text{Rate}^4}{2}$	Crashes	Crashes	Crashes	<u>+(000,000)</u>	<u>+(000)</u>
1989	152	2.27	6,828	15,005	223.79	134	4,605	10,266	6,705	719
1990	153	2.19	7,261	15,073	215.67	139	4,820	10,114	6,989	698
1991	143	2.10	7,310	16,009	235.32	130	4,830	11,049	6,803	710
1992	161	2.24	7,813	17,170	238.51	141	5,112	11,917	7,199	722
1993	140	1.89	8,410	18,664	251.74	118	5,525	13,021	7,414	749
1994	154	2.02	8,540	19,408	254.30	141	5,711	13,556	7,632	805
1995	158	2.06	8,323	19,362	252.41	140	5,543	13,679	7,671	812
1996	175	2.24	8,490	21,653	277.57	142	5,653	15,858	7,801	815
1997	148	1.88	8,161	20,899	264.81	128	5,478	15,293	7,892	827
1998	165	2.05	7,723	19,735	245.49	149	5,112	14,474	8,039	837
1999	150	1.84	7,574	20,019	245.00	136	5,032	14,851	8,171	841
2000	173	2.08	7,888	19,475	234.16	150	5,252	14,073 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
			•				•	•	•	•

FOOTNOTES

¹Number of deaths per 100 million vehicle miles traveled.

²July 1, 1978 the PDO threshold was increased to \$400 accumulated property damage.

July 1, 1986 the PDO threshold definition changed to \$500 damage to any one person's property or \$1000 accumulated property damage per crash.

July 1, 2000 the PDO threshold definition changed to \$1,000 damage to any one person's property or \$2,000 accumulated property damage per crash.

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

⁴Number of crashes per 100 million vehicle miles traveled.

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

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

Alcohol Involvement

When comparing records dating back to 1979, 29.7% alcohol involved fatal crashes for 2011 is the lowest. Of the 130 traffic fatalities during 2018, 45 or 40.9% were alcohol related (see Table 2-3).

Alcohol statistics dating back to the 1970's show 2011 to have the lowest number of alcohol related fatalities for any one-year period (37). The highest number is 138 for the year of 1973.

		т	ABLE 2-3					
ALCOH	ALCOHOL INVOLVED CRASHES AS PERCENT OF ALL CRASHES							
			2012-2018					
Total Crashes	<u>2012</u>	<u>2013</u>	<u>2014</u>	<u>2015</u>	<u>2016</u>	<u>2017</u>	<u>2018</u>	
	6.1%	5.9%	5.8%	6.1%	5.5%	5.6%	5.2%	
	(988)	(986)	(1002)	(1086)	(962)	(1032)	(1001)	
Fatal Crashes	38.1%	30.6%	35.2%	36.2%	45.6%	40.5%	40.9%	
	(45)	(37)	(44)	(42)	(47)	(45)	(45)	
Injury Crashes	12.5%	11.6%	11.2%	12.3%	10.7%	11.8%	11.2%	
	(486)	(454)	(426)	(492)	(411)	(467)	(404)	
PDO Crashes	3.7%	3.9%	4.0%	4.0%	3.7%	3.6%	3.6%	
	(457)	(495)	(532)	(552)	(504)	(520)	(552)	
Fatalities	39.8%	31.1%	34.6%	36.6%	47.4%	38.0%	41.5%	
	(53)	(42)	(47)	(49)	(55)	(49)	(54)	
Injuries	13.3%	11.7%	11.5%	13.0%	11.4%	11.9%	10.8%	
	(721)	(639)	(583)	(721)	(589)	(635)	(541)	

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.

PERSONS	S KILLED	IN ALCO	BLE 2-3A IOL INVO 12-2018		ASHES E	BY AGE	
AGE	<u>2012</u>	<u>2013</u>	<u>2014</u>	<u>2015</u>	<u>2016</u>	<u>2017</u>	<u>2018</u>
0-5	2	0	1	0	1	1	0
6 - 12	2	0	0	0	0	0	1
13 - 19	4	0	4	3	8	3	6
20	3	1	2	1	1	0	1
21 - 29	14	17	12	9	21	16	16
30 - 39	10	8	11	11	11	11	9
40 - 49	7	9	6	6	5	6	6
50 - 59	8	6	8	13	4	7	8
60 & OLDER	3	1	3	5	4	5	7
Unknown/Not Stated	0	0	0	0	0	0	0
TOTAL	53	42	47	48	55	49	54



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 12.3% while non-alcohol related fatal and injury crashes decreased by 7.6% from the 2017 totals.

The number of DWI arrests increased by 1.0% from 2017.

		CRASH A	TABLE 2-4 ND ARRES 2009- 2018	Τ ΑCΤΙVΙΤΥ	
2009 2010 2011 2012 2013 2014 2015 2016 2017 2018 Note:	ALCOHOL <u>RELATED</u> 51 44 30 45 37 44 41 47 45 45 45 [1] – Based on So S. D. Unified Judio	cial System - Based on Fi	ALCOHOL <u>RELATED</u> 525 492 487 531 491 470 533 458 512 449 State of the Judici scal Year statistic	RELATED 3,688 3,787 3,587 3,474 3,551 3,460 3,577 3,476 3,542 3,273 ary and Fiscal Year 2018	DWI ¹ CONVICTIONS 8,899 8,187 7,455 8,264 7,965 7,146 6,835 7,280 7,544 8,057

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 2009 through 2018.

FIGURE 2-5 presents the alcohol related and non-alcohol related fatal crash experience for the years of 2009 through 2018.

There were 45 alcohol related fatal crashes during 2018, which compares to 45 in 2017. The previous three-year average was 44 for the years of 2015-2017.

There were 449 alcohol related fatal and injury crashes during 2018, which compares to 512 in 2017. The previous three-year average was 501 or a 10.4 percent decrease in 2018. Non-alcohol related fatal and injury crashes in 2018 decreased (7.6%) when compared to 2017 and decreased 7.3 percent from the previous three-year average (2015-2017).

There were 10,619 DWI arrests in fiscal year 2018. This level has gone up 6.4% from the previous three-year average (2015-2017). There were 8,057 DWI convictions in fiscal year 2018. This level has gone up 11.6% from the previous 3-year average (2015-2017).





Safety Restraint Usage, Ejection and Child Injuries

Front seat occupants have been required to be fastened by a safety belt system since 1995. The use of safety equipment is reported for all motor vehicle drivers and only those passengers that are injured. Sixty-two occupants were killed while not wearing any safety restraint, while twenty-nine occupants killed were wearing a lap belt, shoulder harness or both. (See TABLE 2-5)

Forty-seven (47.5%) of the 99 killed occupants were either partially or totally ejected from the vehicle. (See TABLE 2-5B)

	<u>2013</u>	<u>2014</u>	<u>2015</u>	<u>2016</u>	<u>2017</u>	<u>2018</u>
No Safety Equipment	61	72	60	58	67	61
Lap Belt Only	1	2	1	2	1	1
Shoulder Harness Only	0	0	1	1	0	0
Lap Belt & Shoulder Harness	33	28	26	18	22	28
Child Restraint Used Properly	0	0	0	0	1	2
Child Restraint Not Properly Used	0	0	0	0	0	1
Other, Not Stated or Unknown	8	4	7	4	10	6
TOTAL	103	106	95	83	101	99

	<u>2013</u>	<u>2014</u>	<u>2015</u>	<u>2016</u>	<u>2017</u>	<u>2018</u>
No Safety Equipment	884	712	825	728	693	684
Lap Belt Only	39	35	52	39	42	123
Shoulder Harness Only	21	22	23	18	16	16
Lap Belt & Shoulder Harness	3,476	3,309	3,442	3,410	3,547	3,270
Child Restraint Used Properly	60	48	51	53	51	54
Child Restraint Not Properly Used	2	3	2	1	3	6
Other, Not Stated or Unknown	243	250	278	248	299	269
TOTAL	4,725	4,379	4,673	4,497	4,651	4,422

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									INJU	RED			
	<u>2013</u>	<u>2014</u>	<u>2015</u>	<u>2016</u>	<u>2017</u>	<u>2018</u>		<u>2013</u>	<u>2014</u>	<u>2015</u>	<u>2016</u>	<u>2017</u>	<u>2018</u>
Not Ejected	61	65	57	40	60	52		4,613	4,287	4,552	4,373	4,539	4,312
Partial Ejection	6	5	3	7	9	6		14	16	20	14	15	5
Total Ejection	35	36	34	36	31	41		89	67	84	91	70	92
Unknown Ejection	1	0	1	0	1	0		9	9	16	17	27	13
Not Applicable	0	0	0	0	0	0		0	0	1	2	0	0
TOTAL	103	106	95	83	101	99		4,725	4,379	4,673	4,497	4,651	4,422

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





The Child Passenger Restraint System (SDCL 32-37) law took effect on July 1, 1984 - since that time there have been 75 deaths to occupants of this age group. Of these deaths only 10 were reported to have been restrained by a child safety restraint properly used, six were restrained by a lap belt only. No deaths have been reported where a lap and shoulder harness was used to restrain the child.

There were five reported fatal injury to a motor vehicle occupant from birth through four years of age during 2018, which compares to two fatalities during 2017 (see TABLE 2-6).

There were 65 children (birth through 4 years old) injured in 2018, which compares to 53 for 2017. Forty-nine of the 65 injured children were restrained by either a lap belt only, 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				
2008	3	26	46	72				
2009	2	24	55	79				
2010	1	33	50	83				
2011	0	25	41	66				
2012	4	36	39	75				
2013	0	36	39	75				
2014	3	15	40	55				
2015	1	21	27	48				
2016	1	28	35	63				
2017	2	22	31	53				
2018	5	22	43	65				

TABLE 2-6A FATALITIES & INJURIES TO MOTOR VEHICLE OCCUPANTS UNDER 5 YEARS OLD BY SAFETY EQUIPMENT USAGE - 2018

	Fatalities	<u>Injuries</u>					
No Safety Equipment Used	1	12					
Lap Belt Only	1	3					
Shoulder Harness Only	0	0					
Lap Belt & Shoulder Harness	0	4					
Child Restraint Used Properly	2	42					
Child Restraint Not Used Properly	1	3					
Other, Not Stated or Unknown	0	1					
TOTAL	5	65					
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 495 and 21 deaths per year. Licensed motorcyclists increased 2.1 percent during 2018 while fatalities remained the same with 16 (see Table 2-7). Moped crashes are included with motorcycle crashes. There were no moped fatalities during 2018. 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 2-7MOTORCYCLE CRASHES1998 - 2018										
	Mote	orcycle Ci	ashes	Motor	cyclists	Registered	Licensed			
Year	Total	Fatal	Injury	Fatalities	Injuries	Motorcycles	<u>Motorcyclis</u>			
1998	358	9	307	9	373	25,188	51,307			
1999	381	10	326	10	406	25,735	52,641			
2000	473	21	404	22	520	29,175	54,066			
2001	395	19	336	19	418	31,493	55,658			
2002	427	18	353	20	426	33,906	57,471			
2003	515	21	448	21	568	37,528	59,971			
2004	517	24	435	26	536	41,579	62,805			
2005	515	20	439	22	531	46,383	65,019			
2006	544	22	461	22	589	53,451	67,513			
2007	519	25	428	28	554	58,529	70,270			
2008	505	14	442	15	532	58,508	73,500			
2009	493	14	429	16	508	62,735	75,790			
2010	529	27	455	27	569	65,686	77,153			
2011	455	15	388	14	468	69,660	78,626			
2012	501	24	421	25	501	73,310	80,410			
2013	491	21	398	22	474	75,669	82,313			
2014	470	17	401	17	473	78,380	83,623			
2015	598	30	485	31	614	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			

