

2004
South Dakota
**Motor Vehicle
Traffic Crash
Summary**



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

M. Michael Rounds
Governor



STATE OF SOUTH DAKOTA
M. MICHAEL ROUNDS, GOVERNOR

May 2005

Dear Readers:

I have made the safety of South Dakotans one of my top priorities. The South Dakota Highway Patrol and law enforcement agencies across the state are working together to reduce traffic crashes by conducting sobriety checks, saturation patrols and educating the public about the dangers of unsafe driving. But it's not enough.

Every year, motor vehicle crashes rob our state of one of our most valuable resources...our citizens. The 2004 South Dakota Motor Vehicle Traffic Crash Summary contains valuable information that will enhance public awareness of the human and financial costs of motor vehicle crashes, identify traffic safety problems, and determine effective countermeasures to address those problems.

Highway safety is a complex issue dealing with years of behavioral trends that are magnified by the growing number of drivers on our roadways and the increased demand on our time and energy. Reducing the number of motor vehicle fatalities and injuries is not dependent upon the work of one agency, but upon the collaborative and ongoing efforts of a multitude of public and private entities.

We can make a difference. We can change these statistics by making safety a priority every time we operate a motor vehicle. Slow down, use safety belts, child safety seats, and if you choose to consume alcohol, do not drive.

Together, we can make South Dakota a safer place to live, work, visit and raise a family.

Sincerely,

M. Michael Rounds

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I. INTRODUCTION

The South Dakota Motor Vehicle Traffic Crash Summary was developed to provide an overview of the South Dakota traffic crash picture, as well as make frequently requested information available.

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. The purpose of MMUCC is to provide a minimum, standardized data set for describing crashes of motor vehicles that will generate the information necessary to improve highway safety within each state and nationally.

Data recorded on crash reports are computerized and merged into a central, electronic crash data file at the state level. The state motor vehicle crash database provides the basic information necessary for developing effective highway and traffic safety programs. Data from the crash data system 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.

By promoting 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. The MMUCC data elements, along with the state-specific data elements and the officer's narratives and diagrams, provide critical highway safety information. Information technology is capable of capturing this data electronically, regardless of whether the data is in graphic or coded formats.

The Motor Vehicle Traffic Crash Summary is divided into two main sections, Historical Trends and 2004 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 2004 Traffic Crash Profile section details the crash picture for 2004 as well as a glossary of terms.

The majority of the information in this book is provided by the Accident Records Section within the Department of Public Safety. Current state law requires an accident report 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.** (The reporting threshold for property damage only accidents increased from \$500 to \$1,000 on July 1, 2000). Law enforcement agencies provide the accident reports to Accident Records. These reports are available to the public for a search fee of four dollars.

For additional information:

Accident Records Section
118 W Capitol Ave
Pierre, SD 57501-2000
Phone: (605) 773-4156
FAX: (605) 773-6893
E-mail: ARInfo@state.sd.us

**SOUTH DAKOTA
TRAFFIC STATISTICAL SUMMARY
2004**

ON THE AVERAGE ONE TRAFFIC CRASH OCCURRED EVERY **31** MINUTES, AN INJURY WAS SUSTAINED **EVERY HOUR** AND A DEATH OCCURRED EVERY **44** HOURS.

NUMBER OF REPORTED MOTOR VEHICLE TRAFFIC CRASHES: **17,163**

AMOUNT OF MOTOR VEHICLE TRAFFIC CRASH PROPERTY DAMAGE: **\$77 MILLION**

NUMBER OF MOTOR VEHICLE TRAFFIC CRASH INJURIES: **6,535**

NUMBER OF MOTOR VEHICLE TRAFFIC CRASH FATALITIES: **197**

FATALITY RATE PER 100,000,000 MILES OF TRAVEL: **2.32**

PERCENT OF DRIVERS IN FATAL CRASHES WHO HAD BEEN DRINKING: **26.2%**

NUMBER KILLED IN ALCOHOL-RELATED CRASHES: **78**

NUMBER INJURED IN ALCOHOL-RELATED CRASHES: **936**

NUMBER OF PEDESTRIANS KILLED: **9**

NUMBER OF MOTORCYCLISTS KILLED: **26**

NUMBER OF BICYCLISTS KILLED: **1**

PERCENT OF LICENSED DRIVERS UNDER 25: **18%**

PERCENT OF CRASH-INVOLVED SPEEDING DRIVERS IN FATAL & INJURY ACCIDENTS UNDER 25: **57.2%**

PERCENT OF CRASH-INVOLVED DRINKING DRIVERS UNDER 25: **44%**

NUMBER OF OCCUPANTS KILLED IN MOTOR VEHICLES: **159, 42** WERE WEARING A SAFETY RESTRAINT (EXCLUDES MOPED, MOTORCYCLE & SNOWMOBILE OCCUPANTS)

NUMBER OF DWI CONVICTIONS: **6,117** (Source: Dept. of Public Safety-Driver Licensing Program)

NUMBER OF UNRESTRAINED OCCUPANTS UNDER 5 YEARS OF AGE KILLED IN MOTOR VEHICLE CRASHES **3**; NUMBER INJURED **15** AND **2** WERE INJURED WITH CHILD RESTRAINT NOT USED PROPERLY

ECONOMIC LOSS FROM MOTOR VEHICLE TRAFFIC CRASHES: **\$408 MILLION**

Source: SD Department of Public Safety: Accident Records Section

II. HISTORICAL TRENDS

Motor Vehicle Crashes

The preliminary death rates per 100 million vehicle miles traveled from 1995-2004 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
1995-2004**

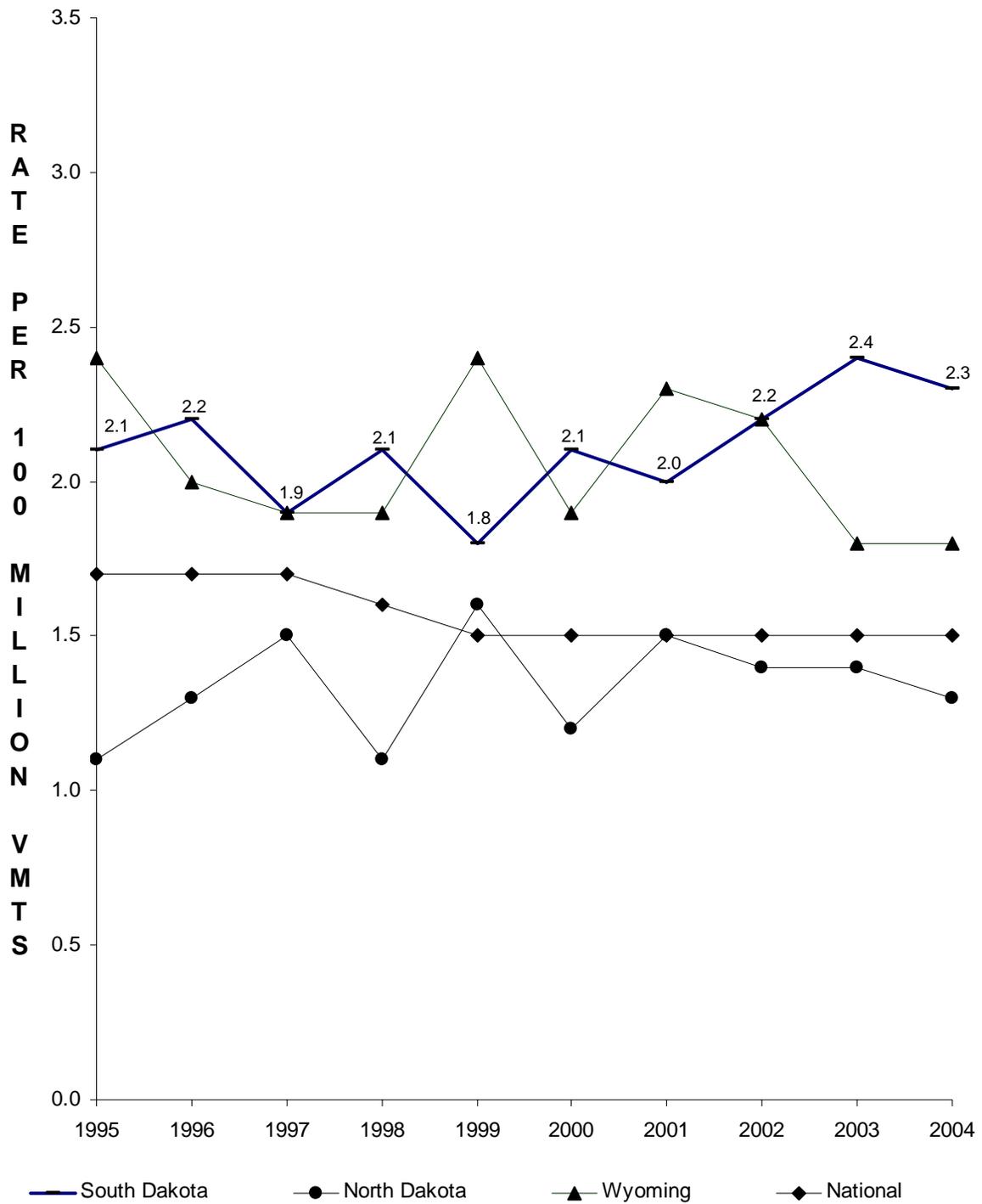
<u>State</u>	<u>1995</u>	<u>1996</u>	<u>1997</u>	<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>	<u>2003</u>	<u>2004</u>
South Dakota	2.1	2.2	1.9	2.1	1.8	2.1	2.0	2.2	2.4	2.3
Iowa	2.0	1.7	1.7	1.5	1.6	1.5	1.5	1.3	1.4	1.2
Minnesota	1.4	1.3	1.3	1.3	1.3	1.2	1.1	1.2	1.2	1.0
Montana	2.3	2.1	2.8	2.5	2.3	2.4	2.3	2.6	2.4	2.1
Nebraska	1.6	1.8	1.8	1.8	1.7	1.6	1.8	1.8	1.6	1.4
North Dakota	1.1	1.3	1.5	1.1	1.6	1.2	1.5	1.4	1.4	1.3
Wyoming	2.4	2.0	1.9	1.9	2.4	1.9	2.3	2.2	1.8	1.8
National	1.7	1.7	1.7	1.6	1.5	1.5	1.5	1.5	1.5	1.5

Note: Death Rate is the number of traffic fatalities per 100 million vehicle miles traveled.

Source: SD Department of Public Safety: Accident Records

TABLE 2-2 provides a yearly comparison of South Dakota's motor vehicle traffic crashes from 1973 through 2004. 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 2004 death rate decreased to 2.32, a 4.1% decrease from the 2003 death rate of 2.41. The 6,535 people injured is a 5.9% decrease from the 6,944 for 2003 (see TABLE 2-2).

FIGURE 2-1 FATALITY RATE COMPARISON



**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 + (000)
1973	286	5.57	6,774	14,985	291.76	228	4,321	10,436 ²	5,136	494
1974	229	4.47	6,211	11,727	228.77	203	4,077	7,447	5,126	519
1975	198	3.82	6,769	15,146	292.06	163	4,398	10,585 ²	5,186	533
1976	224	4.07	7,423	15,755	286.30	188	4,840	10,727	5,503	554
1977	211	3.67	7,603	18,020	313.17	180	5,013	12,827	5,754	575
1978	194	3.33	7,861	18,085	310.21	168	5,263	12,654 ²	5,830	599
1979	211	3.76	7,189	16,059	286.05	169	4,826	11,064	5,614	616
1980	228	3.69	7,147	14,845	240.25	188	4,770	9,887	6,179 ³	622
1981	177	2.86	6,771	14,375	232.38	162	4,614	9,599	6,186	637
1982	148	2.33	6,174	14,605	229.57	129	4,192	10,284	6,362	640
1983	175	2.77	6,287	14,971	237.07	147	4,175	10,649	6,315	655
1984	143	2.24	6,158	15,093	236.42	132	4,297	10,664	6,384	669
1985	130	2.07	6,240	15,435	245.94	109	4,229	11,097	6,276	674
1986	134	2.15	6,008	13,714	219.85	118	4,105	9,491 ²	6,238	686
1987	134	2.09	6,221	13,083	203.59	107	4,173	8,803	6,426	711
1988	147	2.22	6,579	14,821	224.02	127	4,455	10,239	6,616	709
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	234.13	150	5,252	14,073 ²	8,318	862
2001	171	2.04	7,118	17,699	211.43	154	4,888	12,657	8,371	872
2002	180	2.15	6,997	17,335	206.74	159	4,702	12,474	8,385	890
2003	203	2.41	6,944	18,018	213.74	173	4,781	13,064	8,430	909
2004	197	2.32	6,535	17,163	201.75	166	4,581	12,416	8,507	927

¹ Number of deaths per 100 million vehicle miles traveled.

² Prior to July 1, 1973 the threshold for a reportable property damage only (PDO) crash was \$100 to one person's property.

July 1, 1973 the PDO amount was increased to \$250.

January 1, 1975 the PDO threshold definition changed to accumulated property damage of \$250 or more.

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

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

July 1, 2000 the PDO threshold definition changed to \$1,000 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.

Source: SD Department of Public Safety: Accident Records

Alcohol Involvement

When comparing records dating back to 1979, 36.7% alcohol involved fatal crashes for 2004 is the lowest. Of the 197 traffic fatalities during 2004, 78 or 39.6% were alcohol related (see Table 2-3). Alcohol statistics dating back to the 1970's show 1993 to have the lowest number of fatalities for any one year period (55). The highest number is 138 for the year of 1973.

