

2006
South Dakota
Motor Vehicle
Traffic Crash
Summary



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

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Governor



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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 2006 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 2006 Traffic Crash Profile section details the crash picture for 2006 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
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FAX: (605) 773-6893
E-mail: ARInfo@state.sd.us

**SOUTH DAKOTA TRAFFIC STATISTICAL SUMMARY
2006**

➤ NUMBER OF REPORTED MOTOR VEHICLE TRAFFIC CRASHES	15,730
➤ AMOUNT OF MOTOR VEHICLE TRAFFIC CRASH PROPERTY DAMAGE	\$ 84 MILLION
➤ NUMBER OF MOTOR VEHICLE TRAFFIC CRASH INJURIES	6,015
➤ NUMBER OF MOTOR VEHICLE TRAFFIC CRASH FATALITIES	191
➤ FATALITY RATE PER 100,000,000 MILES OF TRAVEL.....	2.21
➤ PERCENT OF DRIVERS IN FATAL CRASHES WHO HAD BEEN DRINKING	29.2%
➤ NUMBER KILLED IN ALCOHOL-RELATED CRASHES	72
➤ NUMBER INJURED IN ALCOHOL-RELATED CRASHES	854
➤ NUMBER OF PEDESTRIANS KILLED	7
➤ NUMBER OF MOTORCYCLISTS KILLED	22
➤ NUMBER OF BICYCLISTS KILLED.....	1
➤ PERCENT OF LICENSED DRIVERS UNDER 25	17.2%
➤ PERCENT OF CRASH-INVOLVED SPEEDING DRIVERS UNDER 25	48.5%
➤ PERCENT OF CRASH-INVOLVED DRINKING DRIVERS UNDER 25	39.2%
➤ NUMBER OF OCCUPANTS KILLED IN MOTOR VEHICLES	158
➤ NUMBER OF OCCUPANTS KILLED IN MOTOR VEHICLES WHO WERE WEARING A SAFETY RESTRAINT (<i>EXCLUDES MOPED, MOTORCYCLE, ATV & SNOWMOBILE OCCUPANTS</i>)	25
➤ NUMBER OF UNRESTRAINED OCCUPANTS UNDER 5 YEARS OF AGE KILLED IN MOTOR VEHICLE CRASHES.....	1
➤ NUMBER OF UNRESTRAINED OCCUPANTS UNDER 5 YEARS OF AGE INJURED IN MOTOR VEHICLE CRASHES.....	36
➤ NUMBER OF UNRESTRAINED OCCUPANTS UNDER 5 YEARS OF AGE WHO WERE INJURED WITH CHILD RESTRAINT NOT USED PROPERLY	9
➤ ECONOMIC LOSS FROM MOTOR VEHICLE TRAFFIC CRASHES.....	\$ 411 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 1997-2006 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
1996-2006**

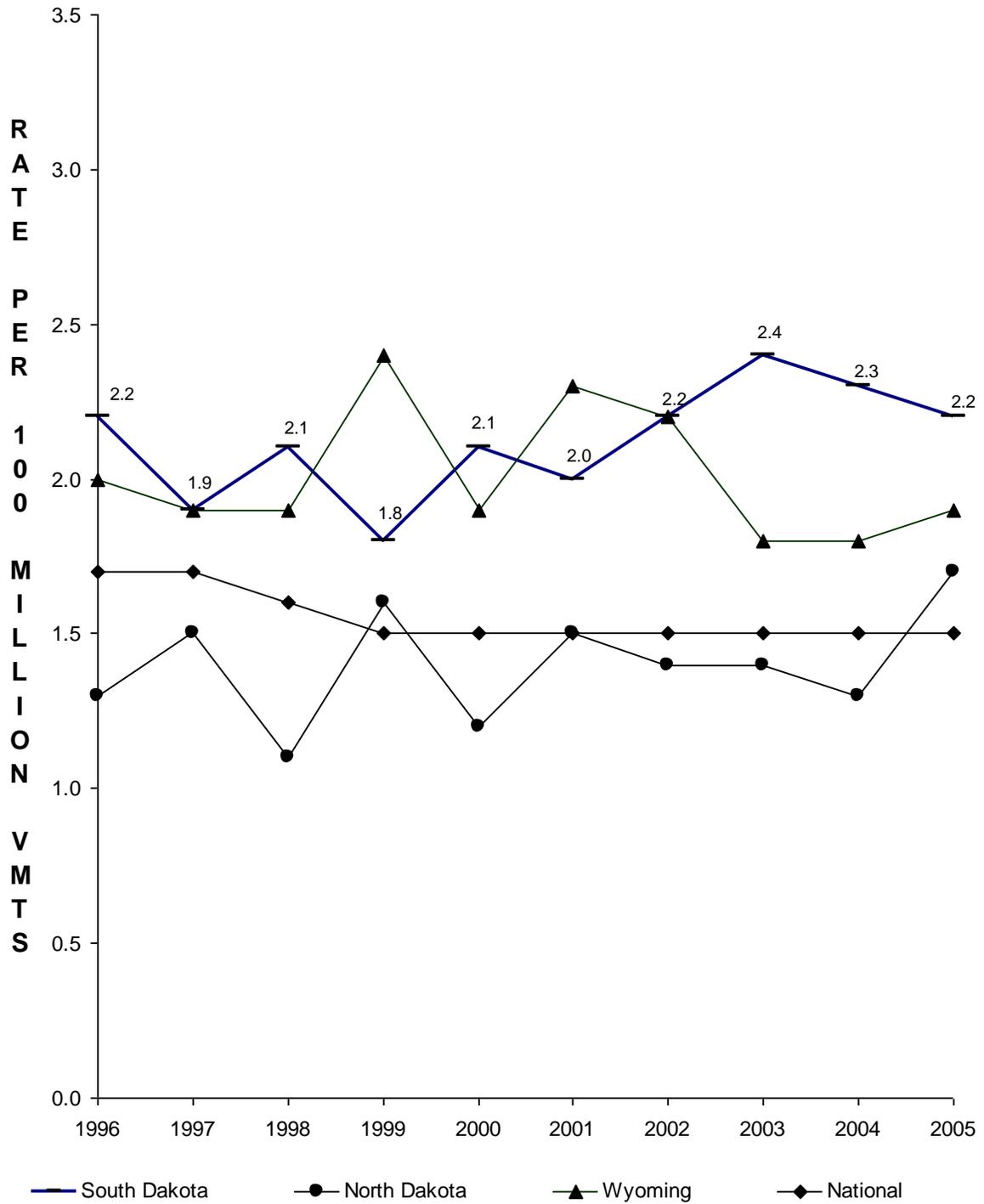
<u>State</u>	<u>1997</u>	<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>	<u>2003</u>	<u>2004</u>	<u>2005</u>	<u>2006</u>
South Dakota	1.9	2.1	1.8	2.1	2.0	2.2	2.4	2.3	2.3	2.3
Iowa	1.7	1.5	1.6	1.5	1.5	1.3	1.4	1.2	n/a	
Minnesota	1.3	1.3	1.3	1.2	1.1	1.2	1.2	1.0	1.0	0.9
Montana	2.8	2.5	2.3	2.4	2.3	2.6	2.4	2.1	2.3	2.3
Nebraska	1.8	1.8	1.7	1.6	1.8	1.8	1.6	1.4	1.5	1.5
North Dakota	1.5	1.1	1.6	1.2	1.5	1.4	1.4	1.3	1.7	1.5
Wyoming	1.9	1.9	2.4	1.9	2.3	2.2	1.8	1.8	1.9	2.1
National	1.7	1.6	1.5	1.5	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 1975 through 2006. 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 2006 death rate decreased to 2.21, a 4.7% decrease from the 2005 death rate of 2.32. The 6,015 people injured is a 3.2% decrease from the 6,212 for 2005 (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**

<u>Year</u>	<u>Deaths</u>	<u>Death Rate¹</u>	<u>Injuries</u>	<u>Total Crashes</u>	<u>Total Crashes Rate⁴</u>	<u>Fatal Crashes</u>	<u>Injury Crashes</u>	<u>PDO² Crashes</u>	<u>Miles³ Traveled + (000,000)</u>	<u>Registered Motor Vehicles + (000)</u>
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	234.16	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

¹ Number of deaths per 100 million vehicle miles traveled.

² 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 191 traffic fatalities during 2006, 72 or 37.7% 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
2000-2006**

	<u>2000</u>	<u>2001</u>	<u>2002</u>	<u>2003</u>	<u>2004</u>	<u>2005</u>	<u>2006</u>
Total Crashes	6.8 (1331)	6.4 (1137)	7.3 (1265)	7.0 (1261)	6.7 (1153)	6.8 (1113)	7.0 (1099)
Fatal Crashes	43.3 (65)	42.2 (65)	47.8 (76)	45.1 (78)	36.7 (61)	39.2 (62)	39.0 (67)
Injury Crashes	12.3 (648)	11.5 (563)	13.5 (635)	13.2 (630)	13.3 (607)	12.7 (552)	13.4 (563)
PDO Crashes	4.4 (618)	4.0 (509)	4.4 (554)	4.2 (553)	3.9 (485)	4.2 (499)	4.1 (469)
Fatalities	44.5 (77)	43.9 (75)	50.6 (91)	46.3 (94)	39.6 (78)	39.8 (74)	37.7 (72)
Injuries	13.7 (1078)	12.0 (851)	14.2 (991)	14.4 (1000)	14.3 (936)	13.2 (818)	14.2 (854)

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
2000- 2006**

<u>AGE</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>	<u>2003</u>	<u>2004</u>	<u>2005</u>	<u>2006</u>
0 - 5	0	0	0	3	3	1	0
6 - 12	1	2	2	1	1	0	0
13 - 19	11	9	15	18	11	10	13
20	1	2	3	0	3	2	1
21 - 29	25	23	19	24	26	20	19
30 - 39	21	16	18	22	15	16	15
40 - 49	9	10	17	10	11	15	11
50 - 59	4	4	9	11	4	5	11
60 & OLDER	5	8	8	5	4	5	2
Unknown/Not Stated	0	1	0	0	0	0	0
TOTAL	77	75	91	94	78	74	72

Source: SD Department of Public Safety: Accident Records

FIGURE 2-2 2006 CRASH FATALITIES
Alcohol Related vs Non Alcohol Related

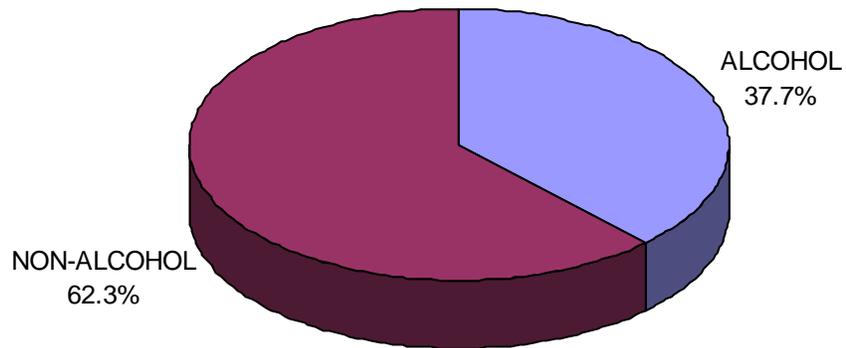
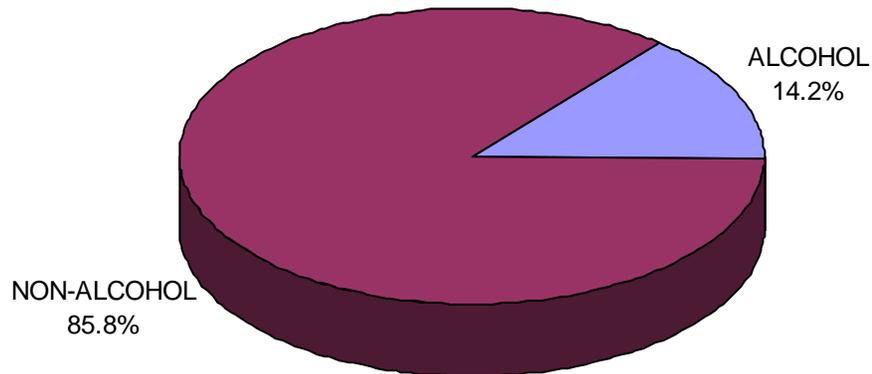


FIGURE 2-3 2006 CRASH INJURIES
Alcohol Related vs Non Alcohol Related



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 increased by 2.6% while nonalcohol-related fatal and injury crashes decreased by 3.9% from the 2005 totals. The number of DWI arrests increased by 10.9% from 2005.

