

**Final Project Report
South Dakota Office of Highway Safety
Motorcycle Safety Course Study**

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TABLE OF CONTENTS

| REPORT SECTION | PAGE |
|---|------|
| EXECUTIVE SUMMARY AND DATA HIGHLIGHTS | 1 |
| SECTION I: RESPONDENT CHARACTERISTICS | 3 |
| SECTION II: RIDING EXPERIENCE | 5 |
| SECTION III: RIDER'S SAFETY COURSE EXPERIENCE | 11 |
| SECTION IV: MEDIA | 19 |
| SECTION V: ACCIDENT ANALYSIS 2008 TO 2012 | 21 |
| SECTION VI: PEOPLE IN ACCIDENTS 2008 TO 2012 | 27 |
| SECTION VII: RIDER'S SAFETY COURSE GRADUATES ACCIDENTS 2008 TO 2012 | 31 |
| ATTACHMENT I: SURVEY RESPONDENTS BY COUNTY | 35 |
| ATTACHMENT II: OPEN-ENDED RESPONSES TO QUESTIONS 22 AND 23 | 37 |
| ATTACHMENT III: TOTAL ACCIDENTS BY COUNTY | 51 |
| ATTACHMENT IV: DRIVER'S LICENSING STATE BY INJURY TYPE | 53 |
| ATTACHMENT V: MOTORCYCLE SAFETY COURSE STUDY SURVEY INSTRUMENT | 55 |

EXECUTIVE SUMMARY AND DATA HIGHLIGHTS

The Government Research Bureau (GRB) was contracted by the South Dakota Office of Highway Safety Motorcycle Safety Program to develop and administer a survey of graduates from 2008 to 2012 of the South Dakota Safety Council Rider Education Program Rider Courses.

The GRB received 8373 addresses of graduates from the South Dakota Safety Council and randomly selected 3000 to participate in the survey. There were 58 bad addresses removed, and, 2942 surveys were sent out on November 1st, 2013. 448 surveys were completed and returned for a 15.2% response rate.

In addition, the GRB extracted motorcycle crash data through Citrix Remote Virtual Access Service from the state crash data base from 2008 to 2012.

The remainder of this report provides an analytical exploration of the data collected. After a concise presentation of demographic data describing the survey sample, the report will move to a detailed, item-by-item examination of findings. The central purpose of this analysis is to provide the South Dakota Department of Public Safety an empirical basis for understanding the value and perceptions of the Motorcycle Rider Safety Course from the perspective of its respondents.

As described in this report, the ensuing analysis of survey and crash data produced a number of key observations:

Survey Respondents' Characteristics

- 39.5% of the survey respondents were female
- Most common household income was \$50,000 to \$74,999 (21.8%)
- 55% of the respondents were 45 and older.
- Survey responses were received from across the state, and the top counties for responses were: Minnehaha (25.0%), Pennington (17.4%), Lincoln (4.9%), Lawrence (4.0%), Brown (3.8%), Hughes (3.6%), and Meade (3.6%).

Riding Experience

- 46.2% of the respondents had 4 or less years of riding experience
- 42.2% of the respondents did not ride or rode less than 1000 miles last year
- 35.3% of the respondents indicated the primary reason they ride is for entertainment/social reasons
- As can be expected, the peak riding months are June through September and 47.8 % indicated they ride anytime the weather is nice
- The most common kind of motorcycle ridden by respondents was Cruiser with 46.2 %

Rider's Safety Course Experience

- 50.2% of the respondent indicated they had 1 to 6 months riding experience prior to attending the safety course

- The primary motivation indicated for attending the rider's safety course was to gain specific knowledge and skills (53.8%)
- Overwhelmingly, respondents believe the greatest risk to rider's safety is other drivers being inattentive or distracted (67.9%)
- When asked questions about the course itself, respondents were in strong agreement that the course was informative, made them a safer and more responsible rider, course material was appropriate and instruction was effective
- 88.2 % of the respondents strongly agree training is necessary for young riders and 66.7% strongly agree it is necessary for all riders
- The course made improvements in how the respondent felt about their safety, skill, and ability to identify potential accident situations
- 78.1 % of the respondents stated the course had helped them avoid an accident
- The importance helmets, eye protection, protective footwear, reflective and protective clothing use by respondents all saw increases in from before to after the course

Media

- A majority of the respondents (58.5%) receive information from TV
- 67.9% of the respondents use social media and 208 would follow a Facebook page or Twitter for motorcycle safety

Accidents 2008 to 2012

- Total of 2497 motorcycle/ moped accidents with 94 fatal crashes
- August had the most crashes (981) and most fatal crashes with (42)
- Although the days of the week in which crashes occur is fairly equally distributed Saturday (18) and Sunday (17) had the most fatal crashes
- A majority (58.6%) of the accidents occur between the hours of 12:00 pm and 6:00 pm
- Five counties (Pennington, Minnehaha, Lawrence, Meade, and Custer) account for approximately 69% of the total accidents and 66% of fatal accidents
- 49% of accidents happened on state roads, 32% on city roads and 16% on county roads
- There were 38 fatal crashes on city roads and 26 of those occurred in Minnehaha county

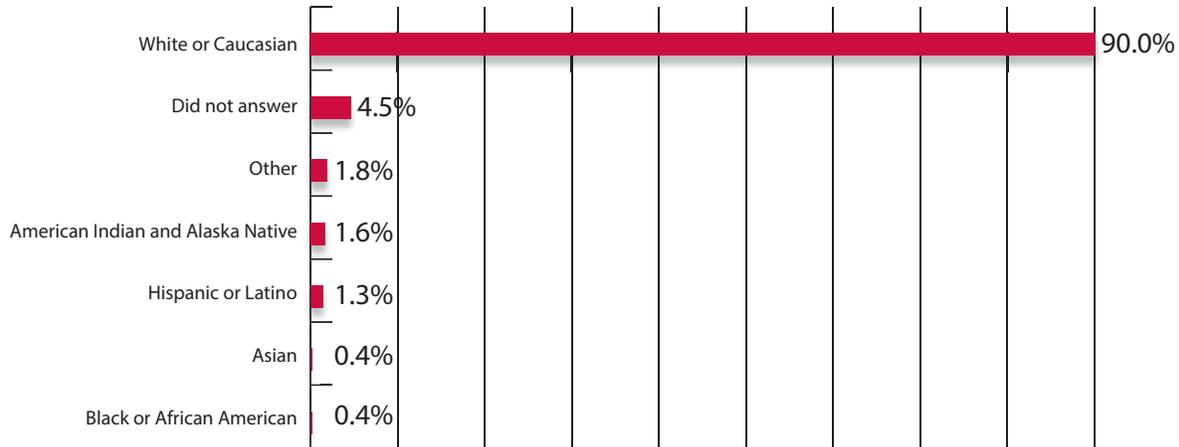
People in Accidents 2008 to 2012

- 3966 people involved with motorcycle/moped accidents
- 99 fatalities from motorcycle/moped accidents
- By age group, 68% of the driver fatalities were 45 and over
- Of the driver fatalities, only 41.2% held driver's licenses for South Dakota

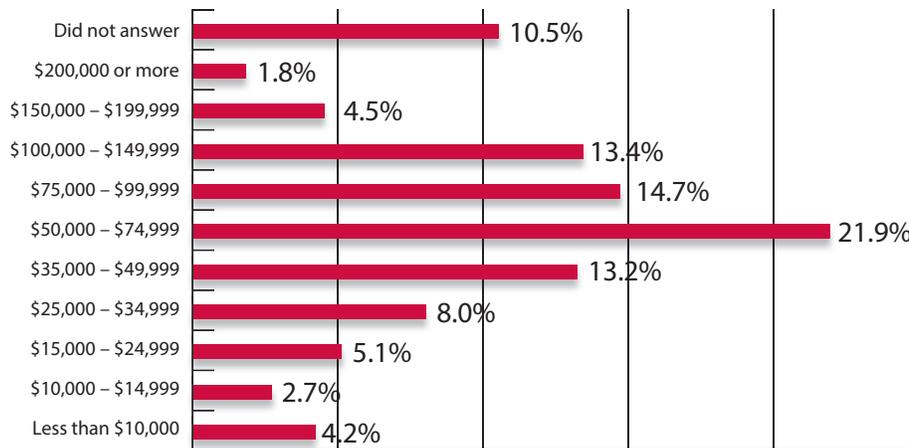
SECTION I: RESPONDENT CHARACTERISTICS

As a preface to the main body of the report, the following tables provide an overview of the demographic characteristics of the complete participant group.¹ Output for these survey items serves as the organizing basis for a number of data cross-tabulations presented throughout this report.

Question: What race/ethnicity best describes you?

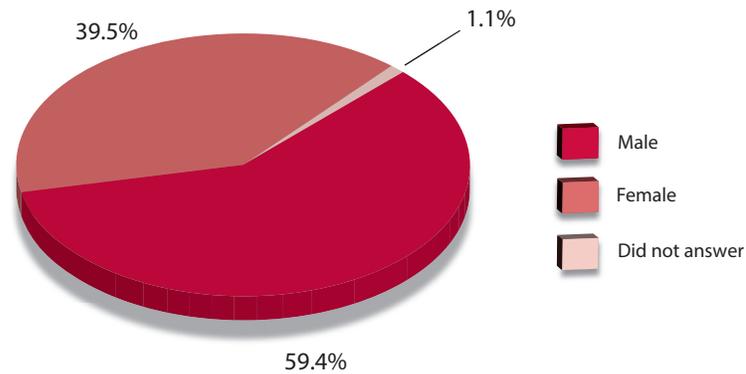


Question: Please identify your annual pre-tax household income based upon the following categories:



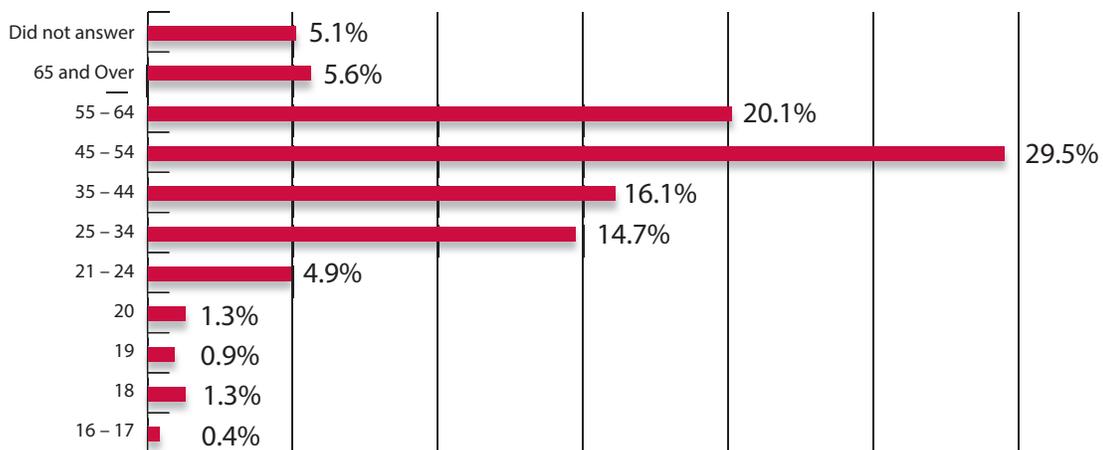
¹ Although presented at the outset of this report, data regarding participants' demographic characteristics was collected at the end of the actual survey instrument.

