2024
South Dakota
Motor Vehicle Traffic Crash Summary

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

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Governor


MARKS
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WHY DIE?

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I. INTRODUCTION

The Motor Vehicle Traffic Crash Summary is divided into two main sections, Historical Trends and 2024 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 2024 Traffic Crash Profile section details the crash picture for 2024 as well as a glossary of terms.

The South Dakota Crash Data System conforms to standards established by the Model Minimum Uniform Crash Criteria (MMUCC) guidelines. The purpose of MMUCC is to provide a standardized data set for describing crashes of motor vehicles that generates the necessary information to improve highway safety.

By utilizing MMUCC, the highway safety community is making an explicit statement that comparable data from all states are crucial to our ability to identify problems and make improvements.

Information collected from crash reports is merged into a central computerized crash database. This data provides the basic information necessary for developing effective highway and traffic safety programs. The crash data is used by local, state, and federal agencies to:

- Identify highway and traffic safety problem areas.
- Initiate and evaluate the effectiveness of laws and policies intended to reduce deaths, injuries, injury severity and costs.
- Assess the relationship between vehicle and highway characteristics, crash propensity, and injury severity to support either the development of countermeasures or their evaluation.

The majority of the information in this book is compiled by the Office of Accident Records within the Department of Public Safety. Current state law requires an accident report to be filed for each motor vehicle traffic accident resulting in the **death or injury of a person, or property damage to an apparent extent of $1,000 or more to any one person's property or $2,000 accumulated damage per accident.**

Law enforcement agencies provide the accident reports to the Office of Accident Records. These individual reports are available to the public for a search fee of four dollars. Copies of accident reports are available online at www.SafeSD.gov for a fee of ten dollars. This fee is comprised of a $6 convenience fee and a $4 fee as required by SD Law §§32-34-13.1 for a copy of an accident report.

FOR FURTHER INFORMATION:

Office of Accident Records
118 West Capitol Avenue
Pierre SD 57501-2000

Phone:605.773.4156
E-mail: arinfo@state.sd.us

Web Page: http://safesd.gov/yearly-crash-data.html

NOTE! Data extracted on 07/21/2025. This report reflects a one day picture of CY2024 data collected. Any data received after 07/21/2025 would not be included in this report.

SOUTH DAKOTA TRAFFIC STATISTICAL SUMMARY
2023-2024

	2023	2024
➢ NUMBER OF REPORTED MOTOR VEHICLE TRAFFIC CRASHES	**18,796**	**18,686**
➢ AMOUNT OF MOTOR VEHICLE TRAFFIC CRASH PROPERTY DAMAGE	**$162 MILLION**	**$157 MILLION**
➢ NUMBER OF MOTOR VEHICLE TRAFFIC CRASH INJURIES	**4,896**	**4,731**
➢ NUMBER OF MOTOR VEHICLE TRAFFIC CRASH FATALITIES	**140**	**146**
➢ FATALITY RATE PER 100,000,000 MILES OF TRAVEL	**1.35**	**1.40**
➢ PERCENT OF DRIVERS IN FATAL CRASHES WHO HAD BEEN DRINKING	**17.2%**	**25.5%**
➢ NUMBER KILLED IN ALCOHOL-RELATED CRASHES	**37**	**58**
➢ NUMBER INJURED IN ALCOHOL-RELATED CRASHES	**628**	**593**
➢ NUMBER OF PEDESTRIANS KILLED	**15**	**9**
➢ NUMBER OF MOTORCYCLISTS KILLED	**29**	**33**
➢ NUMBER OF BICYCLISTS KILLED	**0**	**4**
➢ PERCENT OF LICENSED DRIVERS UNDER 25	**15.2%**	**15.2%**
➢ PERCENT OF CRASH-INVOLVED SPEEDING DRIVERS UNDER 25	**42.6%**	**44.6%**
➢ PERCENT OF CRASH-INVOLVED DRINKING DRIVERS UNDER 25	**29.0%**	**27.2%**
➢ NUMBER OF OCCUPANTS KILLED IN MOTOR VEHICLES *(EXCLUDES MOPED, MOTORCYCLE, ATV & SNOWMOBILE OCCUPANTS)*	**92**	**93**
➢ NUMBER OF OCCUPANTS KILLED IN MOTOR VEHICLES WHO WERE WEARING A SAFETY RESTRAINT *(EXCLUDES MOPED, MOTORCYCLE, ATV & SNOWMOBILE OCCUPANTS)*	**27**	**36**
➢ NUMBER OF UNRESTRAINED OCCUPANTS UNDER 5 YEARS OF AGE IN MOTOR VEHICLE CRASHES WHO WERE KILLED	**1**	**0**
WHO WERE INJURED *(EXCLUDES MOPED, MOTORCYCLE, ATV & SNOWMOBILE OCCUPANTS)*	**5**	**17**
➢ NUMBER OF UNRESTRAINED OCCUPANTS UNDER 5 YEARS OF AGE WITH CHILD RESTRAINT NOT USED PROPERLY WHO WERE KILLED	**0**	**0**
WHO WERE INJURED *(EXCLUDES MOPED, MOTORCYCLE, ATV & SNOWMOBILE OCCUPANTS)*	**0**	**4**
➢ ECONOMIC LOSS FROM MOTOR VEHICLE TRAFFIC CRASHES	**$607 MILLION**	**$533 MILLION**

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

II. HISTORICAL TRENDS

Motor Vehicle Crashes

The preliminary death rates per 100 million vehicle miles traveled from 2014-2023 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
2014-2023

State	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
South Dakota	1.5	1.4	1.2	1.3	1.3	1.0	1.5	1.5	1.3	1.3
Iowa	1.0	1.0	1.2	1.0	1.0	1.0	1.1	1.1	1.0	1.1
Minnesota	0.6	0.7	0.7	0.6	0.6	0.6	0.8	0.9	0.7	0.7
Montana	1.6	1.8	1.5	1.5	1.4	1.4	1.8	1.8	1.5	1.5
Nebraska	1.2	1.2	1.1	1.1	1.1	1.2	1.2	1.0	1.1	1.0
North Dakota	1.3	1.3	1.2	1.2	1.1	1.0	1.1	1.1	1.0	1.0
Wyoming	1.6	1.5	1.2	1.3	1.1	1.4	1.3	1.0	1.4	1.5
National	1.1	1.2	1.2	1.2	1.1	1.1	1.3	1.4	1.3	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)

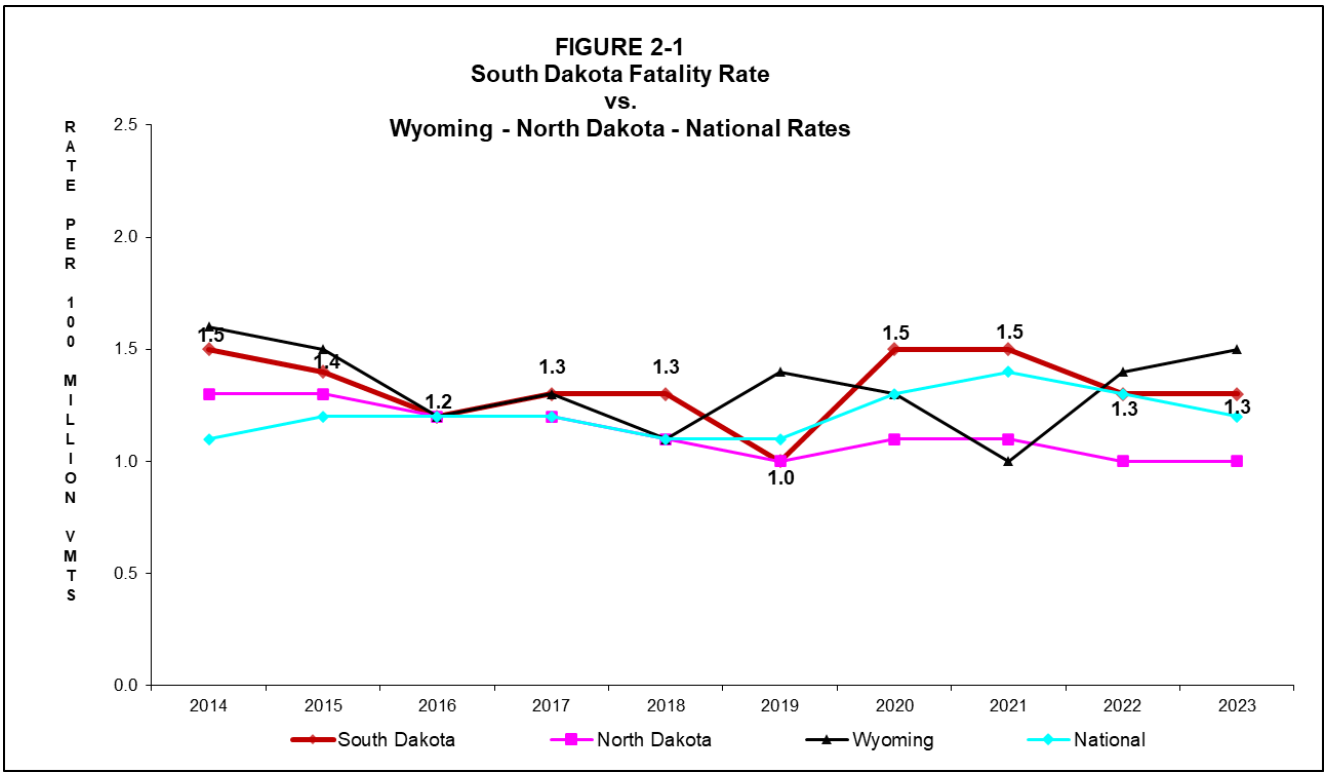


TABLE 2-2 provides a yearly comparison of South Dakota's motor vehicle traffic crashes from 1995 through 2024. Any comparison of motor vehicle crashes must be made with caution due to the changes in the definition of a reportable crash. For example, in the late 1970's the definition of a fatality caused 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 2024 death rate stands at 1.40, a 3.5% increase from the 2023 death rate of 1.35. The 4,731 people injured in crashes are a 3.3% decrease from the 4,896 in 2023 **(see TABLE 2-2**).

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

Year	Deaths	Death Rate[1]	Injuries	Total Crashes	Total Crashes Rate[4]	Fatal Crashes	Injury Crashes	PDO[2] Crashes	Miles[3] Traveled +(000,000)	Registered Motor Vehicles[5] +(000)
1995	158	2.06	8,323	19,362	252.41	140	5,543	13,679	7,671	812
1996	175	2.24	8,490	21,653	277.57	142	5,653	15,858	7,801	815
1997	148	1.88	8,161	20,899	264.81	128	5,478	15,293	7,892	827
1998	165	2.05	7,723	19,735	245.49	149	5,112	14,474	8,039	837
1999	150	1.84	7,574	20,019	245.00	136	5,032	14,851	8,171	841
2000	173	2.08	7,888	19,475	234.16	150	5,252	14,073[2]	8,317	862
2001	171	2.04	7,118	17,699	211.43	154	4,888	12,657	8,371	872
2002	180	2.12	6,997	17,335	204.47	159	4,702	12,474	8,478	890
2003	203	2.43	6,944	18,018	215.99	173	4,781	13,064	8,342	909
2004	197	2.38	6,535	17,163	207.33	166	4,581	12,416	8,278	927
2005	186	2.29	6,212	16,254	200.07	158	4,346	11,750	8,124	919
2006	191	2.25	6,015	15,730	185.04	172	4,196	11,362	8,501	972
2007	146	1.72	5,782	16,220	191.25	130	4,071	12,019	8,481	971
2008	121	1.43	5,708	15,907	187.80	109	4,107	11,691	8,470	924[5]
2009	131	1.50	5,704	16,994	194.44	112	4,101	12,781	8,740	952
2010	140	1.58	5,801	17,626	198.92	124	4,155	13,347	8,861	992
2011	111	1.23	5,374	17,362	193.06	101	3,973	13,288	8,993	976
2012	133	1.47	5,432	16,261	179.15	118	3,887	12,256	9,077	992
2013	135	1.48	5,475	16,635	182.52	121	3,929	12,585	9,114	998
2014	136	1.49	5,090	17,346	189.45	125	3,805	13,416	9,156	1,010
2015	134	1.44	5,525	17,791	190.99	116	3,995	13,681	9,315	1,128
2016	116	1.23	5,174	17,512	185.04	103	3,831	13,578	9,464	1,031
2017	129	1.34	5,319	18,379	190.99	111	3,943	14,325	9,623	1,135
2018	130	1.34	5,011	19,091	196.77	110	3,612	15,369	9,702	1,137
2019	102	1.03	4,872	20,391	205.78	88	3,650	16,653	9,909	1,189
2020	141	1.45	4,462	17,599	181.38	132	3,316	14,151	9,703	1,197
2021	148	1.48	4,963	19,464	194.23	131	3,617	15,716	10,021	1,245
2022	137	1.35	4,958	18,651	183.53	121	3,601	14,929	10,162	1,308
2023	140	1.35	4,896	18,796	181.71	128	3,571	15,097	10,344	1,361
2024	**146**	**1.40**	**4,731**	**18,686**	**179.36**	**134**	**3,487**	**15,065**	**10,418**	**1,364**

FOOTNOTES

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

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

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

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

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

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

Alcohol Involvement

When comparing records dating back to 1979, 26.6% alcohol involved fatal crashes for 2023 is the lowest. Of the 146 traffic fatalities during 2024, 58 (41.4%) were alcohol related **(see TABLE 2-3)**.
Alcohol statistics dating back to the 1970's show 2019 to have the lowest number of alcohol related fatalities for any 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
2018-2024

	2018	2019	2020	2021	2022	2023	2024
Total Crashes	5.2% (1001)	5.2% (1057)	6.3% (1115)	6.0% (1162)	5.8% (1092)	5.8% (1096)	5.3% (984)
Fatal Crashes	40.9% (45)	30.7% (27)	37.1% (49)	36.6% (48)	32.2% (39)	26.6% (34)	38.1% (51)
Injury Crashes	11.2% (404)	11.3% (414)	13.8% (456)	13.5% (487)	13.1% (470)	13.0% (464)	11.7% (407)
PDO Crashes	3.6% (552)	3.7% (616)	4.3% (610)	4.0% (627)	3.9% (583)	4.0% (598)	3.5% (526)
Fatalities	41.5% (54)	27.5% (28)	36.2% (51)	37.8% (56)	33.6% (46)	26.4% (37)	39.7% (58)
Injuries	10.8% (541)	11.3% (552)	14.5% (645)	13.9% (689)	13.2% (655)	12.8% (628)	12.5% (593)