**TABLE 2-3
ALCOHOL INVOLVED CRASHES AS PERCENT OF ALL CRASHES
1998-2004**

	<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>	<u>2003</u>	<u>2004</u>
Total Crashes	7.1 (1393)	6.4 (1290)	6.8 (1331)	6.4 (1137)	7.3 (1265)	7.0 (1261)	6.7 (1153)
Fatal Crashes	40.3 (60)	42.6 (58)	43.3 (65)	42.2 (65)	47.8 (76)	45.1 (78)	36.7 (61)
Injury Crashes	12.9 (662)	12.6 (634)	12.3 (648)	11.5 (563)	13.5 (635)	13.2 (630)	13.3 (607)
PDO Crashes	4.6 (671)	4.0 (598)	4.4 (618)	4.0 (509)	4.4 (554)	4.2 (553)	3.9 (485)
Fatalities	39.4 (65)	41.3 (62)	44.5 (77)	43.9 (75)	50.6 (91)	46.3 (94)	39.6 (78)
Injuries	13.9 (1074)	13.6 (1027)	13.7 (1078)	12.0 (851)	14.2 (991)	14.4 (1000)	14.3 (936)

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
1998- 2004**

<u>AGE</u>	<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>	<u>2003</u>	<u>2004</u>
0 - 5	1	0	0	0	0	3	3
6 - 12	0	1	1	2	2	1	1
13 - 19	15	11	11	9	15	18	11
20	2	2	1	2	3	0	3
21 - 29	19	16	25	23	19	24	26
30 - 39	14	10	21	16	18	22	15
40 - 49	9	11	9	10	17	10	11
50 - 59	4	6	4	4	9	11	4
60 & OLDER	1	5	5	8	8	5	4
Unknown/Not Stated	0	0	0	1	0	0	0
TOTAL	65	62	77	75	91	94	78

Source: SD Department of Public Safety: Accident Records

FIGURE 2-2 2004 CRASH FATALITIES
Alcohol Related vs Non Alcohol Related

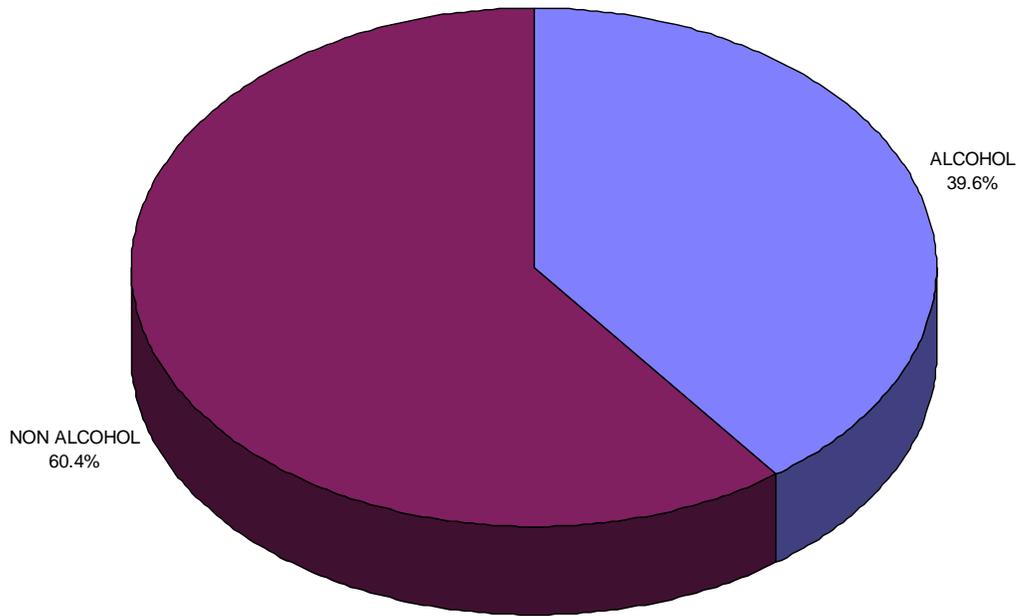
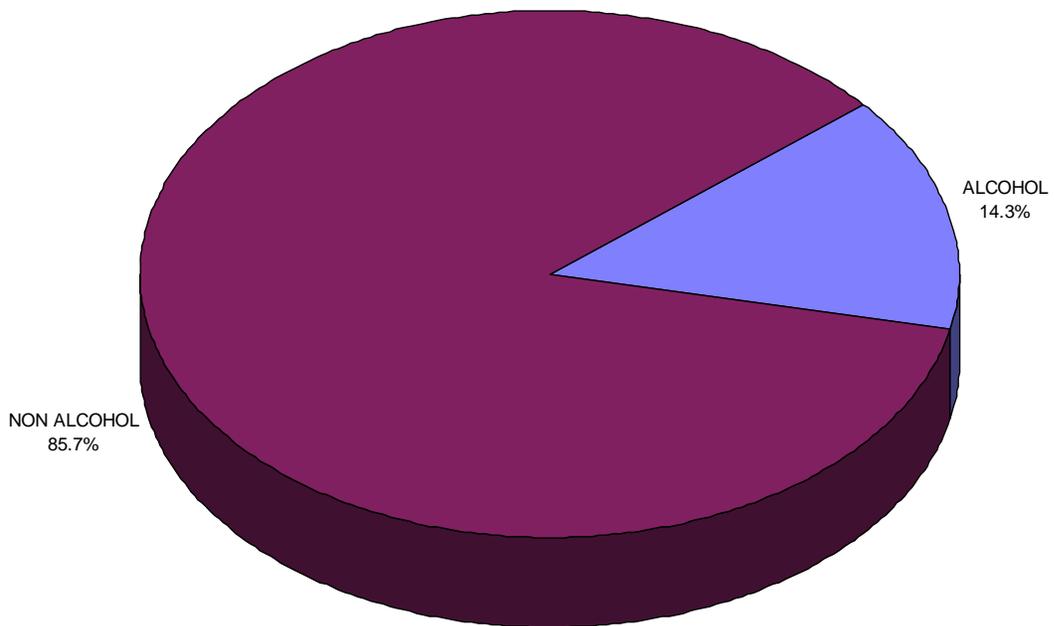


FIGURE 2-3 2004 CRASH INJURIES
Alcohol Related vs Non Alcohol Related



The following crash and arrest data is presented to monitor changes in alcohol-related fatal and injury crashes and to compare changes with nonalcohol-related crash experiences (see TABLE 2-4). Alcohol-related fatal and injury crashes decreased by 5.6% while nonalcohol-related fatal and injury crashes decreased by 3.9% from the 2003 totals. The number of DWI arrests increased by 0.4% from 2003.

**TABLE 2-4
CRASH AND ARREST ACTIVITY
1995 - 2004**

	FATAL CRASHES		FATAL & INJURY CRASHES		DWI ARRESTS*
	ALCOHOL RELATED	NONALCOHOL RELATED	ALCOHOL RELATED	NONALCOHOL RELATED	
1995	60	80	795	4,888	8,923
1996	54	88	776	5,019	9,712
1997	50	78	706	4,900	8,757
1998	60	89	722	4,539	8,630
1999	58	78	692	4,476	9,383
2000	65	85	713	4,689	9,430
2001	65	89	628	4,414	8,956
2002	76	83	711	4,150	8,272
2003	78	95	708	4,246	9,011
2004	61	105	668	4,079	9,049

*Source: South Dakota Courts - The State of the Judiciary and 2004 Annual Report of the S. D. Unified Judicial System - January 2005
Based on Fiscal Year statistics

FIGURE 2-4 presents the annual counts of DWI arrests, alcohol-related fatal and injury crashes, and nonalcohol-related fatal and injury crashes from 1995 through 2004. FIGURE 2-5 presents the alcohol-related and nonalcohol-related fatal crash experience for the years of 1995 through 2004.

There were 61 alcohol-related fatal crashes during 2004, which compares to 78 in 2003. The previous three-year average was 73 for the years of 2001-2003.

There were 668 alcohol-related fatal and injury crashes during 2004, which compares to 708 in 2003. The previous three-year average was 682 or a 2.1 percent decrease in 2004. Nonalcohol-related fatal and injury crashes in 2004 decreased (3.9%) when compared to 2003 and decreased 4.5 percent from the previous three-year average (01-03).

There were 9,049 DWI arrests in fiscal year 2004. This level has gone up 3.5% from the previous three-year average (01-03).

Source: SD of Public Safety: Accident Records

**FIGURE 2-4 FATAL & INJURY
CRASHES AND DWIs**

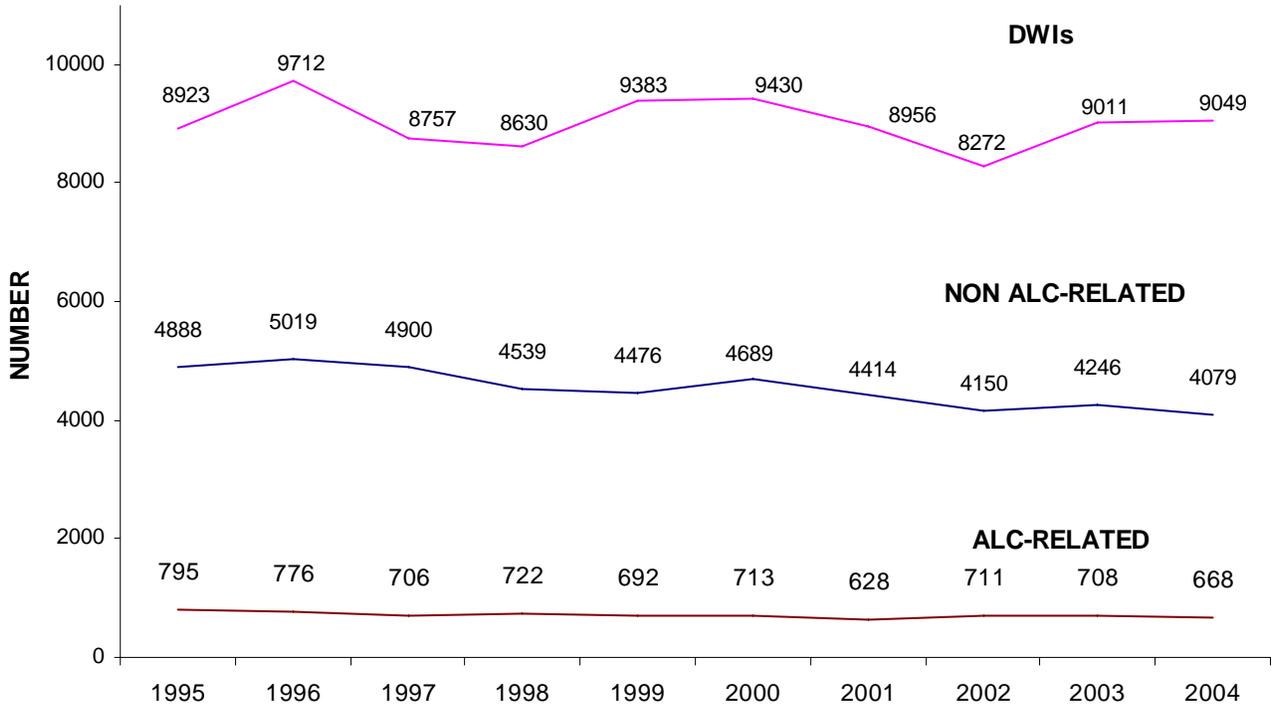
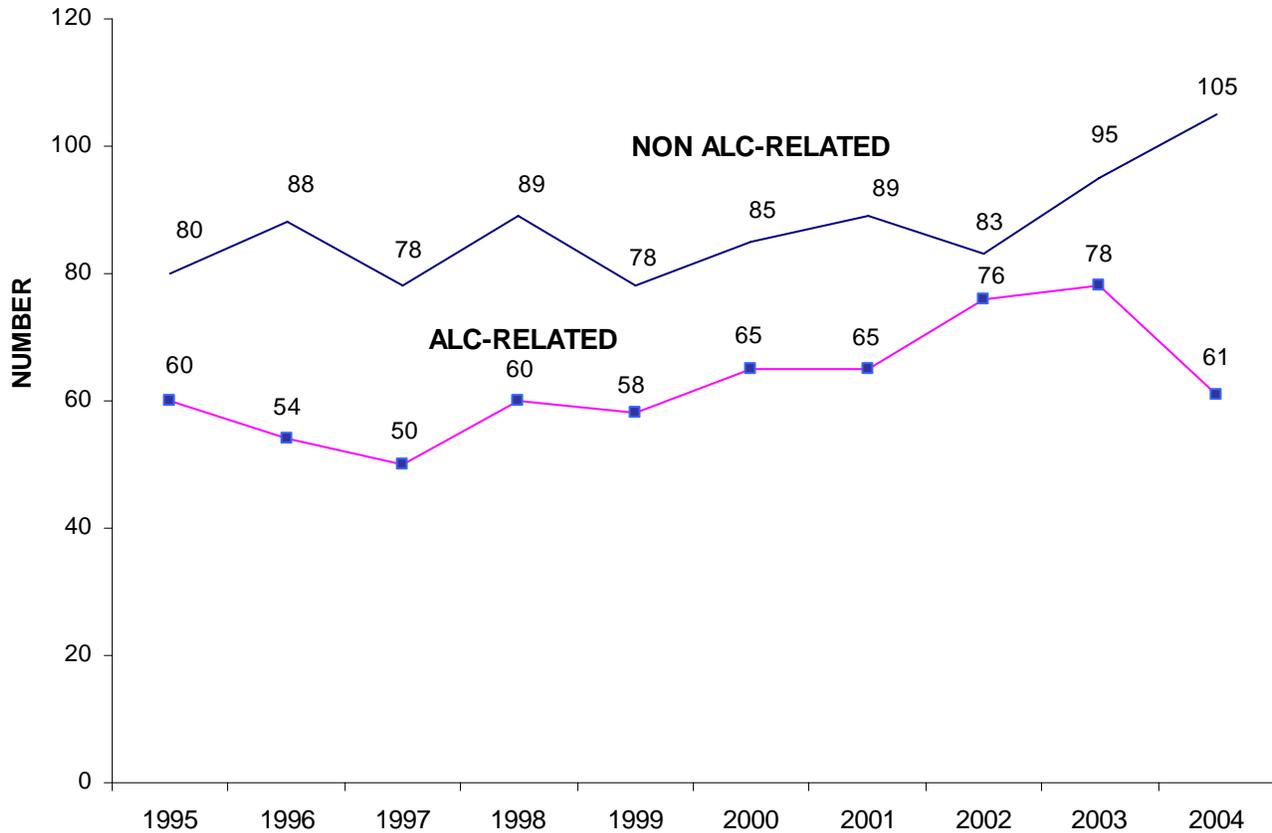


FIGURE 2-5 FATAL CRASHES



SAFETY RESTRAINT USAGE, EJECTION AND CHILD INJURIES

On January 1, 1995 the statute took effect requiring front seat occupants to be fastened by a safety belt system. The use of safety equipment is reported for all motor vehicle drivers and only those passengers that are injured. One hundred occupants were killed while not wearing any safety restraint, while thirty-nine occupants killed were wearing lap and shoulder harness, one was wearing a lap belt only, and two wore a shoulder harness only. (See TABLE 2-5)

Seventy-one (44.7%) of the 159 killed occupants were either partially or totally ejected from the vehicle. (See TABLE 2-5B)

TABLE 2-5
SAFETY RESTRAINT USAGE
KILLED OCCUPANTS

	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>	<u>2003</u>	<u>2004</u>
No Safety Equipment	86	103	86	103	123	103
Lap Belt Only	1	3	2	1	4	1
Shoulder Harness Only	0	0	1	2	2	2
Lap Belt & Shoulder Harness	21	19	32	32	26	39
Child Restraint Used Properly	1	0	0	0	0	0
Child Restraint Not Properly Used	0	1	1	0	1	0
Other, Not Stated or Unknown	19	11	11	13	15	14
Total	128	137	133	151	171	159

TABLE 2-5A
SAFETY RESTRAINT USAGE
INJURED OCCUPANTS

	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>	<u>2003</u>	<u>2004</u>
No Safety Equipment	2,324	2,357	1,895	1,739	1,552	1,361
Lap Belt Only	150	151	139	129	92	81
Shoulder Harness Only	56	48	30	38	34	32
Lap Belt & Shoulder Harness	3,947	4,114	3,945	3,955	3,991	3,847
Child Restraint Used Properly	50	35	57	67	58	60
Child Restraint Not Properly Used	4	8	11	8	5	2
Other, Not Stated or Unknown	401	419	392	443	442	428
Total	6,932	7,132	6,469	6,379	6,174	5,811

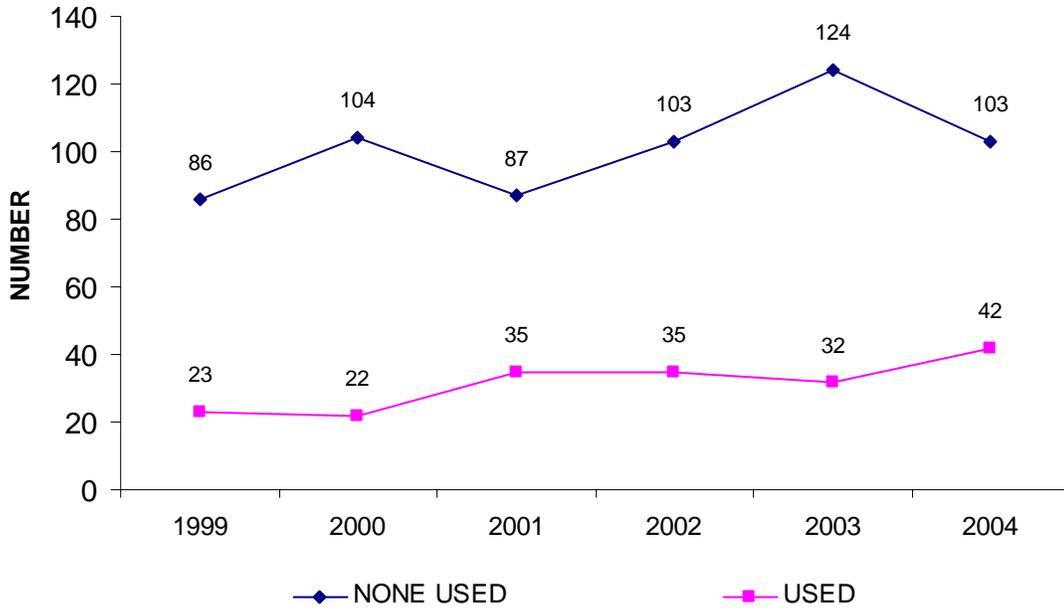
Note: Motor vehicle drivers and passengers are considered occupants. Motorcycle, moped and snowmobile drivers and motorcycle, moped and snowmobile passengers are not counted in the above tables.