Question: What is your gender?



Almost 40% of the respondents in this study were female; however females only accounted for 11.3% of the drivers involved in motorcycle/moped accidents from 2008 through 2102.

Question: What year were you born?



Using the year the survey respondents indicated they were born, their ages were calculated and then placed into the same age categories as those used by the accident data. The average age of those attending the Motorcycle Rider Safety Course was 45.25 years. Fifty five percent of the respondents were 45 and older. This age group also accounts for 53.7% of the motorcycle accidents and 68.8% of fatal accidents from 2008 to 2012.

Question: What is your Zip Code?

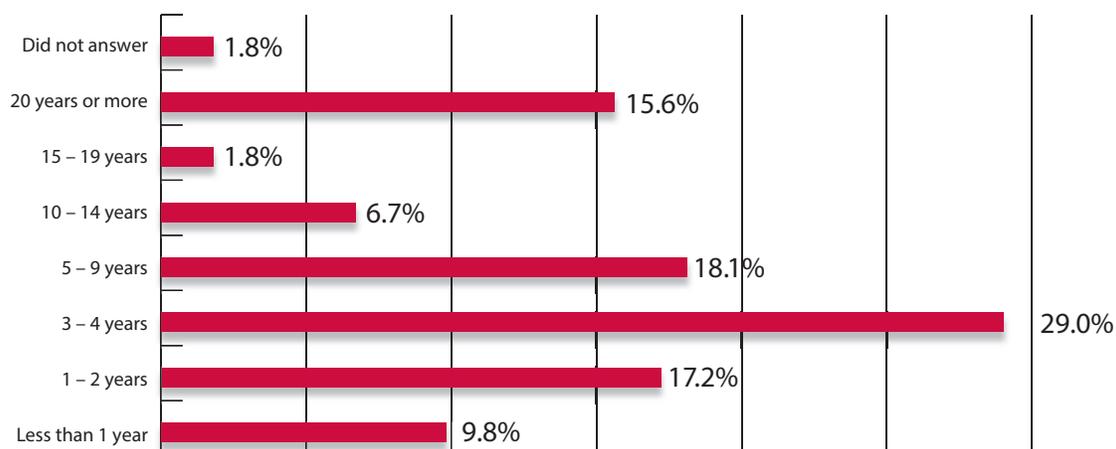
Respondents to the survey were asked to provide their Zip Code. These codes were used to identify the county the survey participant lived in. The top seven counties comprise 62.3% of the sample. These counties include: Minnehaha (25.0%), Pennington (17.4%), Lincoln (4.9%), Lawrence (4.0%), Brown (3.8%), Hughes (3.6%), and Meade (3.6%). With the exceptions of Hughes and Lincoln these counties also accounted for approximately 69% of the accidents and 66% of fatal accidents in South Dakota. Please see Attachment 1 for a full list of percentage of respondents by county.

SECTION II: RIDING EXPERIENCE

Before asking respondents about their experience with the course, respondents were asked several questions regarding their overall riding experience. The answers to these questions provide additional context for the information provided about the training course.

To begin the survey, all respondents were asked about their level of motorcycle riding experience. This information can be used to better understand later questions as well. As can be seen in the graph below, a majority of respondents have been driving for 9 years or less, with the most common response being between 3–4 years. It is possible that the sample may have less experience than the overall riding population because many respondents reported taking the class in order to receive their motorcycle endorsement.

Question: What is your current level of riding experience?



Respondents were also surveyed about the number of miles ridden last year. While a small percentage of respondents (8%) reported riding over 7000 miles, the majority of respondents reported that they rode 3000 or fewer miles during the last year.

Question 2: Approximately how many total miles did you ride your motorcycle last year?



Respondents over 45 years of age account for:

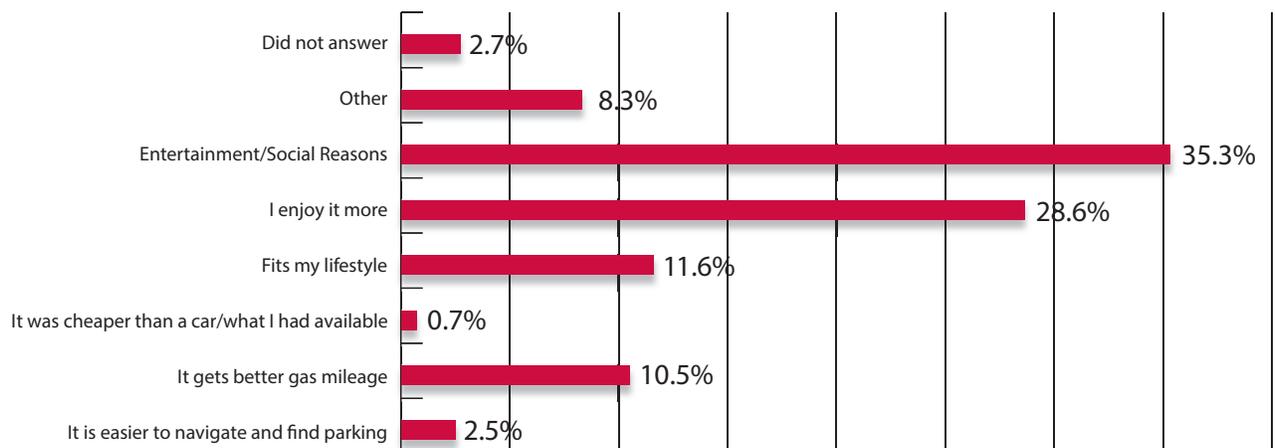
- 60.3% of those who ride 3001 to 5000 miles annually
- 71.4% of those who ride 5001 to 7000 miles annually
- 88.9% of those who ride more than 7000 mile annually

Male respondents account for a majority of miles ridden annually:

- 83.6% of those who ride 3001 to 5000 miles annually
- 90.9% of those who ride 5001 to 7000 miles annually
- 86.1% of those who ride more than 7000 mile annually

When asked about their reasons for riding, respondents indicated that they primarily ride for social reasons and enjoyment. Only 13.7% cited reasons relating to convenience or cost.

Question: What is the primary reason you have chosen to ride a motorcycle?

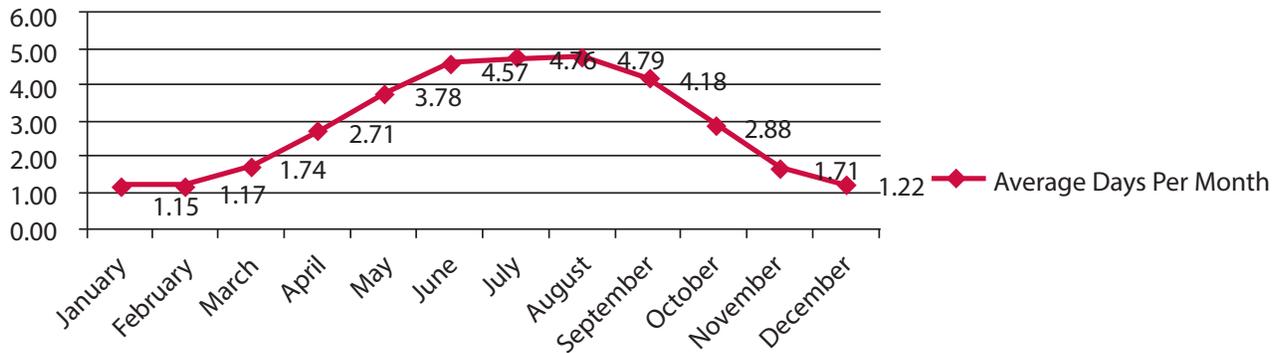


When exploring this question by the age group, respondents 45 and over account for:

- 58.8% of those who ride because it fits their lifestyle
- 63.1% of those who ride because they enjoy it more
- 55.9% of those who ride for entertainment/social reasons

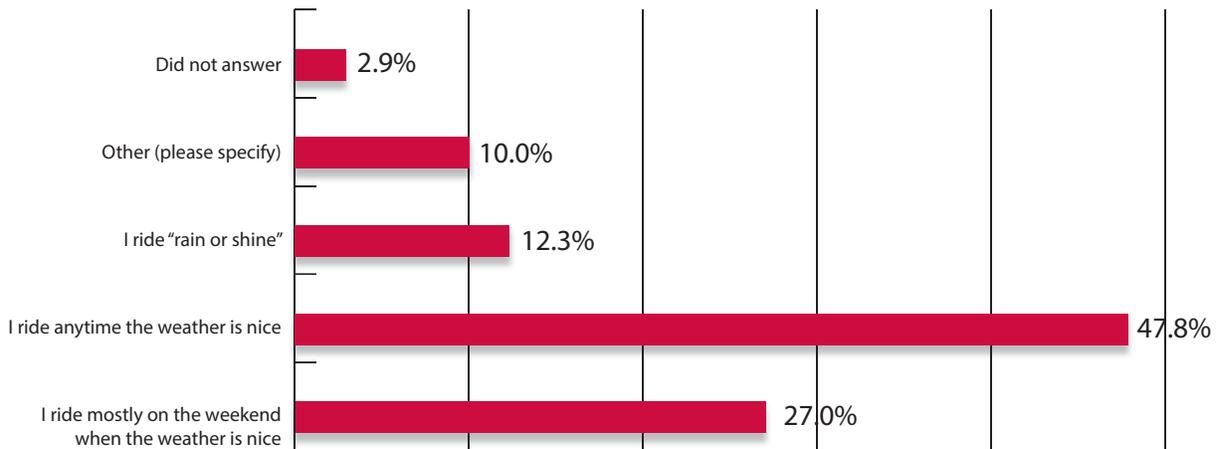
When analysis was done based on the gender of the participant, it is noted that more than fifty percent (50.9%) of the respondents who stated their primary reason for riding was for entertainment/social reasons were female.