**TABLE 2-4
CRASH AND ARREST ACTIVITY
1996 - 2006**

	FATAL CRASHES		FATAL & INJURY CRASHES		DWI ARRESTS*	DWI CONVICTIONS *
	ALCOHOL RELATED	NONALCOHOL RELATED	ALCOHOL RELATED	NONALCOHOL RELATED		
1997	50	78	706	4,900	8,757	4,767
1998	60	89	722	4,539	8,630	5,275
1999	58	78	692	4,476	9,383	5,292
2000	65	85	713	4,689	9,430	5,543
2001	65	89	628	4,414	8,956	5,559
2002	76	83	711	4,150	8,272	4,886
2003	78	95	708	4,246	9,011	5,628
2004	61	105	668	4,079	9,049	5,985
2005	62	96	614	3,890	10,174	6,463
2006	67	105	630	3738	11,282	6,801

*Source: South Dakota Courts - The State of the Judiciary and 2006 Annual Report of the S. D. Unified Judicial System - January 2007
Based on Fiscal Year statistics
DWI Convictions are guilty pleas, plus suspended impositions, plus convictions at trial, less dismissals & acquittals at trial.

FIGURE 2-4 presents the annual counts of DWI arrests, alcohol-related fatal and injury crashes, and nonalcohol-related fatal and injury crashes from 1997 through 2006. FIGURE 2-5 presents the alcohol-related and nonalcohol-related fatal crash experience for the years of 1997 through 2006.

There were 67 alcohol-related fatal crashes during 2006, which compares to 62 in 2005. The previous three-year average was 67 for the years of 2003-2005.

There were 630 alcohol-related fatal and injury crashes during 2006, which compares to 614 in 2005. The previous three-year average was 663 or an 5.0 percent decrease in 2006. Nonalcohol-related fatal and injury crashes in 2006 decreased (3.9%) when compared to 2005 and decreased 8.2 percent from the previous three-year average (03-05).

There were 11,282 DWI arrests in fiscal year 2006. This level has gone up 8.1% from the previous three-year average (03-05). There were 6,801 DWI convictions in fiscal year 2006. This level has gone up 7.3% from the previous 3-year average (03-05).

Source:
Safety: Accident Records

SD of Public

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

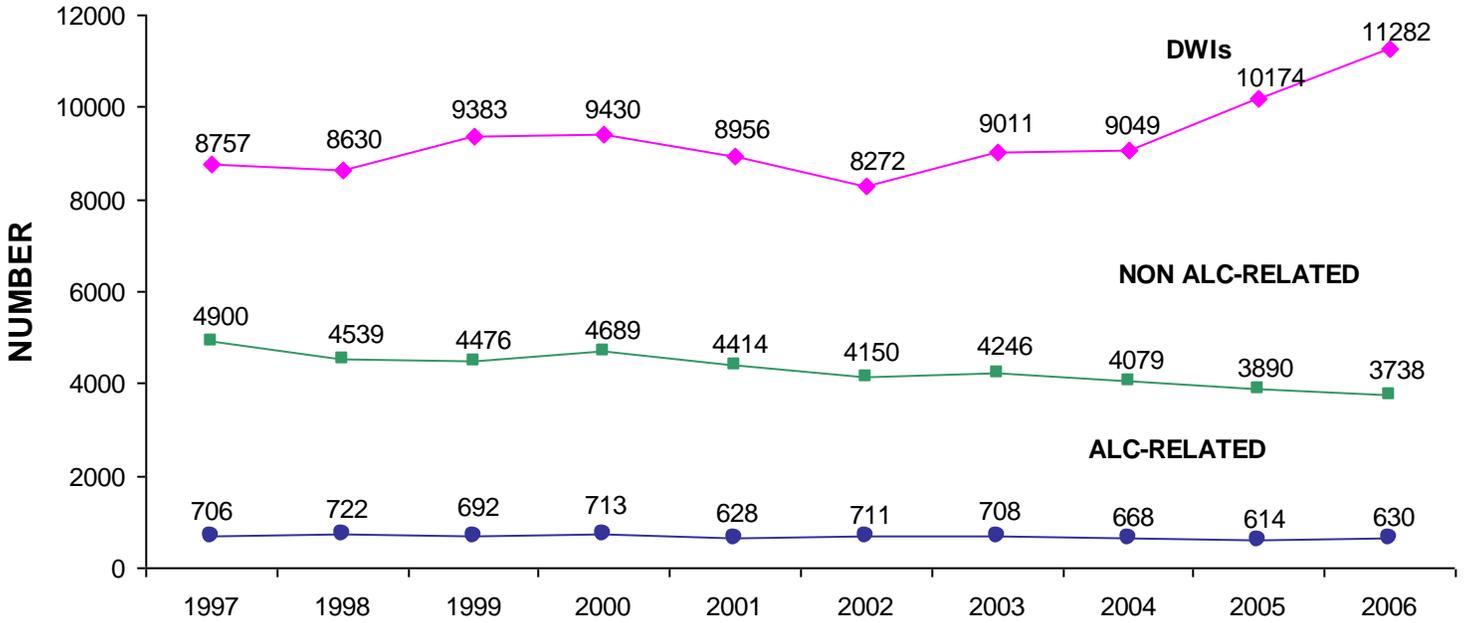
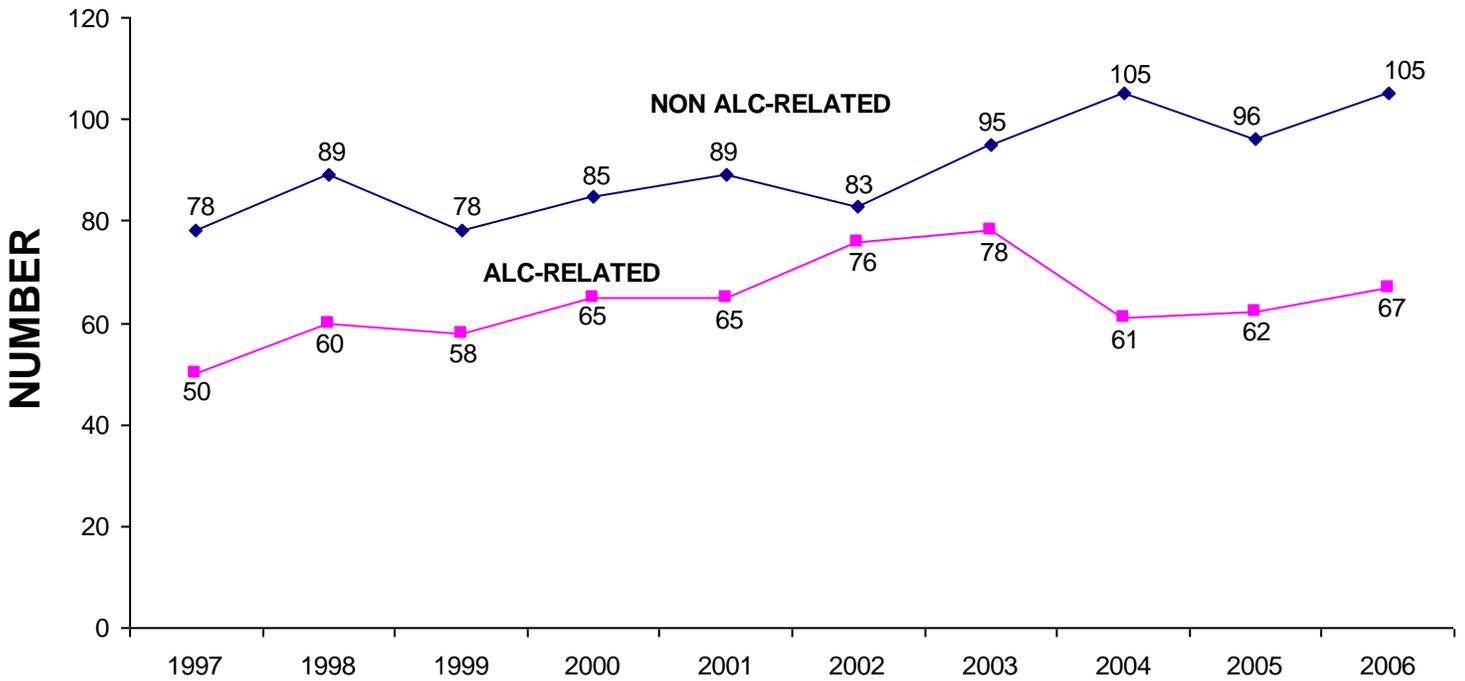


FIGURE 2-5 FATAL CRASHES



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. 117 occupants were killed while not wearing any safety restraint, while 23 occupants killed were wearing lap and shoulder harness, one was wearing a lap belt only and one was in a child restraint used properly.

(See TABLE 2-5)

Eighty-three (46.2%) of the 158 killed occupants were either partially or totally ejected from the vehicle. (See TABLE 2-5B)

TABLE 2-5
SAFETY RESTRAINT USAGE
KILLED OCCUPANTS

	<u>2001</u>	<u>2002</u>	<u>2003</u>	<u>2004</u>	<u>2005</u>	<u>2006</u>
No Safety Equipment	86	103	123	103	96	117
Lap Belt Only	2	1	4	1	1	1
Shoulder Harness Only	1	2	2	2	0	0
Lap Belt & Shoulder Harness	32	32	26	39	33	23
Child Restraint Used Properly	0	0	0	0	0	1
Child Restraint Not Properly Used	1	0	1	0	1	0
Other, Not Stated or Unknown	11	13	15	14	16	16
Total	133	151	171	159	147	158

TABLE 2-5A
SAFETY RESTRAINT USAGE
INJURED OCCUPANTS

	<u>2001</u>	<u>2002</u>	<u>2003</u>	<u>2004</u>	<u>2005</u>	<u>2006</u>
No Safety Equipment	1,895	1,739	1,552	1,361	1,238	1,173
Lap Belt Only	139	129	92	81	79	68
Shoulder Harness Only	30	38	34	32	28	21
Lap Belt & Shoulder Harness	3,945	3,955	3,991	3,847	3,680	3,461
Child Restraint Used Properly	57	67	58	60	66	67
Child Restraint Not Properly Used	11	8	5	2	5	13
Other, Not Stated or Unknown	392	443	442	428	373	396
Total	6,469	6,379	6,174	5,811	5,469	5,199

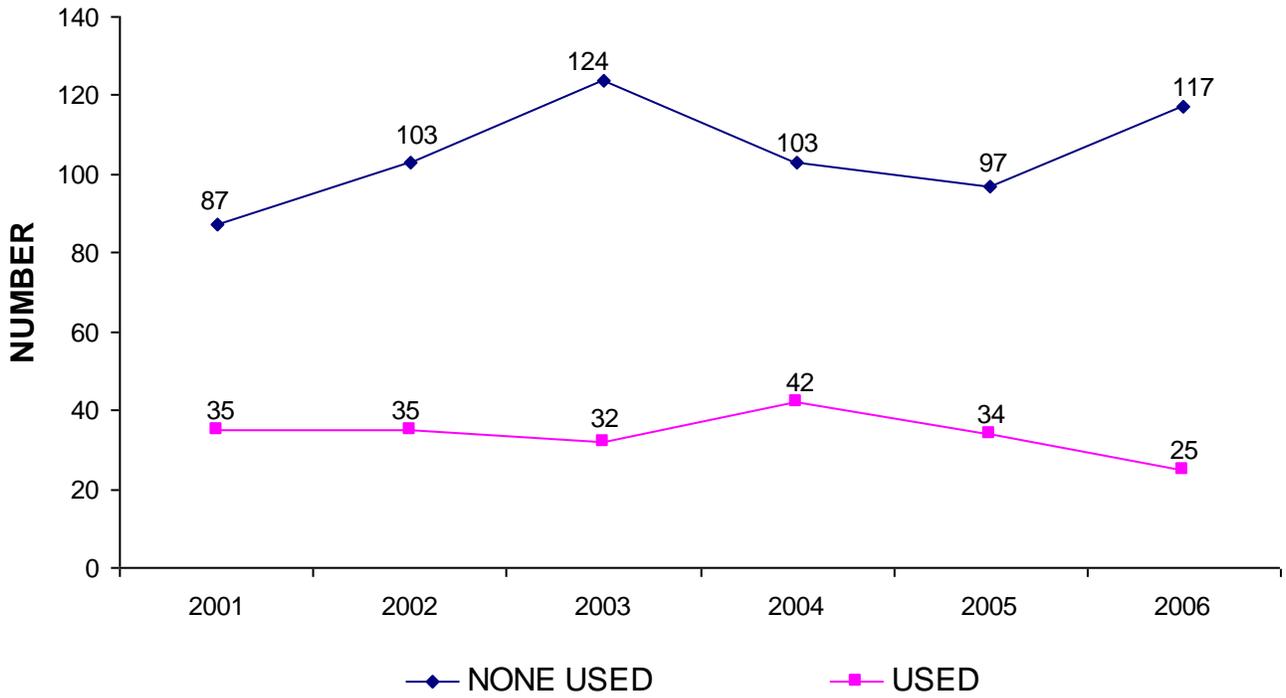
Note: Motor vehicle drivers and passengers are considered occupants. Motorcycle, moped and snowmobile drivers and motorcycle, moped and snowmobile passengers are not counted in the above tables.