TABLE 2-5B
FATALITIES BY EJECTION STATUS FOR MOTOR VEHICLE OCCUPANTS
(Excludes Motorcycle, Mopeds and Snowmobiles)

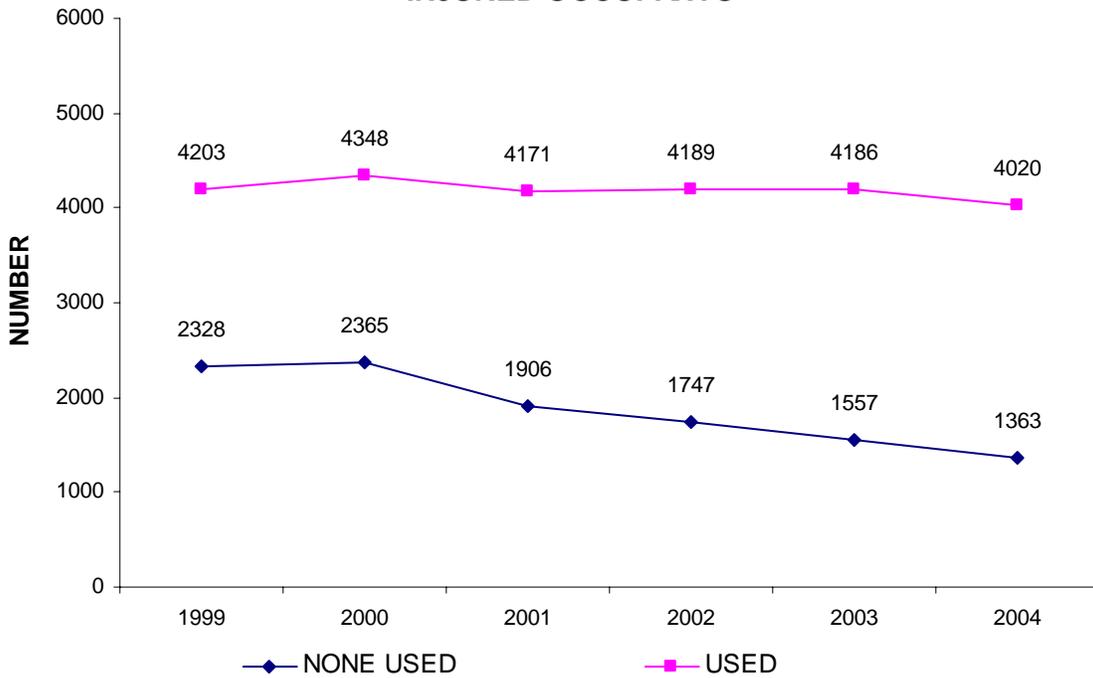
	<u>Killed</u>	<u>Injured</u>
Not Ejected	81	5,130
Partial Ejection	14	20
Total Ejection	57	148
Unknown Ejection	7	505
Not Applicable	0	8
Total	159	5,811

Source: SD Department of Public Safety: Accident Records

**FIGURE 2-6 SAFETY EQUIPMENT USAGE
KILLED OCCUPANTS**



**FIGURE 2-7 SAFETY EQUIPMENT USAGE
INJURED OCCUPANTS**



The Child Passenger Restraint System (SDCL 32-37) law took effect on July 1, 1984 -- since that time there have been 48 deaths to occupants of this age group. Only four have been restrained by a child safety restraint properly used, two 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 three fatalities to motor vehicle occupants from birth through four years of age during 2004, which compares to five during 2003 (see TABLE 2-6).

There were 101 children (birth through 4 years old) injured in 2004, which compares to 105 for 2003 and the three-year average of 111. Eighty-two of the 101 injured children were restrained by a lap belt, a shoulder harness, a lap and shoulder harness or a child safety restraint used properly (see TABLE 2-6A).

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

<u>YEAR</u>	<u>FATALITIES</u>	<u>SERIOUS INJURY</u>	<u>SLIGHT INJURY</u>	<u>TOTAL NONFATAL INJURIES</u>
1994	1	78	54	132
1995	2	77	59	136
1996	2	78	68	146
1997	2	78	46	124
1998	6	70	48	118
1999	1	76	54	130
2000	1	45	55	100
2001	1	61	52	113
2002	2	56	60	116
2003	5	53	52	105
2004	3	44	57	101

NOTE: Table includes passengers of Motor vehicles normally equipped with safety restraints.

TABLE 2-6A
FATALITIES & INJURIES TO MOTOR VEHICLE OCCUPANTS UNDER 5 YEARS OLD
BY SAFETY EQUIPMENT USAGE
2004

	<u>Fatalities</u>	<u>Injuries</u>
No Safety Equipment Used	3	15
Lap Belt Only	0	0
Shoulder Harness Only	0	0
Lap Belt & Shoulder Harness	0	26
Child Restraint Used Properly	0	56
Child Restraint Not Used Properly	0	2
Other	0	0
Not Stated or Unknown	0	2
TOTAL	3	101

Source: SD Department of Public Safety: 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 last 10 years the average number of motorcycle involved crashes is 407 and 16 deaths per year. Licensed motorcyclists increased 4.7 percent during 2004 while fatalities increased by five to 26 (see Table 2-7). Moped crashes are included with motorcycle crashes. There were no moped fatalities during 2004. Over the years there have been two 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
1981 - 2004

Year	Motorcycle Crashes			Motorcyclists		Registered Motorcycles	Licensed Motorcyclists
	Total	Fatal	Injury	Fatalities	Injuries		
1981	697	15	598	15	729	38,265	43,170
1982	548	12	473	13	581	38,418	Not Available
1983	573	12	489	12	591	39,255	45,544
1984	564	10	488	10	567	38,956	45,763
1985	551	14	469	15	569	37,905	45,805
1986	475	10	405	10	492	36,036	45,210
1987	399	13	347	14	417	33,800	44,956
1988	424	13	371	13	441	31,421	44,058
1989	377	14	329	14	394	29,942	45,844
1990	492	20	432	23	555	23,719	46,184
1991	407	9	359	10	420	24,133	46,986
1992	383	10	317	11	388	23,389	47,906
1993	320	10	267	12	324	26,173	48,822
1994	387	19	326	20	415	25,822	49,492
1995	375	14	320	14	407	25,155	49,932
1996	309	10	264	11	342	24,704	50,013
1997	316	9	261	9	334	24,561	50,205
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

Source: SD Department of Public Safety: Accident Records

TABLE 2-8
PEDESTRIAN FATALITIES AND INJURIES
1984 - 2004

<u>Year</u>	<u>Fatalities</u>	<u>Injuries</u>
1984	14	139
1985	8	136
1986	15	165
1987	7	126
1988	14	149
1989	10	125
1990	15	138
1991	11	165
1992	7	192
1993	18	163
1994	23	176
1995	14	148
1996	11	141
1997	6	124
1998	7	137
1999	11	131
2000	13	115
2001	15	111
2002	8	104
2003	10	91
2004	9	95

TABLE 2-9
BICYCLE FATALITIES AND INJURIES
1984 - 2004

<u>Year</u>	<u>Fatalities</u>	<u>Injuries</u>
1984	4	95
1985	3	119
1986	1	115
1987	1	157
1988	2	137
1989	2	144
1990	3	135
1991	4	147
1992	1	161
1993	0	179
1994	0	156
1995	1	122
1996	2	139
1997	1	115
1998	2	133
1999	0	102
2000	1	120
2001	1	105
2002	1	87
2003	1	109
2004	1	77

Source: SD Department of Public Safety 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
1992- 2004

<u>Holiday</u>	<u>Total Hours</u>	<u>Total Crashes</u>	<u>Fatal Crashes</u>	<u>Injury Crashes</u>	<u>Fatalities</u>	<u>Injuries</u>
<u>MEMORIAL DAY</u>						
1992	78	120	2	35	2	57
1993	78	160	3	60	4	89
1994	78	141	1	43	1	67
1995	78	155	1	49	1	84
1996	78	139	0	33	0	61
1997	78	130	0	33	0	48
1998	78	149	1	35	1	68
1999	78	155	0	44	0	74
2000	78	159	0	39	0	67
2001	78	133	1	33	1	49
2002	78	155	2	28	2	43
2003	78	151	1	27	1	50
2004	78	143	1	27	1	45
<u>FOURTH OF JULY</u>						
1992	78	159	0	56	0	102
1993	78	150	2	60	2	117
1994	78	152	2	59	3	110
1995	102	226	3	69	3	112
1996	102	208	7	59	9	93
1997	78	139	1	53	1	99
1998	78	181	3	57	3	81
1999	78	143	2	37	2	66
2000	102	213	5	67	7	110
2001	30	52	4	15	4	27
2002	102	189	3	64	3	95
2003	78	146	1	57	2	82
2004	78	114	4	27	5	40
<u>LABOR DAY</u>						
1992	78	117	1	38	1	68
1993	78	151	4	49	5	87
1994	78	141	0	56	0	90
1995	78	150	1	45	1	74
1996	78	159	1	51	3	102
1997	78	137	4	37	4	62
1998	78	139	2	35	2	66
1999	78	134	2	38	2	59
2000	78	144	3	45	4	69
2001	78	134	4	42	5	64
2002	78	132	3	38	3	55
2003	78	123	1	39	1	62
2004	78	129	0	37	0	51

<u>Holiday</u>	<u>Total Hours</u>	<u>Total Crashes</u>	<u>Fatal Crashes</u>	<u>Injury Crashes</u>	<u>Fatalities</u>	<u>Injuries</u>
<u>THANKSGIVING</u>						
1992	102	244	1	55	1	82
1993	102	342	0	58	0	98
1994	102	297	0	58	0	85
1995	102	319	4	68	4	115
1996	102	384	2	75	2	127
1997	102	225	1	41	2	68
1998	102	309	1	53	1	82
1999	102	323	4	45	4	67
2000	102	210	2	36	2	54
2001	102	260	0	49	0	71
2002	102	259	2	48	2	83
2003	102	222	0	42	0	54
2004	102	274	2	53	2	69
<u>CHRISTMAS</u>						
1992	102	193	1	36	1	59
1993	78	178	1	35	1	51
1994	78	131	1	26	1	47
1995	78	151	1	38	2	62
1996	30	101	0	20	0	35
1997	102	130	1	26	1	36
1998	78	182	1	41	1	70
1999	78	137	0	20	0	31
2000	78	126	0	25	0	39
2001	102	160	3	33	3	61
2002	30	31	0	7	0	8
2003	102	195	3	46	3	66
2004	102	85	1	9	1	19
<u>NEW YEARS</u>						
1992-93	102	261	0	52	0	85
1993-94	78	172	0	43	0	62
1994-95	78	121	2	34	2	62
1995-96	78	234	3	60	3	91
1996-97	30	90	1	21	2	33
1997-98	102	169	1	37	1	54
1998-99	78	207	1	37	1	57
1999-00	78	141	3	34	3	51
2000-01	78	152	2	38	2	54
2001-02	102	166	1	34	1	51
2002-03	30	113	2	26	2	39
2003-04	102	173	0	39	0	53
2004-05	102	110	1	30	1	49

Source: SD Department of Public Safety: 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 1995 through 2004. The percentages are row percentages.

Note: For definition of class of injury see page 20.