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
2018-2024

AGE	2018	2019	2020	2021	2022	2023	2024
0 - 5	0	0	1	0	0	0	0
6 - 12	1	0	0	0	0	0	0
13 - 19	6	0	2	1	2	5	4
20	1	0	2	2	2	1	1
21 - 29	16	11	8	13	10	10	16
30 - 39	9	8	12	13	12	5	11
40 - 49	6	3	11	9	8	8	8
50 - 59	8	4	7	9	7	3	8
60 & OLDER	7	2	8	9	5	5	10
Unknown/Not Stated	0	0	0	0	0	0	0
TOTAL	**49**	**54**	**28**	**51**	**56**	**46**	**58**

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

FIGURE 2-2 2024 CRASH FATALITIES
Alcohol Related vs Non-Alcohol Related

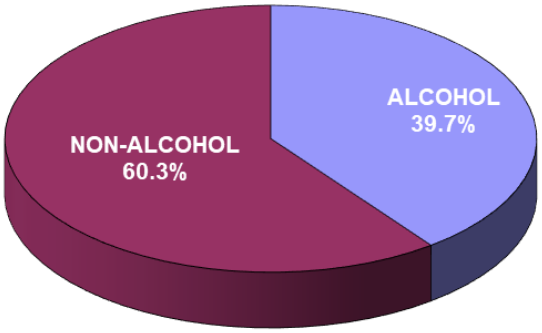
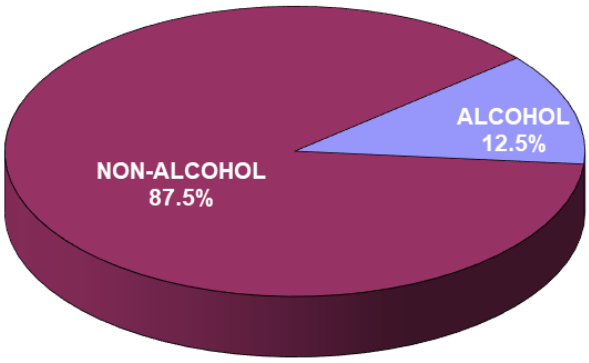


FIGURE 2-3 2024 CRASH INJURIES
Alcohol Related vs Non-Alcohol Related



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 8% while non-alcohol related fatal and injury crashes decreased by 1.2% from the 2023 totals.
The number of DWI arrests increased by 5.2% from 2023.

TABLE 2-4
CRASH AND ARREST ACTIVITY
2014- 2024

	FATAL CRASHES		FATAL & INJURY CRASHES			
	ALCOHOL RELATED	NONALCOHOL RELATED	ALCOHOL RELATED	NONALCOHOL RELATED	DWI [1] ARRESTS	DWI [1] CONVICTIONS
2014	44	81	470	3,460	9,450	7,146
2015	41	74	533	3,577	9,271	6,835
2016	47	56	458	3,476	10,166	7,280
2017	45	66	512	3,542	10,514	7,544
2018	45	65	449	3,273	10,619	8,057
2019	27	61	441	3,297	10,289	7,435
2020	49	83	505	2,943	10,040	7,423
2021	48	83	535	3,213	11,197	8,290
2022	39	82	509	3,213	11,483	8,327
2023	34	94	498	3,201	11,035	7,508
2024	51	83	458	3,163	11,612	7,697

Note: [1] – Based on South Dakota Courts - The State of the Judiciary and Fiscal Year 2024 Annual Report of the following:
S. D. Unified Judicial System – Based on Fiscal Year statistics.
DWI Convictions are guilty pleas, plus suspended impositions, plus convictions at trial.

FIGURE 2-4 presents the annual counts of DWI arrests, alcohol related fatal and injury crashes, and non-alcohol related fatal and injury crashes from 2014 through 2024.

FIGURE 2-5 presents the alcohol related and non-alcohol related fatal crash experience for the years of 2014 through 2024.

There were 51 alcohol related fatal crashes during 2024, which compares to 34 in 2023.
The previous three-year average was 40 for the years of 2021-2023.

There were 458 alcohol related fatal and injury crashes during 2024, which compares to 498 in 2023.
The previous three-year average was 514 for the years of 2021-2023.

There were 11,612 DWI arrests in fiscal year 2024. This level has gone up 3.3% from the previous three-year average (2021-2023). There were 7,697 DWI convictions in fiscal year 2024.
This level has gone down 4.3% from the previous three-year average (2021-2023).

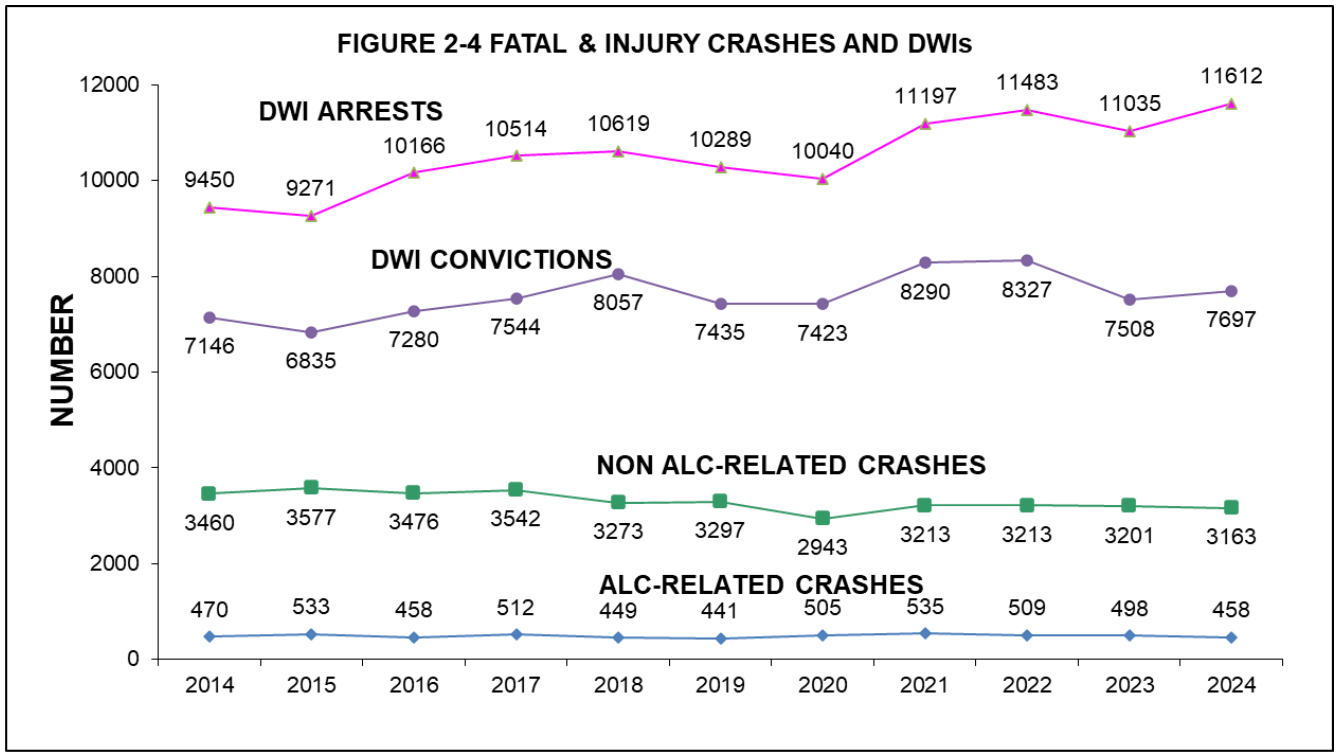


FIGURE 2-4 FATAL & INJURY CRASHES AND DWIs
NUMBER
12000
10000
8000
6000
4000
2000
0
DWI ARRESTS
9450
9271
10166
10514
10619
10289
10040
11197
11483
11035
11612
DWI CONVICTIONS
7146
6835
7280
7544
8057
7435
7423
8290
8327
7508
7697
NON ALC-RELATED CRASHES
3460
3577
3476
3542
3273
3297
2943
3213
3213
3201
3163
ALC-RELATED CRASHES
470
533
458
512
449
441
505
535
509
498
458
2014
2015
2016
2017
2018
2019
2020
2021
2022
2023
2024

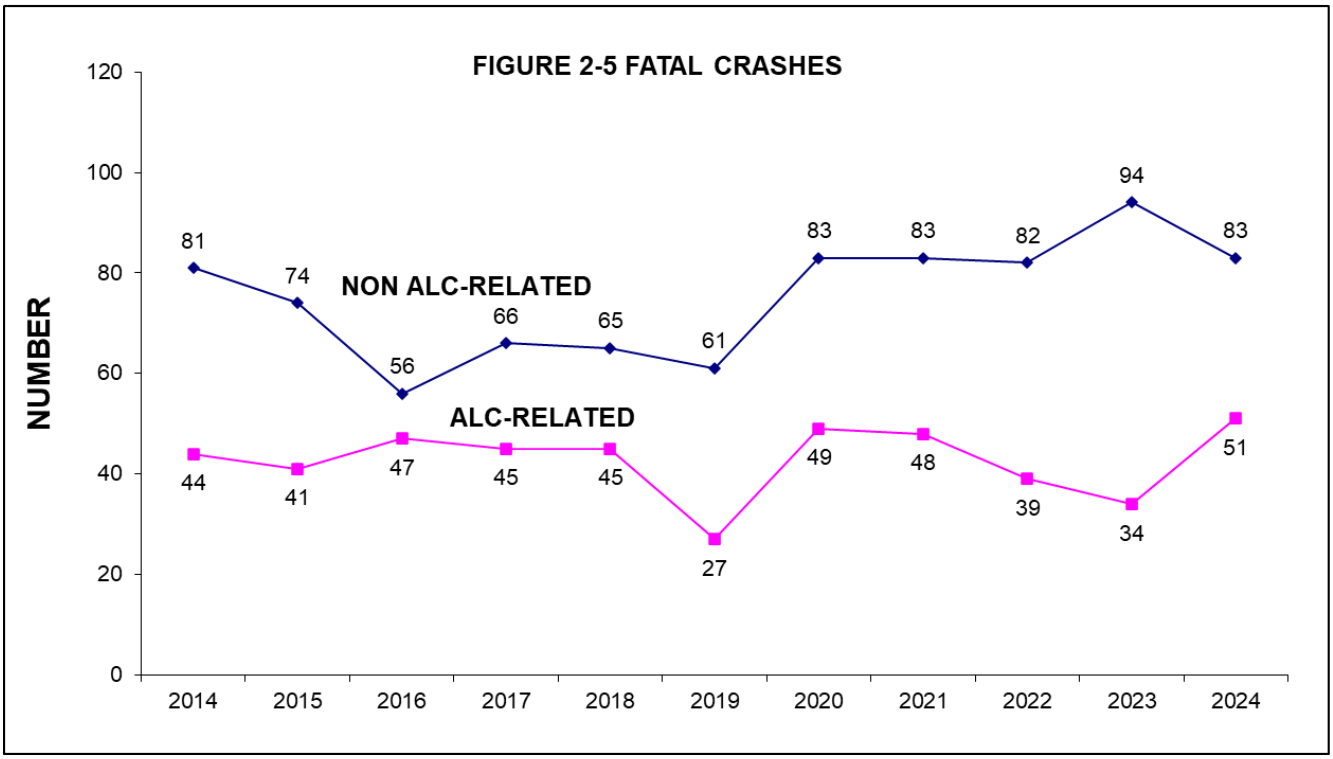


FIGURE 2-5 FATAL CRASHES
NUMBER
120
100
80
60
40
20
0
NON ALC-RELATED
81
74
56
66
65
61
83
83
82
94
83
ALC-RELATED
44
41
47
45
45
27
49
48
39
34
51
2014
2015
2016
2017
2018
2019
2020
2021
2022
2023
2024

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

Twenty-seven (29%) of the 93 killed occupants were either partially or totally ejected from the vehicle **(See TABLE 2-5B)**.

TABLE 2-5 SAFETY RESTRAINT USAGE – KILLED OCCUPANTS

	2019	2020	2021	2022	2023	2024
No Safety Equipment	41	60	66	55	57	53
Lap Belt Only	1	1	1	2	0	1
Shoulder Harness Only	0	0	0	0	0	0
Lap Belt & Shoulder Harness	31	28	32	33	27	35
Child Restraint Used Properly	0	0	0	0	0	0
Child Restraint Not Properly Used	0	0	0	0	0	0
Other, Not Stated or Unknown	4	7	9	11	8	4
TOTAL	**77**	**96**	**108**	**101**	**92**	**93**

TABLE 2-5A SAFETY RESTRAINT USAGE – INJURED OCCUPANTS

	2019	2020	2021	2022	2023	2024
No Safety Equipment	584	630	632	605	565	514
Lap Belt Only	114	54	33	60	51	45
Shoulder Harness Only	22	23	19	19	42	25
Lap Belt & Shoulder Harness	3,294	2,838	3,268	3,326	3,272	3,060
Child Restraint Used Properly	50	15	42	39	41	41
Child Restraint Not Properly Used	0	3	4	2	0	4
Other, Not Stated or Unknown	222	234	260	273	240	313
TOTAL	**4,286**	**3,797**	**4,258**	**4,324**	**4,211**	**4,002**

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					
	2019	2020	2021	2022	2023	2024	2019	2020	2021	2022	2023	2024
Not Ejected	46	52	64	63	58	66	4,201	3,666	4,161	4,227	4,120	3,920
Partial Ejection	4	6	7	5	5	5	11	15	10	7	13	12
Total Ejection	26	38	37	33	28	22	60	95	68	62	61	50
Unknown Ejection	1	0	0	0	1	0	12	18	16	22	9	20
Not Applicable	0	0	0	0	0	0	2	3	3	6	8	0
TOTAL	**77**	**96**	**108**	**101**	**92**	**93**	**4,286**	**3,797**	**4,258**	**4,324**	**4,211**	**4,002**