TABLE 2-5B
FATALITIES BY EJECTION STATUS FOR MOTOR VEHICLE OCCUPANTS
(Excludes Motorcycle, Mopeds and Snowmobiles)
2006

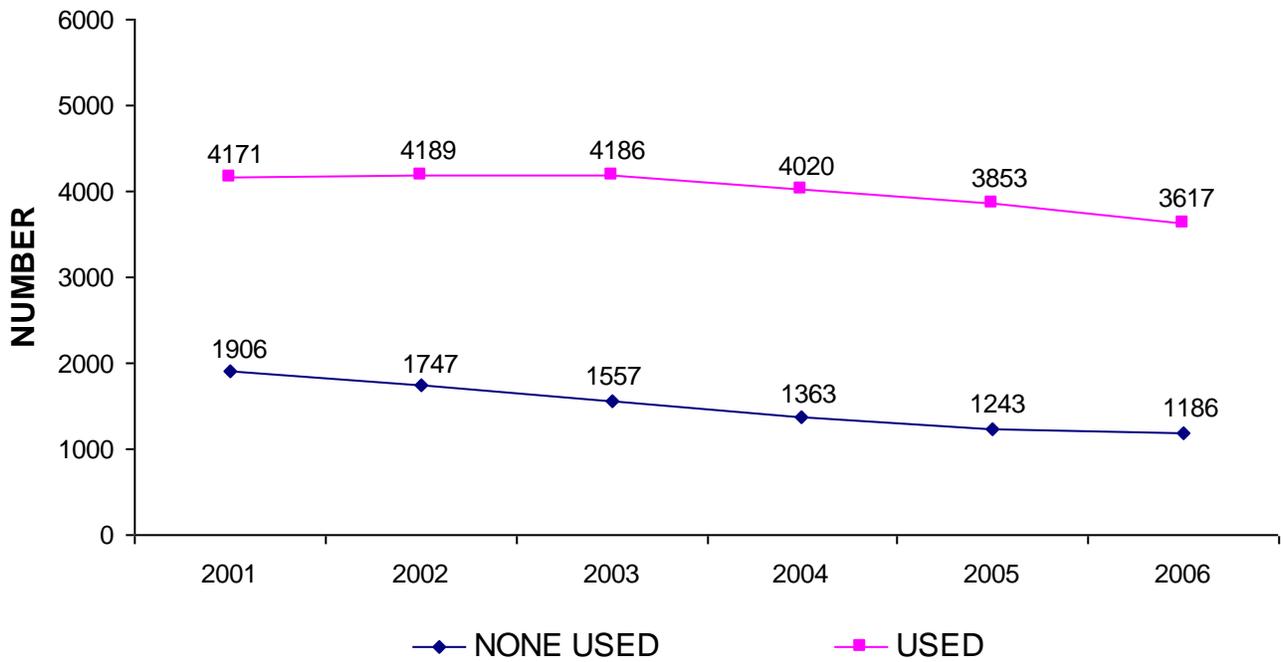
	<u>Killed</u>	<u>Injured</u>
Not Ejected	73	4,996
Partial Ejection	15	20
Total Ejection	68	159
Unknown Ejection	2	24
Not Applicable	0	0
Total	158	5,199

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 52 deaths to occupants of this age group. Only five 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 two fatalities to motor vehicle occupants from birth through four years of age during 2006, which compares to two during 2005 (see TABLE 2-6).

There were 118 children (birth through 4 years old) injured in 2006, which compares to 101 for 2005 and the three-year average of 102. Eighty-nine of the 118 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>
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
2005	2	43	58	101
2006	2	49	69	118

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
2006

	<u>Fatalities</u>	<u>Injuries</u>
No Safety Equipment Used	1	27
Lap Belt Only	0	6
Shoulder Harness Only	0	0
Lap Belt & Shoulder Harness	0	16
Child Restraint Used Properly	1	58
Child Restraint Not Used Properly	0	9
Other, Not Stated or Unknown	0	0
		2
TOTAL	2	118

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 444 and 18 deaths per year. Licensed motorcyclists increased 3.8 percent during 2006 while fatalities increased by one to 23 (see Table 2-7). Moped crashes are included with motorcycle crashes. There were no moped fatalities during 2006. 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
1983 - 2006

<u>Year</u>	<u>Motorcycle Crashes</u>			<u>Motorcyclists</u>		<u>Registered Motorcycles</u>	<u>Licensed Motorcyclists</u>
	<u>Total</u>	<u>Fatal</u>	<u>Injury</u>	<u>Fatalities</u>	<u>Injuries</u>		
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
2005	515	20	439	22	531	46,383	65,019
2006	544	22	461	22	589	53,451	67,513

Source: SD Department of Public Safety: Accident Records

TABLE 2-8
PEDESTRIAN FATALITIES AND INJURIES
1986 - 2006

<u>Year</u>	<u>Fatalities</u>	<u>Injuries</u>
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
2005	15	89
2006	7	113

TABLE 2-9
BICYCLE FATALITIES AND INJURIES
1986 - 2006

<u>Year</u>	<u>Fatalities</u>	<u>Injuries</u>
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
2005	0	99
2006	1	92

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
1994- 2006

<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>						
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
2005	78	142	1	34	1	53
<u>2006</u>	78	126	2	38	2	55
<u>FOURTH OF JULY</u>						
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
2005	78	138	3	42	6	62
<u>2006</u>	102	169	3	39	3	54
<u>LABOR DAY</u>						
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
2005	78	119	3	39	3	59
2006	78	115	3	29	3	45

<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>						
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
2005	102	279	1	49	1	78
<u>2006</u>	102	268	2	51	2	82
<u>CHRISTMAS</u>						
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
2005	78	98	1	21	4	33
<u>2006</u>	78	112	2	25	2	31
<u>NEW YEARS</u>						
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
2005-06	78	134	4	27	4	47
2006-07	78	146	0	38	0	59

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 1996 through 2006. 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

Year	Incapacitating Injuries		Non-Incapacitating Injuries		Possible Injuries		Total Injuries	Total Killed
	No.	%	No.	%	No.	%		
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
2005	1167	18.8	2193	35.3	2852	45.9	6212	186
2006	1028	17.1	2178	36.2	2809	46.7	6015	191

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

Year	Incapacitating Injuries		Non-Incapacitating Injuries		Possible Injuries		Total Injuries	Total Killed
	No.	%	No.	%	No.	%		
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
2005	778	17.7	1485	33.7	2141	48.6	4404	115
2006	687	16.5	1430	34.3	2058	49.3	4175	134

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.	%		
1997	572	21.7	107	40.9	987	37.4	2638	47
1998	537	21.6	100	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
2005	339	20.9	633	39.1	648	40.0	1620	56
2006	303	18.5	649	39.7	683	41.8	1635	49

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.	%		
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
2005	15	15.5	49	50.5	33	34.0	97	0
2006	10	10.9	49	53.3	33	35.9	92	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.	%		
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
2005	35	39.3	25	28.1	29	32.6	89	15
2006	28	24.8	50	44.2	35	31.0	113	7

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
1995 - 2006

	<u>CRASH INVOLVED DRIVERS</u>				<u>LICENSED DRIVERS</u>			
	MALE		FEMALE		MALE		FEMALE	
	<u>No.</u>	<u>%</u>	<u>No.</u>	<u>%</u>	<u>No.</u>	<u>%</u>	<u>No.</u>	<u>%</u>
1995	18,407	61.2	11,68	38.8	263,705	50.0	263,439	50.0
			7					
1996	20,593	60.6	13,40	39.4	264,207	49.9	265,201	50.1
			8					
1997	19,570	60.8	12,62	39.2	266,828	49.9	268,184	50.1
			8					
1998	17,969	60.0	11,96	40.0	273,284	49.9	274,049	50.1
			1					
1999	18,190	59.8	12,21	40.2	277,345	50.0	277,789	50.0
			3					
2000	17,737	60.1	11,75	39.9	277,127	49.9	277,858	50.1
			1					
2001	15,774	60.2	10,40	39.8	277,662	49.9	278,369	50.1
			9					
2002	14,975	59.7	10,10	40.3	278,283	49.9	279,149	50.1
			8					
2003	15,382	59.2	10,58	40.8	282,195	49.9	283,007	50.1
			6					
2004	14,614	59.6	9,901	40.4	286,432	49.9	287,931	50.1
2005	13,681	58.1	9,467	40.9	287,841	49.9	289,179	50.1
2006	13,114	58.8	9,111	40.8	291,548	50.0	290,969	50.0

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. 2006 MOTOR VEHICLE CRASH PROFILE

Introduction

This section profiles the reported motor vehicle traffic crashes for 2006. 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 2006, there were 15,730 reported motor vehicle traffic crashes, the majority of crashes being property damage only 11,360 (72.2%). Injury crashes accounted for 4,196 (26.7%) of the crashes, while 172 (1.1%) were fatal crashes. There were 6,015 persons injured and 191 persons killed in crashes during 2006 (see TABLE 3-1).

TABLE 3-1
FATALITIES AND SEVERITY OF INJURIES OF DRIVERS,
PASSENGERS, PEDESTRIANS, AND BICYCLE DRIVERS
2006

	Incapacitating Injuries		Non-Incapacitating Injuries		Possible Injuries		Total Nonfatal Injuries		Total Fatalities	
	No.	%	No.	%	No.	%	No.	%	No.	%
Drivers	687	66.8	1,430	65.7	2,058	73.3	4,175	69.4	134	70.2
Passengers	303	29.5	649	29.8	683	24.3	1,635	27.2	49	25.7
Pedestrians	28	2.7	50	2.3	35	1.2	113	1.9	7	3.7
Bicycle Dr	10	1.0	49	2.2	33	1.2	92	1.5	1	0.5
Other*	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Total	1,028	100	2,178	100	2,809	100	6,015	100	191	100

*Other – 2 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 2006, 47.1 percent of the fatalities and 49.8 percent of the injuries occurred to occupants of passenger cars. Occupants of pickups and vans accounted for 22.5 percent of the fatalities and 20 percent of the injuries. Additionally, in 2006 twenty-two motorcyclists and 7 pedestrians were killed. One bicyclists was killed during 2006 (see Table 3-2).