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

<u>Year</u>	<u>Incapacitating Injuries</u>		<u>Non-Incapacitating Injuries</u>		<u>Possible Injuries</u>		<u>Total Injuries</u>	<u>Total Killed</u>
	<u>No.</u>	<u>%</u>	<u>No.</u>	<u>%</u>	<u>No.</u>	<u>%</u>		
1995	1734	20.8	3163	38.0	3426	41.2	8323	158
1996	1883	22.2	3052	35.9	3555	41.9	8490	175
1997	1655	20.3	3156	38.7	3350	41.0	8161	148
1998	1579	20.4	3026	39.2	3118	40.4	7723	165
1999	1638	21.6	2874	37.9	3062	40.4	7574	150
2000	1603	20.3	2975	37.7	3310	42.0	7888	173
2001	1434	20.1	2693	37.8	2991	42.0	7118	171
2002	1466	21.0	2710	38.7	2821	40.3	6997	180
2003	1450	20.9	2688	38.7	2806	40.4	6944	203
2004	1232	18.9	2366	36.2	2937	44.9	6535	197

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

<u>Year</u>	<u>Incapacitating Injuries</u>		<u>Non-Incapacitating Injuries</u>		<u>Possible Injuries</u>		<u>Total Injuries</u>	<u>Total Killed</u>
	<u>No.</u>	<u>%</u>	<u>No.</u>	<u>%</u>	<u>No.</u>	<u>%</u>		
1995	1030	19.0	1955	36.2	2422	44.8	5407	98
1996	1114	20.4	1938	35.5	2413	44.2	5465	98
1997	1014	19.2	1962	37.1	2308	43.7	5284	94
1998	954	19.2	1896	38.1	2123	42.7	4973	105
1999	1018	20.3	1836	36.6	2157	43.0	5011	92
2000	1012	19.3	1949	37.3	2269	43.4	5230	97
2001	929	19.3	1786	37.0	2109	43.7	4824	104
2002	946	20.3	1761	37.8	1957	42.0	4664	119
2003	930	19.6	1807	38.0	2018	42.4	4755	124
2004	844	18.3	1586	34.4	2177	47.3	4607	129

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

Year	Incapacitating Injuries		Non-Incapacitating Injuries		Possible Injuries		Total Injuries	Total Killed
	No.	%	No.	%	No.	%		
1995	612	23.1	1084	41.0	948	35.9	2644	45
1996	679	24.7	985	35.9	1083	39.4	2747	64
1997	572	21.7	1079	40.9	987	37.4	2638	47
1998	537	21.6	1007	40.6	937	37.8	2481	51
1999	555	23.8	921	39.5	853	36.6	2329	47
2000	519	21.4	922	38.1	982	40.5	2423	62
2001	442	21.3	802	38.6	834	40.1	2078	51
2002	468	21.8	861	40.2	814	38.0	2143	52
2003	470	23.6	783	39.3	738	37.1	1991	68
2004	346	19.7	691	39.4	715	40.8	1752	58

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

Year	Incapacitating Injuries		Non-Incapacitating Injuries		Possible Injuries		Total Injuries	Total Killed
	No.	%	No.	%	No.	%		
1995	27	22.1	68	55.7	27	22.1	122	1
1996	31	22.6	80	58.4	26	19.0	137	2
1997	29	25.2	63	54.8	23	20.0	115	1
1998	34	25.8	63	47.7	35	26.5	132	2
1999	14	13.7	61	59.8	27	26.5	102	0
2000	29	24.4	56	47.1	34	28.6	119	1
2001	23	21.9	55	52.4	27	25.7	105	1
2002	10	11.8	49	57.6	26	30.6	85	1
2003	17	15.9	59	55.1	31	29.0	107	1
2004	12	15.6	41	53.2	24	31.2	77	1

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

Year	Incapacitating Injuries		Non-Incapacitating Injuries		Possible Injuries		Total Injuries	Total Killed
	No.	%	No.	%	No.	%		
1995	64	43.2	55	37.2	29	19.6	148	14
1996	59	41.8	49	34.8	33	23.4	141	11
1997	40	32.3	52	41.9	32	25.8	124	6
1998	54	39.4	60	43.8	23	16.8	137	7
1999	50	38.2	56	42.7	25	19.1	131	11
2000	42	36.5	48	41.7	25	21.7	115	13
2001	40	36.0	50	45.0	21	18.9	111	15
2002	42	40.4	38	36.5	24	23.1	104	8
2003	33	36.3	39	42.9	19	20.9	91	10
2004	29	30.5	47	49.5	19	20.0	95	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
SEX OF DRIVERS
1993 - 2004

	CRASH INVOLVED DRIVERS				LICENSED DRIVERS			
	MALE		FEMALE		MALE		FEMALE	
	No.	%	No.	%	No.	%	No.	%
1993	18,132	61.9	11,167	38.1	260,591	50.4	256,288	49.6
1994	18,668	61.2	11,845	38.8	260,150	50.1	259,265	49.9
1995	18,407	61.2	11,687	38.8	263,705	50.0	263,439	50.0
1996	20,593	60.6	13,408	39.4	264,207	49.9	265,201	50.1
1997	19,570	60.8	12,628	39.2	266,828	49.9	268,184	50.1
1998	17,969	60.0	11,961	40.0	273,284	49.9	274,049	50.1
1999	18,190	59.8	12,213	40.2	277,345	50.0	277,789	50.0
2000	17,737	60.1	11,751	39.9	277,127	49.9	277,858	50.1
2001	15,774	60.2	10,409	39.8	277,662	49.9	278,369	50.1
2002	14,975	59.7	10,108	40.3	278,283	49.9	279,149	50.1
2003	15,382	59.2	10,586	40.8	282,195	49.9	283,007	50.1
2004	14,614	59.3	9,901	40.1	286,432	49.9	287,931	50.1

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: Accident Records

Source: Licensed Drivers: SD Department of Public Safety: Driver License Issuance

III. 2004 MOTOR VEHICLE CRASH PROFILE

Introduction

This section profiles the reported motor vehicle traffic crashes for 2004. Information will be given on where the crashes are occurring, when crashes happen, who is involved, and factors that contribute to crashes or why they are occurring. **Column percentages may not total 100 percent due to rounding error.**

During 2004, there were 17,163 reported motor vehicle traffic crashes, the majority of crashes being property damage only 12,416 (72.3%). Injury crashes accounted for 4,581 (26.7%) of the crashes, while 166 (1%) were fatal crashes. There were 6,535 persons injured and 197 persons killed in crashes during 2004 (see TABLE 3-1).

TABLE 3-1
FATALITIES AND SEVERITY OF INJURIES OF DRIVERS,
PASSENGERS, PEDESTRIANS, AND BICYCLE DRIVERS
2004

	Incapacitating Injuries		Non-Incapacitating Injuries		Possible Injuries		Total Nonfatal Injuries		Total Fatalities	
	No.	%	No.	%	No.	%	No.	%	No.	%
Drivers	844	68.5	1586	67.0	2177	74.1	4607	70.5	129	65.5
Passengers	346	28.1	691	29.2	715	24.3	1752	26.8	58	29.4
Pedestrians	29	2.4	47	2.0	19	0.6	95	1.5	9	4.6
Bicycle Dr	12	1.0	41	1.7	24	0.8	77	1.2	1	0.5
Other*	1	0.1	1	0.0	2	0.1	4	0.1	0	0.0
Total	1,232	100	2,366	100	2,937	100	6,535	100	197	100

*Other – 4 injuries were sustained by operators of working units.

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: Accident Records

TABLE 3-2 provides information on persons killed and injured by method or mode of transportation. During 2004, 44.2 percent of the fatalities and 52.7 percent of the injuries occurred to occupants of passenger cars. Occupants of pickups and vans accounted for 25.4 percent of the fatalities and 20.7 percent of the injuries. Additionally, in 2004 twenty-six motorcyclists and 9 pedestrians were killed. There was one bicyclist killed during 2004 (see Table 3-2).

TABLE 3-2
FATALITIES AND INJURIES BY MODE OF TRANSPORTATION
2004

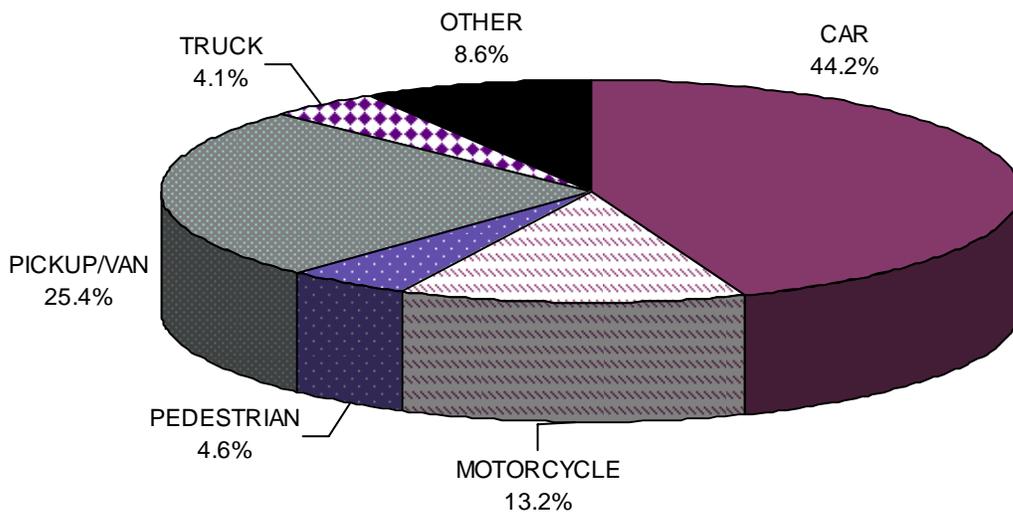
	Fatalities		Injuries	
	No.	%	No.	%
Passenger Cars	87	44.2	3442	52.7
Pickups, Vans	50	25.4	1355	20.7
Motorcycle, Moped	26	13.2	522	8.0
SUV's (Sports Utility Vehicles)	14	7.1	808	12.4
Pedestrians	9	4.6	95	1.5
ATV's / 4-Wheelers	2	1.0	18	0.3
Trucks (All)*	8	4.1	160	2.4
Bicycle	1	0.5	77	1.2
Other	0	0.0	52	0.8
Farm Machinery	0	0.0	5	0.1
Unknown	0	0.0	1	0.0
Total	197	100	6,535	100

*Trucks	<u>Fatalities</u>	<u>Injuries</u>
Straight Truck	3	80
Straight Truck with Trailer	2	21
Truck Tractor Only	0	2
Truck Tractor with Single Semi Trailer	3	55
Truck Tractor with Two or More Trailers	0	2
Total	8	160

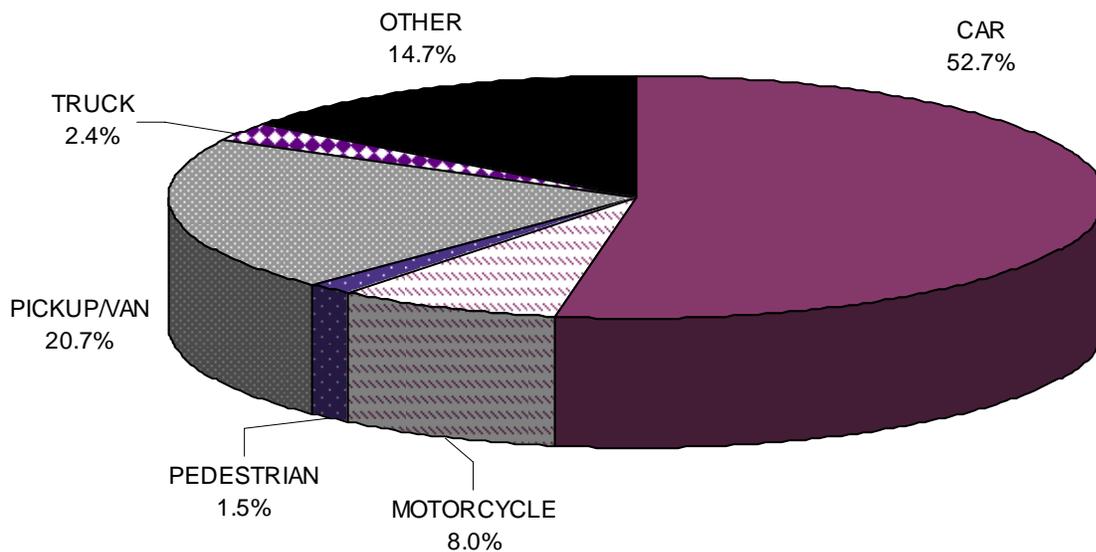
Note: Other includes Bus, Motor Home, Snowmobile, Heavy Equipment, Train, Animal Drawn Vehicle and Other Types of Motor Vehicles.

Source: SD Department of Public Safety: Accident Records

**FIGURE 3-1 FATALITIES BY TRAVEL MODE
2004**



**FIGURE 3-2 INJURIES BY TRAVEL MODE
2004**



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

TABLE 3-3 provides information on all crash-involved vehicles by type. Passenger cars made up 39.7 percent of the vehicles involved in fatal crashes and 53.3 percent of those involved in injury crashes. Pickups and vans made up 27.4 percent of the vehicles involved in fatal crashes.

TABLE 3-3
VEHICLE TYPES INVOLVED IN CRASHES
2004

	All Crashes		Fatal Crashes		Injury Crashes		PDO Crashes	
	No.	%	No.	%	No.	%	No.	%
Passenger Cars	13745	53.9	94	39.7	4100	53.3	9551	54.4
Pickups, Vans	6521	25.6	65	27.4	1763	22.9	4693	26.7
SUV's (Sports Utility Vehicles)	3344	13.1	20	8.4	983	12.8	2341	13.3
Trucks (All)*	997	3.9	26	11.0	289	3.8	682	3.9
Motorcycle	550	2.2	28	11.8	460	6.0	62	0.4
Farm Machinery	41	0.2	1	0.4	15	0.2	25	0.1
Bus	127	0.5	0	0.0	25	0.3	102	0.6
Motor Home	39	0.2	0	0.0	12	0.2	27	0.2
ATV's / 4-wheelers	21	0.1	2	0.8	18	0.2	1	0.0
Moped	8	0.0	0	0.0	7	0.1	1	0.0
Snowmobile	5	0.0	0	0.0	4	0.1	1	0.0
Other or Unknown	87	0.3	1	0.4	20	0.3	66	0.4
Total	25,485	100		100	7,696	100	17,552	100

237

*Trucks

	All Crashes	Fatal Crashes	Injury Crashes	PDO Crashes
Straight Truck	434	13	134	287
Straight Truck with Trailer	183	3	47	133
Truck Tractor Only	18	0	11	7
Truck Tractor with Single Semi Trailer	340	8	91	241
Truck Tractor with Two or More Trailers	22	2	6	14
Total	997	26	289	682

Source: SD Department of Public Safety: Accident Records

TABLE 3-4 provides information on the ages of persons killed and injured. A total of 33 people (16.8%) of the persons killed were under 20 years of age and a total of 1,034 or (15.8%) of the persons injured were from 25 through 34 years of age. Four children ages 0-5 were killed during 2004 (see Table 3-4).

TABLE 3-4
FATALITIES AND INJURIES
BY AGE GROUP
2004

	Fatalities		Injuries	
	<u>No.</u>	<u>%</u>	<u>No.</u>	<u>%</u>
0 - 5	4	2.0	122	1.9
6 - 13	8	4.1	295	4.5
14 - 15	7	3.6	329	5.0
16 - 17	7	3.6	527	8.1
18	4	2.0	285	4.4
19	3	1.5	256	3.9
20	6	3.0	234	3.6
21 - 24	24	12.2	700	10.7
25 - 34	25	12.7	1,034	15.8
35 - 44	33	16.8	923	14.1
45 - 54	33	16.8	837	12.8
55 - 64	20	10.2	499	7.6
65 - Over	23	11.7	491	7.5
Unknown	0	0.0	3	0.0
Total	197	100	6,535	100.0

Source: SD Department of Public Safety: 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 36.7 percent of the fatal crashes and only 9.8 percent of the total crashes, while 34.3 percent of the fatal crashes and 40.2 percent of all crashes represented a collision between 2 or more vehicles (see TABLE 3-5).