Question: How many days a week do you usually ride each month?



As can be expected, the graph above shows that there were clear patterns in the time of year respondents reported riding more frequently. The most frequent riding occurs during the warmer summer months, with respondents averaging almost 5 days a month. During the winter months this average decreases to less than two days a month. While the pattern is expected, the relatively low average of riding days during the summer months indicates that the majority of riders likely ride for recreational purposes rather than day-to-day transportation needs. This is further supported by the answers shown in riding habits, which shows that only 12% of respondents reported riding in rain or shine.

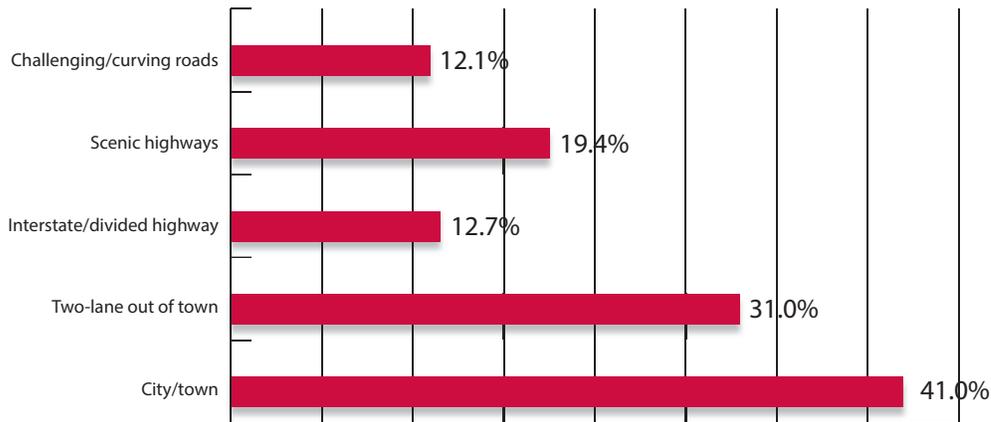
Question: Which statement best describes your riding habits?



When exploring this question by gender:

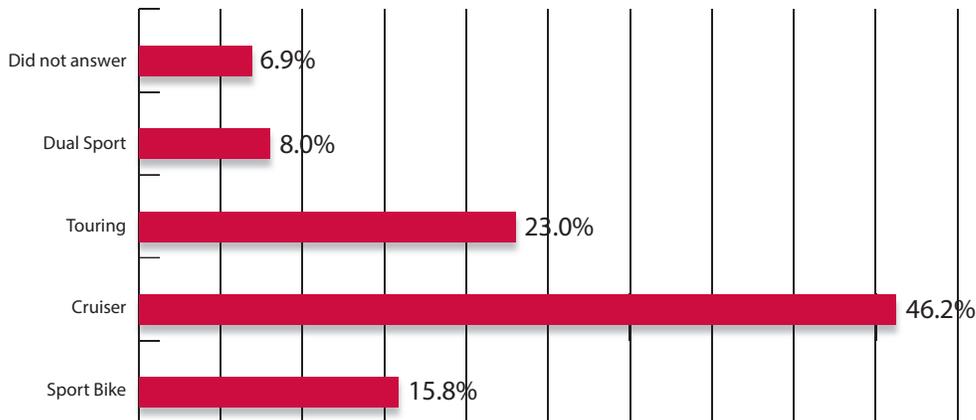
- 58.3% of the 120 respondents who indicated they ride mostly on the weekend when the weather is nice were female
- 81.8% of the 55 who indicated they "ride rain or shine" were male

Question: Please rank the roadways you travel in order of frequency.



The graph above displays percentages of responses for very frequently traveled road types. This information can be compared to the highway classification in the accident data. When examining accidents by the type of highway classification on which they occur, 49% happen on state roads, 32% on city roads and 16% on county roads. However, when looking at the counties that account for the majority of the accidents, Minnehaha has 81% of accidents occurring on city roads.

Question: What type of motorcycle do you ride most often?



Finally, respondents were asked about which type of motorcycle they ride most often. Almost half (46.2%) reported riding a Cruiser motorcycle. A sizable share (23%) also reported riding a Touring bike.

When examining this question by pre-tax household income of \$50,000 or greater:

- Cruiser accounts for more than half 64.5% (189)
- Touring bike accounts for 70.4% (98)

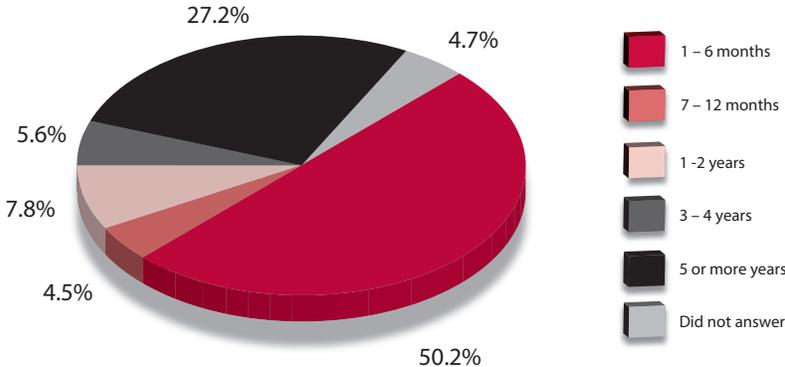
When looking at gender, females indicated they rode:

- Sport 43.6%
- Cruiser 43.4%
- Touring bike 19.6%

SECTION III: RIDER'S SAFETY COURSE EXPERIENCE

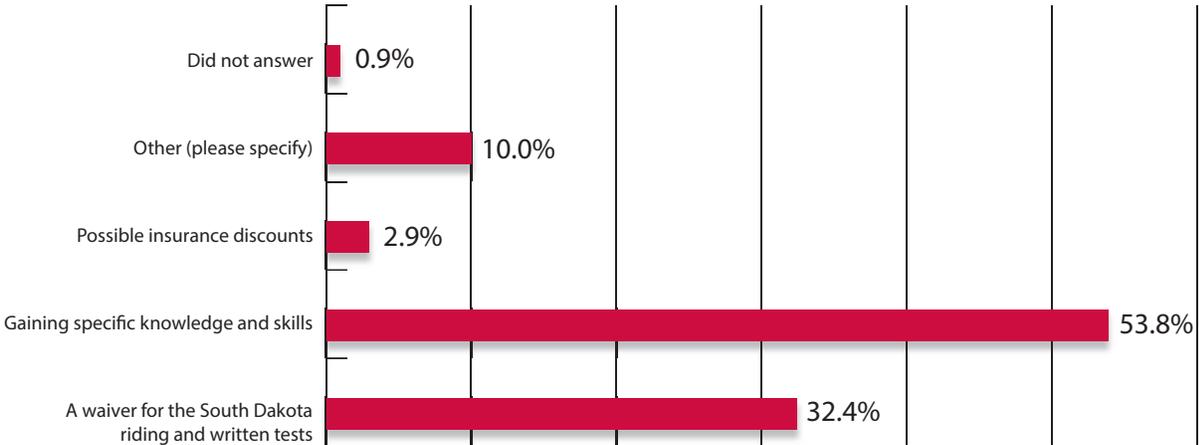
Next, survey respondents were asked about their specific experience with the Motorcycle Rider's Safety course. As shown in the graph below a majority of respondents in the course (50.2%) were relatively inexperienced riders, reporting less than 6 months of experience.

Question: What was your riding experience prior to attending the motorcycle rider's safety course?

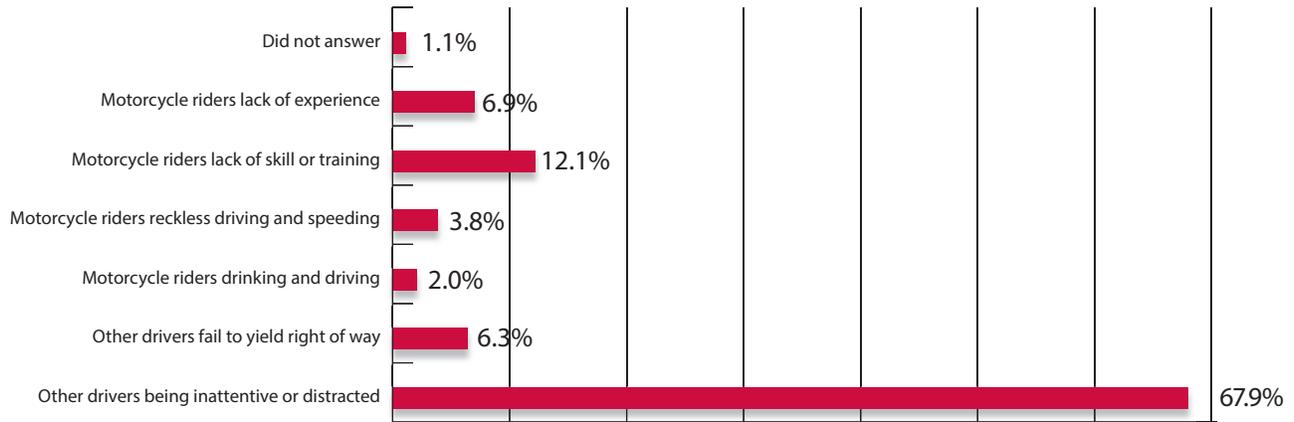


While gaining a waiver for the written and riding portions of the South Dakota motorcycle endorsement exam was the primary motivation to attend the training course for a sizable proportion of respondents (32.3%), the majority of respondents (53.8%) indicated that they attended primarily to gain specific knowledge and skills. Despite an interest in improving their own skills, there was significant agreement amongst respondents that the greatest risk posed to motorcyclists is the distraction or inattention of other drivers. Sixty-eight percent of respondents indicated other drivers being inattentive or distracted was the greatest risk. However, 12% did indicate that the greatest risk was a lack of skill or training amongst riders.