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

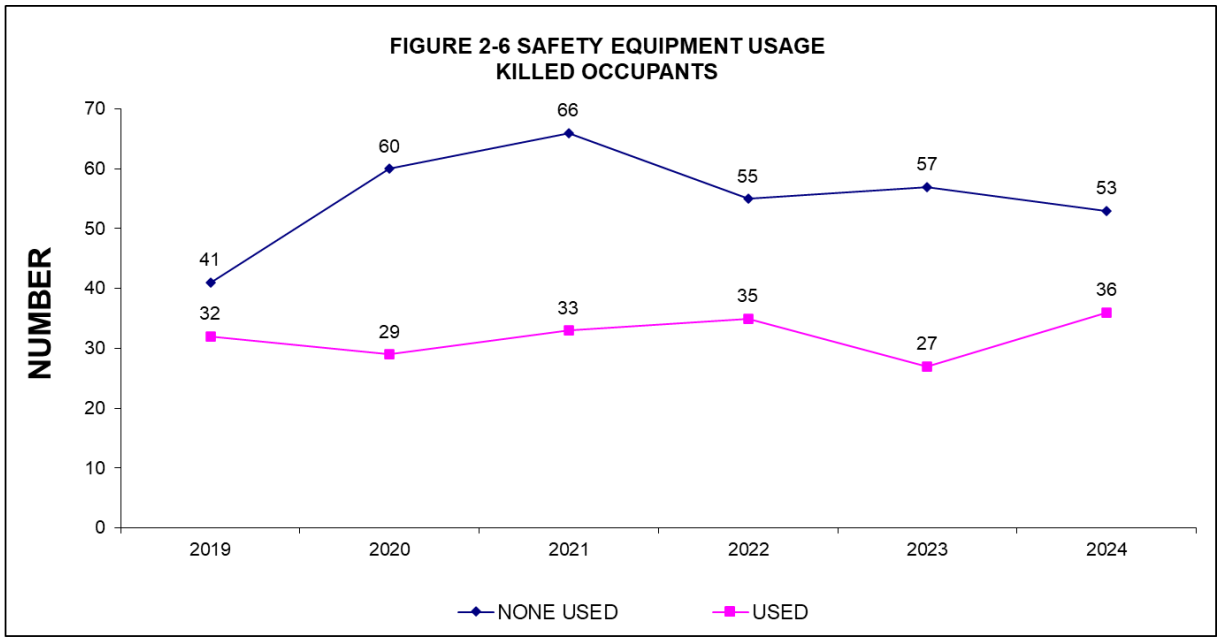


FIGURE 2-6 SAFETY EQUIPMENT USAGE
KILLED OCCUPANTS
NUMBER
70
60
50
40
30
20
10
0
41
60
66
55
57
53
32
29
33
35
27
36
2019
2020
2021
2022
2023
2024
NONE USED
USED

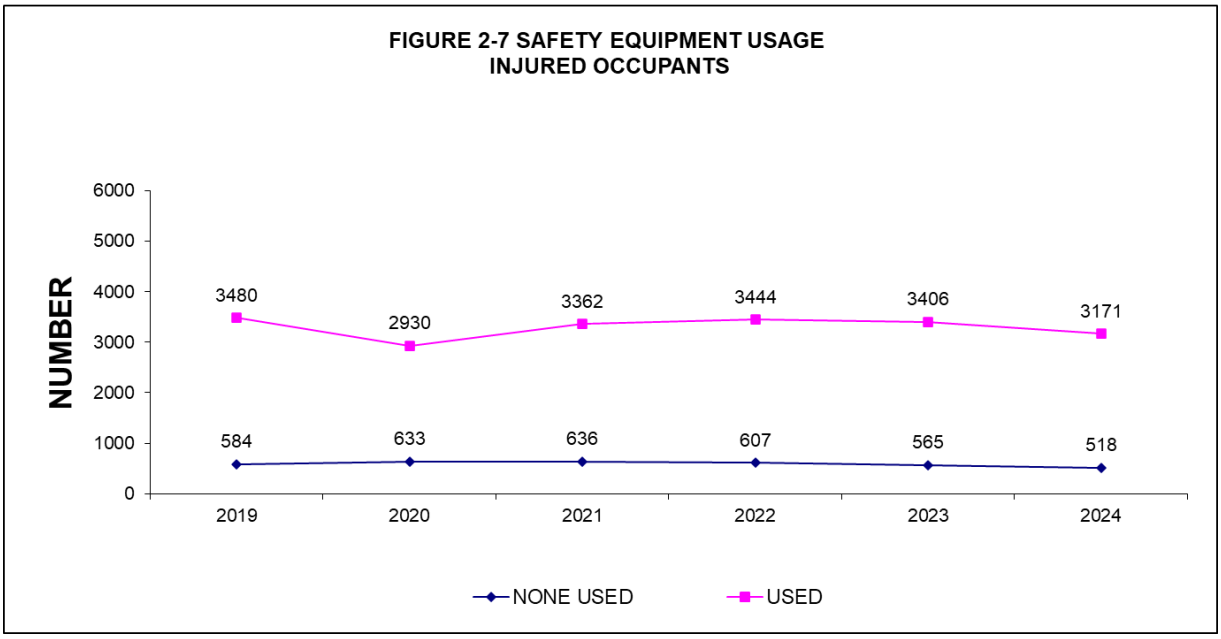


FIGURE 2-7 SAFETY EQUIPMENT USAGE
INJURED OCCUPANTS
NUMBER
6000
5000
4000
3000
2000
1000
0
3480
2930
3362
3444
3406
3171
584
633
636
607
565
518
2019
2020
2021
2022
2023
2024
NONE USED
USED

The Child Passenger Restraint System (SDCL 32-37) law took effect on July 1, 1984 - since that time there have been 77 deaths to occupants of this age group. Of these deaths only ten were reported to have been restrained by a child safety restraint properly used, six were restrained by a lap belt only. No deaths have been reported where a lap and shoulder harness were used to restrain the child.

There were no reported fatalities to a motor vehicle occupant from birth through 4 years of age during 2024 **(see TABLE 2-6)**.

There were 55 children (birth through 4 years old) injured in 2024, which compares to 49 for 2023. Thirty-four of the 55 injured children were restrained by either a lap belt and shoulder harness, or a child safety restraint used properly **(see TABLE 2-6A)**.

TABLE 2-6
FATALITIES & INJURIES TO MOTOR VEHICLE OCCUPANTS
UNDER 5 YEARS OF AGE

YEAR	FATALITIES	SERIOUS INJURY	SLIGHT INJURY	TOTAL NONFATAL INJURIES
2014	3	15	40	55
2015	1	21	27	48
2016	1	28	35	63
2017	2	22	31	53
2018	5	23	43	66
2019	0	25	21	46
2020	1	9	15	24
2021	0	22	31	53
2022	0	24	22	46
2023	1	23	26	49
2024	0	35	20	55

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 - 2024

	Fatalities	Injuries
No Safety Equipment Used	0	13
Lap Belt Only	0	0
Shoulder Harness Only	0	0
Lap Belt & Shoulder Harness	0	9
Child Restraint Used Properly	0	25
Child Restraint Not Used Properly	0	4
Other, Not Stated or Unknown	0	4
TOTAL	**0**	**55**

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 456 with 21 deaths per year. Licensed motorcyclists increased 0.6% during 2024 while fatalities increased to 33 **(see TABLE 2-7)**.

Moped crashes are included with motorcycle crashes. There were no moped fatalities during 2024. 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
2004 - 2024

	Motorcycle Crashes			Motorcyclists		Registered	Licensed
Year	Total	Fatal	Injury	Fatalities	Injuries	Motorcycles	Motorcyclists
2004	517	24	435	26	536	41,579	62,805
2005	515	20	439	22	531	46,383	65,019
2006	544	22	461	22	589	53,451	67,513
2007	519	25	428	28	554	58,529	70,270
2008	505	14	442	15	532	58,508	73,500
2009	493	14	429	16	508	62,735	75,790
2010	529	27	455	27	569	65,686	77,153
2011	455	15	388	14	468	69,660	78,626
2012	501	24	421	25	501	73,310	80,410
2013	491	21	398	22	474	75,669	82,313
2014	470	17	401	17	473	78,380	83,623
2015	598	30	485	31	614	91,452	85,513
2016	475	22	387	22	450	94,696	87,027
2017	433	16	351	16	408	96,653	88,168
2018	394	16	304	16	363	99,750	90,032
2019	359	14	270	14	321	101,953	91,332
2020	454	26	370	27	445	107,970	91,579
2021	495	21	400	22	475	116,361	94,213
2022	449	13	369	13	417	116,988	95,675
2023	434	28	333	29	403	121,183	96,409
2024	502	33	377	33	429	122,990	96,996

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
2004 - 2024

Year	Fatalities	Injuries
2004	9	95
2005	15	89
2006	7	113
2007	7	110
2008	10	96
2009	4	95
2010	9	108
2011	7	119
2012	2	116
2013	9	124
2014	9	101
2015	5	95
2016	6	93
2017	10	123
2018	11	93
2019	8	132
2020	14	113
2021	14	84
2022	13	90
2023	15	122
2024	**9**	**140**

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

TABLE 2-9
BICYCLE FATALITIES AND INJURIES
2004 - 2024

Year	Fatalities	Injuries
2004	1	77
2005	0	99
2006	1	92
2007	0	101
2008	0	103
2009	0	98
2010	2	105
2011	1	88
2012	0	110
2013	0	87
2014	2	77
2015	1	90
2016	0	73
2017	0	69
2018	0	80
2019	1	74
2020	0	41
2021	0	62
2022	3	68
2023	0	87
2024	**4**	**107**

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
2015- 2024

Holiday	Total Hours	Total Crashes	Fatal Crashes	Injury Crashes	Fatalities	Injuries
MEMORIAL DAY						
2015	78	118	3	16	4	24
2016	78	121	0	31	0	37
2017	78	128	2	22	6	30
2018	78	112	1	25	1	35
2019	78	144	2	21	2	31
2020	78	116	2	20	2	30
2021	78	177	1	27	1	36
2022	78	129	0	31	0	45
2023	78	158	2	30	2	41
2024	**78**	**164**	**0**	**28**	**0**	**32**
FOURTH OF JULY						
2015	78	127	3	33	3	49
2016	78	131	2	33	2	47
2017	102	198	2	49	3	70
2018	30	57	1	12	5	18
2019	102	154	1	15	1	19
2020	78	153	6	35	6	55
2021	78	134	1	26	2	36
2022	78	115	2	24	3	40
2023	102	185	1	47	1	65
2024	**102**	**173**	**1**	**36**	**1**	**56**
LABOR DAY						
2015	78	129	2	36	2	54
2016	78	106	1	31	1	46
2017	78	133	1	22	1	32
2018	78	122	2	28	3	39
2019	78	133	2	35	2	44
2020	78	116	2	28	2	39
2021	78	131	2	38	2	64
2022	78	109	1	27	1	31
2023	78	126	4	32	4	58
2024	**78**	**138**	**3**	**31**	**3**	**46**

Holiday	Total Hours	Total Crashes	Fatal Crashes	Injury Crashes	Fatalities	Injuries
THANKSGIVING						
2015	102	243	2	39	2	61
2016	102	191	1	23	2	28
2017	102	262	2	31	3	38
2018	102	281	2	27	3	35
2019	102	319	1	44	1	61
2020	102	197	0	19	0	27
2021	102	195	2	27	2	36
2022	102	201	2	30	2	42
2023	102	328	3	42	3	58
2024	**102**	**206**	**1**	**33**	**1**	**45**
CHRISTMAS						
2015	78	150	0	18	0	31
2016	78	119	1	23	1	33
2017	78	129	2	19	2	30
2018	102	173	2	31	2	48
2019	30	43	0	6	0	12
2020	78	162	2	24	2	39
2021	78	142	1	22	2	30
2022	78	153	0	16	0	20
2023	78	141	0	23	0	26
2024	**30**	**27**	**0**	**4**	**0**	**8**
NEW YEARS						
2015-16	78	138	1	35	1	47
2016-17	78	158	2	26	2	37
2017-18	78	211	0	26	0	35
2018-19	102	299	1	41	1	51
2019-20	30	58	0	15	0	23
2020-21	78	140	0	23	0	27
2021-22	78	118	0	10	0	11
2022-23	78	201	3	29	3	40
2023-24	78	88	0	13	0	20
2024-25	**102**	**32**	**1**	**8**	**1**	**10**

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 2015 through 2024. The percentages are row percentages.

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

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

Year	Incapacitating Injuries No.	%	Non-Incapacitating Injuries No.	%	Possible Injuries No.	%	Total Injuries	Total Killed
2015	803	14.5	2,071	37.5	2,651	48.0	5,525	133
2016	692	13.4	1,892	36.6	2,590	50.1	5,174	116
2017	649	12.2	1,850	34.8	2,820	53.0	5,319	129
2018	570	11.4	1,819	36.3	2,622	52.3	5,011	130
2019	520	10.7	1,709	35.1	2,643	54.2	4,872	102
2020	548	12.3	1,704	38.2	2,210	49.5	4,462	141
2021	620	12.5	1,916	38.6	2,427	48.9	4,963	148
2022	622	12.5	1,914	38.6	2,422	48.9	4,958	137
2023	571	11.7	1,982	40.5	2,343	47.9	4,896	140
2024	**610**	**12.9**	**1,954**	**41.3**	**2,167**	**45.8**	**4,731**	**146**

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

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

Year	Incapacitating Injuries No.	%	Non-Incapacitating Injuries No.	%	Possible Injuries No.	%	Total Injuries	Total Killed
2015	538	13.2	1,479	36.4	2,044	50.3	4,061	95
2016	464	11.9	1,396	35.8	2,036	52.3	3,896	86
2017	454	11.4	1,313	33.0	2,214	55.6	3,981	91
2018	385	10.4	1,318	35.5	2,013	54.2	3,716	89
2019	357	9.6	1,207	32.6	2,136	57.7	3,700	69
2020	378	11.1	1,237	36.4	1,781	52.4	3,396	106
2021	440	11.6	1,383	36.4	1,980	52.1	3,803	104
2022	443	11.5	1,384	36.0	2,014	52.4	3,841	87
2023	407	10.9	1,408	37.8	1,908	51.2	3,723	95
2024	**401**	**11.3**	**1,371**	**38.7**	**1,774**	**50.0**	**3,546**	**111**