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TABLE 2-8PEDESTRIAN FATALITIES AND INJURIES1998 - 2018

Year	Fatalities	Injuries
1998	7	137
1999	11	131
2000	13	115
2001	15	111
2002	8	104
2003	10	91
2004	9	95
2005	15	89
2006	7	113
2007	7	110
2008	10	96
2009	4	95
2010	9 7	108
2011	7	119
2012	2	116
2013	9	124
2014	9 5	101
2015	5	95
2016	6	93
2017	10	123
2018	11	93
	demonstration of Dublic Cofety of Ac	

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

BICY	TABLE 2-9 CLE FATALITIES AND INJU 1998 - 2018	RIES						
Year	Fatalities	Injuries						
1998	2	133						
1999	0	102						
2000	1	120						
2001	1	105						
2002	1	87						
2003	1	109						
2004	1	77						
2005	0	99						
2006	1	92						
2007	0	101						
2008	0	103						
2009	0	98						
2010	2	105						
2011	1	88						
2012	0	110						
2013	0	87						
2014	2	77						
2015	1	90						
2016	0	73						
2017	0	69						
2018	0	80						
Source: SD Depart	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 2009- 2018										
<u>Holiday</u>	Total <u>Hours</u>	Total <u>Crashes</u>	Fatal <u>Crashes</u>	Injury <u>Crashes</u>	Fatalities	<u>Injuries</u>				
MEMORIAL DAY										
2009	78	123	2	41	3	60				
2010	78	120	0	36	0	45				
2011	78	123	0	21	0	30				
2012	78	137	1	30	1	42				
2013	78	100	0	21	0	34				
2014	78	123	4	24	6	34				
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				
FOURTH OF JULY										
2009	78	127	1	32	1	42				
2010	78	129	1	36	1	49				
2011	78	127	2	30	2	42				
2012	30	45	2	11	2	14				
2013	102	153	1	41	1	64				
2014	78	123	3	32	3	37				
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				
LABOR DAY										
2009	78	122	2	33	2	45				
2010	78	116	2	25	2	33				
2011	78	120	3	33	3	52				
2012	78	138	1	38	1	56				
2013	78	107	1	33	1	52				
2014	78	110	0	35	0	42				
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				
	- •		_		-					

	Total	Total	Fatal	Injury					
<u>Holiday</u>	Hours	<u>Crashes</u>	<u>Crashes</u>	<u>Crashes</u>	Fatalities	<u>Injuries</u>			
THANKSGIVING									
2009	102	243	1	38	1	46			
2010	102	211	1	23	1	32			
2011	102	215	1	29	1	34			
2012	102	225	0	37	0	48			
2013	102	182	2	29	2	39			
2014	102	201	2	26	2	37			
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			
CHRISTMAS									
2009	78	151	1	29	1	40			
2010	78	141	0	26	0	36			
2011	78	107	0	21	0	32			
2012	102	149	1	23	1	41			
2013	30	55	0	12	0	20			
2014	102	219	4	42	5	65			
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			
NEW YEARS									
2009-10	78	142	2	23	2	33			
2010-11	78	128	0	24	0	28			
2011-12	78	118	0	31	0	40			
2012-13	102	148	0	29	0	35			
2013-14	30	48	1	8	1	13			
2014-15	102	210	0	44	0	57			
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			
Source: SD Departme	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 2009 through 2018. The percentages are row percentages.

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

apacitatir uries 842	ng <u>%</u>	Non-Incap Injuries	acitating	Possible			
	<u>%</u>			Injuries	<u>.</u>	Total	Total
	14.8	<u>No.</u>	<u>%</u> 24.0	<u>No.</u>	<u>%</u>	Injuries	<u>Killed</u> 131
845	14.6	1,988 2,136	34.9 36.8	2,874 2,820	50.4 48.6	5,704 5,801	140
		,				,	140
		,				,	133
-						,	135
	-	,			-	,	136
		,				,	133
692	13.4			,		,	116
649	12.2	,	34.8		53.0	5,319	129
570	11.4	1,819	36.3	2,622	52.3	5,011	130
	760 811 832 738 803 692 649	76014.181114.983215.273814.580314.569213.464912.2	76014.11,92781114.92,01083215.21,99773814.51,82680314.52,07169213.41,89264912.21,850	76014.11,92735.981114.92,01037.083215.21,99736.673814.51,82635.980314.52,07137.569213.41,89236.664912.21,85034.8	76014.11,92735.92,68781114.92,01037.02,61183215.21,99736.62,63373814.51,82635.92,52680314.52,07137.52,65169213.41,89236.62,59064912.21,85034.82,820	76014.11,92735.92,68750.081114.92,01037.02,61148.183215.21,99736.62,63348.273814.51,82635.92,52649.680314.52,07137.52,65148.069213.41,89236.62,59050.164912.21,85034.82,82053.0	76014.11,92735.92,68750.05,37481114.92,01037.02,61148.15,43283215.21,99736.62,63348.25,46273814.51,82635.92,52649.65,09080314.52,07137.52,65148.05,52569213.41,89236.62,59050.15,17464912.21,85034.82,82053.05,319

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

	Incapacita	ating	Non-Inca	pacitating	Possible			
	Injuries		Injuries		Injuries		Total	Total
Year	No.	%	No.	%	No.	%	<u>Injuries</u>	<u>Killed</u>
2009	548	13.6	1,360	33.8	2,115	52.6	4,023	89
2010	536	13.1	1,455	35.6	2,099	51.3	4,090	80
2011	531	13.7	1,311	33.9	2,027	52.4	3,869	69
2012	553	14.5	1,323	34.7	1,932	50.7	3,808	92
2013	544	14.0	1,345	34.7	1,984	51.2	3,873	100
2014	527	14.0	1,303	34.7	1,923	51.2	3,753	97
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

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

	Incapacitat Injuries	ting	Non-Incapa Injuries	acitating	Possible Injuries		Total	Total
Year	No.	%	No.	%	No.	%	Injuries	Killed
2009	257	17.3	536	36.1	691	46.6	1,484	38
2010	253	17.0	589	39.7	643	43.3	1,485	49
2011	188	14.6	498	38.7	600	46.7	1,286	34
2012	219	15.7	574	41.3	598	43.0	1,391	39
2013	239	17.4	551	40.2	581	42.4	1,371	26
2014	171	14.8	441	38.2	542	47.0	1,154	28
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

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

	Incapacita Injuries	ting	Non-Incapa Injuries	acitating	Possible Injuries		Total	Total
Year	No.	%	No.	%	No.	%	Injuries	Killed
2009	13	13.5	47	49.0	36	37.5	96	0
2010	10	9.5	52	49.5	43	41.0	105	2
2011	8	9.3	52	60.5	26	30.2	86	1
2012	10	9.1	65	59.1	35	31.8	110	0
2013	13	14.9	44	50.6	30	34.5	87	0
2014	9	12.0	42	56.0	24	32.0	75	2
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

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

	Incapacita Injuries	ting	Non-Incapa Injuries	acitating	Possible Injuries		Total	Total
Year	No.	%	No.	%	No.	%	Injuries	Killed
2009	24	25.3	44	46.3	27	28.4	95	4
2010	45	41.7	35	32.4	28	25.9	108	9
2011	31	26.1	61	51.3	27	22.7	119	7
2012	27	23.3	47	40.5	42	36.2	116	2
2013	36	29.0	55	44.4	33	26.6	124	9
2014	30	29.7	37	36.6	34	33.7	101	9
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

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.

		GENI		TABLE 2-1 VERS: CF 2008 - 201	RASH & LICEN	ICED		
		<u>ASH INVO</u> ALE	UNED DRIV	MALE		<u>ED DRIVERS</u> FEMA	LE	
	No.	%	No.	%	No.	%	No.	%
2008	13,334	58.1	9,620	41.9	298,983	50.1	298,330	49.9
2009	14,030	57.4	10,296	42.1	301,618	50.1	300,547	49.9
2010	14,718	57.5	10,659	41.6	301,903	50.1	300,372	49.9
2011	14,585	58.3	10,427	41.7	303,017	50.2	300,216	49.8
2012	13,601	58.5	9,655	41.5	305,385	50.3	301,394	49.7
2013	14,174	58.5	10,051	41.5	309,218	50.4	304,694	49.6
2014	14,950	59.0	10,402	41.0	312,671	50.4	307,682	49.6
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

Note: Crash Involved Drivers table does not include cases where the sex of the driver was not reported. Licensed drivers with unknown age not included in totals.

Source: Crash Involved Drivers: SD Department of Public Safety – Office of Accident Records Source: Licensed Drivers: SD Department of Public Safety – Driver License Issuance

III. 2018 MOTOR VEHICLE CRASH PROFILE

Introduction

This section profiles the reported motor vehicle traffic crashes for 2018. 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. <u>Column percentages may not total 100 percent due to rounding error.</u>

During 2018, there were 19,091 reported motor vehicle traffic crashes, the majority of crashes being property damage only 15,369 (80.5%). Injury crashes accounted for 3,612 (18.9%) of the crashes, while 110 (0.6%) were fatal crashes. There were 5,011 persons injured and 130 persons killed in crashes during 2018 (see TABLE 3-1).

			S AND SE ERS, PED	VERIT ESTRIA						
	Incapaci Injuries	0	Non- Incapac Injuries	-	Possib Injuries	5	Total Nonfata Injuries		Total Fatalitie	es %
	No.	%	No.	%	<u>No.</u>	%	<u>No.</u>	%	<u>No.</u>	70
Drivers Passengers	385 148	67.5 26.0	1,318 431	72.5 23.7	2,013 546	76.8 20.8	3,716 1,125	74.2 22.5	89 30	68.5 23.1
Pedestrians	27	4.7	37	2.0	29	1.1	93	1.9	11	8.5
Bicycle Drv	9	1.6	32	1.8	31	1.2	72	1.4	0	0.0
Other*	1	0.2	1	0.1	3	0.1	5	0.1	0	0.0
TOTAL	570	100	1,819	100	2,622	100	5,011	100	130	100

*Other – 5 injuries were sustained by operators of other road vehicle types (see Table 2-1 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 2018, 36.9 percent of the fatalities and 43 percent of the injuries occurred to occupants of passenger cars and mini-vans. Occupants of pickups and cargo vans accounted for 13.1 percent of the fatalities and 16.1 percent of the injuries. Additionally, in 2018 sixteen motorcyclists and eleven pedestrians were killed. (See Table 3-2).