Question: What was your primary motivation for attending the motorcycle rider's safety course?



Question: Which of the following do you believe is the greatest risk to motorcycle rider’s safety?



As can be seen in the table below, respondent’s perceptions of the course were uniformly positive. When asked if the course was informative, 99% of respondents indicated agreement (either agree or strongly agree). Likewise, 97% of respondents agreed the course had made them a safer rider and 95% agreed that the course had made them a more responsible rider. Additionally, 98% of respondents agreed that the material taught in the course was appropriate and that the instruction offered was effective.

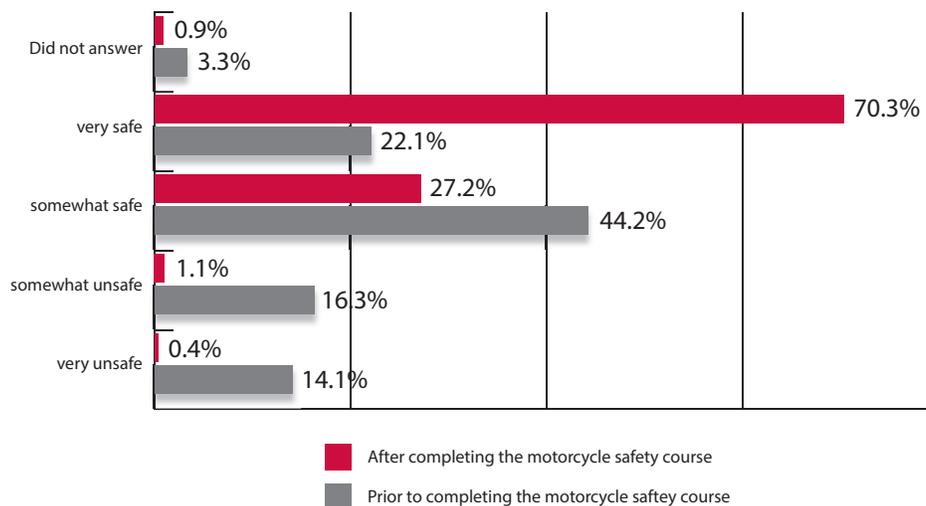
| The motorcycle training course | was informative. | has made me a safer rider | has made me a more responsible rider | material taught was appropriate | instruction offered effective |
|---------------------------------------|------------------|---------------------------|--------------------------------------|---------------------------------|-------------------------------|
| Response | % | % | % | % | % |
| Don’t Know | 0.0% | 0.4% | 0.9% | 0.0% | 0.0% |
| Strongly Disagree | 0.0% | 0.2% | 0.9% | 0.2% | 0.0% |
| Disagree | 0.0% | 1.1% | 2.7% | 0.7% | 1.1% |
| Agree | 14.7% | 22.3% | 27.9% | 27.9% | 21.2% |
| Strongly Agree | 84.4% | 75.0% | 66.7% | 70.5% | 77.0% |
| Did not answer | 0.9% | 0.9% | 0.9% | 0.7% | 0.7% |
| Total | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% |

Respondents were asked to think about the usefulness of the training in general and indicated their agreement with the following statements. A majority of the respondents (88.2%) felt training is necessary for young riders (88.2%). However, only 37.3% felt the training should be required for a motorcycle endorsement.

| | Training is necessary for young riders | Training is necessary for all riders | Riders can learn skills without training | Training is a good idea, but should not be required | Training should be required by the state for a motorcycle endorsement |
|--------------------------|--|--------------------------------------|--|---|---|
| Response | % | % | % | % | % |
| Don't Know | 0.4% | 0.9% | 3.6% | 4.7% | 4.5% |
| Strongly Disagree | 0.0% | 0.2% | 14.1% | 23.9% | 7.8% |
| Disagree | 0.7% | 6.0% | 24.8% | 35.9% | 22.3% |
| Agree | 10.0% | 25.2% | 51.1% | 25.9% | 27.0% |
| Strongly Agree | 88.2% | 66.7% | 5.6% | 8.3% | 37.3% |
| Did not answer | 0.7% | 0.9% | 0.9% | 1.3% | 1.1% |
| Total | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% |

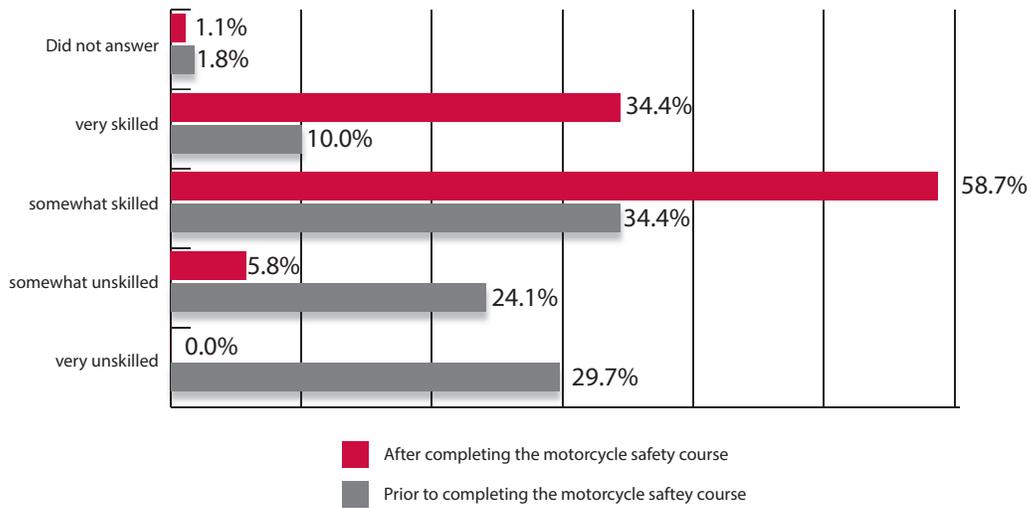
Respondents also reported improvement in a number of important outcomes related to the course. A majority of respondents (70.3%) indicated they were “very safe” riders after completing the course as compared to only 22.1% indicating they felt the same before the course. Conversely, only .4% (2 respondents) indicated that they were “very unsafe” riders after the course as compared to 14.1% prior to the course. Similar patterns were identified when asking riders about their riding skill level and capacity for identifying potential accident situations. Only 10% of respondents reported feeling “very skilled” prior to taking the course, as compared to 34.4% reporting the same after taking the course. Also significant, the percentage of riders reporting that they were “very unskilled” actually dropped from 34.4% before the course to zero after the course. Twenty percent of the respondents also reported that prior to taking the course they were “very capable” of identifying potential accident situations while riding their motorcycles; this increased to 67.9% of respondents when asked to estimate their capability after taking the course.

How safe a rider do you feel you were?

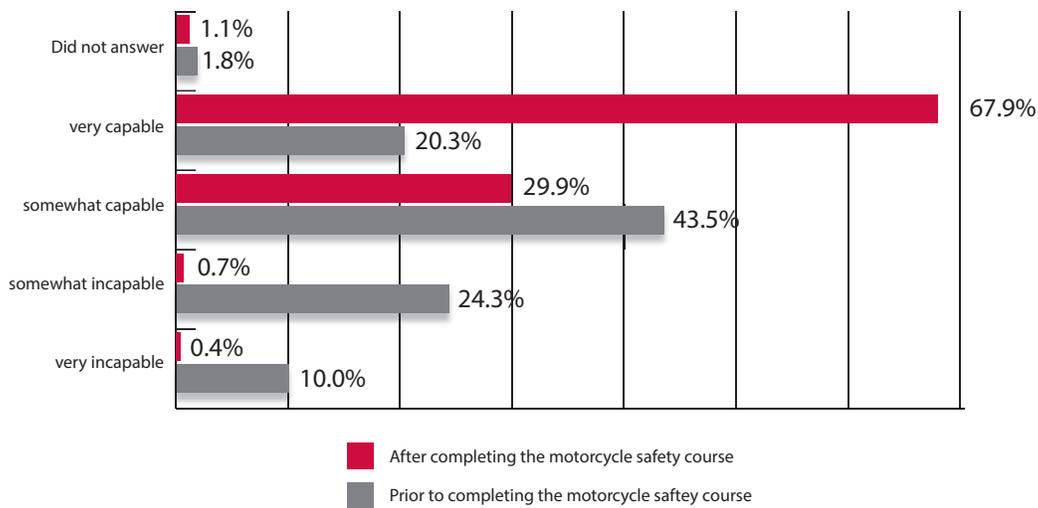


² It is important to note that these questions were not asked before and after the course. Instead, respondents were asked after the course to assess their riding behavior both before and after the course.

How skilled a rider did you feel you were?

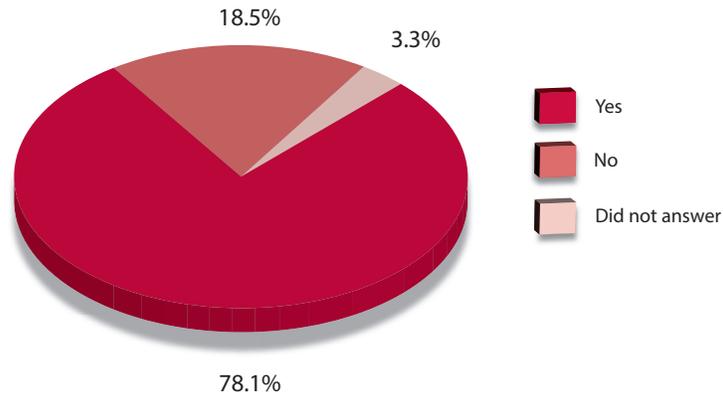


How capable were you at identifying potential accident situations while riding your motorcycle?



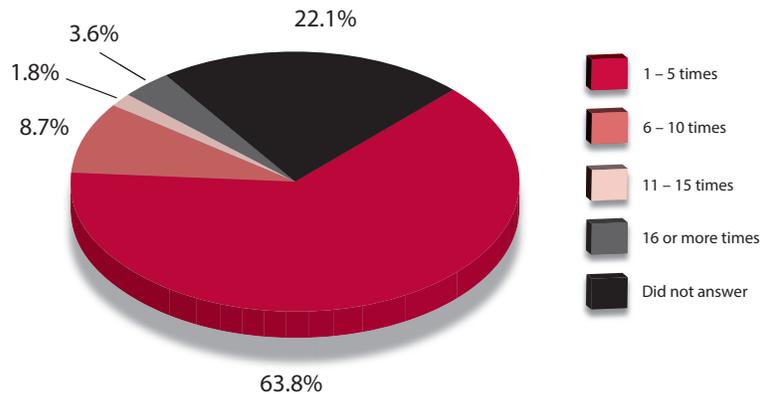
Finally, when asked specifically if attending the motorcycle safety course helped them avoid an accident, a majority, 78.1% reported yes. In sum, the responses provide largely positive feedback about the value of the course in making motorcycle riders safer.