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

Year	Incapacitating Injuries No.	%	Non-Incapacitating Injuries No.	%	Possible Injuries No.	%	Total Injuries	Total Killed
2015	229	18.1	492	38.8	547	43.1	1,268	32
2016	194	17.7	413	37.6	492	44.8	1,099	24
2017	154	13.5	439	38.6	544	47.8	1,137	28
2018	148	13.2	431	38.3	546	48.5	1,125	30
2019	136	14.2	387	40.5	432	45.2	955	24
2020	142	15.7	385	42.5	379	41.8	906	21
2021	145	14.5	460	45.9	397	39.6	1,002	30
2022	148	15.6	447	47.3	351	37.1	946	34
2023	121	12.8	459	48.7	363	38.5	943	30
2024	**163**	**17.6**	**441**	**47.7**	**320**	**34.6**	**924**	**22**

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

Year	Incapacitating Injuries No.	%	Non-Incapacitating Injuries No.	%	Possible Injuries No.	%	Total Injuries	Total Killed
2015	9	10.0	53	58.9	28	31.1	90	1
2016	6	8.2	38	52.1	29	39.7	73	0
2017	6	8.7	34	49.3	29	42.0	69	0
2018	9	12.5	32	44.4	31	43.1	72	0
2019	3	4.1	43	58.1	28	37.8	74	1
2020	6	14.6	20	48.8	15	36.6	41	0
2021	4	6.5	34	54.8	24	38.7	62	0
2022	9	13.4	31	46.3	27	40.3	67	3
2023	12	14.0	47	54.7	27	31.4	86	0
2024	**12**	**11.2**	**67**	**62.6**	**28**	**26.2**	**107**	**4**

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

Year	Incapacitating Injuries No.	%	Non-Incapacitating Injuries No.	%	Possible Injuries No.	%	Total Injuries	Total Killed
2015	26	27.4	41	43.2	28	29.5	95	5
2016	24	25.8	40	43.0	29	31.2	93	6
2017	34	27.6	59	48.0	30	24.4	123	10
2018	27	29.0	37	39.8	29	31.2	93	11
2019	23	17.4	68	51.5	41	31.1	132	8
2020	22	19.5	61	54.0	30	26.5	113	14
2021	31	36.9	34	40.5	19	22.6	84	14
2022	22	24.4	47	52.2	21	23.3	90	13
2023	31	25.4	59	48.4	32	26.2	122	15
2024	**32**	**22.9**	**67**	**47.7**	**41**	**29.3**	**140**	**9**

Sex of Drivers

TABLE 2-16 provides a yearly comparison of drivers involved in motor vehicle crashes by sex of driver. The table also compares licensed drivers by sex.

TABLE 2-16
GENDER OF DRIVERS: CRASH & LICENSED
2014 - 2024

	CRASH INVOLVED DRIVERS				LICENSED DRIVERS			
	MALE		FEMALE		MALE		FEMALE	
	No.	%	No.	%	No.	%	No.	%
2014	14,950	59.0	10,402	41.0	312,671	50.4	307,682	49.6
2015	15,209	58.6	10,733	41.4	318,195	50.4	312,869	49.6
2016	14,866	58.6	10,485	41.4	320,646	50.5	314,772	49.5
2017	15,537	58.0	11,274	42.0	323,027	50.5	316,963	49.5
2018	16,353	57.6	12,016	42.4	328,360	50.5	321,961	49.5
2019	17,084	57.5	12,615	42.5	330,906	50.5	324,209	49.5
2020	14,820	60.5	9,685	39.5	329,064	50.5	322,952	49.5
2021	16,189	58.1	11,685	41.9	339,316	50.6	331,523	49.4
2022	15,780	58.5	11,207	41.5	345,455	50.7	335,972	49.3
2023	15,908	58.6	11,233	41.4	349,685	50.7	339,459	49.3
2024	**16,015**	**59.0**	**11,149**	**41.0**	**354,981**	**50.9**	**342,906**	**49.1**

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. 2024 MOTOR VEHICLE CRASH PROFILE

Introduction

This section profiles the reported motor vehicle traffic crashes for 2024. Information will be given on the following: where the crashes are occurring, when crashes happen, who is involved, and factors that contribute to crashes or why they are occurring. *Column percentages may not total 100% due to rounding error.*

During 2024, there were 18,686 reported motor vehicle traffic crashes, the majority of crashes being property damage only (PDO) 15,065 (80.6%). Injury crashes accounted for 3,487 (18.7%) of the crashes, while 134 (0.7%) were fatal crashes. There were 4,731 persons injured and 146 persons killed in crashes during 2024 **(see TABLE 3-1)**.

TABLE 3-1
FATALITIES AND SEVERITY OF INJURIES OF DRIVERS, PASSENGERS, PEDESTRIANS, AND BICYCLE DRIVERS
2024

	Incapacitating Injuries		Non-Incapacitating Injuries		Possible Injuries		Total Nonfatal Injuries		Total Fatalities	
	No.	%	No.	%	No.	%	No.	%	No.	%
Drivers	401	65.6	1,371	70.2	1,774	81.9	3,546	75.0	111	76.0
Passengers	163	26.8	441	22.6	320	14.8	924	19.6	22	15.1
Pedestrians	32	5.2	67	3.4	41	1.9	140	2.9	9	6.2
Bicycle Drivers	12	2.0	67	3.4	28	1.3	107	2.3	4	2.7
Other*	2	0.3	8	0.4	4	0.2	14	0.3	0	0.0
TOTAL	**610**	**100**	**1,954**	**100**	**2,167**	**100**	**4,731**	**100**	**146**	**100**

*Other – 14 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 2024, occupants of passenger cars and minivans accounted for 19.9 percent of the fatalities and 31.1 percent of the injuries. With occupants of SUVs showed 19.9 percent of the fatalities and 34 percent of the injuries. Additionally, in 2024, thirty-three motorcyclists and nine pedestrians were killed. **(See TABLE 3-2)**.

TABLE 3-2
FATALITIES AND INJURIES BY MODE OF TRANSPORTATION
2024

	Fatalities No.	Fatalities %	Injuries No.	Injuries %
Passenger Cars, Minivans	29	19.9	1,471	31.1
Pickups, Cargo Vans***	31	21.2	736	15.6
SUVs (Sports Utility Vehicles)	29	19.9	1,609	34.0
Trucks (All)*	3	2.1	138	2.9
Motorcycle	33	22.6	420	8.9
Moped	0	0.0	9	0.2
ATVs / 4-Wheelers	7	4.8	32	0.7
Bus	0	0.0	21	0.4
Farm Machinery, Heavy Equipment	1	0.7	2	0.0
Motor Home	0	0.0	4	0.1
Snowmobile	0	0.0	0	0.0
Bicycle	4	2.7	107	2.3
Pedestrians	9	6.2	139	2.9
Other**	0	0.0	43	0.9
Unknown	0	0.0	0	0.0
TOTAL	**146**	**100**	**4,731**	**100**

*Truck Specifics:	Fatalities	Injuries
Straight Truck	1	46
Straight Truck with Trailer	0	15
Truck Tractor Only	0	2
Truck Tractor with Single Semi Trailer	2	70
Truck Tractor with Two or More Trailers	0	5
TOTAL	**3**	**138**

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 2024

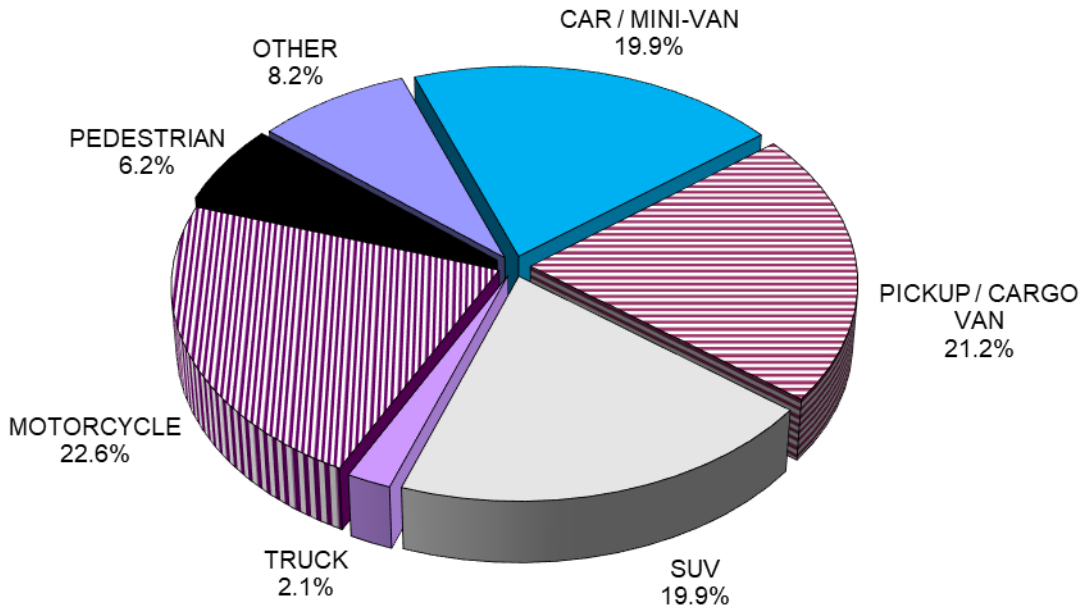
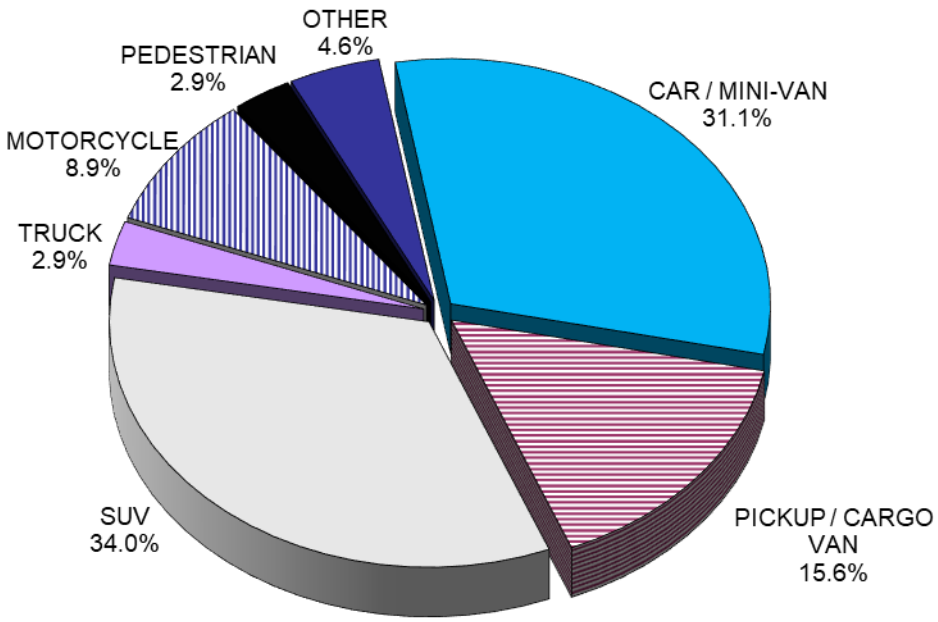


FIGURE 3-2 INJURIES BY TRAVEL MODE 2024



** 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. In 2024, 64 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 32.1 percent of those involved in injury crashes. Pickups and vans made up 19.1 percent of the vehicles involved in injury crashes, while SUVs made-up 34.8 percent of those involved in injury crashes.

VEHICLE TYPES INVOLVED IN CRASHES
2024
TABLE 3-3

	All Crashes No.	%	Fatal Crashes No.	%	Injury Crashes No.	%	PDO Crashes No.	%
Passenger Cars / Minivans	9,611	32.6	39	19.8	1,921	32.1	7,651	32.8
Pickups, Cargo Vans	6,245	21.2	52	26.4	1,140	19.1	5,053	21.7
SUVs (Sports Utility Vehicles)	10,715	36.3	35	17.8	2,083	34.8	8,597	36.9
Trucks (All)*	1,291	4.4	25	12.7	259	4.3	1,007	4.3
Motorcycle	532	1.8	34	17.3	394	6.6	104	0.4
Moped	11	0.0	0	0.0	10	0.2	1	0.0
ATVs / 4-wheelers	51	0.2	7	3.6	24	0.4	20	0.1
Bus	99	0.3	2	1.0	12	0.2	85	0.4
Farm Machinery / Heavy Equip.	66	0.2	3	1.5	8	0.1	55	0.2
Motor Home	38	0.1	0	0.0	8	0.1	30	0.1
Snowmobile	0	0.0	0	0.0	0	0.0	0	0.0
Other	43	0.1	0	0.0	15	0.3	28	0.1
Unknown	803	2.7	0	0.0	109	1.8	694	3.0
TOTAL	**29,505**	**100**	**197**	**100**	**5,983**	**100**	**23,325**	**100**

* Truck Specifics:	All Crashes	Fatal Crashes	Injury Crashes	PDO Crashes
Straight Truck	441	10	84	347
Straight Truck with Trailer	132	0	21	111
Truck Tractor Only	26	1	5	20
Truck Tractor with Single Semi Trailer	648	14	139	495
Truck Tractor with Two or More Trailers	44	0	10	34
TOTAL	**1,291**	**25**	**259**	**1,007**

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 15 people or (10.3%) of the persons killed were under 20 years of age and a total of 765 or (16.2%) of the persons injured were between 25 and 34 years of age. **(see TABLE 3-4)**.

TABLE 3-4
FATALITIES AND INJURIES BY AGE GROUP
2024

	Fatalities		Injuries	
	No.	%	No.	%
0 - 5	3	2.1	77	1.6
6 - 13	2	1.4	176	3.7
14 - 15	3	2.1	163	3.4
16 - 17	3	2.1	250	5.3
18	2	1.4	145	3.1
19	2	1.4	141	3.0
20	2	1.4	104	2.2
21 - 24	10	6.8	415	8.8
25 - 34	**23**	**15.8**	**765**	**16.2**
35 - 44	19	13.0	692	14.6
45 - 54	15	10.3	570	12.0
55 - 64	20	13.7	531	11.2
65 - Over	42	28.8	693	14.6
Unknown	0	0.0	9	0.2
Total	**146**	**100**	**4,731**	**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 5.3 percent of the total crashes, while 39.6 percent of the fatal crashes and 47.8 percent of all crashes represented a collision between two or more vehicles **(see TABLE 3-5)**.