	Fatalities		Injuries	
	No.	%	No.	%
Passenger Cars, Mini-vans	48	36.9	2,153	43.0
Pickups, Cargo Vans***	17	13.1	807	16.1
SUV's (Sports Utility Vehicles)	29	22.3	1,282	25.6
Trucks (All)*	5	3.8	124	2.5
Motorcycle	16	12.3	352	7.0
Moped	0	0.0	11	0.2
ATV's / 4-Wheelers	4	3.1	39	0.8
Bus	0	0.0	59	1.2
Farm Machinery, Heavy Equipment	0	0.0	6	0.1
Motor Home	0	0.0	1	0.0
Snowmobile	0	0.0	0	0.0
Bicycle	0	0.0	80	1.6
Pedestrians	11	8.5	93	1.9
Other**	0	0.0	4	0.1
Unknown	0	0.0	0	0.0
TOTAL	130	100	5,011	100
*Trucks Specifics:			Fatalities	Injurie
Straight Truck			3	29
Straight Truck with Trailer			0	8
Truck Tractor Only			0	1
Truck Tractor with Single Sen			2	82
Truck Tractor with Two or Mo	re Trailers		0	4
TOTAL			5	124

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



** Other includes ATVs, Bicycle, Farm Machinery, Heavy Equipment, Bus, Motor Home, Snowmobile, Train, Animal Drawn Vehicle and Other Types of Motor Vehicles.

TABLE 3-3 provides information on all crash-involved vehicles by type. Passenger cars and mini-vans made up 33.1 percent of the vehicles involved in fatal crashes and 44.1 percent of those involved in injury crashes. Pickups and vans made up 17.6 percent of the vehicles involved in fatal crashes, while SUV's made up 20.3 percent those involved in fatal crashes and 26.5 percent in injury crashes.

All							
Crashes <u>No.</u>	S <u>%</u>	Fatal Crashes <u>No.</u>	%	Injury Crasho <u>No.</u>	es <u>%</u>	PDO Crashes <u>No.</u>	c
13,599	45.1	49	33.1	2,776	44.1	10,774	45.
6,262	20.8	26	17.6	1,221	19.4	5,015	21.
8,391	27.8	30	20.3	1,669	26.5	6,692	28.
1,093	3.6	22	14.9	209	3.3	862	3.
428	1.4	17	11.5	326	5.2	85	0.
13	0.0	0	0.0	12	0.2	1	0.
46	0.2	3	2.0	32	0.5	11	0
138	0.5	1	0.7	24	0.4	113	0
51	0.2	0	0.0	16	0.3	35	0
27	0.1	0	0.0	3	0.0	24	0
0	0.0	0	0.0	0	0.0	0	0
10	0.0	0	0.0	1	0.0	9	0
85	0.3	0	0.0	3	0.0	82	0
30,143	100	148	100	6,292	100	23,703	10
		Cras	hes	Fatal <u>Crashes</u>	Injury <u>Crashes</u>	PD <u>Cras</u>	hes
		50 35 710) 5)	2 1 11	4 5 146	4 2 55	4 9 3
	alleis				-		
•	13,599 6,262 8,391 1,093 428 13 46 138 51 27 0 10 85 30,143 er	13,599 45.1 6,262 20.8 8,391 27.8 1,093 3.6 428 1.4 13 0.0 46 0.2 138 0.5 51 0.2 27 0.1 0 0.0 10 0.0 85 0.3	13,599 45.1 49 6,262 20.8 26 8,391 27.8 30 1,093 3.6 22 428 1.4 17 13 0.0 0 46 0.2 3 138 0.5 1 51 0.2 0 27 0.1 0 0 0.0 0 10 0.0 0 85 0.3 0 30,143 100 148 er 50 3 er 50 3 or More Trailer 50	13,599 45.1 49 33.1 6,262 20.8 26 17.6 8,391 27.8 30 20.3 1,093 3.6 22 14.9 428 1.4 17 11.5 13 0.0 0 0.0 46 0.2 3 2.0 138 0.5 1 0.7 51 0.2 0 0.0 27 0.1 0 0.0 0 0.0 0 0.0 10 0.0 0 0.0 30,143 100 148 100 All Crashes er 50 35 er 50 35 35 er 50 35 35 er 50 35 35	13,59945.14933.12,776 $6,262$ 20.82617.61,221 $8,391$ 27.83020.31,669 $1,093$ 3.62214.92094281.41711.5326130.000.012460.232.0321380.510.724510.200.016270.100.0300.000.01850.300.0330,1431001481006,292All Crasheser 50 235111or More Trailer71011502	13,599 45.1 49 33.1 2,776 44.1 6,262 20.8 26 17.6 1,221 19.4 8,391 27.8 30 20.3 1,669 26.5 1,093 3.6 22 14.9 209 3.3 428 1.4 17 11.5 326 5.2 13 0.0 0 0.0 12 0.2 46 0.2 3 2.0 32 0.5 138 0.5 1 0.7 24 0.4 51 0.2 0 0.0 16 0.3 27 0.1 0 0.0 3 0.0 0 0.0 0 0.0 1 0.0 10 0.0 0 0.0 3 0.0 30,143 100 148 100 6,292 100 All Crashes Esemi Trailer 710 11 146 or More Trailers 50 2 4 35 1 <	13,599 45.1 49 33.1 2,776 44.1 10,774 6,262 20.8 26 17.6 1,221 19.4 5,015 8,391 27.8 30 20.3 1,669 26.5 6,692 1,093 3.6 22 14.9 209 3.3 862 428 1.4 17 11.5 326 5.2 85 13 0.0 0 0.0 12 0.2 1 46 0.2 3 2.0 32 0.5 11 138 0.5 1 0.7 24 0.4 113 51 0.2 0 0.0 16 0.3 35 27 0.1 0 0.0 3 0.0 24 0 0.0 0 0.0 1 0.0 9 85 0.3 0 0.0 3 0.0 82 30,143 100 148 100 6,292 100 23,703 er 50 2

TABLE 3-4 provides information on the ages of persons killed and injured. A total of 21 people or (16.2%) of the persons killed were under 20 years of age and a total of 931 or (18.6%) of the persons injured were between 25 and 34 years of age.

Five children age 0-5 were killed during 2018 (see Table 3-4).

FA	I ALITIES AN	2018	Y AGE GROUP	
	Fatalities		Injuries	
	No.	%	No.	%
0-5	5	3.8	89	1.8
6 - 13	2	1.5	225	4.5
14 - 15	0	0.0	187	3.7
16 - 17	4	3.1	244	4.9
18	6	4.6	121	2.4
19	4	3.1	136	2.7
20	3	2.3	126	2.5
21 - 24	9	6.9	453	9.0
25 - 34	22	16.9	931	18.6
35 - 44	16	12.3	677	13.5
45 - 54	14	10.8	647	12.9
55 - 64	14	10.8	585	11.7
65 - Over	31	23.8	588	11.7
Unknown	0	0.0	2	0.0
Total	130	100	5,011	100

First Harmful Event

The initial incident that causes injury or damage is referred to as the first harmful event. Noncollision (overturning or other non-collision) represented 30 percent of the fatal crashes and only 6.3 percent of the total crashes, while 30.9 percent of the fatal crashes and 47.5 percent of all crashes represented a collision between two or more vehicles (see TABLE 3-5).

	FIRS	T HARN	-E 3-5 /IFUL E 18	VENT				
	Total		Fatal	~~	Injury Crashe		PDO Grashas	
First Harmful Event	Crashes <u>No.</u>	%	Crash <u>No.</u>	es <u>%</u>	No.	95 <u>%</u>	Crashes <u>No.</u>	%
Motor Vehicle Collision With:								
MV in Transport	9,077	47.5	34	30.9	2,193	60.7	6,850	44.6
A Fixed or Other Object	2,831	14.8	29	26.4	564	15.6	2,238	14.6
An Animal	4,723	24.7	3	2.7	83	2.3	4,637	30.2
A Pedestrian	93	0.5	11	10.0	82	2.3	0	0.0
A Bicyclist	75	0.4	0	0.0	71	2.0	4	0.0
A Parked Motor Vehicle	1,051	5.5	0	0.0	100	2.8	951	6.2
A Railroad Vehicle	7	0.0	0	0.0	1	0.0	6	0.0
Equipment in Roadway Non-Collision (Overturning	38	0.2	0	0.0	6	0.2	32	0.2
or Other)	1,196	6.3	33	30.0	512	14.2	651	4.2
Total	19,091	100	110	100	3,612	100	15,369	100
Source: SD Department of Publi	c Safety – Of	fice of Ac	cident Re	ecords				

Manner of Collision

The most common type of manner of collision between two or more vehicles is an angle collision. Angle collisions constitute 58.8 percent of the fatal crashes, 51.2 percent of the injury crashes and 46.8 percent of the property damage only crashes. Angle collisions are the most prevalent for severe crashes, accounting for 58.8 percent of the fatal crashes and 47.9 percent of the total crashes. (See TABLE 3-6).

MANNER OF CO BETV	OLLISION VEEN TW	FOR 0 O OR I					LISION	
	Total		Fatal		Injury	_	PDO	
Mannar of Colligion	Crashes	%	Crashes	%	Crashe	s %	Crashes	s %
Manner of Collision	No.	70	<u>No.</u>	70	No.	-70	No.	70
Rear-End	3,645	40.2	5	14.7	936	42.7	2,704	39.5
Head-On	71	0.8	5	14.7	27	1.2	39	0.6
Angle	4,348	47.9	20	58.8	1,123	51.2	3,205	46.8
Sideswipe-Same Direction	868	9.6	2	5.9	78	3.6	788	11.5
Sideswipe-Opposite Dir.	140	1.5	2	5.9	29	1.3	109	1.6
Rear-Rear	5	0.1	0	0.0	0	0.0	5	0.1
Unknown	0	0.0	0	0.0	0	0.0	0	0.0
Total	9,077	100	34	100	2,193	100	6,850	100
No Collision Between 2 or								
more MV	10,014		76		1,419		8,519	
Total Crashes	19,091		110		3,612		15,369	

NOTE: Beginning in 2004, South Dakota developed its Crash Data System to conform to the standards established by the Model Minimum Uniform Crash Criteria (MMUCC) guidelines. These guidelines have changed the way the data is collected, such as Manner of Collision. This element will be based on the impact location (i.e. front, side or rear) and vehicle orientation (i.e. facing the same or opposite direction) of the contact vehicles in the First Harmful Event. The data element Turning Movement collected in past years is currently reported as Angle.