Question: Has attending the motorcycle safety course helped you avoid an accident?



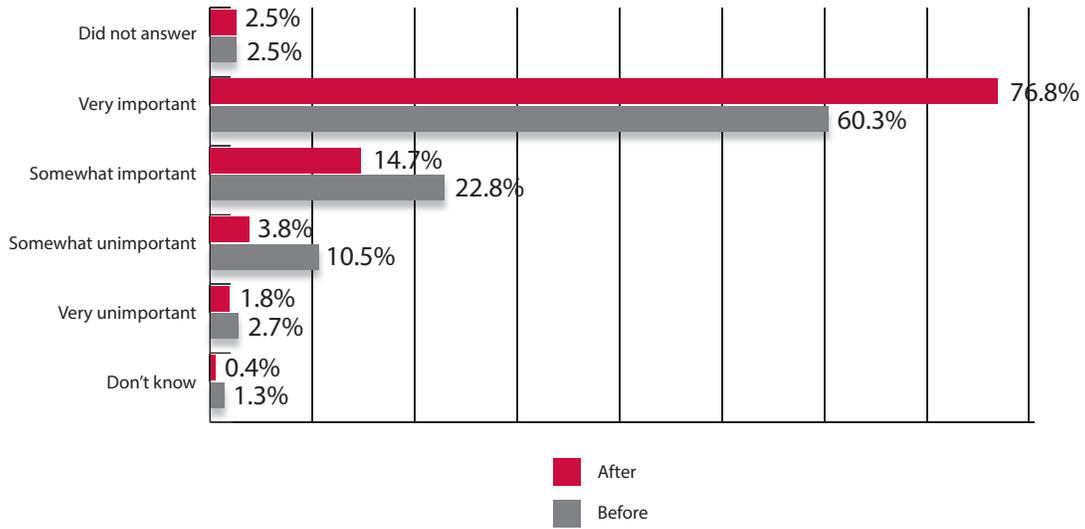
Respondents were also asked how many times they were able to avoid an accident because of what they learned in the training. A majority 63.8 % indicated at least 1 to 5 times.

Number of Times Accidents Were Avoided

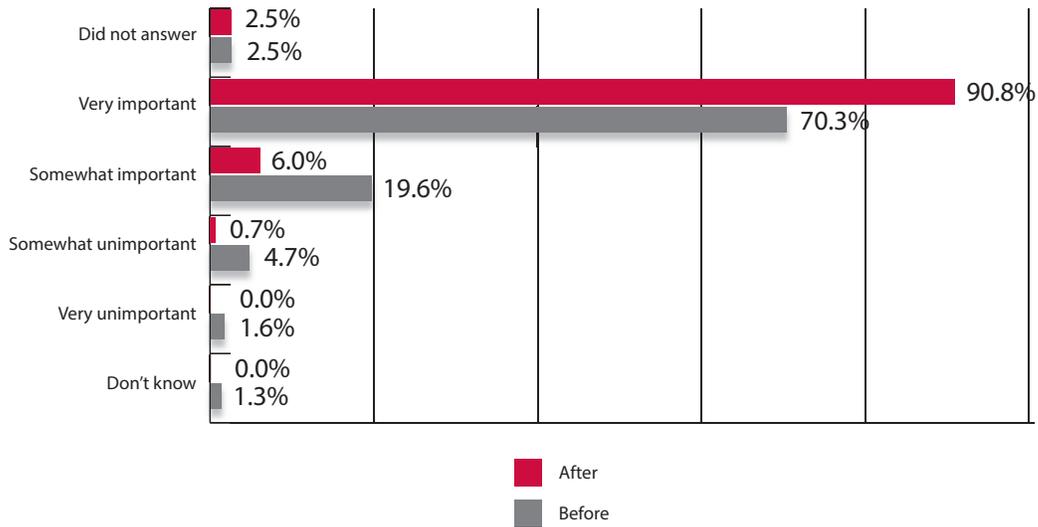


Next, respondents were asked about how the course may have changed their perceptions of the importance of specific pieces of safety equipment. In all cases, respondents indicated that their perceptions of the importance of each piece of safety equipment increased after taking the course. The greatest change was seen in the percentage of respondents indicating that each piece is "very important." In the case of helmets, the percentage of respondents indicating that helmets were "very important" increased from 60.3% before the course to 76.8% after. The importance of eye equipment saw an even greater increase in the percentage of respondents that reported it was "very important," from 70.3% to a majority of 90.8%. Survey respondents also saw an increase in the importance of reflective and protective clothing, increasing from 21.7% to 52.2% and 40.2% to 72.8% respectively. Finally, the percentage of respondents who indicated that protective footwear were "very important" increased from 44.4% to 77.7%.

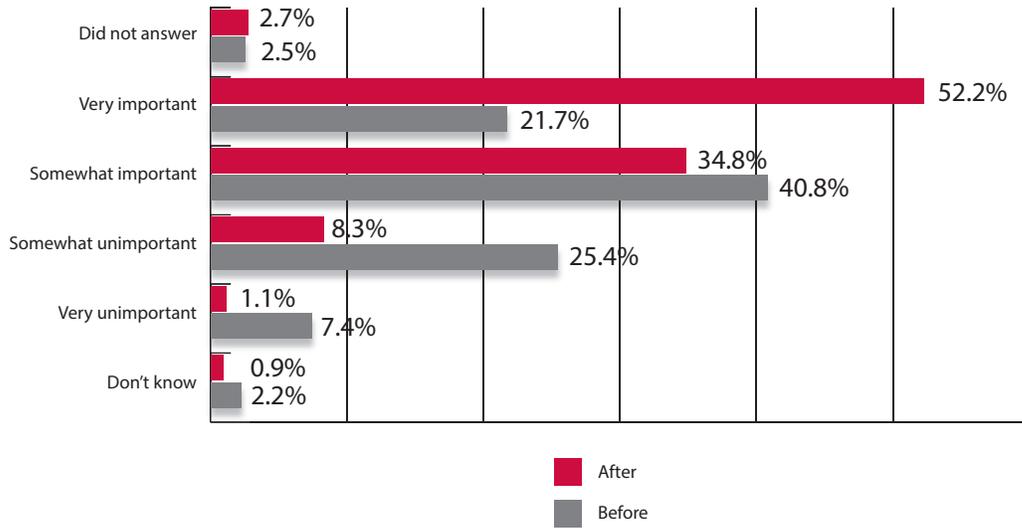
Importance of Helmets Before and After Training



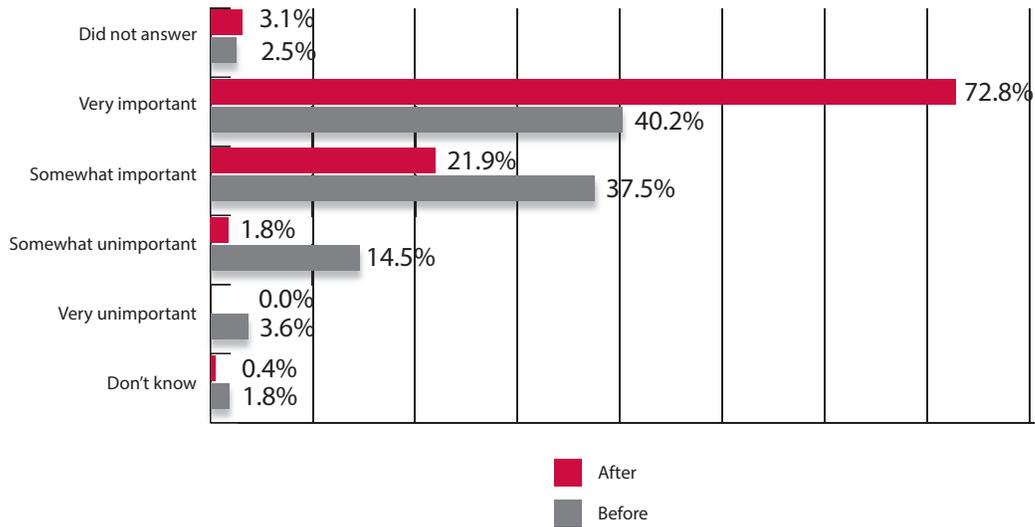
Importance of Eye Protection Before and After Training



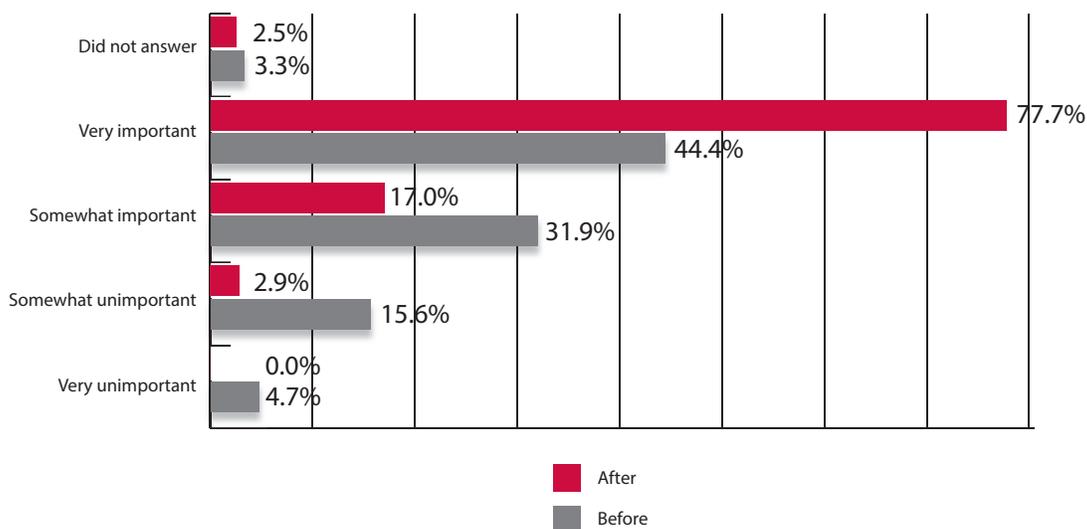
Importance of Reflective Clothing Before and After Training



Importance of Protective Clothing Before and After Training



Importance of Protective Footwear Before and After Training



Question: What were the most important things you learned from the motorcycle safety course?