TABLE 3-2
FATALITIES AND INJURIES BY MODE OF TRANSPORTATION
2006

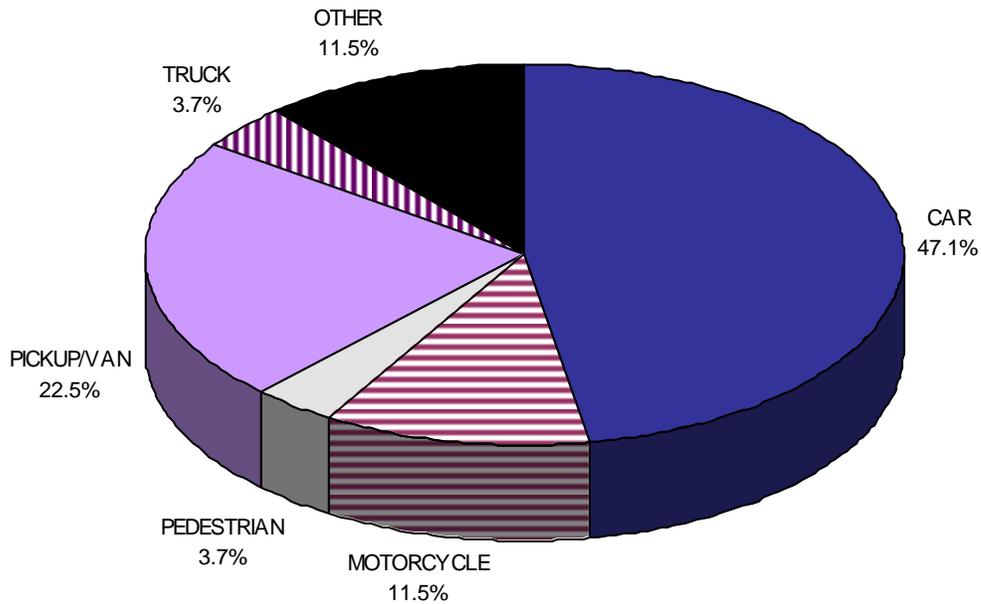
	Fatalities		Injuries	
	<u>No.</u>	<u>%</u>	<u>No.</u>	<u>%</u>
Passenger Cars	90	47.1	2,994	49.8
Pickups, Vans	43	22.5	1,206	20.0
Motorcycle, Moped	22	11.5	573	9.5
SUV's (Sports Utility Vehicles)	18	9.4	820	13.6
Pedestrians	7	3.7	113	1.9
ATV's / 4-Wheelers	2	1.0	27	0.4
Trucks (All)*	7	3.7	159	2.6
Bicycle	1	0.5	92	1.5
Other	1	0.5	25	0.4
Farm Machinery	0	0.0	6	0.1
Unknown	0	0.0	0	0.0
Total	191	100	6,015	100

*Trucks	<u>Fatalities</u>	<u>Injuries</u>
Straight Truck	4	80
Straight Truck with Trailer	0	17
Truck Tractor Only	0	1
Truck Tractor with Single Semi Trailer	3	57
Truck Tractor with Two or More Trailers	0	4
Total	7	159

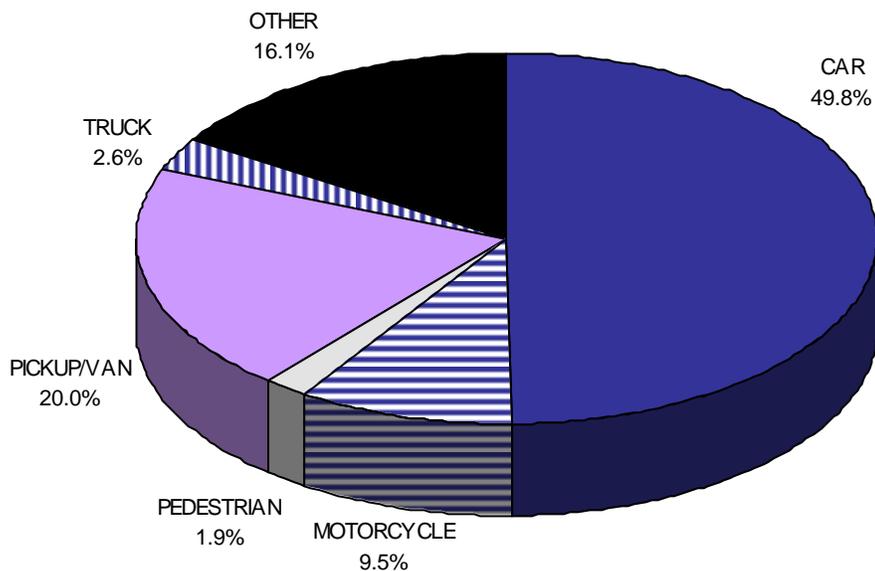
Note: Other includes Bus, Motor Home, Snowmobile, Heavy Equipment, Train, Animal Drawn Vehicle and Other Types of Motor Vehicles.

Source: SD Department of Public Safety: Accident Records

**FIGURE 3-1 FATALITIES BY TRAVEL MODE
2006**



**FIGURE 3-2 INJURIES BY TRAVEL MODE
2006**



** 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 42.3 percent of the vehicles involved in fatal crashes and 51.3 percent of those involved in injury crashes. Pickups and vans made up 22.8 percent of the vehicles involved in fatal crashes.

TABLE 3-3
VEHICLE TYPES INVOLVED IN CRASHES
2006

	All Crashes		Fatal Crashes		Injury Crashes		PDO Crashes	
	No.	%	No.	%	No.	%	No.	%
Passenger Cars	11953	51.8	102	42.3	3546	51.3	8305	52.2
Pickups, Vans	5970	25.9	55	22.8	1594	23.1	4321	27.1
SUV's (Sports Utility Vehicles)	3365	14.6	32	13.3	937	13.6	2396	15.1
Trucks (All)*	941	4.1	20	8.3	253	3.7	668	4.2
Motorcycle	582	2.5	26	10.8	491	7.1	65	0.4
Farm Machinery	30	0.1	3	1.2	7	0.1	20	0.1
Bus	97	0.4	0	0.0	25	0.4	72	0.5
Motor Home	34	0.1	0	0.0	4	0.1	30	0.2
ATV's / 4-wheelers	26	0.1	2	0.8	24	0.3	0	0.0
Moped	17	0.1	0	0.0	16	0.2	1	0.0
Snowmobile	3	0.0	1	0.4	2	0.0	0	0.0
Other or Unknown	50	0.2	0	0.0	9	0.1	41	0.3
Total	23,068	100	241	100	6,908	100	15,919	100

*Trucks

	<u>All Crashes</u>	<u>Fatal Crashes</u>	<u>Injury Crashes</u>	<u>PDO Crashes</u>
Straight Truck	381	9	119	253
Straight Truck with Trailer	147	2	35	110
Truck Tractor Only	16	0	5	11
Truck Tractor with Single Semi Trailer	376	9	87	280
Truck Tractor with Two or More Trailers	21	0	7	14
Total	941	20	253	668

Source: SD Department of Public Safety: Accident Records

TABLE 3-4 provides information on the ages of persons killed and injured. A total of 30 people (15.7%) of the persons killed were under 20 years of age and a total of 916 or (15.2%) of the persons injured were from 25 through 34 years of age. Two children ages 0-5 were killed during 2006 (see Table 3-4).

TABLE 3-4
FATALITIES AND INJURIES
BY AGE GROUP
2006

	Fatalities		Injuries	
	<u>No.</u>	<u>%</u>	<u>No.</u>	<u>%</u>
0 - 5	2	1.0	154	2.6
6 - 13	3	1.6	270	4.5
14 - 15	3	1.6	316	5.3
16 - 17	12	6.3	497	8.3
18	8	4.2	251	4.2
19	2	1.0	209	3.5
20	2	1.0	180	3.0
21 - 24	20	10.5	641	10.7
25 - 34	28	14.7	916	15.2
35 - 44	27	14.1	767	12.8
45 - 54	29	15.2	819	13.6
55 - 64	26	13.6	517	8.6
65 - Over	29	15.2	473	7.9
Unknown	0	0.0	5	0.0
Total	191	100.0	6015	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 39.5 percent of the fatal crashes and only 11.0 percent of the total crashes, while 30.8 percent of the fatal crashes and 38.1 percent of all crashes represented a collision between 2 or more vehicles (see TABLE 3-5).

TABLE 3-5
FIRST HARMFUL EVENT
2006

<u>First Harmful Event</u>	<u>Total Crashes</u>		<u>Fatal Crashes</u>		<u>Injury Crashes</u>		<u>PDO Crashes</u>	
	<u>No.</u>	<u>%</u>	<u>No.</u>	<u>%</u>	<u>No.</u>	<u>%</u>	<u>No.</u>	<u>%</u>
Motor Vehicle Collision With:								
MV in Transport	5,997	38.1	53	30.8	2,222	53.0	3,722	32.8
A Fixed or Other Object	2,180	13.9	44	25.6	655	15.6	1,481	13.0
An Animal	5,013	31.9	1	0.6	127	3.0	4,885	43.0
A Pedestrian	108	0.7	4	2.3	104	2.5	0	0.0
A Bicyclist	93	0.6	1	0.6	92	2.2	0	0.0
A Parked Motor Vehicle	590	3.8	0	0.0	96	2.3	494	4.3
A Railroad Vehicle	12	0.1	1	0.6	4	0.1	7	0.1
Equipment in Roadway	10	0.1	0	0.0	4	0.1	6	0.1
Non-Collision (Overturning or Other)	1,727	11.0	68	39.5	892	21.3	767	6.8
Total	15,730	100	172	100	4,196	100	11,362	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 56.6 percent of the fatal crashes, 52.5 percent of the injury crashes, and 57 percent of the property damage only crashes. Angle collisions are the most prevalent for severe crashes, accounting for 56.6 percent of the fatal crashes and 55.3 percent of the total crashes. Head-on collisions are second in prevalence for fatal crashes accounting for 18.9 percent of the fatal crashes and only 1.6 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
2006

<u>Manner of Collision</u>	Total Crashes		Fatal Crashes		Injury Crashes		PDO Crashes	
	No.	%	No.	%	No.	%	No.	%
Rear-End	2,145	35.8	10	18.9	934	42.0	1,201	32.3
Head-On	93	1.6	10	18.9	55	2.5	28	0.8
Angle	3,319	55.3	30	56.6	1,168	52.5	2,121	57.0
Sideswipe-Same Direction	351	5.9	1	1.9	41	1.8	309	8.3
Sideswipe-Opposite Dir.	87	1.5	2	3.8	24	1.1	61	1.6
Rear-Rear	2	0.0	0	0.0	0	0.0	2	0.1
Unknown	2	0.0	0	0.0	1	0.0	1	0.0
Total	5,999	100	53	100	2,223	100	3,723	100
No Collision Between 2 or more MV	9,731		119		1,973		7,639	
Total Crashes	15,730		172		4,196		11,362	

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 25.3 percent of the PDO crashes and 38.6 percent of the injury crashes while accounting for 7.6 percent of the fatal crashes.

Non-interstate rural roads tallied 70.9 percent of the fatal crashes. The Interstate system experienced 2,094 (13.3%) of the total crashes while accounting for an estimated 17.5 percent of the vehicle miles traveled in 2006. Twenty (15.1%) of the fatal crashes happened on the interstate system. (See FIGURES 3-3 and 3-4)

TABLE 3-7
CRASHES BY TYPE OF HIGHWAY
2006

<u>Type of Highway</u>	<u>Total Crashes</u>		<u>Fatal Crashes</u>		<u>Injury Crashes</u>		<u>PDO Crashes</u>		<u>No. Killed</u>	<u>No. Injured</u>
	<u>Number</u>	<u>%</u>	<u>Number</u>	<u>%</u>	<u>Number</u>	<u>%</u>	<u>Number</u>	<u>%</u>		
Interstate - Rural	1,466	9.3	18	10.5	242	5.8	1,206	10.6	21	412
US/State Hwys.-Rural	4,083	26.0	60	34.9	653	15.6	3,370	29.7	68	1,027
Co./Local Rds.-Rural	3,123	19.9	62	36.0	820	19.5	2,241	19.7	70	1,215
Interstate - City	628	4.0	8	4.7	132	3.1	488	4.3	8	173
US/State Hwys.-City	1,538	9.8	9	5.2	622	14.8	907	8.0	9	858
City Streets/Alleys	4,505	28.6	13	7.6	1,618	38.6	2,874	25.3	13	2,173
Unknown/Not Reported	387	2.5	2	1.2	109	2.6	276	2.4	2	157
Total	15,730	100	172	100	4,196	100	11,362	100	191	6,015