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

Highway System

The number of reported crashes by "type of highway system" is presented in TABLE 3-7. **Fatal and PDO crashes happen predominately in rural areas.** City streets and alleys experienced 42.2 percent of the PDO crashes and 49.2 percent of the injury crashes while accounting for 7.3 percent of the fatal crashes.

Non-interstate rural roads tallied 75.5 percent of the fatal crashes. The Interstate system experienced 2,453 (12.8%) of the total crashes while accounting for an estimated 29.6 percent of the vehicle miles traveled in 2018. Fourteen or 12.7 percent of the fatal crashes happened on the interstate system. (See FIGURES 3-3 and 3-4)

TABLE 3-7 CRASHES BY TYPE OF HIGHWAY 2018												
Type of Highway	Total Crashes <u>Number</u>	%	Fatal Crashe <u>Numbe</u>	-	Injury Crashes <u>Number</u>	%	PDO Crashes <u>Number</u>	%	No. <u>Killed</u>	No. Injured		
Interstate - Rural	1,770	9.3	13	11.8	242	6.7	1,515	9.9	14	363		
US/State Hwys-Rural	3,819	20.0	55	50.0	533	14.8	3,231	21.0	71	807		
Co./Local RdsRural	2,673	14.0	28	25.5	544	15.1	2,101	13.7	31	769		
Interstate - City	683	3.6	1	0.9	98	2.7	584	3.8	1	127		
US/State Hwys-City	1,564	8.2	4	3.6	347	9.6	1,213	7.9	4	510		
City Streets/Alleys	8,263	43.3	8	7.3	1,776	49.2	6,479	42.2	8	2,337		
Ramps	319	1.7	1	0.9	72	2.0	246	1.6	1	98		
Unknown/Not Reported	0	0.0	0	0.0	0	0.0	0	0.0	0	0		
Total	19,091	100	110	100	3,612	100	15,369	100	130	5,011		