TABLE 3-5
FIRST HARMFUL EVENT
2024

First Harmful Event	Total Crashes No.	%	Fatal Crashes No.	%	Injury Crashes No.	%	PDO Crashes No.	%
Motor Vehicle Collision With:								
MV in Transport	8,927	47.8	53	39.6	2,084	59.8	6,790	45.1
A Fixed or Other Object	2,470	13.2	37	27.6	543	15.6	1,890	12.5
An Animal	4,816	25.8	2	1.5	100	2.9	4,714	31.3
A Pedestrian	138	0.7	7	5.2	129	3.7	2	0.0
A Bicyclist	118	0.6	4	3.0	107	3.1	7	0.0
A Parked Motor Vehicle	1,167	6.2	0	0.0	93	2.7	1,074	7.1
A Railroad Vehicle	10	0.1	0	0.0	3	0.1	7	0.0
Equipment in Roadway	44	0.2	0	0.0	8	0.2	36	0.2
Non-Collision: (Overturning or Other)	996	5.3	31	23.1	420	12.0	545	3.6
Total	**18,686**	**100**	**134**	**100**	**3,487**	**100**	**15,065**	**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 50.9 percent of the fatal crashes, 54.8 percent of the injury crashes and 45.5 percent of the PDO crashes. Angle collisions are the most prevalent for severe crashes, accounting for 50.9 percent of the fatal crashes and 47.7 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
2024

Manner of Collision	Total Crashes No.	%	Fatal Crashes No.	%	Injury Crashes No.	%	PDO Crashes No.	%
Rear-End	3,324	37.2	10	18.9	765	36.7	2,549	37.5
Head-On	174	1.9	13	24.5	74	3.6	87	1.3
Angle	4,261	47.7	27	50.9	1,143	54.8	3,091	45.5
Sideswipe-Same Direction	1,007	11.3	0	0.0	73	3.5	934	13.8
Sideswipe-Opposite Dir.	137	1.5	3	5.7	26	1.2	108	1.6
Rear-Rear	18	0.2	0	0.0	2	0.1	16	0.2
Unknown	8	0.1	0	0.0	1	0.0	7	0.1
Total	**8,929**	**100**	**53**	**100**	**2,084**	**100**	**6,792**	**100**
No Collision Between 2 or more MV	9,757		81		1,403		8,273	
Total Crashes	**18,686**		**134**		**3,487**		**15,065**	

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

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

Highway System

The number of reported crashes by "type of highway system" is presented in **TABLE 3-7**.
Fatal crashes happen predominately in rural areas. City streets and alleys experienced a 42.4 percent of the PDO crashes and 49.4 percent of the injury crashes while accounting for 14.9 percent of the fatal crashes.

Non-interstate rural roads tallied 66.5 percent of the fatal crashes. The Interstate system experienced 2,615 or 14 percent of the total crashes while accounting for an estimated 32.4 percent of the vehicle miles traveled in 2024. Twenty-one or 15.7 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
2024

Type of Highway	Total Crashes Number	%	Fatal Crashes Number	%	Injury Crashes Number	%	PDO Crashes Number	%	No. Killed	No. Injured
Interstate - Rural	1,742	9.3	17	12.7	255	7.3	1,470	9.8	18	359
US/State Hwys-Rural	3,745	20.0	51	38.1	507	14.5	3,187	21.2	58	724
Co./Local Rds.-Rural	2,568	13.7	38	28.4	470	13.5	2,060	13.7	39	633
Interstate - City	873	4.7	4	3.0	137	3.9	732	4.9	4	179
US/State Hwys-City	1,604	8.6	4	3.0	389	11.2	1,211	8.0	4	530
City Streets/Alleys	8,130	43.5	20	14.9	1,723	49.4	6,387	42.4	23	2,300
Ramps	23	0.1	0	0.0	5	0.1	18	0.1	0	5
Unknown/Not Reported	1	0.0	0	0.0	1	0.0	0	0.0	0	1
Total	**18,686**	**100**	**134**	**100**	**3,487**	**100**	**15,065**	**100**	**146**	**4,731**

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

FIGURE 3-3 2024
TRAFFIC CRASHES
BY SYSTEM TYPE

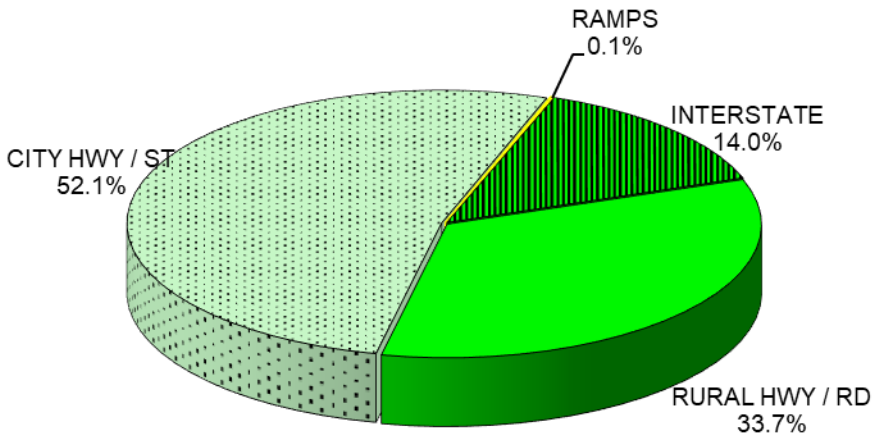


FIGURE 3-4 2024
FATAL TRAFFIC CRASHES
BY SYSTEM TYPE

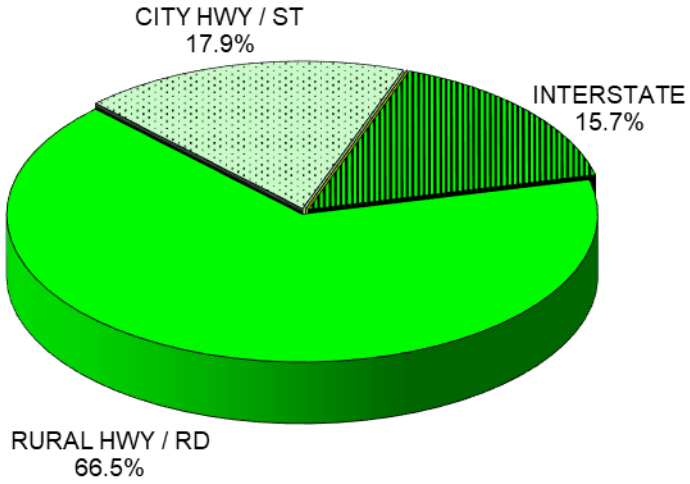


TABLE 3-8
MOTOR VEHICLE TRAFFIC CRASHES BY SD COUNTIES
2024

County	Total Crashes	Fatal Crashes	Injury Crashes	PDO Crashes	Fatalities	Injuries
AURORA	92	1	11	80	1	13
BEADLE	224	4	65	155	4	93
BENNETT	21	1	6	14	1	15
BON HOMME	33	1	12	20	2	15
BROOKINGS	561	2	88	471	2	100
BROWN	644	2	100	542	3	122
BRULE	66	1	13	52	1	18
BUFFALO	9	3	3	3	4	12
BUTTE	194	3	29	162	3	38
CAMPBELL	16	0	2	14	0	4
CHARLES MIX	112	8	30	74	8	59
CLARK	103	0	10	93	0	17
CLAY	187	2	33	152	2	44
CODINGTON	688	5	135	548	5	167
CORSON	37	1	7	29	1	8
CUSTER	274	2	55	217	2	79
DAVISON	472	0	67	405	0	77
DAY	60	0	11	49	0	13
DEUEL	145	3	15	127	3	20
DEWEY	5	1	2	2	1	3
DOUGLAS	22	0	4	18	0	6
EDMUNDS	116	0	5	111	0	6
FALL RIVER	70	4	17	49	5	17
FAULK	44	0	2	42	0	2
GRANT	24	1	6	17	1	7
GREGORY	70	0	8	62	0	10
HAAKON	41	1	6	34	1	10
HAMLIN	191	0	15	176	0	21
HAND	63	0	9	54	0	9
HANSON	107	1	18	88	1	26
HARDING	27	2	8	17	2	10
HUGHES	240	1	50	189	1	66
HUTCHINSON	80	3	20	57	4	30
HYDE	6	1	0	5	1	0
JACKSON	113	3	20	90	3	28
JERAULD	48	1	4	43	1	5
JONES	75	0	15	60	0	17
KINGSBURY	117	1	12	104	1	17
LAKE	253	0	16	237	0	21
LAWRENCE	645	10	117	518	11	158
LINCOLN	1,405	7	253	1,145	8	338
LYMAN	188	4	19	165	5	31
MARSHALL	57	0	7	50	0	11
MC COOK	175	5	23	147	6	37
MC PHERSON	47	0	2	45	0	2
MEADE	424	7	83	334	7	118
MELLETTE	14	0	5	9	0	5
MINER	80	0	1	79	0	1
MINNEHAHA	6,028	14	1,120	4,894	16	1,472
MOODY	197	2	22	173	2	26
OGLALA LAKOTA	54	3	21	30	3	39
PENNINGTON	2,335	11	679	1,645	12	990
PERKINS	43	0	4	39	0	4
POTTER	52	0	6	46	0	7
ROBERTS	75	2	17	56	2	25
SANBORN	86	0	8	78	0	11
SPINK	171	1	18	152	1	22
STANLEY	76	2	5	69	2	6
SULLY	30	0	6	24	0	8
TODD	4	0	0	4	0	0
TRIPP	100	0	17	83	0	22
TURNER	81	0	8	73	0	10
UNION	228	2	46	180	2	67
WALWORTH	73	0	5	68	0	8
YANKTON	364	4	66	294	4	88
ZIEBACH	4	1	0	3	1	0
Total:	**18,686**	**134**	**3,487**	**15,065**	**146**	**4,731**

TABLE 3-8A
ALCOHOL INVOLVED MOTOR VEHICLE TRAFFIC CRASHES BY SD COUNTIES
2024

County	Total Crashes	Fatal Crashes	Injury Crashes	PDO Crashes	Fatalities	Injuries
AURORA	3	0	1	2	0	1
BEADLE	18	2	9	7	2	11
BENNETT	3	1	0	2	1	1
BON HOMME	4	0	4	0	0	5
BROOKINGS	23	0	10	13	0	15
BROWN	34	2	13	19	3	16
BRULE	3	0	1	2	0	2
BUFFALO	3	2	1	0	3	7
BUTTE	10	0	5	5	0	6
CAMPBELL	0	0	0	0	0	0
CHARLES MIX	17	4	10	3	4	19
CLARK	4	0	0	4	0	0
CLAY	9	1	3	5	1	4
CODINGTON	40	2	17	21	2	21
CORSON	2	1	0	1	1	0
CUSTER	11	0	8	3	0	15
DAVISON	22	0	6	16	0	6
DAY	5	0	3	2	0	3
DEUEL	5	1	3	1	1	3
DEWEY	0	0	0	0	0	0
DOUGLAS	1	0	1	0	0	2
EDMUNDS	1	0	0	1	0	0
FALL RIVER	9	2	3	4	3	3
FAULK	1	0	1	0	0	1
GRANT	2	0	2	0	0	2
GREGORY	2	0	2	0	0	2
HAAKON	0	0	0	0	0	0
HAMLIN	7	0	4	3	0	6
HAND	1	0	1	0	0	1
HANSON	4	0	1	3	0	1
HARDING	2	0	1	1	0	1
HUGHES	14	1	9	4	1	16
HUTCHINSON	3	1	2	0	1	2
HYDE	0	0	0	0	0	0
JACKSON	4	0	1	3	0	1
JERAULD	3	0	1	2	0	1
JONES	2	0	1	1	0	1
KINGSBURY	2	0	2	0	0	2
LAKE	10	0	6	4	0	8
LAWRENCE	35	2	16	17	2	27
LINCOLN	54	4	16	34	4	26
LYMAN	12	2	4	6	3	9
MARSHALL	6	0	2	4	0	3
MCCOOK	10	3	2	5	3	3
MCPHERSON	2	0	1	1	0	1
MEADE	31	3	14	14	3	19
MELLETTE	3	0	3	0	0	3
MINER	2	0	0	2	0	0
MINNEHAHA	295	5	94	196	7	139
MOODY	6	0	4	2	0	4
OGLALA LAKOTA	10	2	7	1	2	18
PENNINGTON	163	5	82	76	6	116
PERKINS	1	0	0	1	0	0
POTTER	0	0	0	0	0	0
ROBERTS	7	2	1	4	2	1
SANBORN	1	0	0	1	0	0
SPINK	5	0	2	3	0	3
STANLEY	2	0	0	2	0	0
SULLY	2	0	2	0	0	2
TODD	0	0	0	0	0	0
TRIPP	6	0	5	1	0	6
TURNER	1	0	1	0	0	1
UNION	14	0	9	5	0	11
WALWORTH	2	0	0	2	0	0
YANKTON	29	2	10	17	2	16
ZIEBACH	1	1	0	0	1	0
Total:	**984**	**51**	**407**	**526**	**58**	**593**

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 60 percent of rural fatal and injury crashes and 78.6 percent of all fatal and injury crashes in South Dakota. Pennington County has 11.7 percent of all rural fatal and injury crashes with Minnehaha County accounting for 9.7 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.