This question was open-ended, which allowed the respondents to write in any response they liked. The most common responses were:

- Driving and handling curves
- Being alert and identifying potential hazards
- Proper braking
- Overall bike handling skills

Question: What is one way that the motorcycle safety course could be improved?

This question was also open-ended. The most common responses were:

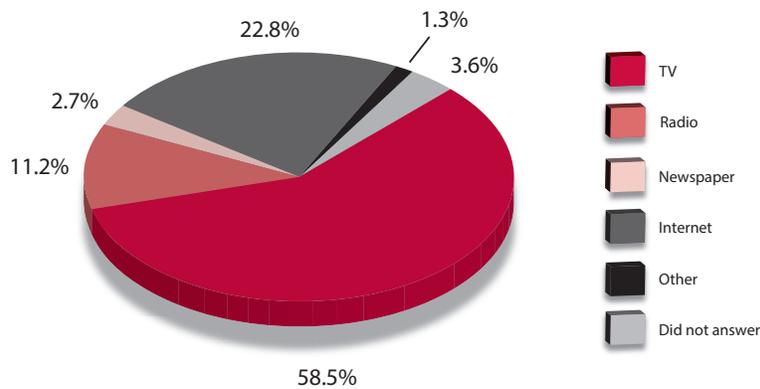
- They would not change anything in the course
- More riding time
- Larger bikes
- More classes offered.

For a full list of all responses to the two questions above please see Attachment 2.

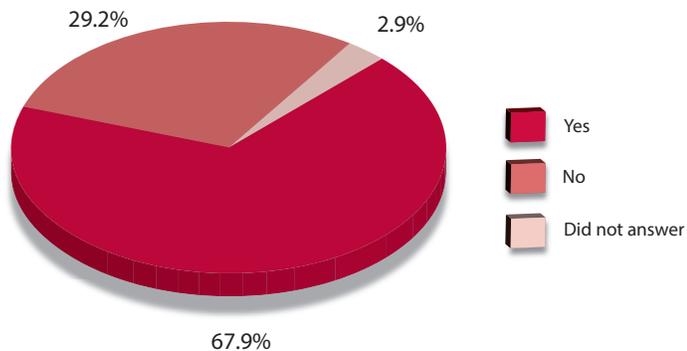
SECTION IV: MEDIA

In addition to asking survey respondents about their experience with the motorcycle safety course, respondents were asked a few questions about their use of media. These questions were intended to provide the Office of Highway Safety with useful information about how they might use media to target this particular population in the public. A majority of respondents (58.5%) indicated they primarily rely on television to receive information. However, almost a quarter of respondents (22.8%) indicated they primarily use the internet to receive information. A sizable majority of respondents (67.9%) also reported using social media, though the question did not address frequency.

Question: On average how do you receive information about what is happening in the world?



Question: Do you use social media?

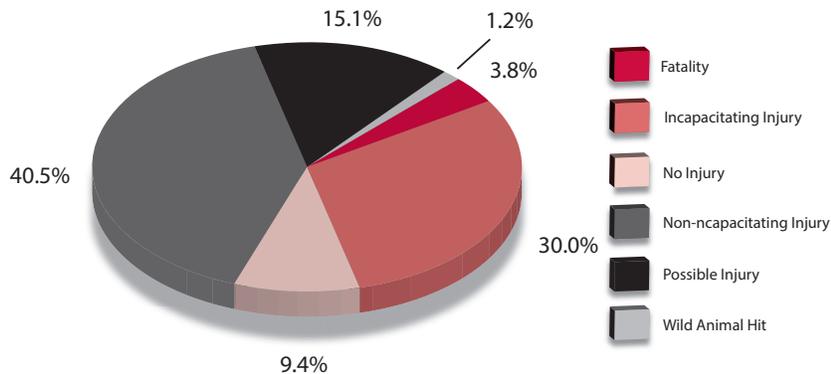


Forms of social media that graduates of the motor cycle safety course use were: Facebook (290), LinkedIn (61), and Twitter (44). If there was a Facebook or Twitter for motorcycle safety, 208 graduates said they would follow it.

SECTION V: ACCIDENT ANALYSIS 2008 TO 2012

There were a total of 2497 accidents involving motorcycles or mopeds from 2008 to 2012. Ninety-four of these accidents were fatal crashes that killed 99 individuals. The graph and table below indicate the percentage and number of crashes by type.

Total Accidents 2008 to 2012



Total Accidents 2008 to 2012

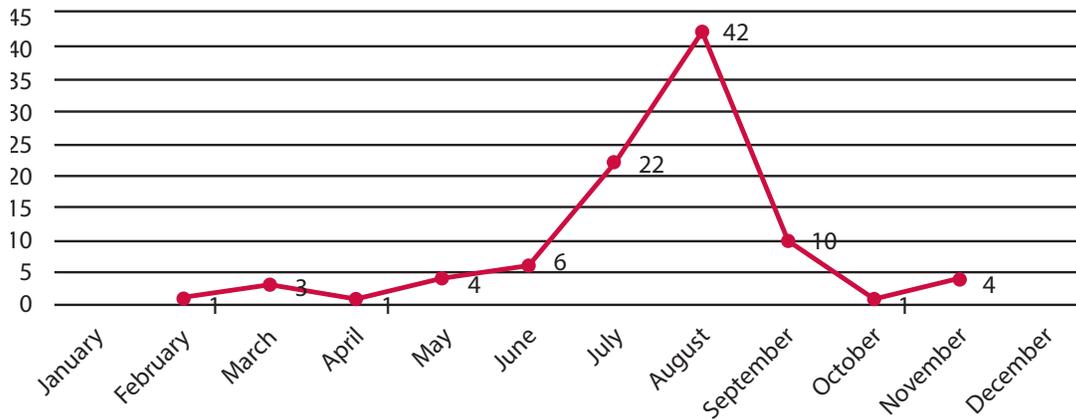
| Fatality | Incapacitating Injury | No Injury | Non-incapacitating Injury | Possible Injury | Wild Animal Hit | Grand Total |
|----------|-----------------------|-----------|---------------------------|-----------------|-----------------|-------------|
| 94 | 749 | 235 | 1012 | 377 | 30 | 2497 |

These accidents were examined in more detail including the month, day of week and hour of day they occurred, the county they occurred in, and the highway type they occurred on.

Accidents by Month 2008 to 2012

| Month | Fatality | Incapacitating Injury | No Injury | Non-incapacitating Injury | Possible Injury | Wild Animal Hit | Grand Total |
|--------------------|----------|-----------------------|-----------|---------------------------|-----------------|-----------------|-------------|
| January | | 1 | 2 | 3 | 1 | 1 | 8 |
| February | 1 | 1 | | 3 | 1 | | 6 |
| March | 3 | 18 | 5 | 25 | 7 | | 58 |
| April | 1 | 16 | 17 | 40 | 17 | | 91 |
| May | 4 | 52 | 19 | 97 | 27 | 2 | 201 |
| June | 6 | 99 | 32 | 145 | 50 | 6 | 338 |
| July | 22 | 125 | 29 | 188 | 74 | 4 | 442 |
| August | 42 | 347 | 94 | 350 | 137 | 11 | 981 |
| September | 10 | 57 | 20 | 107 | 36 | 5 | 235 |
| October | 1 | 25 | 12 | 39 | 21 | 1 | 99 |
| November | 4 | 8 | 4 | 11 | 6 | | 33 |
| December | | | 1 | 4 | | | 5 |
| Grand Total | 94 | 749 | 235 | 1012 | 377 | 30 | 2497 |

Fatal Accidents by Month 2008 to 2012

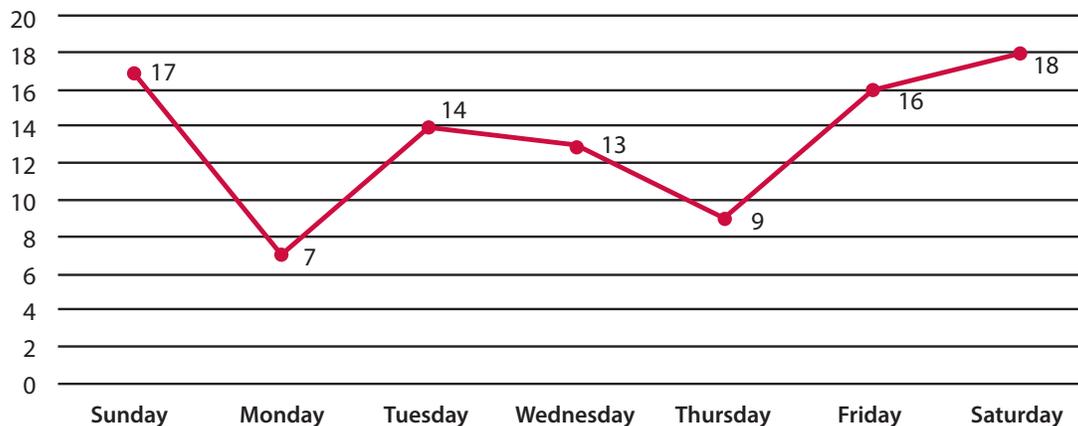


As can be seen in the graph above the month of August accounts for nearly half of the fatal accidents that occur within the state. The total distribution of accident is fairly even for day of the week. However, Saturday and Sunday account for slightly over one-third of the fatal crashes.