TABLE 3-8 MOTOR VEHICLE TRAFFIC CRASHES BY SD COUNTIES 2018

Total Fatal Injury PDO Cunty Crashes Crashes Crashes Fatal 87 1 22 AURORA 102 1 14 87 1 22 BENDET 215 1 51 163 1 122 BENDET 48 2 9 37 2 11 BENDET 48 2 9 37 2 11 BENDET 48 1 14 66 1 171 BENDEN 73 1 14 66 1 133 BUFFALO 20 1 3 16 1 31 CLARY 109 2 36 161 2 53 CONGTON 644 2 120 52 2 152 CLARY 86 0 31 17 64 2 162 CONGTON 644 2 120				2010			
AURÖRA 102 1 14 87 1 122 BEADLE 215 1 51 163 1 82 BENNETT 48 2 9 37 2 11 BROKINGS 519 3 84 432 3 107 BROWN 733 4 135 564 4 188 BRUE 90 1 177 0 42 CAMRÓPELL 25 0 1 177 0 42 CAMRÓN 6161 2 53 0 1 11 1 1 1 CLAY 199 2 36 161 2 53 0 8 0 8 0 8 0 8 0 3 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		Total	Fatal	Injury	PDO		
BEADLE 215 1 51 183 1 82 BENNETT 48 2 9 37 2 11 BON HOMME 78 1 11 66 1 17 BROWN 733 4 135 594 4 183 BUFALD 20 1 3 16 1 23 BUFALD 20 1 3 16 1 33 BUTE 202 0 3 177 0 41 CARK 86 0 8 78 0 8 CONSON 33 1 1 31 1 1 DAVISON 477 0 71 466 0 88 DAV 74 0 2 16 2 16 DAVISON 477 0 2 16 3 2 DAVISON 77 0 2 5	County	Crashes	Crashes	Crashes	Crashes	Fatalities	Injuries
BENNETT 48 2 9 37 2 11 BROKINGS 519 3 84 432 3 107 BROKINGS 519 3 84 432 3 107 BROWN 733 4 135 554 4 188 BRUE 95 1 14 80 1 23 BUTTE 208 0 31 177 0 42 CAMPELL 25 0 1 24 0 1 CHARK 89 2 36 161 2 33 CONIGTON 644 2 36 161 2 15 CONIGTON 644 2 30 2 21 1 2 CONIGTON 74 0 24 50 0 31 2 DAVSON 77 1 15 61 2 35 DAVSON 77	AURORA	102	1	14	87	1	22
BENNETT 46 2 9 37 2 11 BON HOMME 78 1 11 66 1 17 BROKINGS 519 3 84 432 3 107 BROWN 733 4 135 554 4 188 BRUE 95 1 14 80 1 23 BUTTE 208 0 31 177 0 42 CAMPELL 25 0 1 24 0 1 CHARK 89 2 36 161 2 33 CONIGTON 644 2 36 161 2 15 CONIGTON 644 2 36 161 2 19 DAVSON 477 0 71 406 2 13 2 DAVSON 77 1 15 61 2 19 DEVEY 23 0	BEADLE	215	1	51	163	1	82
BON HOMME 78 1 11 66 1 17 BROWN 733 4 135 594 4 188 BROWN 733 4 135 594 4 188 BRUE 95 1 14 80 1 23 BUFFALO 20 1 3 16 1 3 BUTTE 208 0 31 177 0 42 CAMPELL 25 0 1 24 0 1 CAMPELSINK 108 0 1 36 1 1 CORSON 33 1 1 31 1 1 DAVISON 477 0 74 465 0 33 DEWEY 23 0 2 21 0 4 DAUSON 77 0 5 92 0 1 DAUSIS 97 0 2 5 <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td>							
BROOKINGS 519 3 84 432 3 107 BROWN 73 4 135 534 4 188 BRUE 95 1 14 80 1 23 BRUTE 20 1 3 16 1 23 BUTTE 208 0 31 177 0 42 CAMPELL 25 0 1 24 0 1 CHARK 86 0 8 78 0 8 CLAYK 199 2 36 161 2 55 CLAYK 86 0 22 1 16 0 38 DAY 74 0 24 50 0 31 2 DAYSON 477 0 5 52 0 1 2 DAVSON 77 0 2 5 0 2 35 FAULK <				-			
BROWN 733 4 135 594 4 188 BUFFALO 20 1 3 16 1 33 BUFFALO 20 1 3 16 1 33 BUFTE 208 0 31 177 0 422 CAMPBELL 25 0 1 144 0 1 CLAY 199 2 36 161 2 53 CODINGTON 644 2 120 522 2 152 CORSON 33 1 1 31 1 1 CUSTER 246 5 53 188 7 84 DAV 77 0 24 50 0 33 DAVEN 77 0 2 16 1 2 DAVEN 77 0 2 16 1 2 DAVEN 72 1 16 1 2 14 DOUGLAS 21 1 16 1 2							
BRULE 95 1 14 80 1 23 BUFFALO 20 1 3 16 1 3 BUTTE 208 0 31 177 0 42 CAMPBELL 25 0 1 24 0 1 CHARK 86 0 8 78 0 8 CLAY 199 2 36 161 2 53 CORSON 33 1 1 31 1 1 CUSTER 246 5 53 188 7 84 DAVISON 477 0 74 466 0 31 DEUEL 77 1 15 61 2 19 DOUGLAS 21 1 2 18 10 4 DUGLAS 21 1 86 2 35 DAVINTRY 63 2 1 10 2				-			
BUFFALO 20 1 3 16 1 3 CAMPBELL 26 0 31 177 0 42 CAMPBELL 25 0 1 124 0 1 CLAR 86 0 8 78 0 8 CLAY 199 2 36 161 2 53 CODINGTON 644 2 120 522 2 152 CORSON 33 1 1 318 7 84 DAY 74 0 24 50 0 31 DAY 74 0 2 16 2 11 DAY 74 0 2 11 10 12 12 11 DAY 74 0 2 21 16 0 12 23 DAY 74 0 2 16 12 11 14 24							
BUTTE 208 0 31 177 0 42 CAMPBELL 25 0 1 1 24 0 1 CHARLES MIX 110 1 19 90 1 31 CLARK 86 0 8 78 0 8 CLAY 199 2 36 161 2 53 CORSON 33 1 1 3 31 1 1 CODINGTON 644 2 120 522 2 152 CORSON 33 1 1 3 31 1 1 DAVISON 477 0 71 406 0 88 DAVISON 477 0 71 406 0 88 DAVY 74 0 24 50 0 31 DEUEL 77 1 15 61 2 19 DEWEY 23 0 2 21 0 4 DOUGLAS 21 1 2 18 1 2 DEWEY 23 0 2 21 0 4 DOUGLAS 21 1 2 18 1 2 DOUGLAS 21 1 2 18 1 2 DOUGLAS 2 1 1 2 18 2 35 FAULK 72 1 160 1 2 35 CREGORY 4 2 6 33 2 35 HARON 7 0 2 6 33 2 9 HAARON 7 0 2 6 33 2 9 HARON 7 0 2 9 10 2 4 HARON 7 0 2 9 10 2 4 HARON 7 0 2 9 10 2 4 HARON 7 0 2 9 10 2 9 HARON 7 0 1 9 10 2 9 HARON 7 10 2 9 HARON 111 2 11 10 161 2 24 HARON 111 2 11 10 161 2 24 HARON 111 0 4 7 0 6 JACKSON 100 1 10 89 3 15 HUDEL 11 0 4 7 0 6 JACKSON 100 1 10 89 3 15 HVDE 11 0 4 7 0 6 JACKSON 100 1 10 89 3 15 HVDE 11 0 4 7 0 6 JACKSON 100 1 10 89 3 15 HVDE 11 0 4 7 0 6 JACKSON 107 2 23 82 2 6 JERAJLD 36 0 5 31 0 8 JERAJLD 36 0 14 139 0 19 LAKE 203 1 35 167 1 4 HARON 174 4 24 146 5 422 MINER 86 0 10 76 0 14 MARSHALL 68 0 0 3 323 0 33 TRIPP 151 1 18 18 132 1 33 MARTON 226 1 30 STANLEY 81 1 0 18 198 198 118 MARSHALL 68 10 108 MARNON 128 11 18 192 1 3 MARSHALL 63 198 198 198 198 198 MARYTON 264 1 32 79 285 7 188 MARYTON 367 3 79 285 7							
CAMPEELL 25 0 1 24 0 1 CHARLES MIX 110 1 9 9 0 1 31 CLARK 86 0 8 78 0 8 CCANGENERK 86 0 8 78 0 8 CCDINGTON 644 2 120 522 2 152 CCORSON 33 1 1 1 31 1 1 CUSTER 246 5 53 188 7 84 DAY 74 0 24 50 0 31 DEVEL 77 1 15 61 2 19 DEVEY 23 0 2 21 0 4 DDUGLAS 21 1 2 186 1 2 EDUUGLS 21 1 2 8 EDUUGLS 21 1 1 2 8 EDUUGLS 21 0 4 EDUUGLS 21 1 1 2 8 EDUUGLS 21 1 1 2 9 EVEY 23 0 2 21 86 2 35 FAULK 72 1 11 60 1 22 EDUUGLS 2 9 HAAKON 77 0 5 92 0 111 FAULK 72 1 11 60 1 22 GREAGORY 43 2 6 35 2 9 HAAKON 77 0 2 5 0 2 HAMLIN 180 1 18 161 1 24 HAND 993 2 11 8 0 1 22 HAMLIN 180 1 18 161 1 24 HAND 993 2 11 8 0 1 31 HARDING 50 3 6 41 3 7 HUGHES 258 1 53 204 1 71 HUTCHINSON 100 1 0 89 3 15 HYDE 111 0 4 7 0 6 JERKIN 70 0 6 JERKIN 17 0 8 JERKIN 100 1 10 89 3 15 HYDE 111 0 4 77 0 6 JERKIN 100 1 10 89 3 15 HYDE 111 0 4 77 0 6 JERKIN 100 1 10 89 3 16 JERKIN 100 1 10 89 3 16 JERKIN 100 1 10 89 3 16 JERKIN 100 1 10 89 3 16 JERKIND 100 1 10 89 3 2 JERKIND 100 1 10 89 3 16 JERKIND 100 10 10 10 10 89 3 16 JERKIND 100 10 10 10 10 10 10 80 JERKIND 100 10 10 10 10 10 10 10 10 10 10 10 10							
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CLARK 86 0 8 78 0 8 CLAY 199 2 36 611 2 53 CODINGTON 644 2 120 522 2 152 CORSON 33 1 1 31 1 1 CUSTER 246 5 53 188 7 84 DAY 74 0 24 50 0 31 DEWEL 77 1 15 61 2 19 DCMGAS 21 1 2 18 1 2 EDMUNDS 97 0 5 92 0 11 FALL RIVER 109 2 14 63 4 27 GREGORY 43 2 6 35 2 9 HAAKIN 7 0 6 14 17 14 HAND 93 2 11 80							
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CODINGTON 644 2 120 522 2 152 CORSON 33 1 1 131 1 1 CUSTER 246 5 53 188 7 84 DAV 74 0 24 50 0 31 DAVISON 477 0 2 21 0 48 DAV 74 0 2 21 0 4 DEVEL 77 1 16 6 2 35 FALLRIVER 109 2 21 86 2 35 FALLRIVER 109 2 11 60 1 22 GREGORY 43 2 6 35 2 9 HAAKIN 70 0 2 5 0 2 HAAKIN 180 1 18 161 1 24 HAAKIN 181 53 204							
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CUSTER 246 5 53 188 7 84 DAVISON 477 0 71 406 0 31 DAV 74 0 24 50 0 31 DEWEL 77 1 15 61 2 19 DEWEY 23 0 2 21 0 4 DOUGLAS 21 1 2 18 1 2 EMUNDS 97 0 5 92 0 11 GREGORY 43 2 6 35 2 9 FAULK 72 1 18 161 1 22 GREGORY 43 2 6 35 2 9 HAAKON 7 0 2 5 0 2 HAADIN 180 1 13 3 7 14 HAADIN 14 39 3 15 <t< td=""><td>CORSON</td><td>33</td><td>1</td><td>1</td><td>31</td><td>1</td><td>1</td></t<>	CORSON	33	1	1	31	1	1
DAVISON 477 0 71 406 0 88 DAY 74 0 24 50 0 31 DEUEL 77 1 15 61 2 19 DEWEY 23 0 2 21 0 4 DOUGLAS 21 1 2 18 1 22 BENEY 33 2 11 66 2 35 FAULK 72 1 11 63 4 27 GREGORY 43 2 6 35 2 9 HAAKIN 70 2 5 0 2 14 HAAKON 7 0 2 5 0 2 HAND 93 2 11 80 2 14 HAND 131 0 4 33 7 1440 HAND 133 0 14 13 7 <td></td> <td></td> <td></td> <td>53</td> <td>188</td> <td>7</td> <td></td>				53	188	7	
DAY 74 0 24 50 0 31 DEVUEL 77 1 15 61 2 19 DEVMEY 23 0 2 21 0 4 DEVMEY 23 0 2 21 0 4 DEVMEY 23 0 2 18 1 2 EDMUNDS 97 0 5 92 0 11 FALLR 172 1 11 60 1 222 6 35 2 9 HAAKON 7 0 2 5 0 2 14 HAND 93 2 11 80 2 14 HAND 93 2 11 80 2 14 HANDN 93 2 11 80 4 33 HARDING 50 3 6 41 3 7 HUGHES 258 1 53 204 1 71 HUGHES 258							
DEUEL 77 1 15 61 2 19 DEWEY 23 0 2 21 0 4 DOUGLAS 21 1 2 18 1 2 EDMUNDS 97 0 5 92 0 11 FALL RIVER 109 2 21 86 2 35 FAULK 72 1 11 60 1 22 GREGORY 43 2 6 35 2 9 HAMDN 180 1 18 161 1 24 HANDN 93 2 11 80 2 14 HANDN 111 3 18 90 4 33 HUTCHINSON 100 1 10 80 3 15 HYDE 11 0 4 7 0 6 34 JONES 88 0 8							
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EDMUNDS 97 0 5 92 0 111 FALL RVER 109 2 21 86 2 35 FAULR 72 1 11 60 1 22 GRANT 69 2 14 53 4 27 GREGORY 43 2 6 35 2 9 HAAKON 7 0 2 5 0 2 HAMLIN 180 1 18 161 1 24 HAND 93 2 11 80 2 14 HANDN 101 10 89 3 15 HUGHES 258 1 53 204 1 71 HUGHES 11 0 4 7 0 6 JACKSON 100 1 10 88 0 15 JACKSON 107 2 3 86 24							
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LINCOLN 1,114 5 200 909 5 274 LYMAN 174 4 24 146 5 42 MARSHALL 68 0 10 58 0 14 MC COOK 204 1 32 171 1 42 MC PHERSON 54 1 6 47 2 10 MEADE 518 5 92 421 5 120 MELLETTE 24 0 2 22 0 2 MINER 86 0 10 76 0 14 MINNEHAHA 5,891 12 1,231 4,648 13 1,650 MOODY 203 0 26 177 0 29 0 OGLALA LAKOTA 52 7 15 30 11 70 PENKINS 60 0 4 46 0 4 POTTER 50 <td>LAWRENCE</td> <td>730</td> <td>3</td> <td>128</td> <td>599</td> <td>3</td> <td>163</td>	LAWRENCE	730	3	128	599	3	163
LYMAN 174 4 24 146 5 42 MARSHALL 68 0 10 58 0 14 MC COOK 204 1 32 171 1 42 MC PHERSON 54 1 6 47 2 10 MEADE 518 5 92 421 5 120 MELETTE 24 0 2 22 0 2 MINRER 86 0 10 76 0 14 MINNEHAHA 5,891 12 1,231 4,648 13 1,650 MOODY 203 0 26 177 0 29 0 OGLALA LAKOTA 52 7 15 30 11 70 PENNINGTON 2,525 11 598 1,916 11 82 POTER 50 0 4 46 0 12 SANBORN	LINCOLN	1,114	5	200	909	5	274
MARSHALL 68 0 10 58 0 14 MC COOK 204 1 32 171 1 42 MC PHERSON 54 1 6 47 2 10 MEADE 518 5 92 421 5 120 MELLETTE 24 0 2 22 0 2 MINRER 86 0 10 76 0 14 MINNEHAHA 5,891 12 1,231 4,648 13 1,650 MOODY 203 0 26 177 0 29 0 OGLALA LAKOTA 52 7 15 30 11 70 PENNINGTON 2,525 11 598 1,916 11 828 POTTER 50 0 4 46 0 4 ROBERTS 176 3 35 138 3 56 SANBORN	LYMAN	174	4		146	5	42
MC COOK 204 1 32 171 1 42 MC PHERSON 54 1 6 47 2 10 MEADE 518 5 92 421 5 120 MELLETTE 24 0 2 22 0 2 MINER 86 0 10 76 0 14 MINNEHAHA 5,891 12 1,231 4,648 13 1,650 MOODY 203 0 26 177 0 29 0 OGLALA LAKOTA 52 7 15 30 11 70 PENNINGTON 2,525 11 598 1,916 11 828 PERKINS 60 0 6 54 0 6 6 POTTER 50 0 4 46 0 12 2 3 56 3 3 56 SANBORN 72 0 8 64 0 12 2 3 17 3 3 50 3<							
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MELLETTE 24 0 2 22 0 2 MINER 86 0 10 76 0 14 MINNEHAHA 5,891 12 1,231 4,648 13 1,650 MOODY 203 0 26 177 0 29 OGLALA LAKOTA 52 7 15 30 11 70 PENNINGTON 2,525 11 598 1,916 11 828 PERKINS 60 0 6 54 0 6 POTTER 50 0 4 46 0 4 ROBERTS 176 3 35 138 3 56 SANBORN 72 0 8 64 0 12 SPINK 177 0 18 159 0 23 STANLEY 81 1 12 68 1 17 SULLY 26 0							
MINER 86 0 10 76 0 14 MINNEHAHA 5,891 12 1,231 4,648 13 1,650 MOODY 203 0 26 177 0 29 OGLALA LAKOTA 52 7 15 30 11 70 PENNINGTON 2,525 11 598 1,916 11 828 PERKINS 60 0 6 54 0 6 POTTER 50 0 4 46 0 4 ROBERTS 176 3 35 138 3 56 SANBORN 72 0 8 64 0 12 SPINK 177 0 18 159 0 23 STANLEY 81 1 12 68 1 17 SULLY 26 0 3 23 0 3 TODD 4 1							
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SANBORN 72 0 8 64 0 12 SPINK 177 0 18 159 0 23 STANLEY 81 1 12 68 1 17 SULLY 26 0 3 23 0 3 TODD 4 1 1 2 1 3 TRIPP 151 1 18 132 1 35 TURNER 104 3 19 82 4 26 UNION 284 1 58 225 1 84 WALWORTH 63 0 8 55 0 8 YANKTON 367 3 79 285 7 108 ZIEBACH 13 0 1 12 0 1							
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TODD411213TRIPP151118132135TURNER10431982426UNION284158225184WALWORTH63085508YANKTON3673792857108ZIEBACH13011201							
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WALWORTH 63 0 8 55 0 8 YANKTON 367 3 79 285 7 108 ZIEBACH 13 0 1 12 0 1							
YANKTON3673792857108ZIEBACH13011201	UNION	284		58	225	1	84
YANKTON3673792857108ZIEBACH13011201	WALWORTH				55	0	
ZIEBACH 13 0 1 12 0 1	YANKTON	367	3	79	285		108
Total 19 091 110 3 612 15 360 130 5 011							
	Total:	19,091	110	3,612	15,369	130	5,011
TABLE 3-8A ALCOHOL INVOLVED MOTOR VEHICLE TRAFFIC CRASHES BY SD COUNTIES 2018