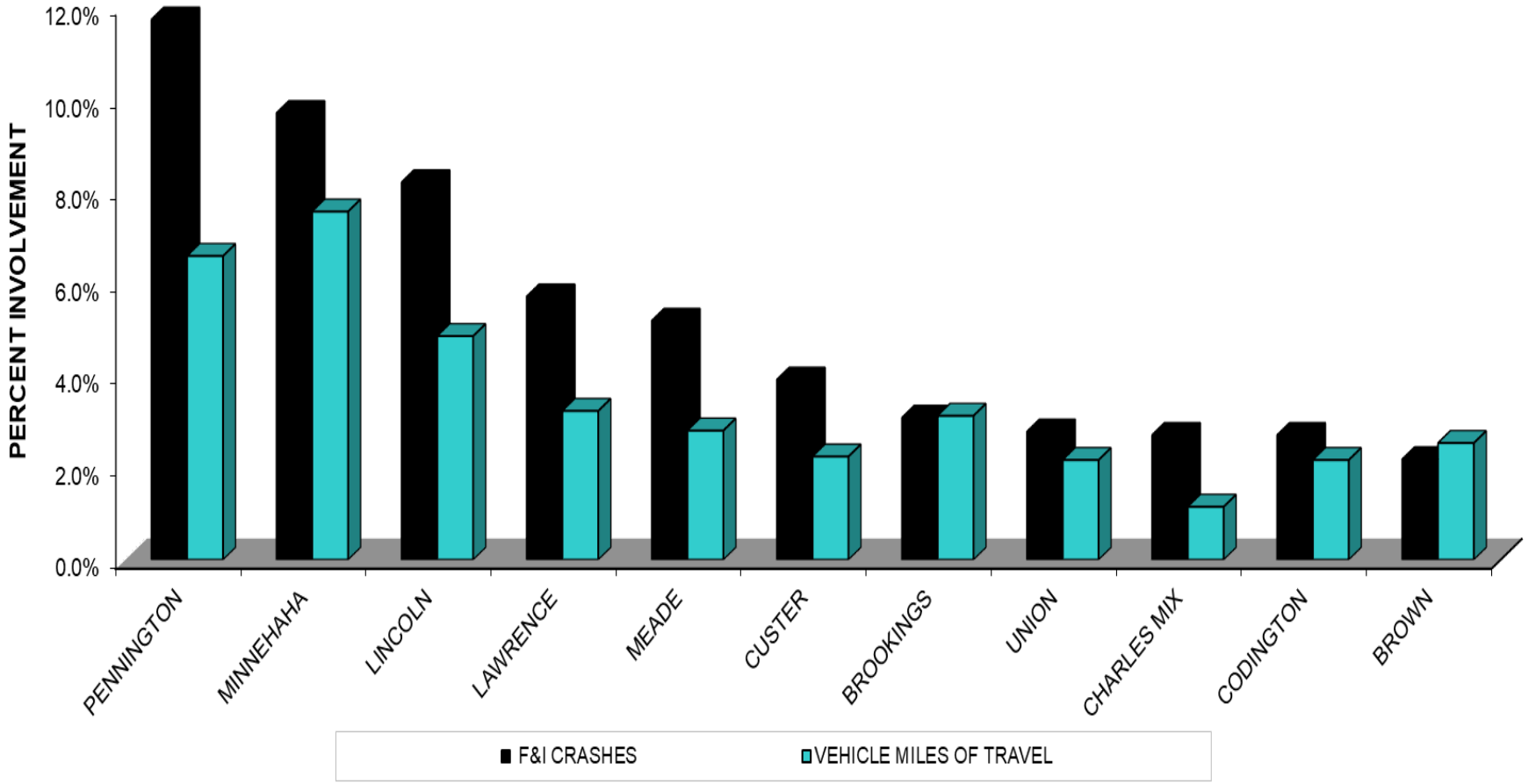
TABLE 3-9
COUNTIES HAVING MORE THAN TWO PERCENT OF THE RURAL FATAL & INJURY CRASHES
2024

County	Rural Fatal & Injury Crashes	Percent of All Rural Fatal & Injury Crashes	Percent of Rural VMTS
PENNINGTON	156	11.7%	6.6%
MINNEHAHA	129	9.7%	7.5%
LINCOLN	109	8.2%	4.8%
LAWRENCE	76	5.7%	3.2%
MEADE	68	5.1%	2.8%
CUSTER	52	3.9%	2.2%
BROOKINGS	41	3.1%	3.1%
UNION	37	2.8%	2.2%
CHARLES MIX	36	2.7%	1.1%
CODINGTON	36	2.7%	2.2%
BROWN	29	2.2%	2.5%
YANKTON	29	2.2%	0.7%

Note: Total Rural Fatal and Injury Crashes: 1,332
S.D. Vehicle Miles of Travel Report (2024 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 - 2024



City Summary

Reported traffic crashes within South Dakota cities (population of 2,500 and more) are presented in **TABLE 3-10**. These cities reported 61.8 percent of the statewide injury crashes and 18.7 percent of the fatal crashes. The two largest cities (Sioux Falls and Rapid City) accounted for 74.3 percent of fatal and injury crashes occurring in cities and 71.3 percent of the PDO crashes.

TABLE 3-10
TRAFFIC CRASHES SOUTH DAKOTA CITIES
POPULATION 2500 AND OVER
2024

City	Total Crashes	Fatal Crashes	Injury Crashes	PDO Crashes	Fatalities	Injuries
Aberdeen	402	1	72	329	1	86
Belle Fourche	70	0	15	55	0	21
Box Elder	84	0	11	73	0	17
Brandon	72	0	14	58	0	18
Brookings	224	2	44	178	2	50
Canton	22	0	1	21	0	2
Dell Rapids	33	0	3	30	0	3
Harrisburg	52	0	7	45	0	8
Hartford	21	0	7	14	0	10
Hot Springs	14	0	5	9	0	5
Huron	139	2	47	90	2	70
Lead	22	0	1	21	0	1
Madison	59	0	2	57	0	3
Milbank	2	0	0	2	0	0
Mitchell	279	0	42	237	0	50
Mobridge	5	0	0	5	0	0
N. Sioux City	41	1	8	32	1	12
Pierre	156	1	35	120	1	45
Rapid City	1,558	5	505	1,048	6	746
Redfield	16	0	1	15	0	1
Sioux Falls	5,699	9	1,102	4,588	11	1,450
Sisseton	16	0	4	12	0	4
Spearfish	224	2	42	180	2	53
Sturgis	65	0	19	46	0	23
Tea	41	0	5	36	0	5
Vermillion	78	0	20	58	0	27
Watertown	442	1	103	338	1	127
Winner	21	0	2	19	0	2
Yankton	229	1	39	189	1	44
City Totals	**10,086**	**25**	**2,156**	**7,905**	**28**	**2,883**
Statewide Totals	**18,686**	**134**	**3,487**	**15,065**	**146**	**4,731**

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 14.5 percent of all reported PDO crashes and 10.5 percent of all fatal and injury crashes. Dry roads were reported in 79.8 percent of all fatal and injury crashes.

TABLE 3-11
ROADWAY SURFACE CONDITIONS
2024

	Total Crashes		Fatal Crashes		Injury Crashes		PDO Crashes	
	No.	%	No.	%	No.	%	No.	%
Dry	14,235	76.2	114	85.1	2,777	79.6	11,344	75.3
Wet	1,471	7.9	5	3.7	260	7.5	1,206	8.0
Snow	1,239	6.6	2	1.5	187	5.4	1,050	7.0
Slush	152	0.8	1	0.7	20	0.6	131	0.9
Ice	1,119	6.0	7	5.2	155	4.4	957	6.4
Frost	55	0.3	1	0.7	8	0.2	46	0.3
Water	7	0.0	0	0.0	4	0.1	3	0.0
Sand, mud, dirt, gravel	241	1.3	4	3.0	62	1.8	175	1.2
Oil	4	0.0	0	0.0	3	0.1	1	0.0
Other / Not applicable	14	0.1	0	0.0	3	0.1	11	0.1
Unknown / Not reported	149	0.8	0	0.0	8	0.2	141	0.9
Total	**18,686**	**100**	**134**	**100**	**3,487**	**100**	**15,065**	**100**

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

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

The peak 3-hour period for fatal crashes was between 10:00-12:59 p.m. and 3:00-5:59 p.m. Accounting for 24 or 19.5 percent of the fatal crashes occurred during each of these three-hour periods. The peak three-hour period for injury crashes and property damage only (PDO) crashes occurred between 3:00-5:59 p.m. with 918 (26.3%) of the injury crashes and 3,316 or (22.0%) of the property damage only (PDO) crashes**. (see TABLE 3-12)**.

July shows 19 or (14.2%) of the fatal crashes. With August showing 412 or (11.8%) of the injury crashes. November shows 1,881 property damage only (PDO) crashes which represents 12.5 percent of the PDO crashes for 2024. **(see TABLE 3-13)**.

The day of the week Friday accounts for 3,028 (16.2%) of the total crashes. As well as 568 (16.3%) of the injury crashes and 2,438 (16.2%) of the property damage only (PDO) crashes for 2024. With Saturday having 26 or (19.4%) of the fatal crashes. **(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
2024

Time	Total Crashes	Fatal Crashes	Injury Crashes	PDO Crashes	Fatalities	Injuries
Midnight	275	5	43	227	6	60
1:00 AM	243	3	41	199	4	50
2:00 AM	217	2	45	170	2	62
3:00 AM	143	3	32	108	3	44
4:00 AM	221	0	32	189	0	46
5:00 AM	421	3	42	376	3	55
6:00 AM	762	5	80	677	6	98
7:00 AM	1,340	6	194	1,140	6	250
8:00 AM	857	7	157	693	7	213
9:00 AM	711	5	142	564	5	209
10:00 AM	687	10	130	547	12	186
11:00 AM	796	6	168	622	6	219
12:00 PM	978	8	223	747	8	301
1:00 PM	928	8	230	690	10	322
2:00 PM	925	7	231	687	8	305
3:00 PM	1,255	7	250	998	7	358
4:00 PM	1,308	9	335	964	10	462
5:00 PM	1,695	8	333	1,354	8	470
6:00 PM	1,156	8	222	926	8	289
7:00 PM	969	6	147	816	7	200
8:00 PM	913	5	140	768	5	185
9:00 PM	851	5	114	732	5	152
10:00 PM	613	3	82	528	4	107
11:00 PM	385	4	67	314	4	80
Unknown	37	1	7	29	2	8
Total	**18,686**	**134**	**3,487**	**15,065**	**146**	**4,731**

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

TABLE 3-13
CRASHES BY MONTH
2024

Month	Total Crashes	Fatal Crashes	Injury Crashes	PDO Crashes	Fatalities	Injuries
JANUARY	1,893	2	288	1,603	2	393
FEBRUARY	1,263	7	204	1,052	8	270
MARCH	1,159	7	221	931	8	297
APRIL	1,181	14	215	952	18	294
MAY	1,523	8	298	1,217	8	397
JUNE	1,528	13	322	1,193	14	450
JULY	1,427	19	307	1,101	20	432
AUGUST	1,489	16	412	1,061	16	569
SEPTEMBER	1,549	11	358	1,180	11	494
OCTOBER	1,830	10	317	1,503	10	409
NOVEMBER	2,165	14	270	1,881	17	373
DECEMBER	1,679	13	275	1,391	14	353
Total	**18,686**	**134**	**3,487**	**15,065**	**146**	**4,731**

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

TABLE 3-14
CRASHES BY DAY OF WEEK
2024

Day	Total Crashes	Fatal Crashes	Injury Crashes	PDO Crashes	Fatalities	Injuries
SUNDAY	1,944	15	370	1,559	16	480
MONDAY	2,823	15	519	2,289	17	676
TUESDAY	2,694	17	476	2,201	19	617
WEDNESDAY	2,936	25	531	2,380	27	742
THURSDAY	2,877	14	568	2,295	14	764
FRIDAY	3,028	22	568	2,438	22	800
SATURDAY	2,384	26	455	1,903	31	652
Total	**18,686**	**134**	**3,487**	**15,065**	**146**	**4,731**

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

FIGURE 3-6 CRASHES BY TIME OF DAY 2024

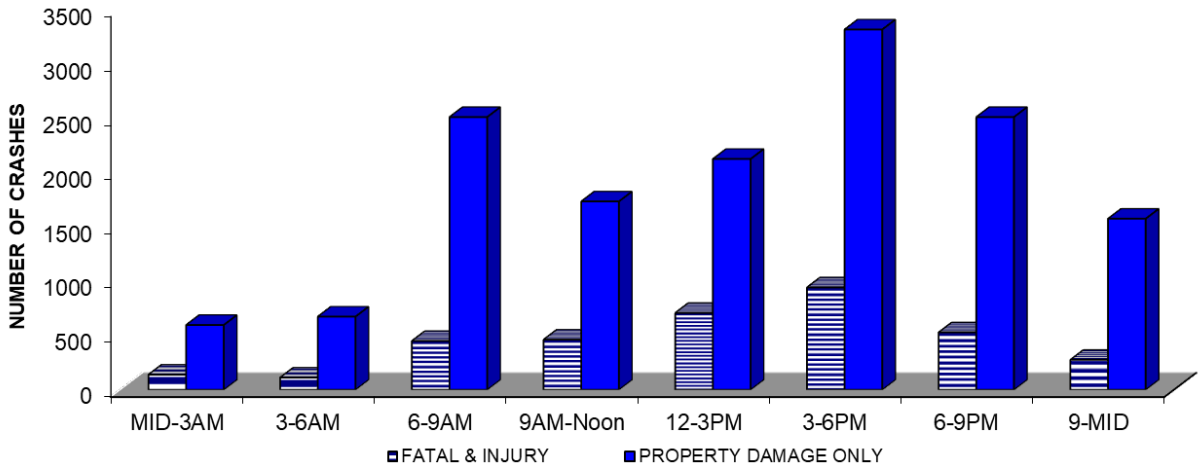


FIGURE 3-7 CRASHES BY MONTH 2024

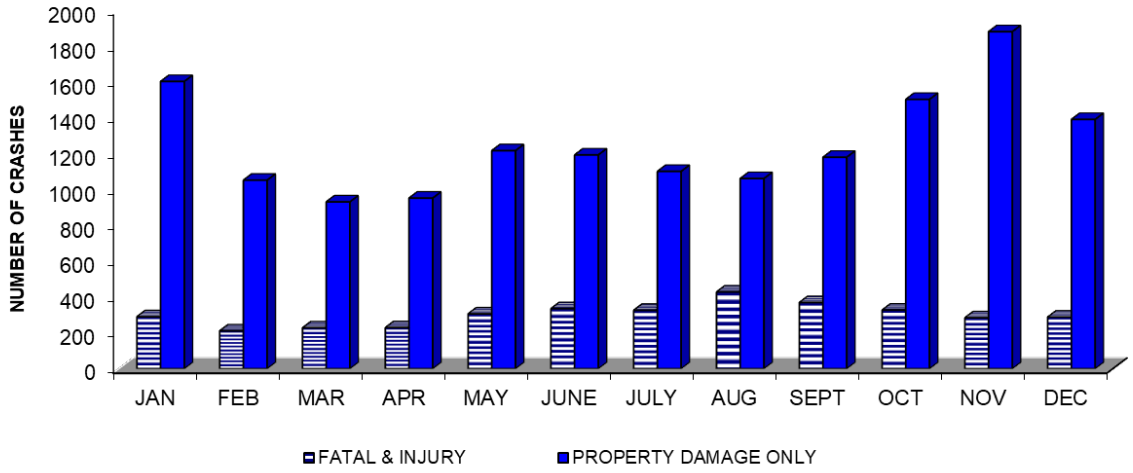
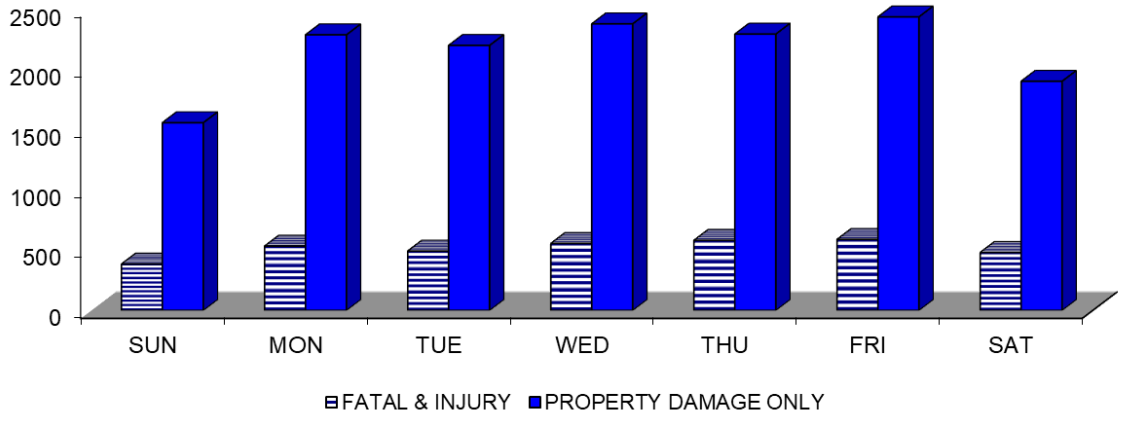