TABLE 3-5
FIRST HARMFUL EVENT
2004

<u>First Harmful Event</u>	Total Crashes		Fatal Crashes		Injury Crashes		PDO Crashes	
	No.	%	No.	%	No.	%	No.	%
Motor Vehicle Collision With:								
MV in Transport	6,900	40.2	57	34.3	2,597	56.7	4,246	34.2
A Fixed or Other Object	2,240	13.1	29	17.5	702	15.3	1,509	12.2
An Animal	5,521	32.2	6	3.6	122	2.7	5,393	43.4
A Pedestrian	98	0.6	8	4.8	88	1.9	2	0.0
A Bicyclist	78	0.5	1	0.6	76	1.7	1	0.0
A Parked Motor Vehicle	625	3.6	2	1.2	99	2.2	524	4.2
A Railroad Vehicle	13	0.1	0	0.0	6	0.1	7	0.1
Equipment in Roadway	14	0.1	2	1.2	5	0.1	7	0.1
Non-Collision (Overturning or Other)	1,674	9.8	61	36.7	886	19.3	727	5.9
Total	17,163	100	166	100	4,581	100	12,416	100

Source: SD Department of Public Safety: Accident Records

Manner of Collision

The most common type or manner of collision between two or more vehicles is an angle collision. Angle collisions constitute 42.1 percent of the fatal crashes, 48.8 percent of the injury crashes, and 52.3 percent of the property damage only crashes. Head-on and angle collisions are the most prevalent for severe crashes, each accounting for 42.1 percent of the fatal crashes and 54.7 percent of the total crashes involving two or more motor vehicles. (See TABLE 3-6).

TABLE 3-6
MANNER OF COLLISION FOR CRASHES INVOLVING A COLLISION
BETWEEN TWO OR MORE MOTOR VEHICLES
2004

<u>Manner of Collision</u>	Total Crashes		Fatal Crashes		Injury Crashes		PDO Crashes	
	No.	%	No.	%	No.	%	No.	%
Rear-End	2,521	36.5	6	10.5	1,072	41.3	1,443	34.0
Head-On	257	3.7	24	42.1	135	5.2	98	2.3
Angle	3,516	50.9	24	42.1	1,268	48.8	2,224	52.3
Sideswipe-Same Direction	464	6.7	3	5.3	81	3.1	380	8.9
Sideswipe-Opposite Dir.	128	1.9	0	0.0	37	1.4	91	2.1
Rear-Rear	12	0.2	0	0.0	3	0.1	9	0.2
Unknown	6	0.1	0	0.0	2	0.1	4	0.1
Total	6,904	100	57	100	2,598	100	4,249	100
No Collision Between 2 or more MV	10,259		109		1,983		8,167	
Total Crashes	17,163		166		4,581		12,416	

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: Accident Records

Highway System

The number of reported crashes by highway system is presented in TABLE 3-7. Fatal and PDO crashes happen predominately in rural areas. City streets and alleys experienced 24.7 percent of the PDO crashes and 35.2 percent of the injury crashes while accounting for 6.0 percent of the fatal crashes.

Non-interstate rural roads tallied 59.6 percent of the fatal crashes. The Interstate system experienced 2,238 (13%) of the total crashes while accounting for an estimated 20 percent of the vehicle miles traveled in 2004. Twenty-six (15.7%) of the fatal crashes happened on the interstate system. (See FIGURES 3-3 and 3-4)

TABLE 3-7
CRASHES BY TYPE OF HIGHWAY
2004

Type of Highway	Total Crashes		Fatal Crashes		Injury Crashes		PDO Crashes		No. Killed	No. Injured
	Number	%	Number	%	Number	%	Number	%		
Interstate - Rural	1,731	10.1	23	13.9	292	6.4	1,416	11.4	24	443
US/State Hwys.-Rural	4,202	24.5	58	34.9	755	16.5	3,389	27.3	77	1,172
Co./Local Rds.-Rural	2,989	17.4	41	24.7	704	15.4	2,244	18.1	46	971
Interstate - City	507	3.0	3	1.8	126	2.8	378	3.0	3	182
US/State Hwys.-City	2,264	13.2	12	7.2	862	18.8	1,390	11.2	12	1,224
City Streets/Alleys	4,694	27.3	10	6.0	1,612	35.2	3,072	24.7	12	2,183
Unknown/Not Reported	776	4.5	19	11.4	230	5.0	527	4.2	23	360
Total	17,163	100	166	100	4,581	100	12,416	100	197	6,535

Source: SD Department of Public Safety: Accident Records

FIGURE 3-3 2004
TRAFFIC CRASHES
BY SYSTEM TYPE

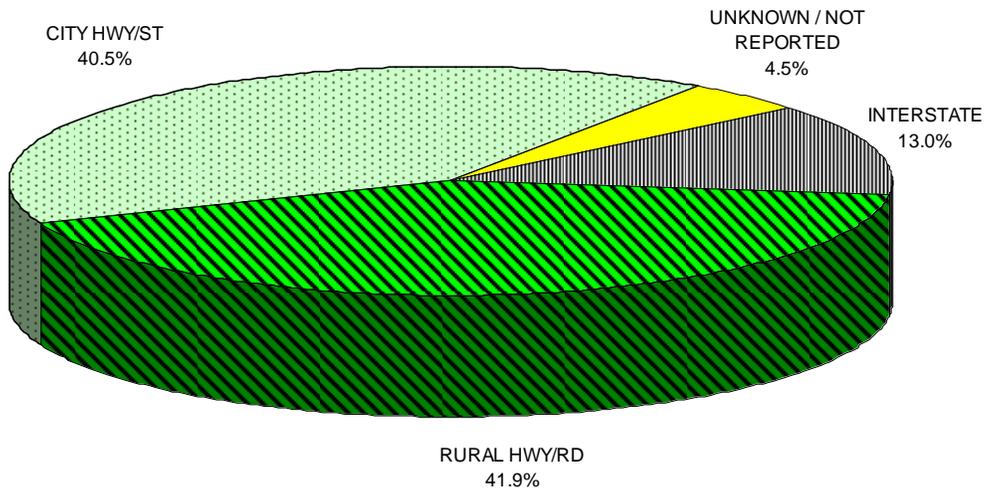
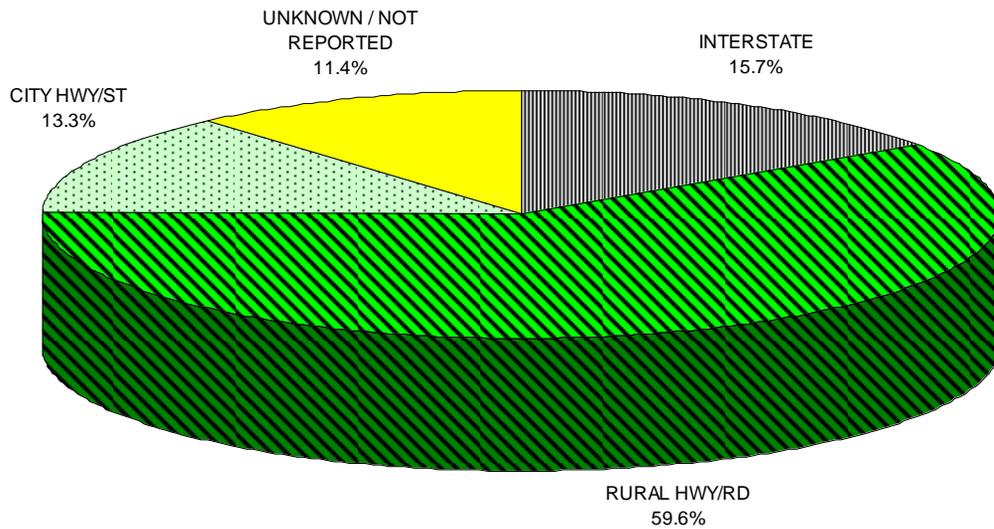


FIGURE 3-4 2004
FATAL TRAFFIC CRASHES
BY SYSTEM TYPE



County Summary

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

Rural fatal and injury crashes occurred predominately in eleven counties (see TABLE 3-9). Each of these counties reported over two percent of all rural fatal and injury crashes. The eleven accounted for 53.7 percent of rural fatal and injury crashes and 22.6 percent of all fatal and injury crashes in South Dakota. Pennington County has 10.2 percent of all rural fatal and injury crashes with Minnehaha and Meade counties accounting for 9.3 and 6.4 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.

City Summary

Reported traffic crashes within South Dakota's cities (population of 2,500 and more) are presented in TABLE 3-10. These cities reported 54.6 percent of the statewide injury crashes and 10.8 percent of the fatal crashes. The two largest cities (Sioux Falls, Rapid City) accounted for 66.8 percent of fatal and injury crashes and 60.7 percent of the property damage only crashes that occurred in cities with populations of 2,500 or more.

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 11.8 percent of all reported property damage crashes and 10.9 percent of all fatal and injury crashes. Dry roads were reported in 76.2 percent of all fatal and injury crashes.

Contributing Circumstances (Vision Obscurement and Road)

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

Vision Obscurement - refers to conditions such as: weather condition; physical obstruction; windshield or window obscured by frost, snow, mud, etc.; snow bank; trees, crops, bushes or other vegetation; guardrail barrier; motor vehicle; building; signs, billboards, etc.; glare; and other. Weather condition was the most frequently reported vision obscurement and was indicated as a problem in 2.9 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 road surface condition, and it was reported as a factor in 15.6 percent of all crashes.

TABLE 3-8
MOTOR VEHICLE TRAFFIC CRASHES BY SD COUNTIES

County	Total Crashes	Fatal Crashes	Injury Crashes	PDO Crashes	Fatalities	Injuries
AURORA	124	2	14	108	3	21
BEADLE	332	2	71	259	2	91
BENNETT	21	5	5	11	9	20
BON HOMME	106	3	20	83	4	31
BROOKINGS	615	2	139	474	3	182
BROWN	937	3	201	733	3	284
BRULE	121	2	27	92	2	43
BUFFALO	11	0	4	7	0	5
BUTTE	186	1	34	151	1	46
CAMPBELL	36	1	8	27	1	12
CHARLES MIX	99	1	36	62	1	70
CLARK	97	1	13	83	3	22
CLAY	202	0	51	151	0	62
CODINGTON	549	4	171	374	4	247
CORSON	79	6	12	61	10	37
CUSTER	264	2	89	173	2	125
DAVISON	508	3	104	401	3	146
DAY	90	2	31	57	2	47
DEUEL	114	4	31	79	4	47
DEWEY	84	5	21	58	5	35
DOUGLAS	45	1	8	36	1	11
EDMUNDS	112	2	17	93	2	25
FALL RIVER	141	2	47	92	3	67
FAULK	76	0	9	67	0	14
GRANT	172	4	35	133	4	57
GREGORY	41	0	8	33	0	20
HAAKON	62	1	10	51	1	16
HAMLIN	184	0	30	154	0	42
HAND	146	4	19	123	4	25
HANSON	124	1	18	105	1	25
HARDING	47	1	14	32	1	17
HUGHES	264	1	77	186	1	109
HUTCHINSON	134	0	20	114	0	25
HYDE	11	0	1	10	0	4
JACKSON	96	4	24	68	5	42
JERAULD	52	0	7	45	0	12
JONES	69	3	13	53	4	18
KINGSBURY	133	2	16	115	3	25
LAKE	300	2	40	258	2	51
LAWRENCE	636	7	190	439	8	266
LINCOLN	669	1	149	519	1	208
LYMAN	162	4	36	122	5	54
MC COOK	198	2	40	156	3	56
MC PHERSON	14	1	4	9	1	6
MARSHALL	116	0	14	102	0	21
MEADE	504	5	157	342	5	220
MELLETTTE	27	4	7	16	5	32
MINER	118	1	20	97	1	23
MINNEHAHA	3,701	21	1,256	2,424	21	1,747
MOODY	265	2	45	218	2	69
PENNINGTON	2,242	12	789	1,441	15	1,108
PERKINS	48	1	7	40	1	8
POTTER	50	0	2	48	0	3
ROBERTS	115	5	33	77	6	57
SANBORN	102	0	15	87	0	21
SHANNON	23	6	12	5	7	30
SPINK	213	0	32	181	0	46
STANLEY	78	1	20	57	2	31
SULLY	56	1	11	44	1	13
TODD	12	7	5	0	9	17
TRIPP	117	0	23	94	0	35
TURNER	138	3	32	103	3	40
UNION	277	2	65	210	3	76
WALWORTH	88	2	19	67	3	29
YANKTON	389	1	99	289	1	135
ZIEBACH	21	0	4	17	0	6
Total:	17,163	166	4,581	12,416	197	6,535

TABLE 3-8A
ALCOHOL INVOLVED MOTOR VEHICLE TRAFFIC CRASHES BY SD COUNTIES
2004

County	Total Crashes	Fatal Crashes	Injury Crashes	PDO Crashes	Fatalities	Injuries
AURORA	5	1	0	4	2	1
BEADLE	15	0	11	4	0	14
BENNETT	8	5	2	1	9	15
BON HOMME	3	0	1	2	0	3
BROOKINGS	34	0	18	16	0	23
BROWN	41	1	18	22	1	23
BRULE	9	2	3	4	2	6
BUFFALO	0	0	0	0	0	0
BUTTE	7	1	4	2	1	6
CAMPBELL	3	0	2	1	0	2
CHARLES MIX	22	1	18	3	1	37
CLARK	4	0	2	2	0	2
CLAY	9	0	5	4	0	6
CODINGTON	48	2	25	21	2	39
CORSON	9	5	2	2	9	16
CUSTER	15	1	8	6	1	11
DAVISON	35	1	15	19	1	19
DAY	15	0	11	4	0	17
DEUEL	10	0	6	4	0	7
DEWEY	14	3	6	5	3	14
DOUGLAS	6	0	3	3	0	3
EDMUNDS	2	0	1	1	0	1
FALL RIVER	11	0	10	1	0	16
FAULK	1	0	1	0	0	1
GRANT	12	1	6	5	1	6
GREGORY	3	0	3	0	0	10
HAAKON	3	0	2	1	0	6
HAMLIN	9	0	7	2	0	12
HAND	5	1	2	2	1	2
HANSON	4	0	2	2	0	2
HARDING	1	1	0	0	1	0
HUGHES	15	0	11	4	0	16
HUTCHINSON	6	0	5	1	0	7
HYDE	1	0	0	1	0	0
JACKSON	5	3	2	0	4	7
JERAULD	1	0	1	0	0	2
JONES	3	2	1	0	3	4
KINGSBURY	7	1	1	5	2	2
LAKE	11	0	5	6	0	7
LAWRENCE	47	2	28	17	2	40
LINCOLN	34	0	13	21	0	14
LYMAN	6	1	3	2	1	7
MC COOK	13	1	10	2	1	11
MC PHERSON	2	0	1	1	0	1
MARSHALL	6	0	2	4	0	4
MEADE	38	3	21	14	3	34
MELLETTTE	5	1	4	0	2	23
MINER	1	0	1	0	0	1
MINNEHAHA	284	4	142	138	4	196
MOODY	12	0	9	3	0	10
PENNINGTON	171	6	86	79	8	120
PERKINS	1	0	1	0	0	1
POTTER	3	0	0	3	0	0
ROBERTS	15	2	6	7	3	18
SANBORN	5	0	4	1	0	5
SHANNON	9	3	6	0	3	15
SPINK	12	0	7	5	0	12
STANLEY	5	0	2	3	0	2
SULLY	4	0	1	3	0	1
TODD	5	4	1	0	5	9
TRIPP	5	0	5	0	0	8
TURNER	9	2	5	2	2	5
UNION	16	0	11	5	0	12
WALWORTH	10	0	6	4	0	8
YANKTON	22	0	11	11	0	13
ZIEBACH	1	0	1	0	0	1
Total:	1,153	61	607	485	78	936