Accidents by Day of Week 2008 to 2012

| Day of Week | Fatality | Incapacitating Injury | No Injury | Non-incapacitating Injury | Possible Injury | Wild Animal Hit | Grand Total |
|-------------|----------|-----------------------|-----------|---------------------------|-----------------|-----------------|-------------|
| Sunday | 17 | 135 | 27 | 144 | 52 | 5 | 380 |
| Monday | 7 | 75 | 37 | 137 | 52 | 3 | 311 |
| Tuesday | 14 | 89 | 37 | 120 | 46 | 8 | 314 |
| Wednesday | 13 | 92 | 31 | 139 | 46 | 3 | 324 |
| Thursday | 9 | 94 | 28 | 131 | 47 | 3 | 312 |
| Friday | 16 | 115 | 36 | 158 | 76 | 2 | 403 |
| Saturday | 18 | 149 | 39 | 183 | 58 | 6 | 453 |
| Grand Total | 94 | 749 | 235 | 1012 | 377 | 30 | 2497 |

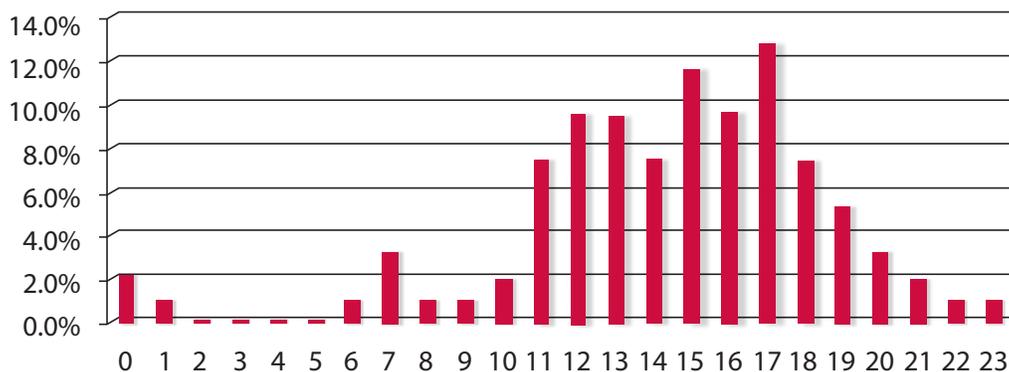
Fatal Accidents by Day of the Week 2008 to 2012



A majority (58.6%) of all accidents occurred between the hours of 12:00 pm and 6:00 pm. Likewise, 68.1% of all fatal accidents occurred during the same time period.

| Accidents by Hour 2008 to 2012 | | | | | | | |
|--------------------------------|----------|-----------------------|-----------|---------------------------|-----------------|-----------------|-------------|
| Hour of Day | Fatality | Incapacitating Injury | No Injury | Non-incapacitating Injury | Possible Injury | Wild Animal Hit | Grand Total |
| 0 | 2 | 9 | 7 | 17 | 5 | 1 | 41 |
| 1 | 1 | 5 | 2 | 15 | | | 23 |
| 2 | | 7 | | 4 | 3 | | 14 |
| 3 | | 6 | 1 | 4 | | | 11 |
| 4 | | 2 | | 4 | 2 | | 8 |
| 5 | | 3 | 3 | 6 | 4 | | 16 |
| 6 | 1 | 10 | 4 | 10 | 7 | | 32 |
| 7 | 3 | 6 | 6 | 15 | 7 | 1 | 38 |
| 8 | 1 | 20 | 8 | 22 | 9 | | 60 |
| 9 | 1 | 26 | 6 | 19 | 5 | | 57 |
| 10 | 2 | 38 | 17 | 45 | 13 | 2 | 117 |
| 11 | 7 | 49 | 10 | 56 | 15 | | 137 |
| 12 | 9 | 49 | 20 | 79 | 25 | | 182 |
| 13 | 9 | 57 | 14 | 70 | 35 | | 185 |
| 14 | 7 | 67 | 22 | 70 | 31 | 1 | 198 |
| 15 | 11 | 70 | 21 | 98 | 47 | 1 | 248 |
| 16 | 9 | 77 | 15 | 102 | 30 | 1 | 234 |
| 17 | 12 | 58 | 19 | 92 | 37 | | 218 |
| 18 | 7 | 65 | 20 | 72 | 33 | 2 | 199 |
| 19 | 5 | 39 | 13 | 67 | 29 | 4 | 157 |
| 20 | 3 | 31 | 11 | 52 | 14 | 6 | 117 |
| 21 | 2 | 26 | 7 | 40 | 14 | 9 | 98 |
| 22 | 1 | 13 | 5 | 26 | 6 | 1 | 52 |
| 23 | 1 | 16 | 4 | 27 | 6 | 1 | 55 |
| Grand Total | 94 | 749 | 235 | 1012 | 377 | 30 | 2497 |

Percentage Fatal Accidents by Hour of Day 2008 to 2012



Accidents by County

Five counties (Pennington, Minnehaha, Lawrence, Meade, and Custer) account for approximately 69% of the total accidents and 66% of fatal accidents in South Dakota. These counties, however, only account for 40% of the total population of the state. For a full list of total accidents by county please see Attachment 3.

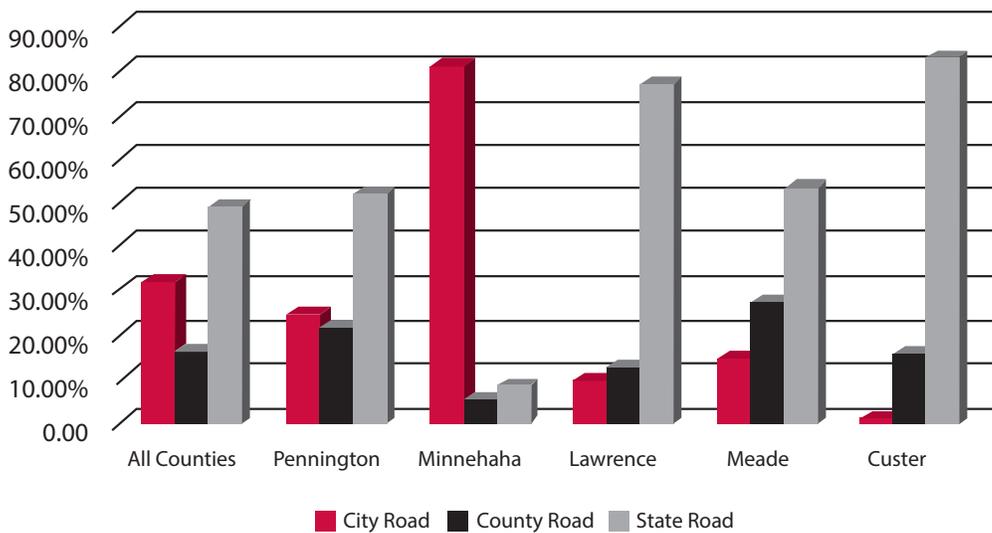
Accidents by Highway Classification

When examining accidents by highway classification on which they occur, the data shows:

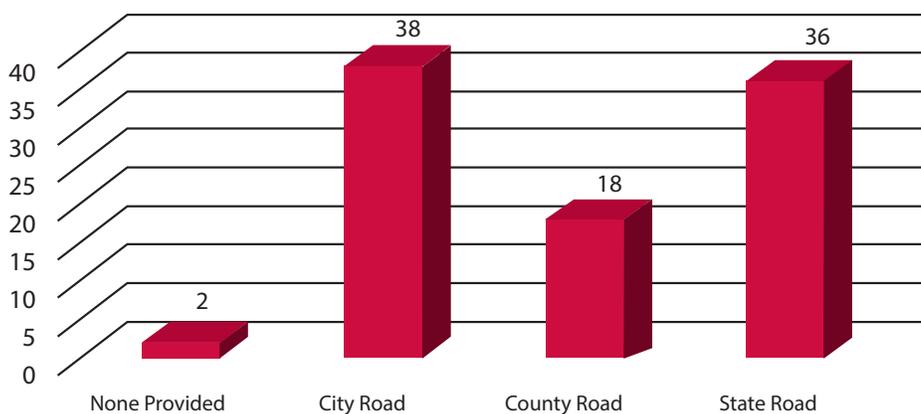
- 49% happen on state roads
- 32% on city roads
- 16% on county roads

However, when looking at the counties that account for the majority of the accidents, 81% of accidents occurred on city roads in Minnehaha County.

Percentage Accidents by Highway Classification 2008 to 2012



Fatal Accidents by Highway Classification 2008 to 2012



There were a total of 94 fatal motorcycle/moped accidents between 2008 and 2012. Again, the five counties highlighted above accounted for 66% of these fatal crashes. There were 38 fatal crashes on city roads and of those 26 occurred in Minnehaha county.

| Accidents by Highway Classification 2008 to 2012 | | | | | | | |
|---|-----------------|------------------------------|------------------|----------------------------------|------------------------|------------------------|--------------------|
| Highway Classification | Fatality | Incapacitating Injury | No Injury | Non-incapacitating Injury | Possible Injury | Wild Animal Hit | Grand Total |
| None Provided | 2 | 21 | 4 | 13 | 7 | 2 | 49 |
| City Road | 38 | 217 | 73 | 311 | 152 | 15 | 806 |
| County Road | 18 | 114 | 37 | 175 | 61 | 4 | 409 |
| State Road | 36 | 397 | 121 | 513 | 157 | 9 | 1233 |
| Grand Total | 94 | 749 | 235 | 1012 | 377 | 30 | 2497 |

SECTION VI: PEOPLE IN ACCIDENTS 2008 TO 2012

There were 3966 people involved with motorcycle/moped accidents from 2008 through 2012. There 2472 motorcycles involved and 179 mopeds. 2294 of the accidents involved one motorcycle/moped, 149 included 2 motorcycles/mopeds and 18 included three or more. 769 accidents involved a passenger vehicle and 4 accidents included farm machinery. Injuries in other vehicles involved in crashes with a motorcycle or moped revealed no fatal injuries, nine incapacitating injuries, 28 non-incapacitating injuries, and 28 possible injuries.

The following section covers information collected and analyzed about drivers and passengers involved in motorcycle and moped crashes from 2008 through 2012.