County Catabase Catabase <thcatabase< th=""> Catabase <t< th=""><th></th><th>Total</th><th>Fatal</th><th>Injury</th><th>PDO</th><th></th><th></th></t<></thcatabase<>		Total	Fatal	Injury	PDO		
BEADLE 7 0 4 3 0 4 BONNETT 3 0 1 0 1 1 BONNETT 3 0 1							
BENNETT 3 0 3 0 0 4 BOON HOMME 1 0 1 0 1 BROWN 30 2 13 15 2 21 BRUE 6 0 4 2 0 4 BUTTE 8 0 4 4 0 4 BUTTE 8 0 4 4 0 4 CAMPBELL 2 0 0 2 0 0 2 CLARK 2 0 2 6 1 10 0 2 CARNE 2 1 16 1 10 0 2 2 0 12 2 2 1 10 0 1 10 0 1 10 11 10 11 10 11 10 11 10 11 10 11 10 11 10 11 10						-	
BCN HOMME 1 0 1 0 0 1 BRODKINGS 31 1 14 16 1 15 BROVINS 30 2 13 15 2 21 BRUE 6 0 4 2 0 4 BUFTE 8 0 4 4 0 4 CAMPBELL 2 0 0 2 0 0 CLAY 10 1 3 6 1 5 CODINGTON 43 1 16 26 1 1 COSTER 12 2 7 3 4 11 DEWEY 1 0 1 0 0 1 DEWEY 1 0 1 1 0 1 1 DEWEY 1 0 1 1 0 1 1 DEWEY 1 0 1 1 </td <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td>							
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BROWN 30 2 13 15 2 21 BUFLE 6 0 4 2 0 4 BUFTE 8 0 4 4 0 4 CAMPBELL 2 0 0 2 0 0 CLARK 2 0 2 0 0 2 CODIGTON 43 1 16 26 1 16 CODIGTON 43 1 16 26 1 10 CUSTER 12 2 7 3 4 11 DAVISON 26 0 9 17 0 12 DAVIEL 3 0 1 10 0 12 DAVIEL 3 0 1 10 0 12 DAVISON 2 0 0 1 0 0 CASSON 1 0 1 0 0							
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BUTTE 8 0 4 4 0 4 CAMPBELL 2 0 0 2 0 0 CHARLES MIX 6 1 2 3 1 4 CLARY 10 1 3 6 1 5 CODINGTON 43 1 16 26 1 16 CORSON 2 1 0 1 1 0 CUSTER 12 2 7 3 4 11 DAVISON 26 0 9 17 0 12 DAY 6 0 4 2 0 4 10 2 DEWEY 1 0 0 1 0 0 1 10 1 DEWEY 1 0 0 1 0 0 1 10 10 GRANT 2 0 1 10 1 10							
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CLAY 10 1 3 6 1 5 CODINGTON 43 1 16 26 1 10 CUSTER 12 2 7 3 4 11 DAYSON 26 0 9 17 0 12 DAY 6 0 4 2 0 4 DEVEL 3 0 2 1 0 2 DEWEY 1 0 0 1 0 0 1 DOULNDS 2 0 0 2 0 0 1 EQUEX 1 0 1 1 0 1 1 EQUEX 1 0 1 1 0 1 1 1 EQUEX 1 0 1 1 0 1 1 1 1 EQUEX 1 0 1 1 0 1 1 </td <td>CHARLES MIX</td> <td>6</td> <td>1</td> <td>2</td> <td>3</td> <td>1</td> <td>4</td>	CHARLES MIX	6	1	2	3	1	4
CODINGTON 43 1 16 26 1 16 CORRSON 2 1 0 1 1 0 CUSTER 12 2 7 3 4 11 DAVISON 26 0 9 17 0 12 DAV 6 0 4 2 0 4 DEVEL 3 0 2 1 0 2 DEVEY 1 0 0 1 0 0 1 EDUIGLAS 1 0 1 0 0 1 0 1 ERANT 2 0 1 1 0 1 0 1 CREANT 2 0 1 1 0 1 1 0 HAMKON 0 0 0 1 1 0 1 HAAKON 3 1 0 1 1 0	CLARK	2	0	2	0	0	2
CORSON 2 1 0 1 1 0 CUSTER 12 2 7 3 4 11 DAYSON 26 0 9 17 0 12 DAY 6 0 4 2 0 4 DEUEL 3 0 2 1 0 2 DEWEY 1 0 1 0 0 1 DOUGLAS 1 0 1 0 0 1 FAULK 5 0 4 1 0 5 GRANT 2 0 1 1 0 1 0 GRAANT 3 0 0 3 0 0 0 0 HAND 1 0 0 1 0 0 1 0 HAAKON 3 1 0 2 1 0 1 HAAND 1	CLAY	10	1	3	6	1	5
CUSTER 12 2 7 3 4 11 DAVISON 26 0 9 17 0 12 DAY 6 0 4 2 0 4 DEUEL 3 0 2 1 0 2 DEWEY 1 0 0 1 0 0 DUGLAS 1 0 1 0 0 1 FALLRVER 7 0 6 1 0 9 GRANT 2 0 1 1 0 1 0 GREGORY 3 1 0 2 1 0 0 HAMD 1 0 0 1 0 0 0 0 HARDING 3 0 1 2 0 1 0 1 HARDING 3 0 1 2 0 1 0 HAR							
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County Summary

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

Rural fatal and injury crashes occurred predominately in twelve counties (see TABLE 3-9). Each of these counties reported over two percent of all rural fatal and injury crashes. These twelve counties accounted for 57.2 percent of rural fatal and injury crashes and 75.8 percent of all fatal and injury crashes in South Dakota. Pennington County has 9.8 percent of all rural fatal and injury crashes with Minnehaha County accounting for 9.3 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.

COUNT	IES HAVING MORE T RURAL FATAL & I	.E 3-9 HAN TWO PERCENT NJURY CRASHES 18	OF THE
<u>County</u>	Rural Fatal & Injury Crashes	Percent of All Rural Fatal & Injury Crashes	Percent of <u>Rural VMTS</u>
PENNINGTON MINNEHAHA LINCOLN LAWRENCE MEADE UNION BROWN CUSTER BROOKINGS CODINGTON ROBERTS MCCOOK	140 132 97 74 69 54 52 50 48 38 32 30	9.8% 9.3% 6.8% 5.2% 4.8% 3.8% 3.6% 3.5% 3.4% 2.7% 2.2% 2.1%	6.0% 7.0% 4.6% 2.7% 2.7% 3.9% 2.7% 2.2% 3.0% 2.1% 2.1% 2.7% 2.3%
S.D. Vehicle Mile	and Injury Crashes: 1,426 s of Travel Report (2018 da ent of Public Safety – Office ent of Transportation – Dat	e of Accident Records	



FIGURE 3-5 RURAL F&I CRASHES/VMTS SELECTED COUNTIES - 2018

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 10.9 percent of the fatal crashes. The two largest cities (Sioux Falls, Rapid City) accounted for 74.8 percent of fatal and injury crashes occurring in cities and 70.5 percent of the property damage only crashes.

POPULATION 2500 AND OVER 2018											
Total Fatal Injury PDO											
<u>City</u>	<u>Crashes</u>	<u>Crashes</u>	<u>Crashes</u>	<u>Crashes</u>	Fatalities	<u>Injurie</u>					
Aberdeen	430	0	87	343	0	113					
Belle Fourche	85	0	9	76	0	13					
Box Elder	96	2	19	75	2	29					
Brandon	46	0	5	41	0	8					
Brookings	232	0	37	195	0	47					
Canton	22	0	4	18	0	5					
Dell Rapids	32	0	3	29	0	5					
Harrisburg	15	0	2	13	0	2					
Hartford	20	0	3	17	0	3					
Hot Springs	21	0	7	14	0	10					
Huron	102	0	31	71	0	45					
Lead	23	0	4	19	0	4					
Madison	47	0	10	37	0	12					
Milbank	12 311	0	0	12	0	0					
Mitchell		0	52	259	0	63					
Mobridge	10	0	2	8 31	0	2					
N. Sioux City Pierre	35 162	0 0	4 40	122	0 0	4 55					
Rapid City	1,714	4	40	1,268	4	609					
Redfield	27	4	442 5	22	4	5					
Sioux Falls	5,475	5	1,191	4,279	5	1,591					
Sisseton	26	0	5	4,275	0	7					
Spearfish	283	0	43	240	0	, 56					
Sturgis	80	0	19	61	0	27					
Tea	16	0	5	11	Ö	7					
Vermillion	77	Ő	12	65	Ő	, 16					
Watertown	423	1	82	340	1	103					
Winner	16	0	4	12	0	13					
Yankton	221	ů 0	57	164	ů 0	71					
City Totals	10,059	12	2,184	7,863	12	2,925					
Statewide Totals	19,091	110	3,612	15,369	130	5,011					

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 20.9 percent of all reported property damage only crashes and 16 percent of all fatal and injury crashes. Dry roads were reported in 71.9 percent of all fatal and injury crashes.

TABLE 3-11 ROADWAY SURFACE CONDITIONS 2018												
	Total Crashes No.	%	Fatal Crashes <u>No</u> .	%	Injury Crashes No.	%	PDO Crashes No.	s %				
Dry	13,068	68.5	92	83.6	2,585	71.6	10,391	67.6				
Wet	1,976	10.4	6	5.5	376	10.4	1,594	10.4				
Snow	2,007	10.5	2	1.8	280	7.8	1,725	11.2				
Slush	321	1.7	0	0.0	57	1.6	264	1.7				
Ice	1,376	7.2	9	8.2	227	6.3	1,140	7.4				
Frost	102	0.5	1	0.9	20	0.6	81	0.5				
Water	5	0.0	0	0.0	1	0.0	4	0.0				
Sand, mud, dirt, gravel	165	0.9	0	0.0	60	1.7	105	0.7				
Oil	1	0.0	0	0.0	0	0.0	1	0.0				
Other / Not applicable	9	0.0	0	0.0	4	0.1	5	0.0				
Unknown / Not reported	61	0.3	0	0.0	2	0.1	59	0.4				
Total	19,091	100	110	100	3,612	100	15,369	100				

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

The peak three-hour period for fatal crashes was 11:00-1:59 p.m. Twenty-eight or 25.5 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 941 (26.1%) of the injury crashes occurred. The peak three hour period for property damage only crashes was 4:00-6:59 p.m. with 3,308 (21.5%) of the property damage only crashes occurred (see TABLE 3-12).