TABLE 3-9
COUNTIES HAVING MORE THAN TWO PERCENT OF THE
RURAL FATAL & INJURY CRASHES
2004

<u>County</u>	<u>Rural Fatal & Injury Crashes</u>	<u>Percent of All Rural Fatal & Injury Crashes</u>	<u>Percent of Rural VMTS*</u>
PENNINGTON	204	10.2	7.3
MINNEHAHA	185	9.3	6.1
MEADE	128	6.4	3.7
LAWRENCE	119	6.0	3.4
LINCOLN	85	4.3	4.8
CUSTER	76	3.8	2.0
BROWN	69	3.5	2.8
BROOKINGS	58	2.9	2.5
UNION	56	2.8	4.0
CODINGTON	51	2.6	2.5
MOODY	41	2.1	2.7

Note: Total Rural Fatal and Injury Crashes: 1,995

*S.D. Vehicle Miles of Travel Report June 2004

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

**FIGURE 3-5 RURAL F&I CRASHES/VMTS
SELECTED COUNTIES - 2004**

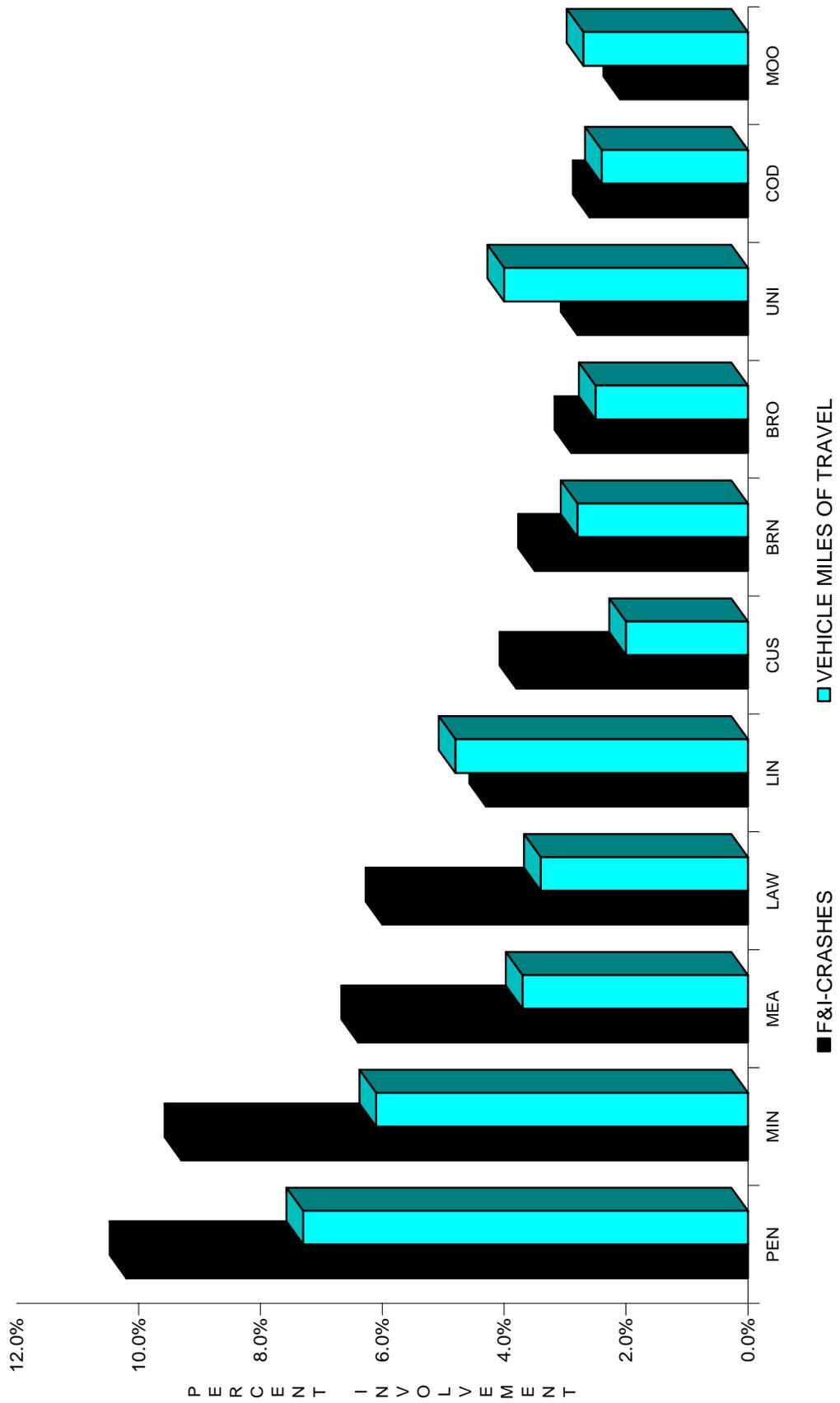


TABLE 3-10
TRAFFIC CRASHES SOUTH DAKOTA CITIES
POPULATION 2500 AND OVER
2004

<u>City</u>	<u>Total Crashes</u>	<u>Fatal Crashes</u>	<u>Injury Crashes</u>	<u>PDO Crashes</u>	<u>Fatalities</u>	<u>Injuries</u>
Aberdeen	452	0	133	319	0	180
Belle Fourche	45	0	9	36	0	12
Box Elder	64	0	27	37	0	41
Brandon City	36	0	12	24	0	17
Brookings	224	0	78	146	0	105
Canton	34	0	8	26	0	10
Dell Rapids	15	0	2	13	0	2
Hot Springs	44	0	11	33	0	17
Huron	117	1	50	66	1	62
Lead	15	0	4	11	0	4
Madison	65	1	15	49	1	24
Milbank	43	1	9	33	1	20
Mitchell	303	0	81	222	0	110
Mobridge	32	0	13	19	0	19
Pierre	182	0	65	117	0	89
Rapid City	1,517	4	562	951	6	793
Redfield	23	0	6	17	0	7
Sioux Falls	2,839	10	1,107	1,722	10	1,507
Sisseton	26	0	10	16	0	16
Spearfish	154	1	49	104	1	67
Sturgis	110	0	30	80	0	35
Vermillion	89	0	29	60	0	35
Watertown	288	0	122	166	0	178
Winner	26	0	7	19	0	12
Yankton	177	0	62	115	0	86

Source: SD Department of Public Safety: Accident Records

TABLE 3-11
ROADWAY SURFACE CONDITIONS
2004

	Total Crashes		Fatal Crashes		Injury Crashes		PDO Crashes	
	No.	%	No.	%	No.	%	No.	%
Dry	13,280	77.4	138	83.1	3,481	76.0	9,661	77.8
Wet	1,437	8.4	3	1.8	444	9.7	990	8.0
Snow	967	5.6	4	2.4	227	5.0	736	5.9
Slush	158	0.9	0	0.0	44	1.0	114	0.9
Ice	769	4.5	9	5.4	207	4.5	553	4.5
Frost	85	0.5	1	0.6	26	0.6	58	0.5
Water	10	0.1	0	0.0	2	0.0	8	0.1
Sand,mud,dirt,gravel	321	1.9	7	4.2	124	2.7	190	1.5
Oil	5	0.0	0	0.0	2	0.0	3	0.0
Other	14	0.1	2	1.2	8	0.2	4	0.0
Unknown / Not reported	117	0.7	2	1.2	16	0.3	99	0.8
Total	17,163	100	166	100	4,581	100	12,416	100

Source: SD Department of Public Safety: Accident Records

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

The peak three hour period for fatal crashes was 3:00-5:59 p.m. Thirty-one (18.7%) 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. when 1,182 (25.8%) of the injury crashes occurred. The peak three hour period for property damage only crashes was 5:00-7:59 when 2,710 (21.8%) of the property damage only crashes occurred (see TABLE 3-12).

Twenty-five fatal crashes or 15.1 percent of the fatal crashes in 2004 occurred during July. The month of August shows 586 injury crashes or 12.8 percent of the injury crashes for 2004. The 1,761 property damage only crashes during November represent 14.2 percent of the property damage only crashes for 2004 (see TABLE 3-13).

The day of the week Friday accounts for nearly seventeen percent of the total crashes (2,904), nearly eighteen percent of the injury crashes (809) and nearly seventeen percent of the property damage only crashes (2,068). Saturday accounted for 28 fatal crashes or nearly seventeen percent of the total for 2004 (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
2004

<u>Time</u>	<u>Total Crashes</u>	<u>Fatal Crashes</u>	<u>Injury Crashes</u>	<u>PDO Crashes</u>	<u>Fatalities</u>	<u>Injuries</u>
Midnight	465	6	124	335	6	160
1:00 AM	302	6	83	213	9	103
2:00 AM	292	7	99	186	9	144
3:00 AM	192	6	56	130	6	78
4:00 AM	226	2	42	182	2	52
5:00 AM	392	4	71	317	4	91
6:00 AM	611	8	84	519	9	115
7:00 AM	995	8	252	735	9	352
8:00 AM	640	2	178	460	2	231
9:00 AM	569	9	168	392	11	256
10:00 AM	551	5	177	369	6	247
11:00 AM	652	8	220	424	9	301
12:00 PM	842	10	303	529	11	438
1:00 PM	715	7	282	426	8	402
2:00 PM	770	7	287	476	9	422
3:00 PM	1,068	10	398	660	12	558
4:00 PM	1,083	12	392	679	15	576
5:00 PM	1,329	9	392	928	10	582
6:00 PM	1,219	9	241	969	11	368
7:00 PM	1,008	2	193	813	2	277
8:00 PM	878	5	155	718	7	219
9:00 PM	1,084	11	150	923	13	225
10:00 PM	753	7	112	634	11	169
11:00 PM	527	6	122	399	6	169
Total	17,163	166	4,581	12,416	197	6,535

Source: SD Department of Public Safety: Accident Records

TABLE 3-13
CRASHES BY MONTH
2004

<u>Month</u>	<u>Total Crashes</u>	<u>Fatal Crashes</u>	<u>Injury Crashes</u>	<u>PDO Crashes</u>	<u>Fatalities</u>	<u>Injuries</u>
JANUARY	1,549	7	364	1,178	7	504
FEBRUARY	1,318	7	353	958	11	456
MARCH	1,142	11	323	808	12	445
APRIL	988	14	322	652	15	483
MAY	1,249	12	335	902	14	495
JUNE	1,455	18	362	1,075	22	549
JULY	1,347	25	413	909	32	608
AUGUST	1,478	22	586	870	23	822
SEPTEMBER	1,222	11	383	828	14	542
OCTOBER	1,731	14	409	1,308	19	563
NOVEMBER	2,155	11	383	1,761	11	558
DECEMBER	1,529	14	348	1,167	17	510
Total	17,163	166	4,581	12,416	197	6,535

Source: SD Department of Public Safety: Accident Records

TABLE 3-14
CRASHES BY DAY OF WEEK
2004

<u>Day</u>	<u>Total Crashes</u>	<u>Fatal Crashes</u>	<u>Injury Crashes</u>	<u>PDO Crashes</u>	<u>Fatalities</u>	<u>Injuries</u>
SUNDAY	2,108	27	542	1,539	30	785
MONDAY	2,421	21	656	1,744	25	924
TUESDAY	2,441	25	644	1,772	28	892
WEDNESDAY	2,442	15	646	1,781	24	929
THURSDAY	2,524	23	665	1,836	27	941
FRIDAY	2,904	27	809	2,068	32	1,165
SATURDAY	2,323	28	619	1,676	31	899
Total	17,163	166	4,581	12,416	197	6,535

Source: SD Department of Public Safety: Accident Records

FIGURE 3-6 CRASHES BY TIME OF DAY 2004

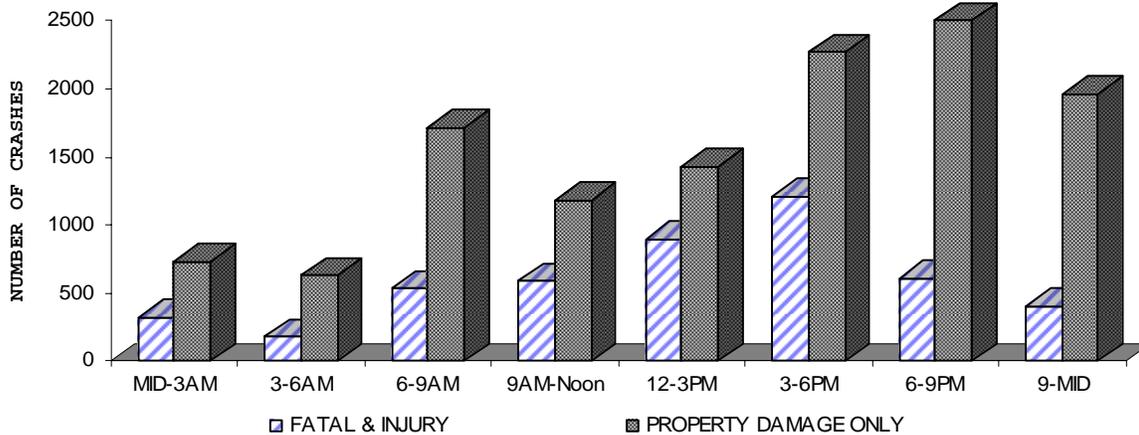


FIGURE 3-7 CRASHES BY MONTH 2004

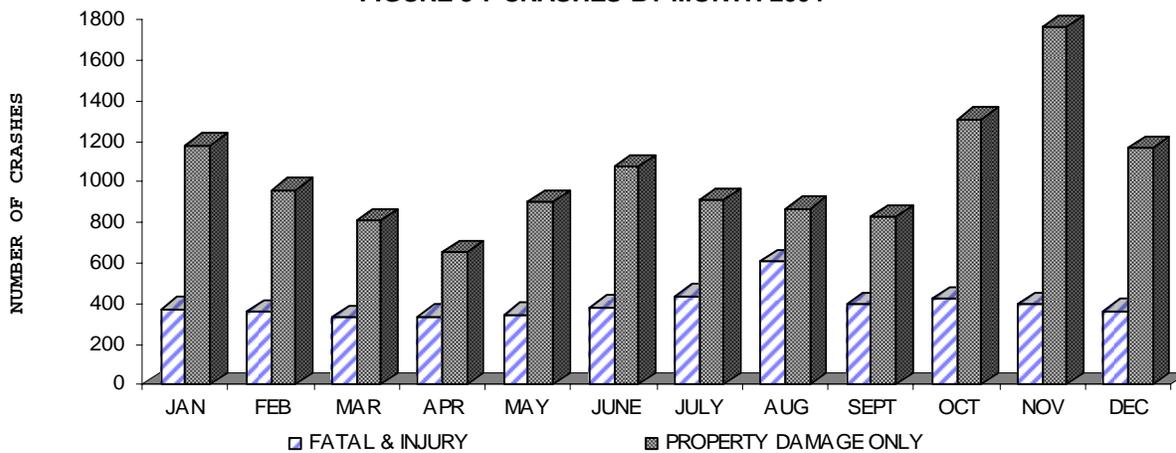
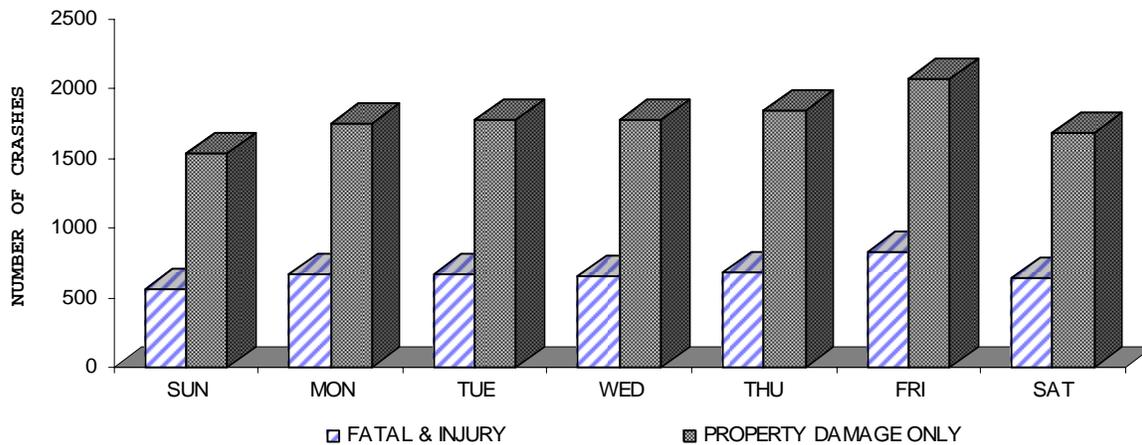