Source: SD Department of Public Safety: Accident Records

FIGURE 3-3 2006
TRAFFIC CRASHES
BY SYSTEM TYPE

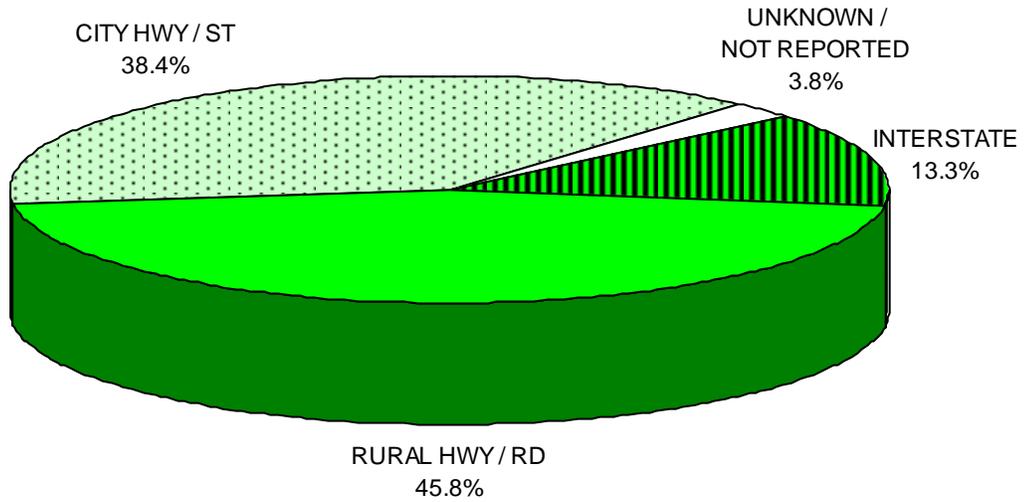
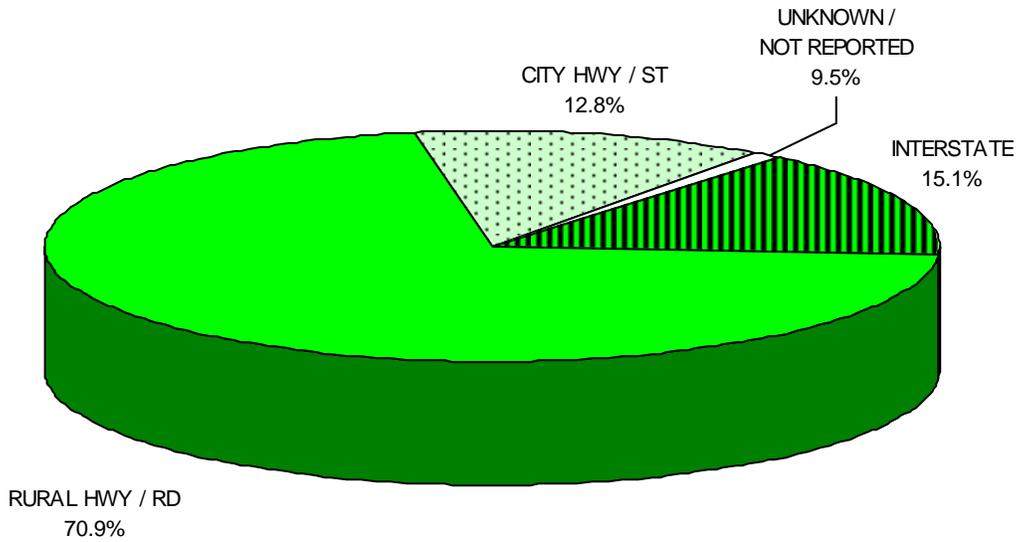


FIGURE 3-4 2006
FATAL TRAFFIC CRASHES
BY SYSTEM TYPE



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 ten counties (see TABLE 3-9). Each of these counties reported over two percent of all rural fatal and injury crashes. The ten accounted for 48.5 percent of rural fatal and injury crashes and 20.3 percent of all fatal and injury crashes in South Dakota. Pennington County has 9.2 percent of all rural fatal and injury crashes with Minnehaha and Lawrence counties accounting for 8.0 and 7.7 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.

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 55.9 percent of the statewide injury crashes and 14.5 percent of the fatal crashes. The two largest cities (Sioux Falls, Rapid City) accounted for 69.1 percent of fatal and injury crashes and 61.3 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 11.4 percent of all reported property damage crashes and 9.5 percent of all fatal and injury crashes. Dry roads were reported in 79.2 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 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 road surface condition, and it was reported as a factor in 13.8 percent of all crashes.

TABLE 3-8
MOTOR VEHICLE TRAFFIC CRASHES BY SD COUNTIES
2006

County	Total Crashes	Fatal Crashes	Injury Crashes	PDO Crashes	Fatalities	Injuries
AURORA	116	0	15	101	0	24
BEADLE	267	2	65	200	2	85
BENNETT	27	0	14	13	0	21
BON HOMME	99	2	24	73	2	38
BROOKINGS	545	9	103	433	10	144
BROWN	852	4	189	659	5	245
BRULE	106	2	30	74	2	42
BUFFALO	15	0	6	9	0	9
BUTTE	211	2	49	160	2	93
CAMPBELL	41	1	3	37	1	3
CHARLES MIX	72	2	24	46	3	44
CLARK	97	4	12	81	5	17
CLAY	163	1	37	125	1	46
CODINGTON	491	4	161	326	4	228
CORSON	55	3	15	37	3	22
CUSTER	234	2	64	168	2	96
DAVISON	432	4	83	345	4	131
DAY	77	1	21	55	1	28
DEUEL	125	2	32	91	2	52
DEWEY	72	2	13	57	2	20
DOUGLAS	31	0	7	24	0	9
EDMUNDS	91	2	13	76	2	17
FALL RIVER	128	3	41	84	3	61
FAULK	81	2	13	66	2	18
GRANT	154	1	39	114	1	59
GREGORY	20	1	8	11	1	23
HAAKON	61	1	7	53	1	12
HAMLIN	162	0	14	148	0	21
HAND	136	0	16	120	0	27
HANSON	117	1	24	92	1	36
HARDING	62	0	9	53	0	12
HUGHES	250	0	67	183	0	94
HUTCHINSON	131	0	27	104	0	35
HYDE	17	1	7	9	1	7
JACKSON	111	2	26	83	2	45
JERAULD	59	1	2	56	1	2
JONES	80	0	12	68	0	25
KINGSBURY	173	0	24	149	0	35
LAKE	221	2	40	179	2	58
LAWRENCE	668	7	213	448	12	319
LINCOLN	537	10	134	393	12	207
LYMAN	172	5	42	125	5	68
MARSHALL	72	0	13	59	0	16
MC COOK	146	2	28	116	2	42
MC PHERSON	6	0	4	2	0	6
MEADE	527	7	139	381	7	201
MELLETTE	13	5	3	5	6	17
MINER	76	2	14	60	2	20
MINNEHAHA	3473	17	1226	2230	18	1661
MOODY	226	2	28	196	2	46
PENNINGTON	2048	15	673	1360	15	936
PERKINS	50	1	11	38	1	22
POTTER	47	0	3	44	0	3
ROBERTS	91	3	31	57	3	57
SANBORN	116	0	13	103	0	17
SHANNON	33	14	12	7	19	41
SPINK	221	1	30	190	1	48
STANLEY	92	0	13	79	0	23
SULLY	37	0	6	31	0	6
TODD	19	7	4	8	8	13
TRIPP	104	1	21	82	1	27
TURNER	114	3	32	79	3	36
UNION	220	0	46	174	0	58
WALWORTH	95	2	20	73	2	25
YANKTON	313	1	75	237	1	104
ZIEBACH	32	3	6	23	3	12
Total:	15,730	172	4,196	11,362	191	6,015

TABLE 3-8A
ALCOHOL INVOLVED MOTOR VEHICLE TRAFFIC CRASHES BY SD COUNTIES
2006

County	Total Crashes	Fatal Crashes	Injury Crashes	PDO Crashes	Fatalities	Injuries
AURORA	4	0	2	2	0	2
BEADLE	19	0	9	10	0	11
BENNETT	3	0	3	0	0	6
BON HOMME	4	0	2	2	0	4
BROOKINGS	28	2	8	18	2	9
BROWN	34	1	15	18	1	21
BRULE	11	0	5	6	0	10
BUFFALO	1	0	1	0	0	1
BUTTE	21	0	14	7	0	20
CAMPBELL	5	1	1	3	1	1
CHARLES MIX	14	0	12	2	0	23
CLARK	3	2	1	0	2	1
CLAY	13	1	8	4	1	10
CODINGTON	38	1	22	15	1	34
CORSON	6	2	4	0	2	7
CUSTER	7	0	2	5	0	6
DAVISON	28	1	13	14	1	18
DAY	9	1	4	4	1	5
DEUEL	4	0	3	1	0	6
DEWEY	14	1	8	5	1	13
DOUGLAS	1	0	1	0	0	2
EDMUNDS	8	1	3	4	1	3
FALL RIVER	13	2	9	2	2	10
FAULK	5	2	3	0	2	5
GRANT	14	0	7	7	0	9
GREGORY	2	0	2	0	0	9
HAAKON	2	1	0	1	1	0
HAMLIN	5	0	4	1	0	4
HAND	7	0	7	0	0	13
HANSON	6	1	5	0	1	8
HARDING	1	0	1	0	0	2
HUGHES	18	0	9	9	0	15
HUTCHINSON	7	0	4	3	0	5
HYDE	1	0	1	0	0	1
JACKSON	3	2	1	0	2	2
JERAULD	0	0	0	0	0	0
JONES	1	0	0	1	0	0
KINGSBURY	9	0	3	6	0	6
LAKE	8	1	5	2	1	8
LAWRENCE	54	1	31	22	1	45
LINCOLN	33	3	13	17	3	28
LYMAN	13	2	7	4	2	14
MARSHALL	5	0	3	2	0	5
MC COOK	2	0	1	1	0	1
MC PHERSON	1	0	1	0	0	1
MEADE	41	1	19	21	1	27
MELLETTE	5	5	0	0	6	11
MINER	4	1	3	0	1	4
MINNEHAHA	275	4	139	132	4	190
MOODY	10	1	6	3	1	10
PENNINGTON	159	6	77	76	6	110
PERKINS	2	0	2	0	0	2
POTTER	0	0	0	0	0	0
ROBERTS	14	0	7	7	0	13
SANBORN	4	0	3	1	0	3
SHANNON	14	8	3	3	11	18
SPINK	8	1	5	2	1	6
STANLEY	2	0	2	0	0	2
SULLY	2	0	2	0	0	2
TODD	8	7	1	0	8	9
TRIPP	4	0	2	2	0	2
TURNER	16	2	8	6	2	8
UNION	10	0	6	4	0	6
WALWORTH	6	0	4	2	0	5
YANKTON	25	1	13	11	1	16
ZIEBACH	5	1	3	1	1	6
Total:	1,099	67	563	469	72	854

TABLE 3-9
COUNTIES HAVING MORE THAN TWO PERCENT OF THE
RURAL FATAL & INJURY CRASHES
2006

<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	169	9.2	5.7
MINNEHAHA	147	8.0	6.3
LAWRENCE	140	7.7	3.2
MEADE	104	5.7	3.2
LINCOLN	73	4.0	4.8
BROWN	61	3.3	2.9
CUSTER	58	3.2	2.0
BROOKINGS	49	2.7	2.6
LYMAN	44	2.4	3.1
CODINGTON	41	2.1	2.6