Seventeen fatal crashes or 15.5 percent and 426 (11.8%) of the injury crashes occurred during the month of August in 2018. The month of November shows 1,974 property damage only crashes which represents 12.8 percent of the property damage only crashes for 2018 (see TABLE 3-13).

The day of the week Friday accounts for 3,120 of the total crashes or 16.3 percent and 2,554 (16.6%) of property damage only crashes. Tuesday accounted for 573 (15.9%) of the injury crashes. Twenty-seven or 24.5 percent of the fatal crashes occurred on Saturday for 2018 (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 2018										
<u>Time</u>	Total <u>Crashes</u>	Fatal <u>Crashes</u>	Injury <u>Crashes</u>	PDO <u>Crashes</u>	Fatalities	<u>Injuries</u>				
Midnight	295	2	49	244	2	73				
1:00 AM	224	6	46	172	10	58				
2:00 AM	212	8	27	177	8	41				
3:00 AM	167	1	31	135	1	41				
4:00 AM	192	2	30	160	2	44				
5:00 AM	418	1	39	378	1	42				
6:00 AM	684	3	74	607	5	96				
7:00 AM	1,420	3	215	1,202	4	290				
8:00 AM	942	4	172	766	5	216				
9:00 AM	598	1	122	475	1	173				
10:00 AM	697	2	174	521	2	244				
11:00 AM	912	13	215	684	16	310				
12:00 PM	1,093	3	254	836	3	355				
1:00 PM	971	12	242	717	12	340				
2:00 PM	952	3	218	731	5	302				
3:00 PM	1,277	9	294	974	11	413				
4:00 PM	1,331	3	295	1,033	3	404				
5:00 PM	1,652	6	352	1,294	7	509				
6:00 PM	1,177	4 9	192 157	981	4	265				
7:00 PM	978	9 5		812	10	229				
8:00 PM	929		141 114	783 772	5	185				
9:00 PM	887	1	93	772	1	166 122				
10:00 PM	643 410	4 5	93 59	546 346	6 6					
11:00 PM	410 30	5 0	59 7	346 23	6 0	86 7				
Unknown Total	30 19,091	110	,612	23 15,369	130	, 5,011				
iotai	19,091	110	3,012	15,505	130	5,011				

	TABLE 3-13 CRASHES BY MONTH 2018												
Month	Total Crashes	Fatal Crashes	Injury Crashes	PDO Crashes	Fatalities	Injuries							
wonun	0100100	01001100	01001100	01001100	<u>r atantico</u>	<u>injunco</u>							
JANUARY	1,658	8	234	1,416	10	341							
FEBRUARY	1,497	3	261	1,233	5	338							
MARCH	1,314	9	251	1,054	12	378							
APRIL	1,387	6	278	1,103	6	365							
MAY	1,381	15	291	1,075	17	387							
JUNE	1,533	9	358	1,166	11	518							
JULY	1,416	8	328	1,080	12	477							
AUGUST	1,434	17	426	991	18	579							
SEPTEMBER	1,430	5	293	1,132	5	410							
OCTOBER	1,841	9	323	1,509	10	435							
NOVEMBER	2,285	10	301	1,974	12	409							
DECEMBER	1,915	11	268	1,636	12	374							
Total	19,091	110	3,612	15,369	130	5,011							
Source: SD Depa	rtment of Public	Safety – Office	of Accident R	ecords									

Г

			BLE 3-14 BY DAY OF 2018	WEEK		
	Total	Fatal	Injury	PDO		
<u>Day</u>	<u>Crashes</u>	<u>Crashes</u>	<u>Crashes</u>	<u>Crashes</u>	Fatalities	<u>Injuries</u>
SUNDAY	1,972	17	374	1,581	18	515
MONDAY	2,824	18	492	2,314	21	690
TUESDAY	2,850	13	573	2,264	16	772
WEDNESDAY	2,874	13	556	2,305	17	751
THURSDAY	2,935	10	568	2,357	13	787
FRIDAY	3,120	12	554	2,554	14	792
SATURDAY	2,516	27	495	1,994	31	704
Total	19,091	110	3,612	15,369	130	5,011
Source: SD Depart	tment of Public	Safety – Office	of Accident Re	ecords		







<u>Drivers</u>

In the 19,091 reported motor vehicle crashes there were 28,859 motor vehicle drivers involved, including 148 drivers in fatal crashes and 6,124 drivers in injury crashes. Of these drivers 89 were killed, which is 68.5 percent of all persons killed in motor vehicle crashes and 74.2 percent or 3,716 of the 5,011 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, 25.7 percent of the drivers were under 25 years of age and 45.1 percent were under 35. Age of drivers involved in fatal and injury crashes follow the pattern of drivers in all crashes. Those drivers under 25 represent 20.9 percent of the drivers involved in fatal crashes and 25.7 percent of the drivers in injury crashes. Drivers under the age of 35 make up 39.9 percent of the drivers in fatal crashes and 45.7 percent of the drivers in fatal crashes were 21-34 years of age (see TABLE 3-15).

TABLE 3-15 AGE OF DRIVERS IN CRASHES 2018											
DriversDriversDriversDriversIn AllIn FatalIn InjuryIn PICrashesCrashesCrashesCrashes											
<u>Age</u>	No.	%	<u>No.</u>	%	<u>No.</u>	%	<u>No.</u>	%			
0 - 5	0	0.0	0	0.0	0	0.0	0	0.0			
6 - 13	16	0.1	0	0.0	9	0.1	7	0.0			
14 - 15	756	2.6	0	0.0	170	2.8	586	2.6			
16 - 17	1,534	5.3	6	4.1	311	5.1	1,217	5.4			
18	842	2.9	6	4.1	164	2.7	672	3.0			
19	784	2.7	5	3.4	171	2.8	608	2.7			
20	719	2.5	0	0.0	140	2.3	579	2.6			
21 - 24	2,756	9.5	14	9.5	609	9.9	2,133	9.4			
25 - 34	5,604	19.4	28	18.9	1,226	20.0	4,350	19.3			
35 - 44	4,462	15.5	18	12.2	941	15.4	3,503	15.5			
45 - 54	3,641	12.6	19	12.8	803	13.1	2,819	12.5			
55 - 64	3,719	12.9	17	11.5	766	12.5	2,936	13.0			
65 - Over	3,485	12.1	34	23.0	762	12.4	2,689	11.9			
Unknown	541	1.9	1	0.7	52	0.8	488	2.2			
Total	28,859	100	148	100	6,124	100	22,587	100			

TABLE 3-16 provides information on the age of drinking drivers in motor vehicle crashes. There were a reported 994 drinking drivers in all crashes which is 3.4 percent of all drivers in crashes. Forty-one or 27.7 percent of drivers in fatal crashes had been drinking while 398 or 6.5 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 26.8 percent of the drinking drivers in fatal crashes and 25.1 percent of the drinking drivers in injury crashes. Those drivers under 35 years of age accounted for 51.2 percent of the drinking drivers in fatal crashes and 56.5 percent of the drinking drivers in all crashes.

	TABLE 3-16 AGE OF DRINKING DRIVERS IN CRASHES 2018												
Drivers Drivers Drivers Drivers													
In All In Fatal In Injury In PDO													
	Crashes		Crashe		Crashe		Crashe						
<u>Age</u>	No.	%	<u>No.</u>	%	No.	%	No.	%					
6 – 13	0	0.0	0	0.0	0	0.0	0	0.0					
14 - 15	2	0.2	0	0.0	2	0.5	0	0.0					
16 - 17	17	1.7	0	0.0	6	1.5	11	2.0					
18	28	2.8	2	4.9	13	3.3	13	2.3					
19	29	2.9	2	4.9	12	3.0	15	2.7					
20	34	3.4	0	0.0	8	2.0	26	4.7					
21 - 24	165	16.6	7	17.1	59	14.8	99	17.8					
25 - 34	304	30.6	10	24.4	125	31.4	169	30.5					
35 - 44	175	17.6	6	14.6	73	18.3	96	17.3					
45 - 54	108	10.9	7	17.1	45	11.3	56	10.1					
55 - 64	99	10.0	7	17.1	43	10.8	49	8.8					
65 - Over	33	3.3	0	0.0	12	3.0	21	3.8					
Unknown	0	0.0	0	0.0	0	0.0	0	0.0					
Total	994	100	41	100	398	100	555	100					
Source: SD De	partment of F	Public Safe	ety – Office	of Accident	t 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, 25.6 percent of the drinking drivers in fatal and injury crashes and 39.9 percent of the speeding drivers in fatal and injury crashes. Drivers under 35 years of age constitute 31.1 percent of all licensed drivers, with 45.6 percent of the drinking drivers and 63.3 percent of the speeding drivers involved in fatal and injury crashes being under 35 years of age (also see FIGURES 3-9 and 3-10).

LICENSED	DRIVERS AND		ABLE 3- D INJUR 2018		VOLVED	DRIVERS B	Y AGE
	Licensed	Drivers In Fatal & Inj Crashes	jury	Drinking Drivers In Fatal & In Crashes	jury	Speeding Drivers In Fatal & In Crashes	jury
Age	<u>Drivers %</u>	No.	%	No.	%	<u>No.</u>	%
0 - 13	0.0	9	0.1	0	0.0	1	0.2
14 - 15	1.8	170	2.7	2	0.5	18	3.8
16 - 17	2.6	317	5.1	6	1.4	36	7.6
18	1.4	170	2.7	15	3.4	19	4.0
19	1.5	176	2.8	14	3.2	24	5.1
20	1.5	140	2.2	8	1.8	16	3.4
21 - 24	6.1	623	9.9	66	15.0	74	15.7
25 - 34	16.2	1,254	20.0	135	30.8	110	23.4
35 - 44	15.2	959	15.3	79	18.0	57	12.1
45 - 54	14.0	822	13.1	52	11.8	45	9.6
55 - 64	17.6	783	12.5	50	11.4	39	8.3
65 - Over	22.1	796	12.7	12	2.7	32	6.8
Unknown	0.0	53	0.8	0	0.0	0	0.0
TOTAL	100	6,272	100	439	100	471	100
) Department of P) Department of P						





FIGURE 3-9 DRIVERS BY AGE GROUP 2018 Fatal and Injury Crash Involved Drivers



FIGURE 3-10 YOUNG DRIVERS 2018 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 25.1 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 and Running Off Road were leading driver contributing circumstances in fatal crashes during 2018. Thirty-one or 20.9 percent of the drivers in fatal crashes reported Running Off Road as a contributing factor in the crash. While 25 or 16.9 percent reported Exceeded Speed Limit as a contributing factor. Failing to Yield to Another Vehicle was the leading contributing circumstance in injury crashes. Following Too Close, Driving too Fast for Conditions and Running off Road were other leading driver contributing circumstances in injury crashes (see TABLE 3-18).