FIGURE 3-8 CRASHES BY DAY OF WEEK 2004



Drivers

There were 24,663 motor vehicle drivers in the 17,163 reported motor vehicle crashes, including 233 drivers in fatal crashes and 7,536 drivers in injury crashes. One hundred and twenty-nine drivers were killed, which is 65.5 percent of all persons killed in motor vehicle crashes and 70.5 percent or 4,607 of the 6,535 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 32.6 percent of the drivers were under 25 years of age and 49.5 percent are under 35. Age of drivers involved in fatal and injury crashes follow the pattern of drivers in all crashes. Those drivers under 25 represent 25.8 percent of the drivers involved in fatal crashes and 34.8 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 52.6 percent of the drivers in injury crashes. Fifty-nine (25.3%) of the drivers in fatal crashes were 21-34 years of age (see TABLE 3-15).

TABLE 3-15
AGE OF DRIVERS IN CRASHES
2004

Age	Drivers In All Crashes		Drivers In Fatal Crashes		Drivers In Injury Crashes		Drivers In PDO Crashes	
	No.	%	No.	%	No.	%	No.	%
6 - 13	13	0.1	2	0.9	6	0.1	5	0.0
14 - 15	806	3.3	6	2.6	270	3.6	530	3.1
16 - 17	1797	7.3	7	3.0	620	8.2	1170	6.9
18	982	4.0	6	2.6	318	4.2	658	3.9
19	932	3.8	5	2.1	291	3.9	636	3.8
20	800	3.2	8	3.4	280	3.7	512	3.0
21 - 24	2718	11.0	26	11.2	841	11.2	1851	11.0
25 - 34	4165	16.9	33	14.2	1340	17.8	2792	16.5
35 - 44	4049	16.4	44	18.9	1167	15.5	2838	16.8
45 - 54	3759	15.2	45	19.3	1084	14.4	2630	15.6
55 - 64	2266	9.2	25	10.7	647	8.6	1594	9.4
65 - Over	2211	9.0	23	9.9	620	8.2	1568	9.3
Unknown	165	0.7	3	1.3	52	0.7	110	0.7
Total	24,663	100	233	100	7,536	100	16,894	100

Source: SD Department of Public Safety: Accident Records

TABLE 3-16 provides information on the age of drinking drivers in motor vehicle crashes. There were a reported 1,167 drinking drivers in all crashes which is 4.7 percent of all drivers in crashes. Sixty-one or 26.2 percent of drivers in fatal crashes had been drinking while 8 percent of the drivers involved in injury crashes had been drinking.

Young drivers are predominantly the drinking drivers in all crashes. Those drivers under 25 years of age accounted for 34.4 percent of the drinking drivers in fatal crashes and 43 percent of the drinking drivers in injury crashes. Those drivers under 35 years of age accounted for 55.7 percent of the drinking drivers in fatal crashes and 67.4 percent of the drinking drivers in all crashes.

TABLE 3-16
AGE OF DRINKING DRIVERS IN CRASHES
2004

Age	Drivers In All Crashes		Drivers In Fatal Crashes		Drivers In Injury Crashes		Drivers In PDO Crashes	
	No.	%	No.	%	No.	%	No.	%
6 - 13	0	0.0	0	0.0	0	0.0	0	0.0
14 - 15	5	0.4	0	0.0	2	0.3	3	0.6
16 - 17	44	3.8	2	3.3	23	3.8	19	3.8
18	49	4.2	1	1.6	23	3.8	25	5.0
19	74	6.3	1	1.6	35	5.8	38	7.6
20	63	5.4	5	8.2	40	6.6	18	3.6
21 - 24	279	23.9	12	19.7	136	22.6	131	26.0
25 - 34	272	23.3	13	21.3	141	23.4	118	23.5
35 - 44	202	17.3	15	24.6	107	17.7	80	15.9
45 - 54	119	10.2	7	11.5	68	11.3	44	8.7
55 - 64	40	3.4	3	4.9	19	3.2	18	3.6
65 - Over	16	1.4	1	1.6	7	1.2	8	1.6
Unknown	4	0.3	1	1.6	2	0.3	1	0.2
Total	1,167	100	61	100	603	100	503	100

Source: SD Department of Public Safety: Accident Records

TABLE 3-17 compares age of drivers in fatal and injury crashes, drinking drivers in fatal and injury crashes, and speeding drivers in fatal and injury crashes with licensed drivers by age. The young driver is over represented as those drivers in fatal and injury crashes, drinking drivers in fatal and injury crashes, and speeding drivers in fatal and injury crashes. Licensed drivers in South Dakota under 25 years of age represent 17.8 percent of the total licensed drivers, 42.2 percent of the drinking drivers in fatal and injury crashes and 54.8 percent of the speeding drivers in fatal and injury crashes. Nearly 66 percent of the drinking drivers and 72.3 percent of the speeding drivers in fatal and injury crashes were under 35 years of age while drivers under 35 years of age constitute 33.5 percent of all licensed drivers (also see FIGURES 3-9 and 3-10).

TABLE 3-17
LICENSED DRIVERS AND FATAL AND INJURY CRASH-INVOLVED DRIVERS BY AGE
2004

Age	Licensed Drivers %	Drivers In Fatal & Injury Crashes		Drinking Drivers In Fatal & Injury Crashes		Speeding Drivers In Fatal & Injury Crashes	
		No.	%	No.	%	No.	%
0 - 13	0.0	8	0.1	0	0.0	1	0.1
14 - 15	1.9	276	3.6	2	0.3	50	6.2
16 - 17	3.1	627	8.1	25	3.8	101	12.5
18	1.7	324	4.2	24	3.6	57	7.1
19	1.8	296	3.8	36	5.4	52	6.4
20	1.8	288	3.7	45	6.8	48	5.9
21 - 24	7.5	867	11.2	148	22.3	134	16.6
25 - 34	15.7	1373	17.7	154	23.2	141	17.5
35 - 44	17.2	1211	15.6	122	18.4	101	12.5
45 - 54	18.9	1129	14.5	75	11.3	60	7.4
55 - 64	13.4	672	8.6	22	3.3	29	3.6
65 - Over	16.9	643	8.3	8	1.2	27	3.3
Unknown	0.0	55	0.7	3	0.5	7	0.9
TOTAL	100	7,769	100	664	100	808	100

Sources: SD Department of Public Safety: Accident Records
SD Department of Public Safety: Driver License Issuance

FIGURE 3-9 DRIVERS BY AGE GROUP 2004
 Fatal and Injury Crash Involved Drivers

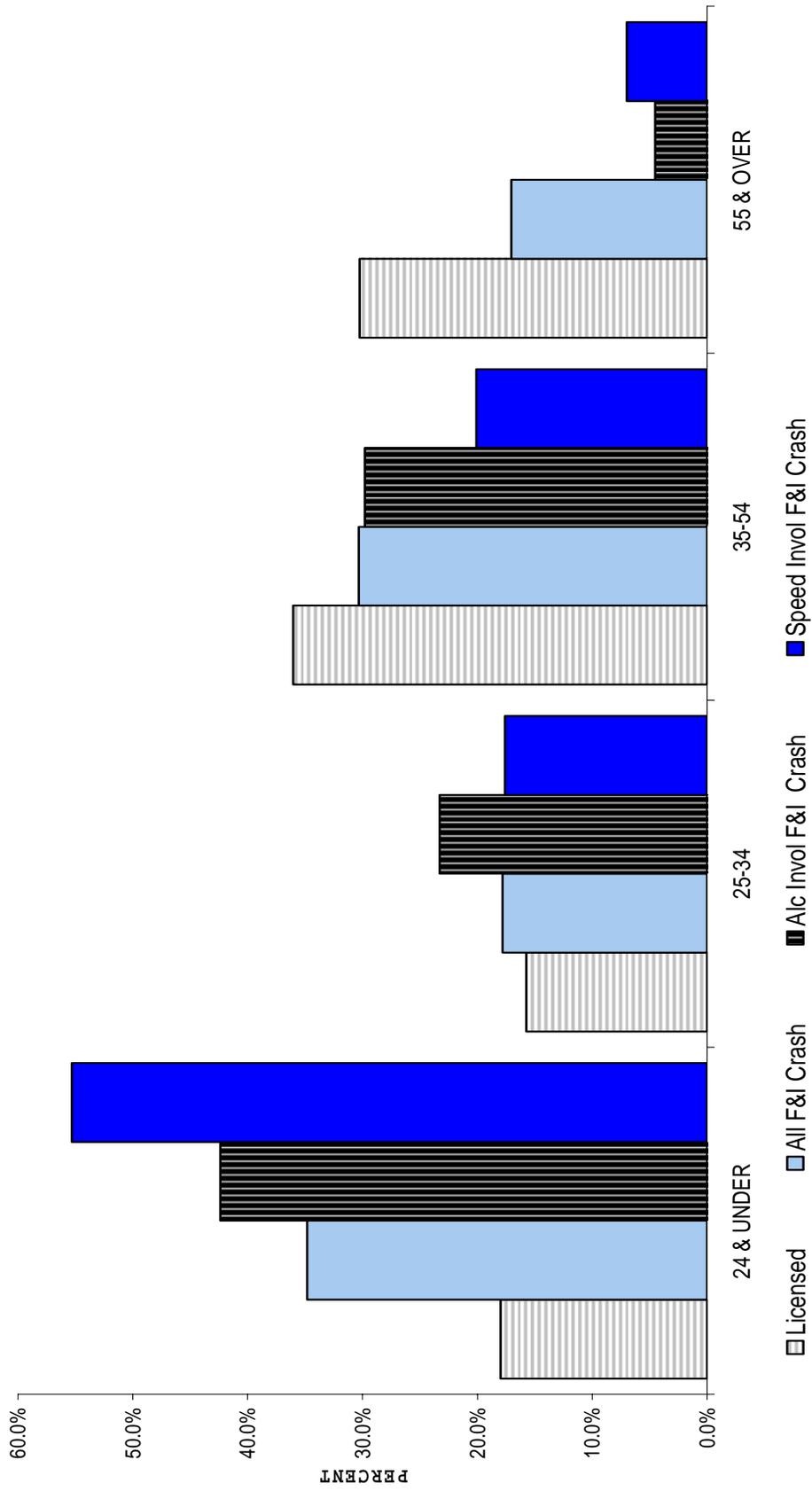
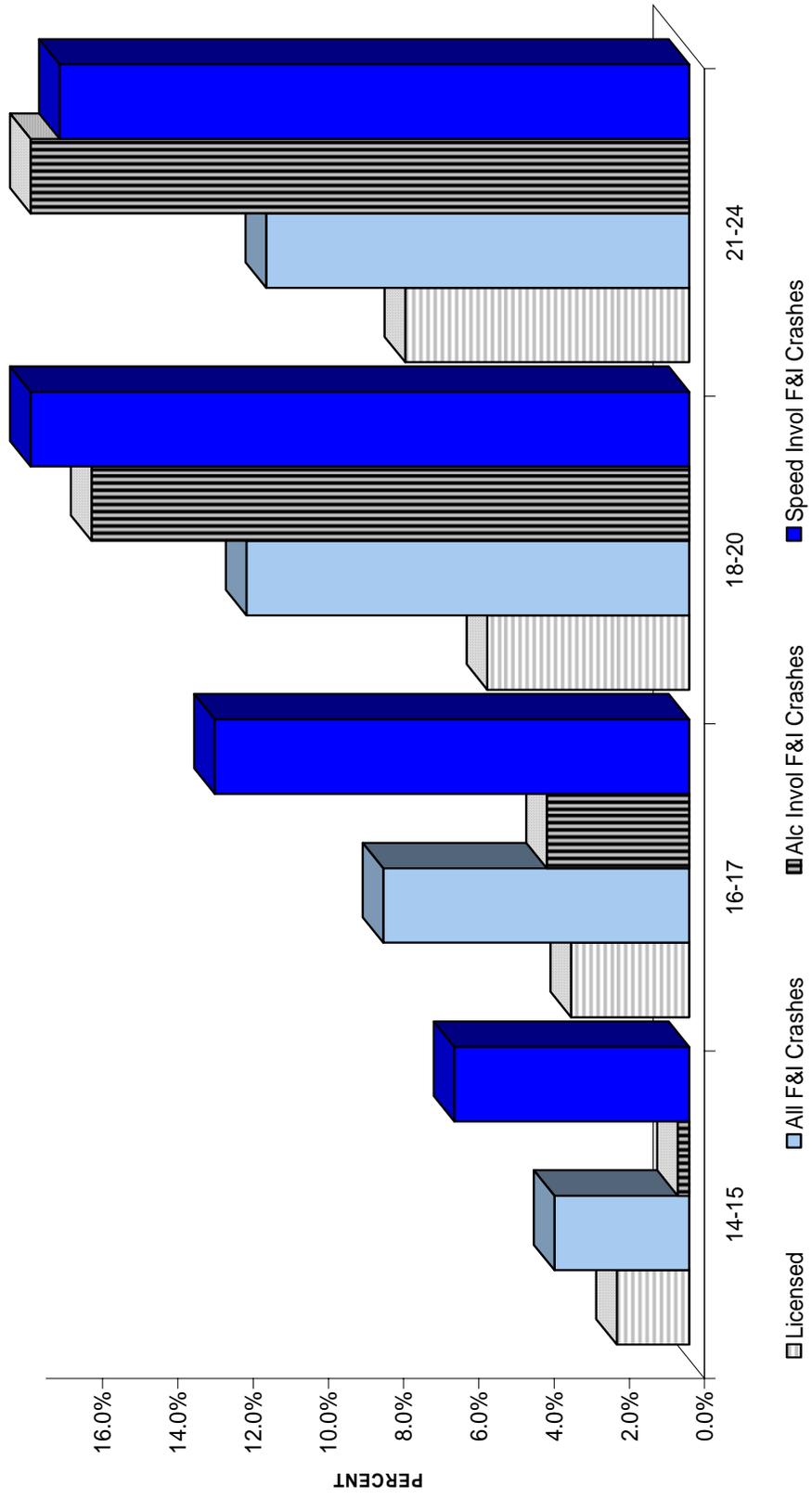


FIGURE 3-10 YOUNG DRIVERS 2004
FATAL & INJURY CRASH INVOLVED DRIVERS



Driver actions are reported to indicate possible factors that may have contributed to the crashes. These factors are referred to as driver contributing circumstances. Drinking and Speeding were the leading driver contributing circumstance in fatal crashes during 2004. It was indicated that the drinking of 48 or 20.6 percent of the drivers in fatal crashes contributed to the crash. Speeding, to include Exceeding the Speed Limit and Driving too Fast for Road Condition also totaled 48 or 20.6 percent. Running off Road was another leading driver contributing circumstances in fatal crashes. Failing to Yield to Another Vehicle was the leading contributing circumstance in injury crashes. Following Too Close, Running off Road, Driving too Fast for Conditions and Drinking were other leading driver contributing circumstances in injury crashes (see TABLE 3-18).