Note: Total Rural Fatal and Injury Crashes: 1,830

*S.D. Vehicle Miles of Travel Report June 2006

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

**FIGURE 3-5 RURAL F&I CRASHES/VMTS
SELECTED COUNTIES - 2006**

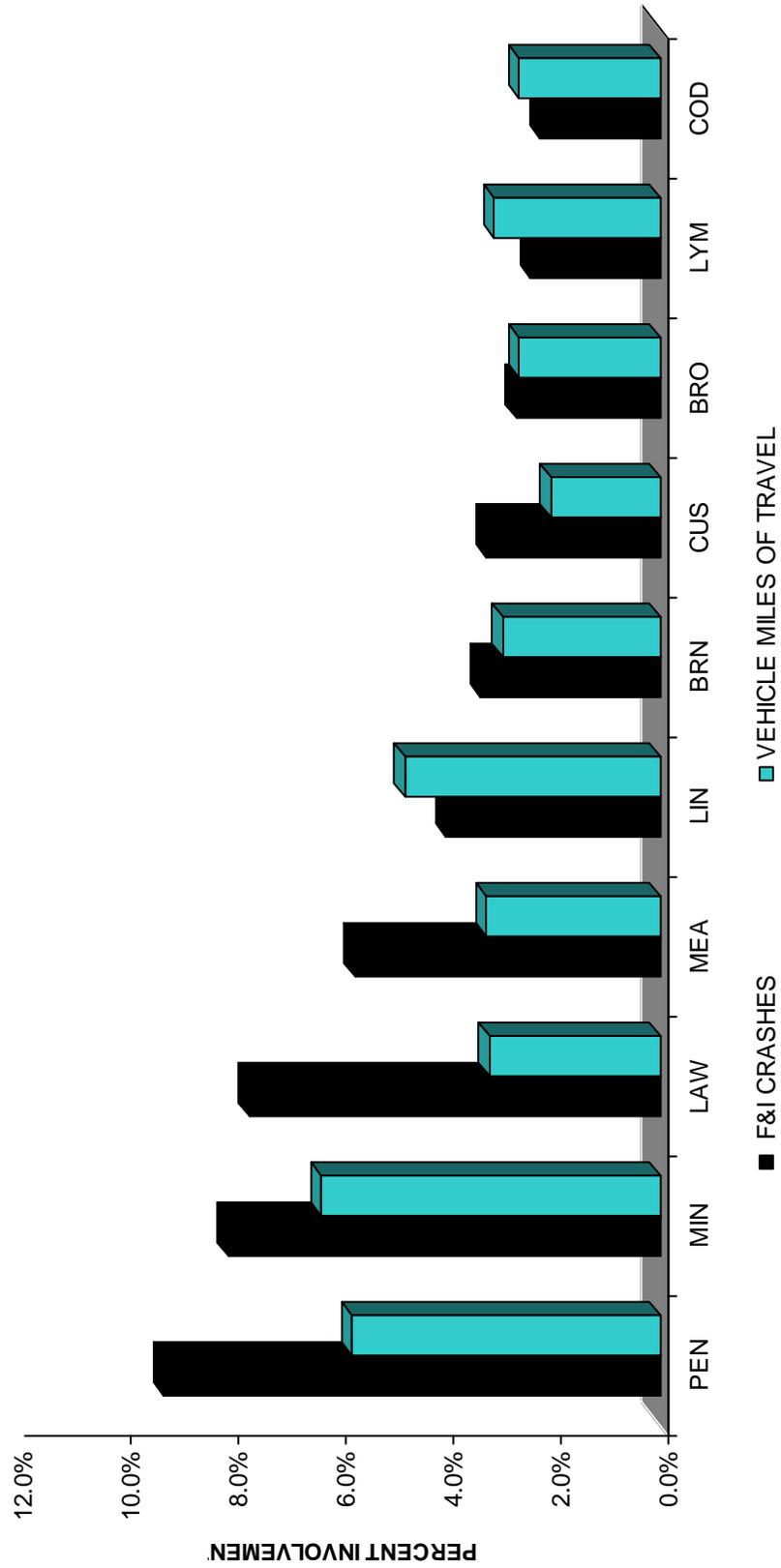


TABLE 3-10
 TRAFFIC CRASHES SOUTH DAKOTA CITIES
 POPULATION 2500 AND OVER
 2006

<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	409	2	127	280	2	155
Belle Fourche	58	0	13	45	0	27
Box Elder	38	1	14	23	1	19
Brandon	32	0	9	23	0	12
Brookings	207	1	58	148	1	76
Canton	22	0	5	17	0	5
Dell Rapids	22	0	2	20	0	2
Hot Springs	40	0	14	26	0	20
Huron	104	1	46	57	1	59
Lead	24	0	8	16	0	8
Madison	45	0	10	35	0	14
Milbank	35	0	6	29	0	8
Mitchell	278	2	56	220	2	81
Mobridge	35	0	9	26	0	9
Pierre	146	0	54	92	0	73
Rapid City	1,360	6	489	865	6	669
Redfield	30	0	5	25	0	7
Sioux Falls	2,747	7	1,136	1,604	7	1,523
Sisseton	21	0	7	14	0	10
Spearfish	174	2	50	122	2	76
Sturgis	97	0	38	59	0	54
Vermillion	60	1	15	44	1	18
Watertown	265	2	121	142	2	169
Winner	24	0	6	18	0	7
Yankton	126	0	47	79	0	69

Source: SD Department of Public Safety: Accident Records

TABLE 3-11
ROADWAY SURFACE CONDITIONS
2006

	Total Crashes		Fatal Crashes		Injury Crashes		PDO Crashes	
	No.	%	No.	%	No.	%	No.	%
Dry	12,498	79.5	131	76.2	3,329	79.3	9,038	79.5
Wet	1,140	7.2	16	9.3	346	8.2	778	6.8
Snow	523	3.3	3	1.7	126	3.0	394	3.5
Slush	206	1.3	1	0.6	38	0.9	167	1.5
Ice	917	5.8	7	4.1	220	5.2	690	6.1
Frost	65	0.4	1	0.6	20	0.5	44	0.4
Water	8	0.1	0	0.0	4	0.1	4	0.0
Sand,mud,dirt,gravel	286	1.8	11	6.4	101	2.4	174	1.5
Oil	1	0.0	0	0.0	0	0.0	1	0.0
Other	11	0.1	0	0.0	5	0.1	6	0.1
Unknown / Not reported	75	0.5	2	1.2	7	0.2	66	0.6
Total	15,730	100	172	100	4,196	100	11,362	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. Twenty-five (14.5%) of the fatal crashes occurred during this three hour period. The peak three hour period for injury crashes was 3:00-5:59 p.m. with 1,067 (25.4%) of the injury crashes occurred. The peak three hour period for property damage only crashes was 5:00-7:59 when 2,624 (23.1%) of the property damage only crashes occurred (see TABLE 3-12).

Twenty-four fatal crashes or fourteen percent of the fatal crashes in 2006 occurred during August. The month of September shows 382 injury crashes or 9.1 percent of the injury crashes for 2006. The 1,649 property damage only crashes during November represent 14.5 percent of the property damage only crashes for 2006 (see TABLE 3-13).

The day of the week Friday accounts for 17.3 percent of the total crashes (2,715), seventeen percent of the injury crashes (715) and 17.4 percent of the property damage only crashes (1,979). Friday accounted for 33 fatal crashes or 19.2 percent of the total for 2006 (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
2006

<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	301	8	85	208	8	127
1:00 AM	290	4	71	215	5	97
2:00 AM	299	9	93	197	11	145
3:00 AM	167	4	48	115	4	69
4:00 AM	201	8	37	156	10	55
5:00 AM	393	5	63	325	5	77
6:00 AM	601	6	100	495	6	123
7:00 AM	945	11	228	706	12	312
8:00 AM	573	7	163	403	7	234
9:00 AM	415	6	133	276	6	205
10:00 AM	441	6	130	305	7	182
11:00 AM	617	3	222	392	3	312
12:00 PM	781	5	290	486	6	418
1:00 PM	682	3	237	442	3	328
2:00 PM	733	12	279	442	12	409
3:00 PM	959	11	361	587	12	509
4:00 PM	993	8	351	634	8	491
5:00 PM	1,298	6	355	937	6	500
6:00 PM	1,157	9	236	912	12	353
7:00 PM	969	9	185	775	15	291
8:00 PM	836	9	154	673	9	209
9:00 PM	885	5	140	740	5	212
10:00 PM	692	7	129	556	7	185
11:00 PM	417	7	86	324	8	148
Unknown	85	4	20	61	4	24
Total	15,730	172	4,196	11,362	191	6,015

Source: SD Department of Public Safety: Accident Records

TABLE 3-13
CRASHES BY MONTH
2006

<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	1,162	16	272	874	18	419
FEBRUARY	1,116	9	293	814	9	400
MARCH	1,085	7	283	795	7	397
APRIL	983	12	283	688	12	396
MAY	1,282	17	380	885	22	535
JUNE	1,233	12	348	873	12	483
JULY	1,180	20	379	781	24	567
AUGUST	1,291	24	519	748	26	755
SEPTEMBER	1,250	13	382	855	13	523
OCTOBER	1,564	11	340	1,213	12	505
NOVEMBER	2,022	16	357	1,649	16	531
DECEMBER	1,562	15	360	1,187	20	504
Total	15,730	172	4,196	11,362	191	6,015

Source: SD Department of Public Safety: Accident Records

TABLE 3-14
CRASHES BY DAY OF WEEK
2006

<u>Day</u>	<u>Total Crashes</u>	<u>Fatal Crashes</u>	<u>Injury Crashes</u>	<u>PDO Crashes</u>	<u>Fatalities</u>	<u>Injuries</u>
SUNDAY	1,962	33	526	1,403	40	807
MONDAY	2,181	23	541	1,617	27	761
TUESDAY	2,137	23	583	1,531	28	820
WEDNESDAY	2,274	12	613	1,649	12	843
THURSDAY	2,326	27	620	1,679	28	847
FRIDAY	2,715	21	715	1,979	21	1,044
SATURDAY	2,135	33	598	1,504	35	893
Total	15,730	172	4,196	11,362	191	6,015

Source: SD Department of Public Safety: Accident Records

FIGURE 3-6 CRASHES BY TIME OF DAY 2006

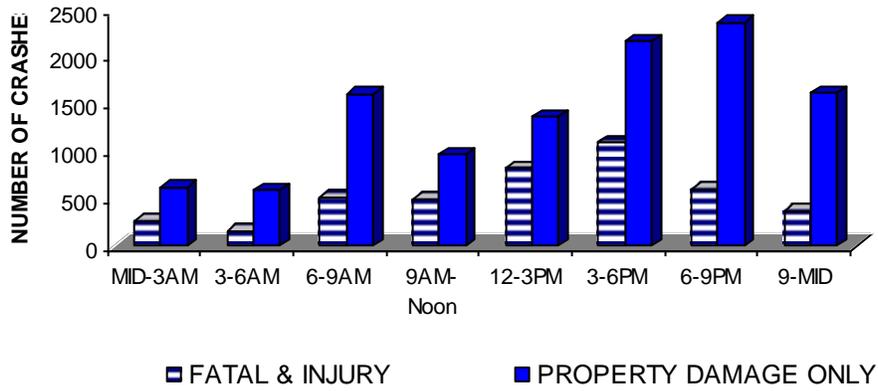


FIGURE 3-7 CRASHES BY MONTH 2006

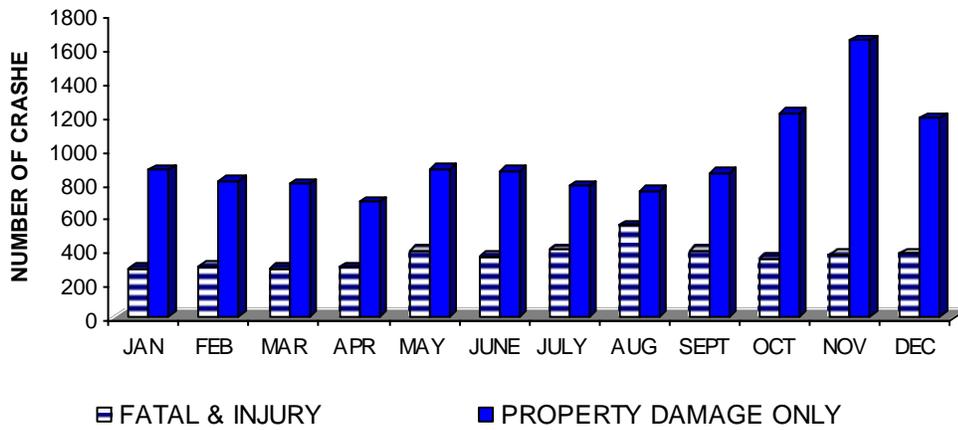
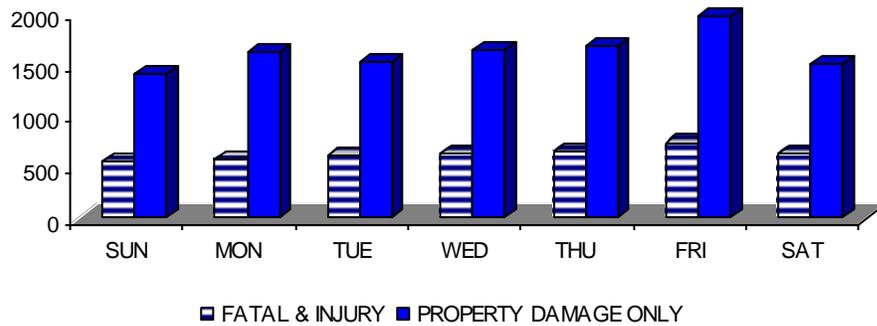


FIGURE 3-8 CRASHES BY MONTH 2006



Drivers

There were 23,321 motor vehicle drivers in the 15,730 reported motor vehicle crashes, including 236 drivers in fatal crashes and 6,768 drivers in injury crashes. One hundred and thirty-four drivers were killed, which is 70.2 percent of all persons killed in motor vehicle crashes and 69.4 percent or 4,175 of the 6,015 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, 30.6 percent of the drivers were under 25 years of age and 48.5 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 25.4 percent of the drivers involved in fatal crashes and 33.6 percent of the drivers in injury crashes. Drivers under the age of 35 make up 39.4 percent of the drivers in fatal crashes and 51.6 percent of the drivers in injury crashes. Fifty-nine (25.0%) of the drivers in fatal crashes were 21-34 years of age (see TABLE 3-15).