TABLE 3-18MOTOR VEHICLE DRIVER CONTRIBUTING CIRCUMSTANCES2018

	All Crashes Fatal Crashes I			Drivers in Injury Crashes <u>No. %</u>		n ashes <u>%</u>		
Disregarded Traffic Signs or Signals	728	2.5	3	2.0	272	4.4	453	2.0
Distracted*	1,030	3.6	4	2.7	312	5.1	714	3.2
Drinking	566	2.0	17	11.5	231	3.8	318	1.4
Driving Too Fast for Condition	2,031	7.0	12	8.1	382	6.2	1,637	7.2
Exceeded Speed Limit	316	1.1	25	16.9	137	2.2	154	0.7
Fail to Yield to Vehicle	2,890	10.0	8	5.4	782	12.8	2,100	9.3
Failure to Keep in Proper Lane	793	2.7	21	14.2	181	3.0	591	2.6
Fatigued/Fell Asleep	222	0.8	0	0.0	76	1.2	146	0.6
Following Too Closely	1,943	6.7	0	0.0	481	7.9	1,462	6.5
Improper Backing	543	1.9	0	0.0	21	0.3	522	2.3
Improper Passing	119	0.4	3	2.0	31	0.5	85	0.4
Improper Turn	456	1.6	2	1.4	101	1.6	353	1.6
Not Stated***	4,462	15.5	0	0.0	2	0.0	4,460	19.7
Other**	1,379	4.8	9	6.1	323	5.3	1,047	4.6
Over-correcting/Over-steering	351	1.2	10	6.8	133	2.2	208	0.9
Running Off Road	1,020	3.5	31	20.9	347	5.7	642	2.8
Swerving or Avoiding due to: <i>wind, slippery surface, vehicle, object, non-motorist, etc.</i>	338	1.2	3	2.0	98	1.6	237	1.0
Unknown	1,422	4.9	10	6.8	228	3.7	1,184	5.2
Wrong Side of Road	119	0.4	7	4.7	38	0.6	74	0.3
Total Drivers	28,859		148		6,124		22,587	

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 2.1 percent of all crashes, 14.5 percent of all fatal crashes, and 8.4 percent of all injury crashes. There were 16 people killed and 363 injured on motorcycles in the 394 reported motorcycle crashes during 2018 (see TABLE 2-7). The young motorcycle driver is over represented in crashes when compared to their portion of licensed motorcycle operators. The licensed drivers under 20 years of age represent 0.8 percent of the licensed motorcycle drivers, 3.5 percent of drivers involved in motorcycle crashes, and 5.8 percent of the speeding drivers involved in motorcycle crashes (see TABLE 3-19 and FIGURE 3-11).

TABLE 3-19 MOTORCYCLISTS BY AGE GROUP 2018												
DrinkingSpeedingMotorcycleMotorcycleMotorcycleLicensedDrivers InDrivers InAgeMotorcyclistsCrashesCrashesGroupNo.%No.%												
	<u>110.</u>	70	<u>110</u> .	/0	<u>110.</u>	70	<u>110</u> .	70				
0 - 13	0	0.0	1	0.2	0	0.0	0	0.0				
14 - 15	39	0.0	1	0.2	0	0.0	0	0.0				
16 - 17	223	0.2	4	0.9	0	0.0	0	0.0				
18 - 19	485	0.5	9	2.1	1	2.3	3	5.8				
20 - 21	817	0.9	16	3.7	1	2.3	4	7.7				
22 - 23	1,186	1.3	15	3.5	3	6.8	3	5.8				
24 - 25	1,528	1.7	17	3.9	2	4.5	2	3.8				
26 - 27	1,789	2.0	12	2.8	3	6.8	2	3.8				
28 - 29	2,094	2.3	9	2.1	3	6.8	1	1.9				
30 - 31	2,232	2.5	16	3.7	1	2.3	0	0.0				
32 - 36	6,459	7.2	28	6.5	3	6.8	4	7.7				
37 - 41	6,878	7.6	28	6.5	4	9.1	3	5.8				
42 - 51	15,695	17.4	91	21.0	10	22.7	8	15.4				
52 - Over	50,607	56.2	184	42.4	13	29.5	22	42.3				
Unknown	0	0.0	3	0.7	0	0.0	0	0.0				
Total	90,032	100	434	100	44	100	52	100				

FIGURE 3-11 MOTORCYCLISTS 2018 Crash Involved Motorcycle & Moped Drivers



Helmets were used by 149 or 37.8 percent of the motorcycle drivers in crashes while 245 or 62.2 percent did not wear a helmet (see TABLE 3-20). Fifteen motorcycle drivers and one motorcycle passenger were killed in 2018. One wore a helmet only, three drivers wore helmet and eye protection, eight drivers wore eye protection only, and three drivers reported no safety equipment used. Helmet usage was unknown for the motorcycle passenger.

	Helmet Us	sed	Helmet Not U	sed
<u>Age</u>	No.	%	No.	%
6 - 13	1	100.0	0	0.0
14 - 15	0	0.0	1	100.0
16 - 17	3	75.0	1	25.0
18 - 20	7	46.7	8	53.3
21 - 24	13	52.0	12	48.0
25 - 34	17	29.8	40	70.2
35 - 44	19	32.8	39	67.2
45 - Over	89	38.2	144	61.8
Unknown	0	0.0	0	0.0
Total	149	37.8	245	62.2

Pedestrians

There were 11 pedestrian killed and 93 injured in motor vehicle crashes during 2018 (see TABLE 3-21). The youngest pedestrian killed was sixteen years old, while the oldest was eighty years old. Of the injured pedestrians, 16.1 percent were between the ages of 5-13. Cities accounted for 86 percent of the pedestrian injuries and 45.5 percent of the pedestrian fatalities (see TABLE 3-23). Of the eleven pedestrians killed ten were male and one was female. And of the 93 pedestrians injured, 53 were male and 40 were female.

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

	AGE OF PEDE	STRIANS IN TRA 2018	FFIC CRASHES	
	Fatalities		Injuries	
<u>Age</u>	No.	%	No.	%
0-4	0	0.0	2	2.2
5 - 13	0	0.0	15	16.1
14 - 19	1	9.1	18	19.4
20 - 24	0	0.0	7	7.5
25 - 34	2	18.2	10	10.8
35 - 44	2	18.2	6	6.5
45 - 54	2	18.2	16	17.2
55 - 64	1	9.1	9	9.7
65 - Over	3	27.3	10	10.8
Total	11	100	93	100

TABLE 3-22 ALCOHOL INVOLVEMENT BY PEDESTRIANS 2018					
	Fatalities		Injuries		
Alcohol Involvement	No.	%	<u>No.</u>	%	
Alcohol or Drugs	7	63.6	10	10.8	
No Alcohol	4	36.4	83	89.2	
Unknown	0	0.0	0	0.0	
Total	11	100	93	100	
Source: SD Department of Public Safety – Office of Accident Records					

TABLE 3-23 RURAL vs. CITY PEDESTRIAN CRASHES 2018					
	Fatalities	%	Injuries	%	
Rural	6	54.5	13	14.0	
City	5	45.5	80	86.0	
Total	11	100	93	100	
Source: SD Department of Public Safety – Office of Accident Records					

Bicycles

During 2018 there were no bicyclist killed (see TABLE 2-9). There were 72 bicycle drivers injured in reported motor vehicle crashes during 2018 (see TABLE 3-24). The leading factor in bicycle-involved crashes was improper crossing which was reported for 31.9 percent of the injured bicycle drivers. Fifty-one of the injured bicycle drivers in crashes had no contributing circumstances. The yearly 1998-2018 trend of bicycle fatalities and injuries is provided in TABLE 2-9.

TABLE 3-24 AGE OF BICYCLE DRIVERS IN TRAFFIC CRASHES 2018					
	Fatalities	Injuries			
<u>Age</u>	<u>Number</u>	Number	%		
0-4	0	0	0.0		
5 - 13	0	22	30.6		
14 - 19	0	14	19.4		
20 - 24	0	7	9.7		
25 - 34	0	4	5.6		
35 - 44	0	12	16.7		
45 - 54	0	4	5.6		
55 - 64	0	6	8.3		
65 - Over	0	3	4.2		
Total	0	72	100		
Source: SD Department of Pub	lic Safety – Office of <i>i</i>	Accident Records			

IV. IMPORTANT EVENTS AND DATES

- **March 1, 1974** Speed limit lowered to 55 miles per hour. **July 1, 1976** - Right turn on red is allowed unless prohibited by a sign reading "No right turn on red". **July 1, 1977** - Helmet law repealed for motorcycle drivers and passengers age 18 and over. **April 1, 1979** - Motor Vehicle Safety Inspection repealed. **March 1, 1982** - Driving While Intoxicated Enforcement campaign began. **July 1, 1984** - Child safety restraints became a law for children under age 5. **April 15, 1987** - Speed limit on rural interstate was raised to 65 miles per hour. **April 1, 1988** - Drinking age was raised to 21. **April 1, 1992** - Commercial driver's license required for commercial vehicle operators. **January 1, 1995** - Safety belt law became effective for front seat occupants. **April 1, 1996** - Speed limit raised to 75 miles per hour on rural Interstate and 65 on most US and State Highways. **January 1, 1999** - Graduated Driver License law implemented. **July 1, 2001** - Safety belt primary law for all occupants age 17 and under. July 1, 2002 - BAC Level changed from .10 to .08. January 1, 2004 - South Dakota Accident Records System (SDARS) was implemented. July 20, 2007 - Highway Patrol begins testing TraCS (Traffic and Criminal Software) in nine vehicles. Full implementation of computerized in-vehicle accident reporting expected in early 2008. **January 1, 2008** - SD Highway Patrol begins submission of all reportable crashes using TraCS (Traffic and Criminal Software) system. The Office of Accident Records will expand TraCS to add municipalities & counties for more efficient reporting during 2008.
 - April 1, 2015 Speed limit on rural interstate was raised to 80 miles per hour.

V. GLOSSARY OF TERMS

Reportable Traffic Crash

Motor vehicle traffic crash which involves death, injury or property damage to an apparent extent of one thousand dollars or more to any one person's property or accumulated property damage of two thousand dollars per crash.

Fatal Crash

Motor vehicle traffic crash in which at least one person dies as the result of the crash and dies within 30 days of the date of the crash.

Injury Crash

Motor vehicle crash in which at least one person was injured and no one was killed.

Property Damage Only (PDO) Crash

Motor vehicle crashes in which no one was killed or injured but there was property damage to an apparent extent of one thousand dollars or more to any one person's property or accumulated property damage of two thousand dollars per crash.

Fatality Rate

Number of traffic fatalities per 100 million vehicle miles traveled.

Alcohol Involved Crash

At least one driver, pedestrian, or bicycle driver had been drinking in the opinion of the investigating officer.

Economic Loss

The calculable costs of motor vehicle crashes are wage loss, medical expense, insurance administration cost, and property damage. (Source: <u>Estimating the Costs of Unintentional</u> <u>Injuries, 2017</u>, National Safety Council)