TABLE 3-18
MOTOR VEHICLE DRIVER CONTRIBUTING CIRCUMSTANCES
2004

	Total Crashes		Fatal Crashes		Injury Crashes		PDO Crashes	
	No.	%	No.	%	No.	%	No.	%
Drinking	809	3.3	48	20.6	448	5.9	313	1.9
Running Off Road	1,175	4.8	38	16.3	530	7.0	607	3.6
Exceeded Speed Limit	631	2.6	27	11.6	328	4.4	276	1.6
Disregarded Traffic Signs or Signals	645	2.6	6	2.6	294	3.9	345	2.0
Distracted	819	3.3	2	0.9	331	4.4	486	2.9
Driving Too Fast for Condition	1,530	6.2	21	9.0	506	6.7	1,003	5.9
Fail to Yield to Vehicle	3,214	13.0	11	4.7	1,182	15.7	2,021	12.0
Failure to Keep in Proper Lane	347	1.4	13	5.6	121	1.6	213	1.3
Fatigued/Fell Asleep	272	1.1	6	2.6	119	1.6	147	0.9
Following Too Closely	1,218	4.9	3	1.3	532	7.1	683	4.0
Improper Backing	298	1.2	0	0.0	23	0.3	275	1.6
Improper Passing	161	0.7	4	1.7	53	0.7	104	0.6
Improper Turn	390	1.6	1	0.4	118	1.6	271	1.6
Over-correcting/Over-steering	625	2.5	23	9.9	303	4.0	299	1.8
Swerving or Avoiding due to wind, slippery surface, vehicle, object, non-motorist, etc.	573	2.3	13	5.6	192	2.5	368	2.2
Wrong Side of Road	196	0.8	22	9.4	96	1.3	78	0.5
Other*	1,297	5.3	17	7.3	519	6.9	761	4.5
Unknown	594	2.4	16	6.9	205	2.7	373	2.2
Not Stated**	5,155	20.9	0	0.0	7	0.1	5,143	30.4
Total Drivers	24,663		233		7,536		16,894	

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.

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

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

Source: SD Department of Public Safety: Accident Records

Motorcycles

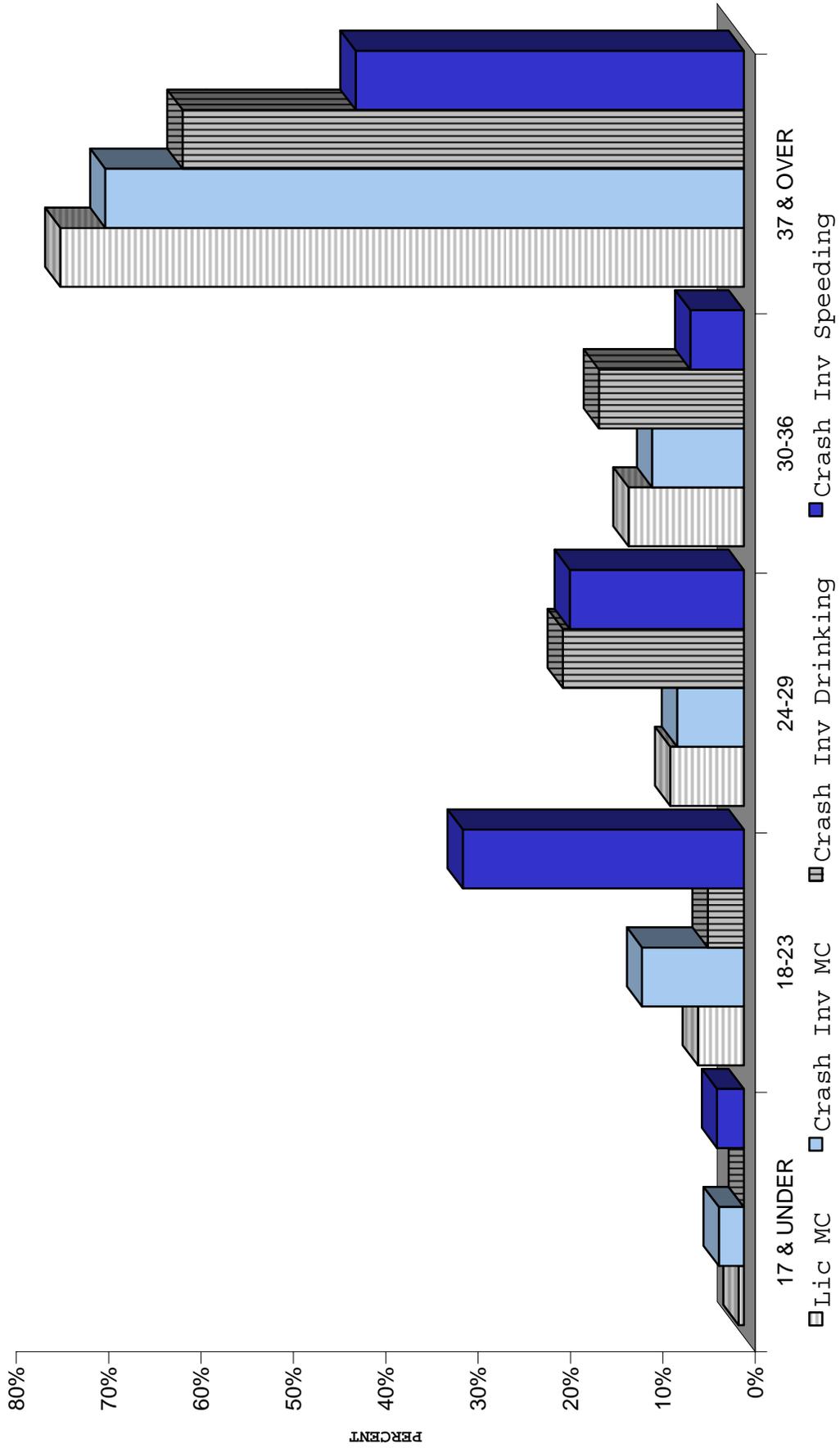
Motorcycle crashes constitute 3.0 percent of all crashes, 14.5 percent of all fatal crashes, and 9.5 percent of all injury crashes. There were 26 people killed and 536 injured on motorcycles in the 517 reported motorcycle crashes during 2004 (see TABLE 2-7). The young motorcycle driver is over represented in crashes when compared to their portion of licensed motorcycle operators. The licensed drivers under 20 years of age represent 1.6 percent of the licensed motorcycle drivers, 6.3 percent of drivers involved in motorcycle crashes, and 14.5 percent of the speeding drivers involved in motorcycle crashes (see TABLE 3-19 and FIGURE 3-11).

TABLE 3-19
MOTORCYCLISTS BY AGE GROUP
2004

Age Group	Licensed Motorcyclists		Motorcycle Drivers In Crashes		Drinking Motorcycle Drivers In Crashes		Speeding Motorcycle Drivers In Crashes	
	No.	%	No.	%	No.	%	No.	%
0 - 13	0	0.0	1	0.2	0	0.0	0	0.0
14 - 15	69	0.1	3	0.5	0	0.0	1	1.4
16 - 17	291	0.5	11	2.0	0	0.0	1	1.4
18 - 19	668	1.1	20	3.6	1	2.0	8	11.6
20 - 21	1,055	1.7	23	4.1	0	0.0	6	8.7
22 - 23	1,395	2.2	18	3.2	1	2.0	7	10.1
24 - 25	1,640	2.6	21	3.8	6	11.8	6	8.7
26 - 27	1,580	2.5	8	1.4	1	2.0	3	4.3
28 - 29	1,786	2.8	11	2.0	3	5.9	4	5.8
30 - 31	1,928	3.1	9	1.6	0	0.0	1	1.4
32 - 36	5,915	9.4	46	8.2	8	15.7	3	4.3
37 - 41	7,728	12.3	54	9.7	7	13.7	3	4.3
42 - 51	19,500	31.0	173	31.0	15	29.4	15	21.7
52 - Over	19,250	30.7	156	28.0	9	17.6	11	15.9
Unknown	0	0.0	4	0.7	0	0.0	0	0.0
Total	62,805	100	558	100	51	100	69	100

Sources: SD Department of Public Safety: Driver License Issuance
SD Department of Public Safety: Accident Records

FIGURE 3-11 MOTORCYCLISTS 2004
 CRASH INVOLVED MOTORCYCLE & MOPED DRIVERS



There were 26 motorcyclist fatalities during 2004. Twenty-four were motorcycle drivers. Four drivers wore helmet and eye protection, one wore helmet only, twelve wore eye protection only and six did not use safety equipment. Unknown helmet usage was reported for one driver. There were two motorcycle passenger fatalities reported. One passenger wore helmet and eye protection, one did not use safety equipment. Helmets were used by 157 or 30 percent of the motorcycle drivers in crashes while 367 or 70 percent did not wear a helmet (see TABLE 3-20).

TABLE 3-20
HELMET USE BY MOTORCYCLE DRIVERS IN CRASHES
2004

<u>Age</u>	Helmet Used		Helmet Not Used	
	<u>No.</u>	<u>%</u>	<u>No.</u>	<u>%</u>
6 - 13	0	0.0	1	100.0
14 - 15	2	66.7	1	33.3
16 - 17	6	60.0	4	40.0
18 - 20	8	25.8	23	74.2
21 - 24	11	27.5	29	72.5
25 - 34	11	18.0	50	82.0
35 - 44	29	25.2	86	74.8
45 - Over	90	34.4	172	65.6
Unknown	0	0.0	1	100.0
Total	157	30.0	367	70.0

Note: Percentages are row percents.

Excludes unknown, not stated and other helmet usage. Helmet only and helmet and eye protection counted as used. Eye protection only counted as not used.

Source: SD Department of Public Safety: Accident Records

Pedestrians

There were 9 pedestrian deaths and 95 injuries in motor vehicle crashes during 2004 (see TABLE 3-21). The youngest pedestrian killed was eight years old, while the oldest was 79. Of the injured pedestrians, 17.9 percent were between the ages of 6-13. Cities accounted for 87.4 percent of the pedestrian injuries and 55.6 percent of the fatalities (see TABLE 3-23). Of the 9 pedestrians killed, 5 were male and 4 female. Of the 95 injured, 56 were male and 39 female.

Officers reported that two of the 9 pedestrians killed had been drinking alcohol (see TABLE 3-22).

TABLE 3-21
AGE OF PEDESTRIANS IN TRAFFIC CRASHES
2004

<u>Age</u>	<u>Fatalities</u>		<u>Injuries</u>	
	<u>No.</u>	<u>%</u>	<u>No.</u>	<u>%</u>
0 - 5	0	0.0	5	5.3
6 - 13	1	11.1	17	17.9
14 - 19	2	22.2	13	13.7
20 - 24	0	0.0	11	11.6
25 - 34	1	11.1	9	9.5
35 - 44	1	11.1	11	11.6
45 - 54	1	11.1	13	13.7
55 - 64	2	22.2	8	8.4
65 - Over	1	11.1	8	8.4
Total	9	100	95	100

Source: SD Department of Public Safety: Accident Records

TABLE 3-22
ALCOHOL INVOLVEMENT BY PEDESTRIANS
2004

<u>Alcohol Involvement</u>	<u>Fatalities</u>		<u>Injuries</u>	
	<u>No.</u>	<u>%</u>	<u>No.</u>	<u>%</u>
Alcohol or Drugs	2	22.2	15	15.8
No Alcohol	7	77.8	80	84.2
Unknown	0	0.0	0	0.0
Total	9	100	95	100

Source: SD Department of Public Safety: Accident Records

TABLE 3-23
RURAL vs. CITY PEDESTRIAN CRASHES
2004

	<u>Fatalities</u>		<u>Injuries</u>	
	<u>No.</u>	<u>%</u>	<u>No.</u>	<u>%</u>
Rural	4	44.4	12	12.6
City	5	55.6	83	87.4
Total	9	100	95	100

Source: SD Department of Public Safety: Accident Records

Bicycles

During 2004 there was one bicyclist killed (see TABLE 2-9). There were 77 bicycle drivers injured in reported motor vehicle crashes during 2004 (see TABLE 3-24). The leading factor in bicycle involved crashes was improper crossing which was reported for 24.7 percent of the injured bicycle drivers. Fifty-three of the bicycle drivers in crashes had no contributing circumstances. The yearly 1984-2004 trend of bicycle fatalities and injuries is provided in TABLE 2-9.

TABLE 3-24
AGE OF BICYCLE DRIVERS IN TRAFFIC CRASHES
2004

<u>Age</u>	<u>Fatalities Number</u>	<u>Injuries Number</u>	<u>%</u>
0 - 5	0	0	0.0
6 - 13	1	37	48.1
14 - 19	0	18	23.4
20 - 24	0	2	2.6
25 - 34	0	5	6.5
35 - 44	0	8	10.4
45 - 54	0	5	6.5
55 - 64	0	2	2.6
65 - Over	0	0	0.0
Total	1	77	100

Source: SD Department of Public Safety: 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 raised to 65 miles per hour.
- April 1, 1988 - Drinking age raised to 21.
- April 1, 1992 - Commercial drivers 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.

IV. GLOSSARY OF TERMS

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

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

Injury Crash: motor vehicle crash in which at least one person was injured and no one was killed.

Property Damage Only (PDO) Crash: motor vehicle crashes in which no one was killed or injured but there was property damage to an apparent extent of one thousand dollars or more to any one person's property or accumulated property damage of two thousand dollars per crash.

Fatality Rate: number of traffic fatalities per 100 million vehicle miles traveled.

Alcohol Involved Crash: at least one driver, pedestrian, or bicycle driver had been drinking in the opinion of the investigating officer.

Economic Loss: the calculable costs of motor vehicle crashes are wage loss, medical expense, insurance administration cost, and property damage. (Source: Estimating the Costs of Unintentional Injuries, 2003, National Safety Council)

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