TABLE 3-15
AGE OF DRIVERS IN CRASHES
2006

Age	Drivers In All Crashes		Drivers In Fatal Crashes		Drivers In Injury Crashes		Drivers In PDO Crashes	
	No.	%	No.	%	No.	%	No.	%
6 - 13	16	0.1	0	0.0	9	0.1	7	0.0
14 - 15	665	3.0	5	2.1	221	3.3	439	2.9
16 - 17	1,569	7.0	11	4.7	523	7.7	1,035	6.8
18	849	3.8	9	3.8	287	4.2	553	3.6
19	733	3.3	6	2.5	242	3.6	485	3.2
20	663	3.0	3	1.3	217	3.2	443	2.9
21 - 24	2,332	10.4	26	11.0	775	11.5	1,531	10.0
25 - 34	4,005	17.9	33	14.0	1,219	18.0	2,753	18.0
35 - 44	3,494	15.7	38	16.1	1,006	14.9	2,450	16.0
45 - 54	3,553	15.9	41	17.4	992	14.7	2,520	16.5
55 - 64	2,231	10.0	34	14.4	646	9.5	1,551	10.1
65 - Over	2,070	9.3	30	12.7	582	8.6	1,458	9.5
Unknown	141	0.6	0	0.0	49	0.7	92	0.6
Total	22,321	100	236	100	6,768	100	15,317	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 1,100 drinking drivers in all crashes which is 4.9 percent of all drivers in crashes. Sixty-nine or 29.2 percent of drivers in fatal crashes had been drinking while 558 or 8.2 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 34.8 percent of the drinking drivers in fatal crashes and 40.5 percent of the drinking drivers in injury crashes. Those drivers under 35 years of age accounted for 55.1 percent of the drinking drivers in fatal crashes and 65.2 percent of the drinking drivers in all crashes.

TABLE 3-16
AGE OF DRINKING DRIVERS IN CRASHES
2006

Age	Drivers In All Crashes		Drivers In Fatal Crashes		Drivers In Injury Crashes		Drivers In PDO Crashes	
	No.	%	No.	%	No.	%	No.	%
6 - 13	2	0.2	0	0.0	1	0.2	1	0.2
14 - 15	8	0.7	1	1.4	4	0.7	3	0.6
16 - 17	49	4.5	6	8.7	28	5.0	15	3.2
18	39	3.5	4	5.8	20	3.6	15	3.2
19	51	4.6	1	1.4	26	4.7	24	5.1
20	48	4.4	2	2.9	27	4.8	19	4.0
21 - 24	236	21.5	10	14.5	120	21.5	106	22.4
25 - 34	284	25.8	14	20.3	138	24.7	132	27.9
35 - 44	187	17.0	15	21.7	99	17.7	73	15.4
45 - 54	123	11.2	12	17.4	57	10.2	54	11.4
55 - 64	45	4.1	3	4.3	26	4.7	16	3.4
65 - Over	26	2.4	1	1.4	12	2.2	13	2.7
Unknown	2	0.2	0	0.0	0	0.0	2	0.4
Total	1,100	100	69	100	558	100	473	100

Source: SD Department of Public Safety: Accident Records

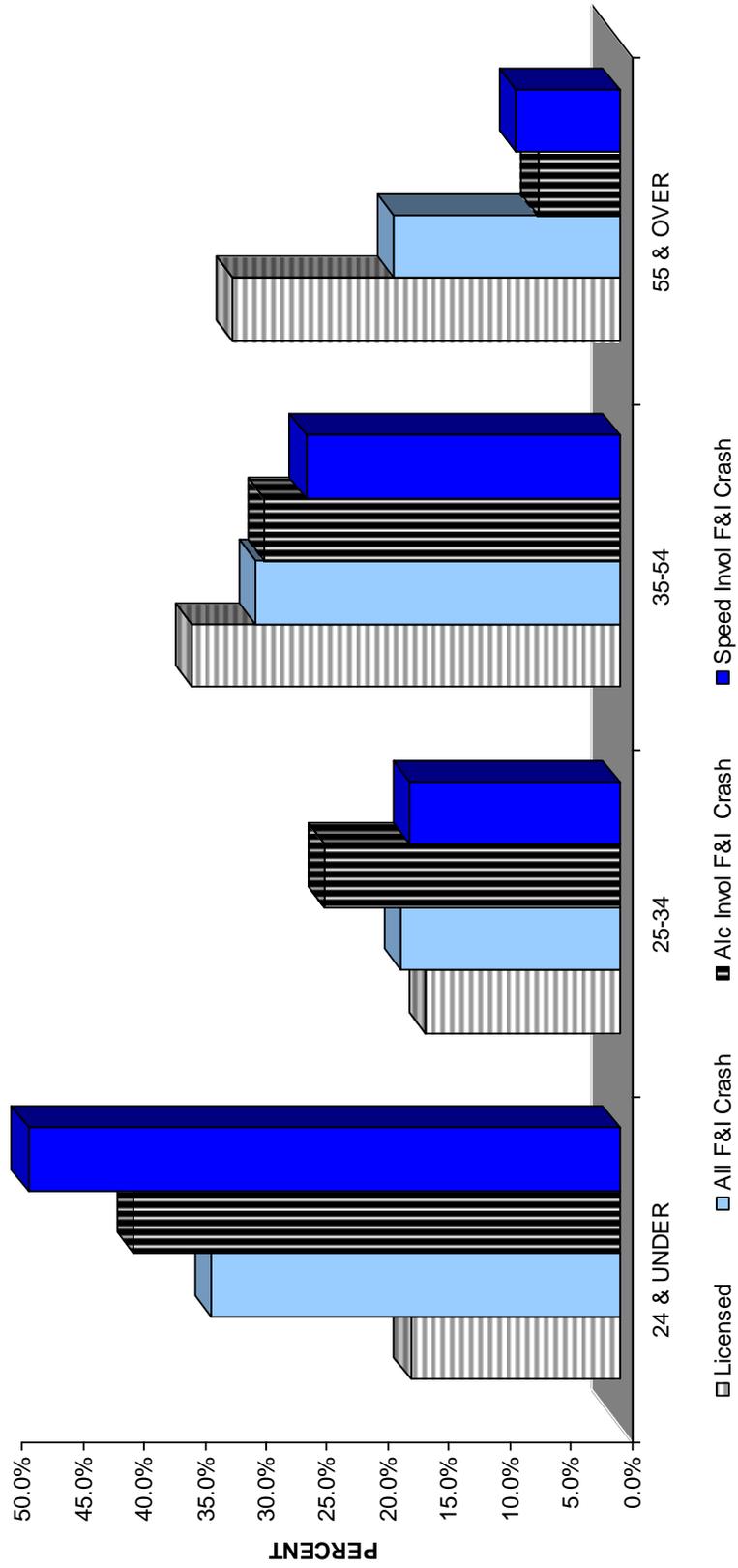
TABLE 3-17 compares age of drivers in fatal and injury crashes, drinking drivers in fatal and injury crashes, and speeding drivers in fatal and injury crashes with licensed drivers by age. The young driver is over represented as those drivers in fatal and injury crashes, drinking drivers in fatal and injury crashes, and speeding drivers in fatal and injury crashes. Licensed drivers in South Dakota under 25 years of age represent 17.2 percent of the total licensed drivers, 39.9 percent of the drinking drivers in fatal and injury crashes and 48.5 percent of the speeding drivers in fatal and injury crashes. 64.1 percent of the drinking drivers and 65.8 percent of the speeding drivers in fatal and injury crashes were under 35 years of age while drivers under 35 years of age constitute 33.1 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
2006

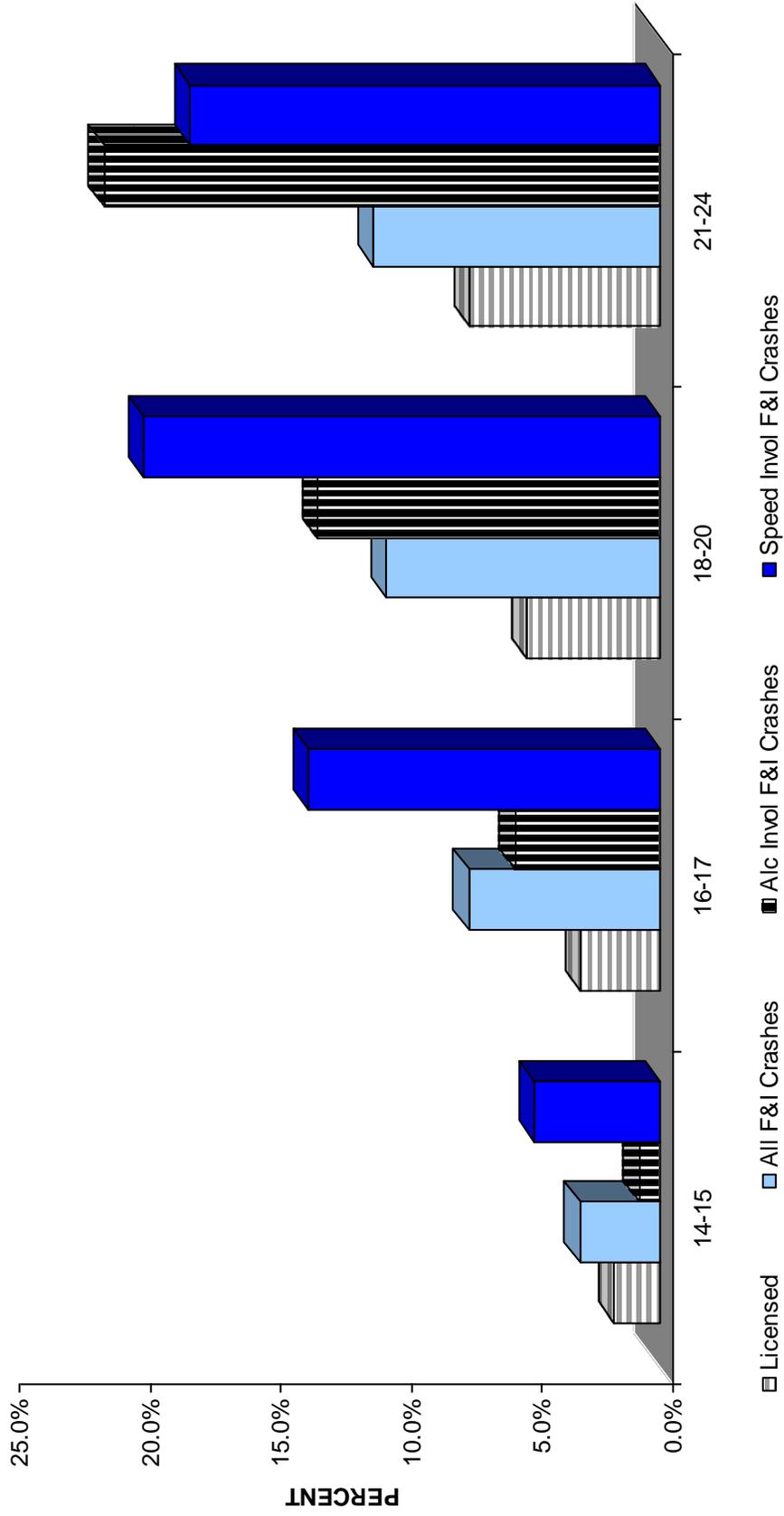
Age	Licensed Drivers %	Drivers In Fatal & Injury Crashes		Drinking Drivers In Fatal & Injury Crashes		Speeding Drivers In Fatal & Injury Crashes	
		No.	%	No.	%	No.	%
0 - 13	0.0	9	0.1	1	0.2	2	0.3
14 - 15	1.8	226	3.2	5	0.8	33	4.2
16 - 17	3.0	534	7.6	34	5.4	92	11.6
18	1.7	296	4.2	24	3.8	54	6.8
19	1.7	248	3.5	27	4.3	43	5.4
20	1.7	220	3.1	29	4.6	38	4.8
21 - 24	7.3	801	11.4	130	20.7	123	15.5
25 - 34	15.9	1,252	17.9	152	24.2	137	17.3
35 - 44	16.0	1,044	14.9	114	18.2	115	14.5
45 - 54	19.1	1,033	14.7	69	11.0	89	11.2
55 - 64	14.7	680	9.7	29	4.6	44	5.5
65 - Over	17.1	612	8.7	13	2.1	23	2.9
Unknown	0.0	49	0.7	0	0.0	1	0.1
TOTAL	100	7,004	100	627	100	794	100