FIGURE 3-8 CRASHES BY DAY OF WEEK 2024



Drivers

In the 18,686 reported motor vehicle crashes there were 28,129 motor vehicle drivers involved, including 192 drivers in fatal crashes and 5,830 drivers in injury crashes. The main statistics of these crashes show that of all persons involved in motor vehicle crashes, 111 or 76 percent were killed drivers and 3,546 or 74.9 percent of the 4,731 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, 25.6 percent of the drivers were under 25 years of age and 43.1 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 17.2 percent of the drivers involved in fatal crashes and 26.2 percent of the drivers in injury crashes. Drivers under the age of 35 make up 35.4 percent of the drivers in fatal crashes and 43.8 percent of the drivers in injury crashes. Fifty or 26 percent of drivers in fatal crashes were between 21-34 years of age. **(see TABLE 3-15)**.

TABLE 3-15
AGE OF DRIVERS IN CRASHES
2024

Age	Drivers In All Crashes No.	%	Drivers In Fatal Crashes No.	%	Drivers In Injury Crashes No.	%	Drivers In PDO Crashes No.	%
0 - 5	0	0.0	0	0.0	0	0.0	0	0.0
6 - 13	17	0.1	0	0.0	9	0.2	8	0.0
14 - 15	780	2.8	2	1.0	151	2.6	627	2.8
16 - 17	1,598	5.7	3	1.6	337	5.8	1,258	5.7
18	811	2.9	4	2.1	164	2.8	643	2.9
19	765	2.7	6	3.1	176	3.0	583	2.6
20	702	2.5	3	1.6	142	2.4	557	2.5
21 - 24	2,530	9.0	15	7.8	551	9.5	1,964	8.9
25 - 34	4,915	17.5	35	18.2	1,025	17.6	3,855	17.4
35 - 44	4,576	16.3	25	13.0	901	15.5	3,650	16.5
45 - 54	3,380	12.0	22	11.5	721	12.4	2,637	11.9
55 - 64	3,237	11.5	33	17.2	685	11.7	2,519	11.4
65 - Over	4,578	16.3	44	22.9	923	15.8	3,611	16.3
Unknown	240	0.9	0	0.0	45	0.8	195	0.9
Total	**28,129**	**100**	**192**	**100**	**5,830**	**100**	**22,107**	**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 969 drinking drivers in all crashes which is 3.4 percent of all drivers in crashes. With 49 or 25.5 percent of drivers in fatal crashes that had been drinking, while 388 or 6.7 percent drivers of the drivers involved in injury crashes had been drinking.

Young drivers are predominantly the drinking drivers in all crashes. Those drivers under 25 years of age accounted for 20.4 percent of the drinking drivers in fatal crashes and 26.5 percent of the drinking drivers in injury crashes. Those drivers under 35 years of age accounted for 46.9 percent of the drinking drivers in fatal crashes and 54.3 percent of the drinking drivers in all crashes.

TABLE 3-16
AGE OF DRINKING DRIVERS IN CRASHES
2024

Age	Drivers In All Crashes No.	%	Drivers In Fatal Crashes No.	%	Drivers In Injury Crashes No.	%	Drivers In PDO Crashes No.	%
6 – 13	0	0.0	0	0.0	0	0.0	0	0.0
14 - 15	5	0.5	1	2.0	3	0.8	1	0.2
16 - 17	26	2.7	1	2.0	9	2.3	16	3.0
18	15	1.5	0	0.0	8	2.1	7	1.3
19	36	3.7	2	4.1	14	3.6	20	3.8
20	27	2.8	1	2.0	14	3.6	12	2.3
21 - 24	155	16.0	5	10.2	55	14.2	95	17.9
25 - 34	262	27.0	13	26.5	100	25.8	149	28.0
35 - 44	183	18.9	9	18.4	78	20.1	96	18.0
45 - 54	113	11.7	7	14.3	44	11.3	62	11.7
55 - 64	86	8.9	5	10.2	36	9.3	45	8.5
65 - Over	61	6.3	5	10.2	27	7.0	29	5.5
Unknown	0	0.0	0	0.0	0	0.0	0	0.0
Total	**969**	**100**	**49**	**100**	**388**	**100**	**532**	**100**

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

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

In South Dakota, licensed drivers under 25 years of age represent 15.2 percent of the total licensed drivers, 25.9 percent of the drinking drivers in fatal and injury crashes and 40.9 percent of the speeding drivers in fatal and injury crashes. Drivers under 35 years of age constitute 30.3 percent of all licensed drivers, with 51.7 percent of the drinking drivers and 62.8 percent of the speeding drivers involved in fatal and injury crashes. **(also see FIGURES 3-9 and 3-10)**.

TABLE 3-17
LICENSED DRIVERS AND FATAL AND INJURY CRASH-INVOLVED DRIVERS BY AGE
2024

Age	Licensed Drivers %	Drivers In Fatal & Injury Crashes No.	%	Drinking Drivers In Fatal & Injury Crashes No.	%	Speeding Drivers In Fatal & Injury Crashes No.	%
0 - 13	0.0	9	0.1	0	0.0	1	0.2
14 - 15	1.9	153	2.5	4	0.9	19	3.5
16 - 17	2.8	340	5.6	10	2.3	47	8.7
18	1.5	168	2.8	8	1.8	30	5.5
19	1.5	182	3.0	16	3.7	34	6.3
20	1.5	145	2.4	15	3.4	23	4.2
21 - 24	5.9	566	9.4	60	13.7	68	12.5
25 - 34	15.1	1,060	17.6	113	25.9	119	21.9
35 - 44	15.9	926	15.4	87	19.9	77	14.2
45 - 54	13.7	743	12.3	51	11.7	47	8.7
55 - 64	15.2	718	11.9	41	9.4	35	6.4
65 - Over	24.8	967	16.1	32	7.3	43	7.9
Unknown	0.0	45	0.7	0	0.0	0	0.0
TOTAL	**100**	**6,022**	**100**	**437**	**100**	**543**	**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 2024
Fatal and Injury Crash Involved Drivers

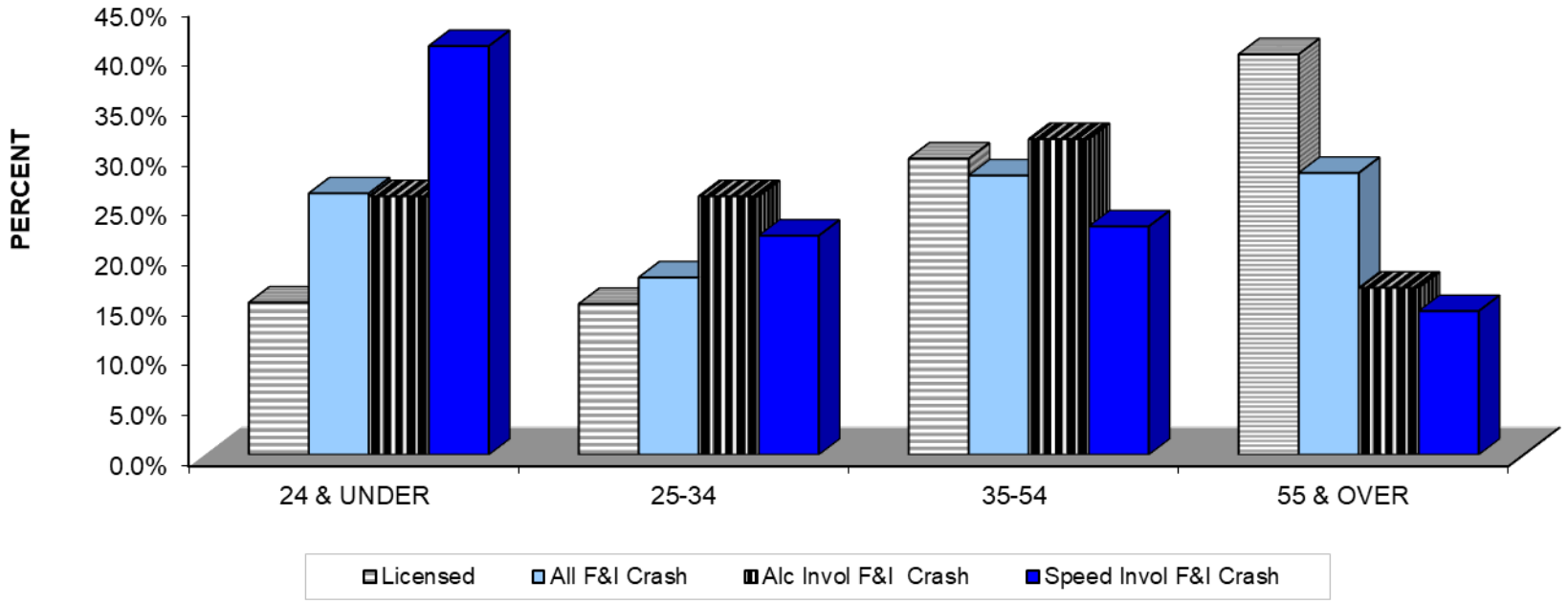
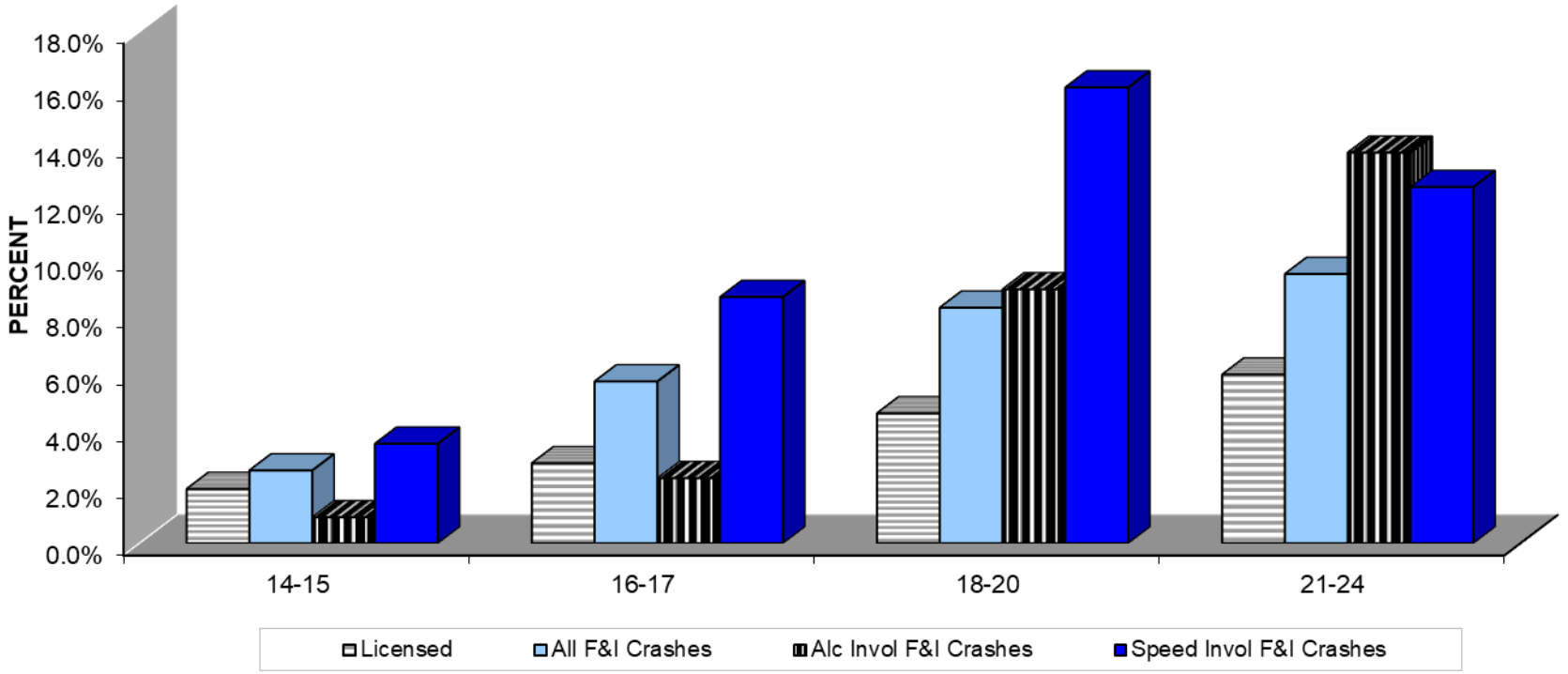


FIGURE 3-10 YOUNG DRIVERS 2024
Fatal & Injury Crash Involved Drivers



Contributing Circumstances (Vision Obscurement and Road)

Contributing circumstances at the crash level involve two categories: vision obscurement and road. The reporting officer may include 1 or no contributing circumstances for each category.