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

FIGURE 3-9 DRIVERS BY AGE GROUP 2006
Fatal and Injury Crash Involved Drivers



**FIGURE 3-10 YOUNG DRIVERS 2006
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 was the leading driver contributing circumstance in fatal crashes during 2006. It was indicated that the drinking of 43 or 19.1 percent of the drivers in fatal crashes contributed to the crash. Exceeding the Speed Limit and Running off Road were other 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
2006

	Total Crashes		Fatal Crashes		Injury Crashes		PDO Crashes	
	No.	%	No.	%	No.	%	No.	%
Disregarded Traffic Signs or Signals	607	2.7	10	4.2	262	3.9	335	2.2
Distracted	821	3.7	3	1.3	323	4.8	495	3.2
Drinking	807	3.6	43	18.2	428	6.3	336	2.2
Driving Too Fast for Condition	1,303	5.8	23	9.7	422	6.2	858	5.6
Exceeded Speed Limit	465	2.1	21	8.9	249	3.7	195	1.3
Fail to Yield to Vehicle	2,679	12.0	16	6.8	990	14.6	1,673	10.9
Failure to Keep in Proper Lane	408	1.8	10	4.2	138	2.0	260	1.7
Fatigued/Fell Asleep	249	1.1	10	4.2	111	1.6	128	0.8
Following Too Closely	1,091	4.9	3	1.3	457	6.8	631	4.1
Improper Backing	248	1.1	0	0.0	20	0.3	228	1.5
Improper Passing	139	0.6	3	1.3	35	0.5	101	0.7
Improper Turn	313	1.4	1	0.4	95	1.4	217	1.4
Not Stated**	4,655	20.9	0	0.0	2	0.0	4,653	30.4
Other*	1,211	5.4	16	6.8	498	7.4	697	4.6
Over-correcting/Over-steering	583	2.6	19	8.1	272	4.0	292	1.9
Running Off Road	1,184	5.3	66	28.0	539	8.0	579	3.8
Swerving or Avoiding due to wind, slippery surface, vehicle, object, non-motorist, etc.	550	2.5	9	3.8	204	3.0	337	2.2
Unknown	485	2.2	24	10.2	157	2.3	304	2.0
Wrong Side of Road	114	0.5	9	3.8	50	0.7	55	0.4
Total Drivers	22,321		236		6,768		15,317	

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, 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, other electronic devices, and physical impairment.

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

Source: SD Department of Public Safety: Accident Records

Motorcycles

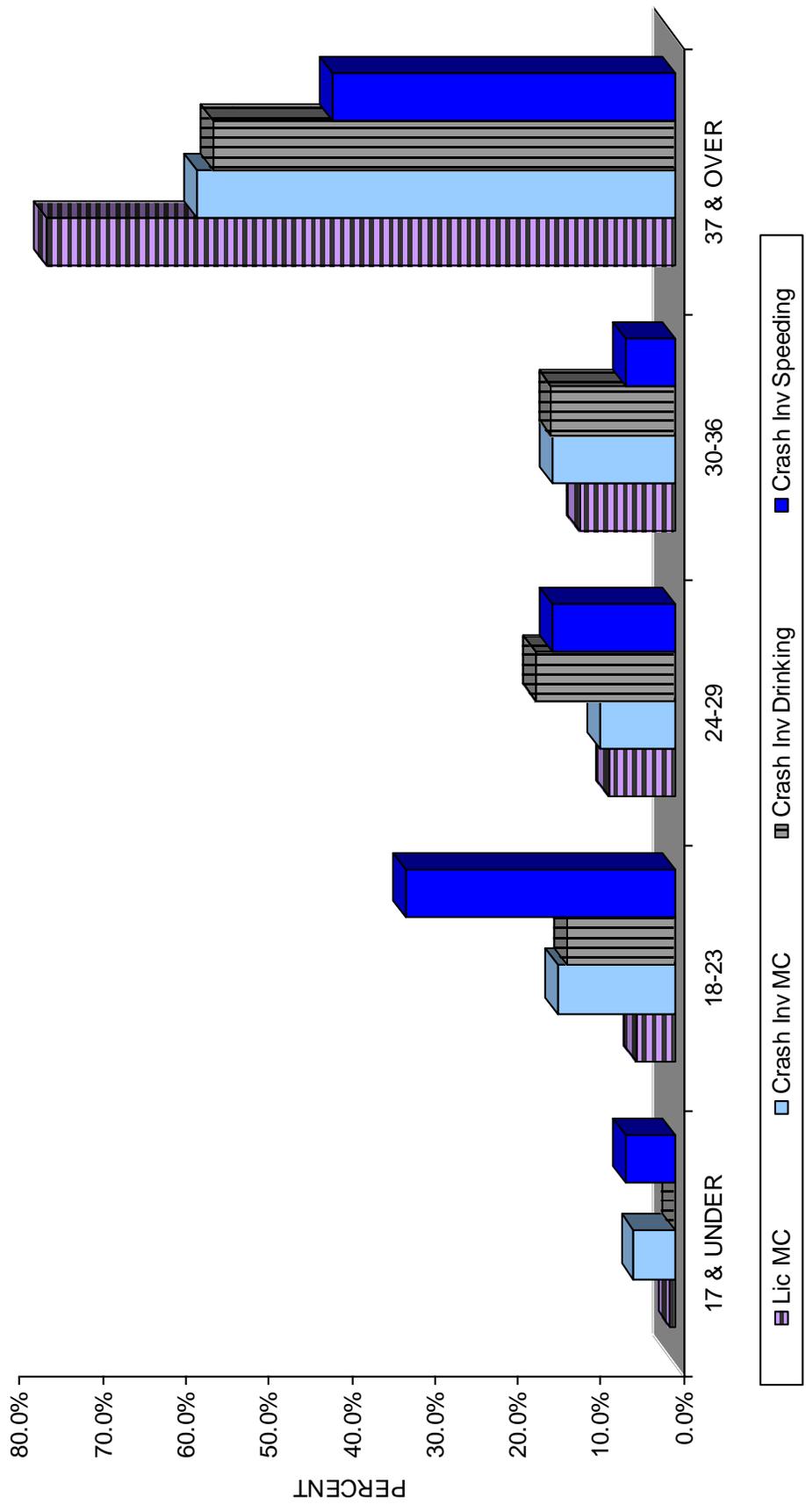
Motorcycle crashes constitute 3.5 percent of all crashes, 13.4 percent of all fatal crashes, and 11 percent of all injury crashes. There were 22 people killed and 531 injured on motorcycles in the 515 reported motorcycle crashes during 2006 (see TABLE 2-7). The young motorcycle driver is over represented 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, 7 percent of drivers involved in motorcycle crashes, and 16.4 percent of the speeding drivers involved in motorcycle crashes (see TABLE 3-19 and FIGURE 3-11).

TABLE 3-19
MOTORCYCLISTS BY AGE GROUP
2006

Age Group	Licensed Motorcyclists		Motorcycle Drivers In Crashes		Drinking Motorcycle Drivers In Crashes		Speeding Motorcycle Drivers In Crashes	
	No.	%	No.	%	No.	%	No.	%
0 - 13	0	0.0	0	0.0	0	0.0	0	0.0
14 - 15	49	0.1	5	0.8	0	0.0	1	1.5
16 - 17	281	0.4	8	1.3	0	0.0	3	4.4
18 - 19	646	1.0	16	2.7	0	0.0	4	5.9
20 - 21	1048	1.6	38	6.4	4	7.4	15	22.1
22 - 23	1423	2.1	22	3.7	3	5.6	3	4.4
24 - 25	1746	2.6	23	3.9	3	5.6	2	2.9
26 - 27	1753	2.6	23	3.9	3	5.6	6	8.8
28 - 29	1829	2.7	15	2.5	3	5.6	2	2.9
30 - 31	2000	3.0	15	2.5	1	1.9	1	1.5
32 - 36	5673	8.4	38	6.4	7	13.0	3	4.4
37 - 41	7095	10.5	49	8.2	5	9.3	7	10.3
42 - 51	20260	30.0	160	26.9	18	33.3	10	14.7
52 - Over	23710	35.1	182	30.6	7	13.0	11	16.2
Unknown	0	0.0	0	0.0	0	0.0	0	0.0
Total	67,513	100	594	100	54	100	68	100

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

FIGURE 3-11 MOTORCYCLISTS 2006
Crash Involved Motorcycle & Moped Drivers



There were 22 motorcyclist fatalities during 2006. Twenty-two were motorcycle drivers. Four drivers wore helmet and eye protection, one wore helmet only, eight wore eye protection only and eight did not use safety equipment. Unknown helmet usage was reported for one driver. Helmets were used by 164 or 29.2 percent of the motorcycle drivers in crashes while 397 or 70.8 percent did not wear a helmet (see TABLE 3-20).

TABLE 3-20
HELMET USE BY MOTORCYCLE DRIVERS IN CRASHES
2006

<u>Age</u>	Helmet Used		Helmet Not Used	
	<u>No.</u>	<u>%</u>	<u>No.</u>	<u>%</u>
6 - 13	0	0.0	0	0.0
14 - 15	3	60.0	2	40.0
16 - 17	5	62.5	3	37.5
18 - 20	15	42.9	20	57.1
21 - 24	9	19.6	37	80.4
25 - 34	18	21.2	67	78.8
35 - 44	20	22.0	71	78.0
45 - Over	94	32.3	197	67.7
Unknown	0	0.0	0	0.0
Total	164	29.2	397	74.8

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 7 pedestrian deaths and 113 injuries in motor vehicle crashes during 2006 (see TABLE 3-21). The youngest pedestrian killed was seven years old, while the oldest was 69. Of the injured pedestrians, 19.5 percent were between the ages of 6-13. Cities accounted for 93.8 percent of the pedestrian injuries and 42.9 percent of the fatalities (see TABLE 3-23). Of the 7 pedestrians killed, 4 were male and 3 female. Of the 113 injured, 64 were male and 49 female.

Officers reported that 1 of the 7 pedestrians killed had been drinking alcohol (see TABLE 3-22).

TABLE 3-21
AGE OF PEDESTRIANS IN TRAFFIC CRASHES
2006

Age	Fatalities		Injuries	
	No.	%	No.	%
0 - 5	0	0.0	8	7.1
6 - 13	1	14.3	22	19.5
14 - 19	0	0.0	14	12.4
20 - 24	0	0.0	7	6.2
25 - 34	2	28.6	8	7.1
35 - 44	1	14.3	8	7.1
45 - 54	1	14.3	22	19.5
55 - 64	1	14.3	11	9.7
65 - Over	1	14.3	13	11.5
Total	7	100	113	100

Source: SD Department of Public Safety: Accident Records

TABLE 3-22
ALCOHOL INVOLVEMENT BY PEDESTRIANS
2006

<u>Alcohol Involvement</u>	<u>Fatalities</u>		<u>Injuries</u>	
	<u>No.</u>	<u>%</u>	<u>No.</u>	<u>%</u>
Alcohol or Drugs	1	14.3	12	10.6
No Alcohol	6	85.7	101	89.4
Unknown	0	0.0	0	0.0
Total	7	100	113	100

Source: SD Department of Public Safety: Accident Records

TABLE 3-23
RURAL vs. CITY PEDESTRIAN CRASHES
2006

	<u>Fatalities</u>		<u>Injuries</u>	
	<u>No.</u>	<u>%</u>	<u>No.</u>	<u>%</u>
Rural	4	57.1	7	6.2
City	3	42.9	106	93.8
Total	7	100	113	100

Source: SD Department of Public Safety: Accident Records

Bicycles

During 2006 there were no bicyclists killed (see TABLE 2-9). There were 92 bicycle drivers injured in reported motor vehicle crashes during 2006 (see TABLE 3-24). The leading factor in bicycle-involved crashes was failure to yield right of way which was reported for 15.4 percent of the injured bicycle drivers. Fifty-eight of the bicycle drivers in crashes had no contributing circumstances. The yearly 1986-2006 trend of bicycle fatalities and injuries is provided in TABLE 2-9.

TABLE 3-24
AGE OF BICYCLE DRIVERS IN TRAFFIC CRASHES
2006

<u>Age</u>	<u>Fatalities Number</u>	<u>Injuries Number</u>	<u>%</u>
0 - 5	0	0	0.0
6 - 13	0	30	32.6
14 - 19	1	23	25.0
20 - 24	0	14	15.2
25 - 34	0	10	10.9
35 - 44	0	1	1.1
45 - 54	0	9	9.8
55 - 64	0	4	4.3
65 - Over	0	1	1.1
Total	1	92	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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