Vision Obscurement - refers to conditions such as: weather condition; physical obstruction; windshield or window obscured by frost, snow, mud, etc.; snowbank; trees, crops, bushes, or other vegetation; guardrail barrier; motor vehicle; building; signs, billboards, etc.; glare; and other. Weather condition was the most frequently reported vision obscurement and was indicated as a problem in 3.2 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 24.7 percent of all crashes. With Road Surface Condition accounting for 16.6 percent.

Motor Vehicle Driver Contributing Circumstances

Driver actions are reported to indicate possible factors that may have contributed to the crashes. These factors are referred to as driver contributing circumstances. Failure to Keep in Proper Lane, Exceeding Speed Limit and Fail to Yield to Another Vehicle were leading driver contributing circumstances in fatal crashes during 2024. Thirty or (15.6%) of the drivers in fatal crashes reported Fail to Keep in Proper Lane as a contributing factor in the crash. While Exceeding the Speed Limit had 22 (11.5 %) and Failure to Yield to Another Vehicle had 18 (9.4%) reported as a contributing factor in fatal crashes. 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
2024

	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	823	2.9	7	3.6	315	5.4	501	2.3
Distracted*	724	2.6	9	4.7	210	3.6	505	2.3
Drinking	539	1.9	15	7.8	222	3.8	302	1.4
Driving Too Fast for Condition	1,302	4.6	8	4.2	257	4.4	1,037	4.7
Exceeded Speed Limit	257	0.9	22	11.5	121	2.1	114	0.5
Fail to Yield to Vehicle	2,711	9.6	18	9.4	764	13.1	1,929	8.7
Failure to Keep in Proper Lane	857	3.0	30	15.6	218	3.7	609	2.8
Fatigued/Fell Asleep	154	0.5	3	1.6	57	1.0	94	0.4
Following Too Closely	1,897	6.7	2	1.0	443	7.6	1,452	6.6
Improper Backing	531	1.9	0	0.0	18	0.3	513	2.3
Improper Passing	125	0.4	4	2.1	26	0.4	95	0.4
Improper Turn	448	1.6	2	1.0	82	1.4	364	1.6
Not Stated***	5,190	18.5	0	0.0	125	2.1	5,065	22.9
Other**	1,499	5.3	11	5.7	387	6.6	1,101	5.0
Over-correcting/Over-steering	269	1.0	5	2.6	97	1.7	167	0.8
Running Off Road	667	2.4	23	12.0	233	4.0	411	1.9
Swerving or Avoiding due to *wind, slippery surface, vehicle, object, non-motorist, etc.*	330	1.2	1	0.5	77	1.3	252	1.1
Unknown	1,179	4.2	18	9.4	247	4.2	914	4.1
Wrong Side of Road	78	0.3	11	5.7	29	0.5	38	0.2
Total Drivers	**28,129**		**192**		**5,830**		**22,107**	

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

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

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

***Not Stated includes first harmful event of animal hit for PDO crashes.

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

Motorcycles

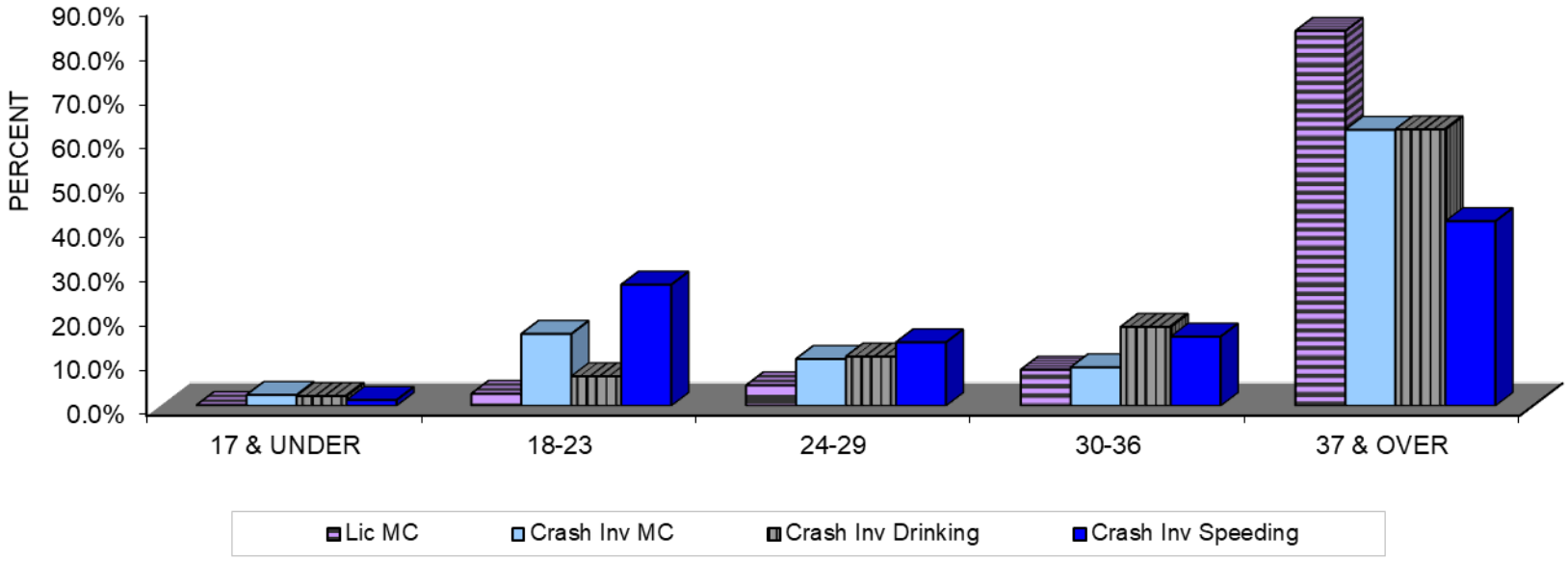
Motorcycle crashes constitute 2.7% of all crashes, 24.6% of all fatal crashes, and 10.8% of all injury crashes. There were 33 people killed and 429 injured on motorcycles in the 502 reported motorcycle crashes during 2024 **(see TABLE 2-7)**. The young motorcycle driver is overrepresented in crashes when compared to their portion of licensed motorcycle operators. The licensed drivers under 20 years of age represent 0.7% of the licensed motorcycle drivers, 8.1% of drivers involved in motorcycle crashes, and 16.9% of the speeding drivers involved in motorcycle crashes **(see TABLE 3-19 and FIGURE 3-11)**.

TABLE 3-19
MOTORCYCLISTS BY AGE GROUP
2024

Age Group	Licensed Motorcyclists No.	%	Motorcycle Drivers In Crashes No.	%	Drinking Motorcycle Drivers In Crashes No.	%	Speeding Motorcycle Drivers In Crashes No.	%
0 - 13	0	0.0	3	0.6	0	0.0	0	0.0
14 - 15	13	0.0	3	0.6	1	2.2	1	1.3
16 - 17	143	0.1	7	1.3	0	0.0	0	0.0
18 - 19	604	0.6	30	5.6	0	0.0	12	15.6
20 - 21	925	1.0	34	6.4	2	4.4	7	9.1
22 - 23	1,095	1.1	22	4.1	1	2.2	2	2.6
24 - 25	1,286	1.3	16	3.0	1	2.2	3	3.9
26 - 27	1,448	1.5	24	4.5	2	4.4	7	9.1
28 - 29	1,728	1.8	16	3.0	2	4.4	1	1.3
30 - 31	1,906	2.0	12	2.3	3	6.7	3	3.9
32 - 36	5,976	6.2	34	6.4	5	11.1	9	11.7
37 - 41	7,162	7.4	34	6.4	4	8.9	7	9.1
42 - 51	15,460	15.9	89	16.7	8	17.8	10	13.0
52 - Over	59,250	61.1	207	38.9	16	35.6	15	19.5
Unknown	0	0.0	1	0.2	0	0.0	0	0.0
Total	**96,996**	**100**	**532**	**100**	**45**	**100**	**77**	**100**

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

FIGURE 3-11 MOTORCYCLISTS 2024
Crash Involved Motorcycle & Moped Drivers



Helmets were used by 230 or 48.8 percent of the motorcycle drivers in crashes while 241 or 51.2 percent did not wear a helmet. **(see TABLE 3-20)**

Thirty-two motorcycle drivers and one motorcycle passenger were killed in 2024. Seven drivers wore helmet and eye protection, three drivers wore helmet only, eight drivers wore eye protection only. Twelve drivers and one passenger reported no safety equipment used. And two were reported as unknown.

TABLE 3-20
HELMET USE BY MOTORCYCLE DRIVERS IN CRASHES
2024

Age	Helmet Used No.	Helmet Used %	Helmet Not Used No.	Helmet Not Used %
6 - 13	2	66.7	1	33.3
14 - 15	0	0.0	2	100.0
16 - 17	6	85.7	1	14.3
18 - 20	34	73.9	12	26.1
21 - 24	30	73.2	11	26.8
25 - 34	42	53.2	37	46.8
35 - 44	23	39.0	36	61.0
45 - Over	93	39.7	141	60.3
Unknown	0	0.0	0	0.0
Total	**230**	**48.8**	**241**	**51.2**

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 9 pedestrians killed and 140 injured in motor vehicle crashes during 2024 **(see TABLE 3-21)**. The youngest pedestrian killed was 5 years old, while the oldest was 68 years old. Of the injured pedestrians 9.9 percent were between the ages of 5-13.

Cities account for 91.4 percent of the pedestrian injuries and 66.7 percent of the pedestrian fatalities **(see TABLE 3-23)**. Of the nine pedestrians killed four were male and five were female. And of the140 pedestrians were injured, 82 were male and 58 were female.

Officers reported that two out of the nine pedestrians had been drinking alcohol. **(see TABLE 3-22)**.

TABLE 3-21
AGE OF PEDESTRIANS IN TRAFFIC CRASHES
2024

Age	Fatalities No.	Fatalities %	Injuries No.	Injuries %
0 - 4	0	0.0	1	0.7
5 - 13	2	22.2	14	9.9
14 - 19	0	0.0	16	11.3
20 - 24	1	11.1	7	5.0
25 - 34	2	22.2	31	22.0
35 - 44	1	11.1	25	17.7
45 - 54	1	11.1	18	12.8
55 - 64	1	11.1	12	8.5
65 - Over	1	11.1	16	11.4
Total	**9**	**100**	**140**	**100**

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

TABLE 3-22
ALCOHOL / DRUG INVOLVEMENT BY PEDESTRIANS
2024

Alcohol Involvement	Fatalities No.	Fatalities %	Injuries No.	Injuries %
No Alcohol or Drugs	7	77.8	120	85.7
Alcohol Only	2	22.2	20	14.3
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	**9**	**100**	**140**	**100**

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

TABLE 3-23
RURAL vs. CITY PEDESTRIAN CRASHES
2024

	Fatalities	%	Injuries	%
Rural	3	33.3	12	8.6
City	6	66.7	128	91.4
Total	**9**	**100**	**140**	**100**

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

Bicycles

During 2024 there were four bicyclists killed **(see TABLE 2-9)**. There were 107 bicycle drivers injured in reported motor vehicle crashes during 2024 **(see TABLE 3-24)**. The leading factor in bicycle-involved crashes was failure to yield right of way, which was reported for 14 percent of the injured bicycle drivers. Seventy-one of the injured bicycle drivers in crashes reported no contributing circumstance.

The yearly trend of bicycle fatalities and injuries from 2004-2024 is provided in **TABLE 2-9**.

TABLE 3-24
AGE OF BICYCLE DRIVERS IN TRAFFIC CRASHES
2024

Age	Fatalities Number	Injuries Number	%
0 - 4	1	0	0.0
5 - 13	0	19	17.8
14 - 19	1	16	15.0
20 - 24	0	10	9.3
25 - 34	0	15	14.0
35 - 44	0	16	15.0
45 - 54	0	13	12.1
55 - 64	0	11	10.3
65 - Over	2	7	6.5
Unknown	0	0	0.0
Total	**4**	**107**	**100**

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

IV. IMPORTANT EVENTS AND DATES

March 1, 1974 - Speed limit lowered to 55 miles per hour.

July 1, 1976 - Right turn on red is allowed unless prohibited by a sign reading "No right turn on red".

July 1, 1977 - Helmet law repealed for motorcycle drivers and passengers age 18 and over.

April 1, 1979 - Motor Vehicle Safety Inspection repealed.

March 1, 1982 - Driving While Intoxicated Enforcement campaign began.

July 1, 1984 - Child safety restraints became a law for children under age 5.

April 15, 1987 - Speed limit on rural interstate was raised to 65 miles per hour.

April 1, 1988 - Drinking age was raised to 21.

April 1, 1992 - Commercial driver's license required for commercial vehicle operators.

January 1, 1995 - Safety belt law became effective for front seat occupants.

April 1, 1996 - Speed limit raised to 75 miles per hour on rural Interstate and 65 on most US and State Highways.

January 1, 1999 - Graduated Driver License law implemented.

July 1, 2001 - Safety belt primary law for all occupants aged 17 and under.

July 1, 2002 - BAC Level changed from .10 to .08.

January 1, 2004 - South Dakota Accident Records System (SDARS) was implemented.

July 20, 2007 - Highway Patrol begins testing TraCS (Traffic and Criminal Software) in nine vehicles. Full implementation of computerized in-vehicle accident reporting expected in early 2008.

January 1, 2008 - SD Highway Patrol begins submission of all reportable crashes using TraCS (Traffic and Criminal Software) system. The Office of Accident Records will expand TraCS to add municipalities & counties for more efficient reporting during 2008.

April 1, 2015 - Speed limit on rural interstate was raised to 80 miles per hour.

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

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

V. GLOSSARY OF TERMS

Reportable Traffic Crash

Motor vehicle traffic crash which involves death, injury, or property damage to an apparent extent of $1,000 or more to any one person's property or accumulated property damage of $2,000 per crash.

Fatal Crash

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

Injury Crash

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

Property Damage Only (PDO) Crash

Motor vehicle crashes in which no one was killed or injured but there was property damage to an apparent extent of $1,000 or more to any one person's property or accumulated property damage of $2,000 per crash.

Fatality Rate

Number of traffic fatalities per 100 million vehicle miles traveled.

Alcohol Involved Crash

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

Economic Loss

The calculable costs of motor vehicle crashes are wage loss, medical expense, insurance administration cost, and property damage. (Source: Estimating the Costs of Unintentional Injuries, 2022, National Safety Council)