There were a total of 99 fatalities on motorcycle/mopeds between 2008 and 2012. The following tables depict both the drivers and passengers injuries for this time period.

| Motorcycle/Moped Drivers Injuries 2008 to 2012 | | | | | | | |
|--|--------------|----------------|------------|--------------------|------------|-----------------|-------------|
| Vehicle | Fatal injury | Incapacitating | No injury | Non-incapacitating | Possible | Wild animal hit | Grand Total |
| Moped | | 32 | 12 | 102 | 33 | | 179 |
| Motorcycle | 80 | 682 | 385 | 945 | 375 | 5 | 2472 |
| Grand Total | 80 | 714 | 397 | 1047 | 408 | 5 | 2651 |

| Motorcycle/Moped Passenger Injuries 2008-2012 | | | | | | | |
|---|--------------|----------------|-----------|--------------------|-----------|-----------------|-------------|
| Vehicle | Fatal injury | Incapacitating | No injury | Non-incapacitating | Possible | Wild animal hit | Grand Total |
| Moped | | | | 12 | | | 12 |
| Motorcycle | 17 | 142 | | 147 | 58 | | 364 |
| Grand Total | 17 | 142 | 0 | 159 | 58 | | 376 |

NOTE: There is 1, Four Wheeler Passenger and 1 Not Applicable Fatal Injury for a total of 99

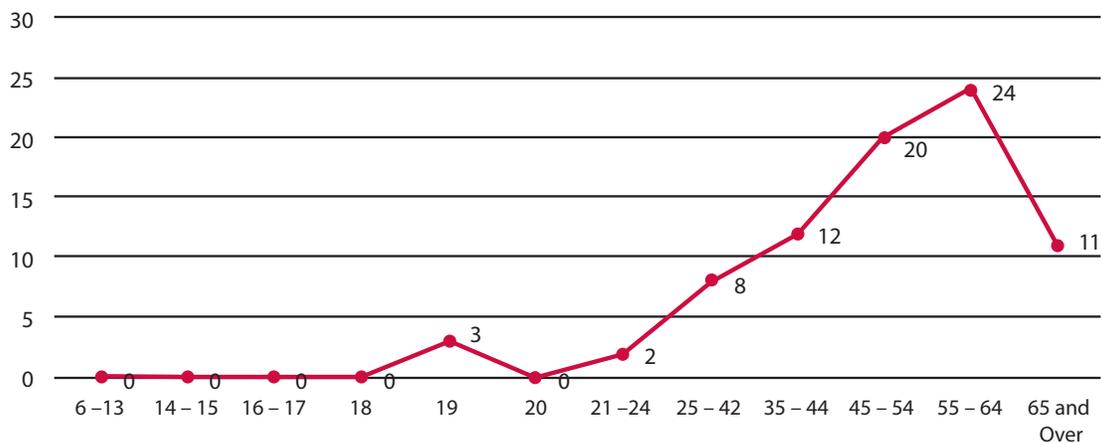
Gender of drivers involved in the accidents is indicated in the table below with females making up only 11.4% of the total number of drivers.

| Gender of Drivers in Motorcycle/Moped Accidents 2008 to 2012 | | | | | | | |
|--|--------------|----------------|------------|--------------------|------------|-----------------|-------------|
| Gender | Fatal injury | Incapacitating | No injury | Non-incapacitating | Possible | Wild animal hit | Grand Total |
| Female | 4 | 86 | 27 | 146 | 37 | 1 | 301 |
| Male | 76 | 628 | 364 | 901 | 371 | 4 | 2344 |
| Not Applicable | | | 6 | | | | 6 |
| Grand Total | 80 | 714 | 397 | 1047 | 408 | 5 | 2651 |

The drivers involved in motorcycle/moped accidents had an average age of 43.46 years. The table below depicts the age groups of all drivers and the graph provides the age groups of the drivers that suffered fatal injuries in their crash.

| Age Group of Drivers in Motorcycle/Moped Accidents 2008 to 2012 | | | | | | | |
|---|--------------|----------------|------------|--------------------|------------|-----------------|-------------|
| Age Group | Fatal injury | Incapacitating | No injury | Non-incapacitating | Possible | Wild animal hit | Grand Total |
| 6-13 | | | | 2 | 1 | | 3 |
| 14-15 | | 2 | 5 | 6 | 2 | | 15 |
| 16-17 | | 5 | 6 | 35 | 10 | | 56 |
| 18 | | 6 | 4 | 15 | 7 | | 32 |
| 19 | 3 | 12 | 8 | 26 | 15 | | 64 |
| 20 | | 14 | 3 | 30 | 13 | | 60 |
| 21-24 | 2 | 48 | 26 | 117 | 33 | 1 | 227 |
| 25-34 | 8 | 83 | 57 | 176 | 66 | | 390 |
| 35-44 | 12 | 103 | 63 | 153 | 48 | 1 | 380 |
| 45-54 | 20 | 217 | 121 | 255 | 106 | | 719 |
| 55-64 | 24 | 168 | 78 | 173 | 81 | 3 | 527 |
| 65 and Over | 11 | 56 | 26 | 59 | 26 | | 178 |
| Grand Total | 80 | 714 | 397 | 1047 | 408 | 5 | 2651 |

Driver Fatalities by Age Group 2008 to 2012



Of the drivers involved in motorcycle and moped accidents in the state, 56.6% held driver's licence issued in South Dakota, and of the driver fatalities only 41.3% held driver's licenses from South Dakota. Excluding South Dakota the following table depicts the top six driver's licencing states involved in accidents in the state. Please see Attachment 4 for a full list of all accidents by Driver's Licence State.

| Top Six States by Driver's License 2008 to 2012 | | | | | | | |
|--|---------------------|-----------------------|------------------|---------------------------|-----------------|------------------------|--------------------|
| Driver's License State | Fatal injury | Incapacitating | No injury | Non-incapacitating | Possible | Wild animal hit | Grand Total |
| ND | 3 | 15 | 9 | 15 | 6 | 1 | 49 |
| WI | 2 | 16 | 9 | 19 | 7 | | 53 |
| IL | 3 | 19 | 7 | 18 | 7 | | 54 |
| IA | 1 | 26 | 9 | 21 | 16 | | 73 |
| NE | 4 | 23 | 18 | 28 | 6 | | 79 |
| MN | 9 | 53 | 20 | 47 | 17 | 2 | 148 |
| Total | 22 | 152 | 72 | 148 | 59 | 3 | 456 |

SECTION VII: RIDER'S SAFETY COURSE GRADUATES ACCIDENTS 2008 TO 2012

The following section includes an analysis of safety course graduates involved in accidents. Please note caution should be used in interpreting this data because of the reduced sample size.

Analysis was conducted to match graduates of the 2008 to 2012 South Dakota Motorcycle Rider's Safety Courses to people involved in accidents from 2008 to 2012. Without having driver's license numbers available for a unique identifier, all available information was used to match individuals. Variables used included: Last Name, First Name, Middle Initial, Gender and Address. From this process there were 111 exact matches obtained. The average age of the 111 individuals was 31.79 years.

| Rider's Safety Course Graduates in Accidents 2008 to 2012 by Gender | | | | | | | |
|---|--------------|----------------|-----------|--------------------|-----------|-----------------|-------------|
| Gender | Fatal injury | Incapacitating | No injury | Non-incapacitating | Possible | Wild animal hit | Grand Total |
| Female | | 9 | 5 | 15 | 5 | | 34 |
| Male | 1 | 9 | 9 | 40 | 17 | 1 | 77 |
| Grand Total | 1 | 18 | 14 | 55 | 22 | 1 | 111 |

| Rider's Safety Course Graduates in Accidents 2008 to 2012 Motorcycle/Moped Drivers and Passengers | | | | | | | |
|---|--------------|----------------|-----------|--------------------|-----------|-----------------|-------------|
| Position | Fatal injury | Incapacitating | No injury | Non-incapacitating | Possible | Wild animal hit | Grand Total |
| Driver | 1 | 15 | 11 | 53 | 21 | | 101 |
| Passenger | | 3 | | 2 | 1 | | 6 |
| Wild Animal Hit | | | | | | 1 | 1 |
| Grand Total | 1 | 18 | 11 | 55 | 22 | 1 | 108 |

There were three individuals who were drivers of passenger vehicles involved with a motorcycle or moped accident that were graduates of the Rider's Safety Course. None of the three received injuries.

| Rider's Safety Course Graduates in Accidents 2008 to 2012 by Month | | | | | | | |
|--|--------------|----------------|-----------|--------------------|-----------|-----------------|-------------|
| Month | Fatal injury | Incapacitating | No injury | Non-incapacitating | Possible | Wild animal hit | Grand Total |
| March | | 2 | | | | | 2 |
| April | | 1 | | 5 | | | 6 |
| May | | 1 | 2 | 5 | 2 | | 10 |
| June | | 6 | 1 | 13 | 4 | 1 | 25 |
| July | 1 | 2 | 4 | 10 | 7 | | 24 |
| August | | 2 | 5 | 11 | 4 | | 22 |
| September | | 4 | | 8 | 4 | | 16 |
| October | | | 2 | 2 | | | 4 |
| November | | | | 1 | 1 | | 2 |
| Grand Total | 1 | 18 | 14 | 55 | 22 | 1 | 111 |

Rider's Safety Course Graduates in Accidents 2008 to 2012 by Day of Week

| Day of Week | Fatal injury | Incapacitating | No injury | Non-incapacitating | Possible | Wild animal hit | Grand Total |
|--------------------|--------------|----------------|-----------|--------------------|-----------|-----------------|-------------|
| Sunday | | 2 | 2 | 4 | 7 | | 15 |
| Monday | | | 3 | 8 | 5 | | 16 |
| Tuesday | | 2 | 5 | 8 | 1 | 1 | 17 |
| Wednesday | 1 | 5 | | 14 | 2 | | 22 |
| Thursday | | 1 | | 4 | 2 | | 7 |
| Friday | | 3 | 3 | 3 | 4 | | 13 |
| Saturday | | 5 | 1 | 14 | 1 | | 21 |
| Grand Total | 1 | 18 | 14 | 55 | 22 | 1 | 111 |

Rider's Safety Course Graduates in Accidents 2008 to 2012 by Hour of Day

| Hour of Day | Fatal injury | Incapacitating | No injury | Non-incapacitating | Possible | Wild animal hit | Grand Total |
|--------------------|--------------|----------------|-----------|--------------------|-----------|-----------------|-------------|
| 0 | | 1 | | | | | 1 |
| 1 | | | | 1 | | | 1 |
| 2 | | | | | 1 | | 1 |
| 3 | | 2 | | | | | 2 |
| 4 | | | | | 1 | | 1 |
| 5 | | | | 1 | | | 1 |
| 6 | | | | | 2 | | 2 |
| 8 | | 1 | | 2 | 1 | | 4 |
| 9 | | 2 | | 2 | | | 4 |
| 10 | | | 2 | 3 | | | 5 |
| 11 | | 1 | | 2 | | | 3 |
| 12 | | | | 2 | 3 | | 5 |
| 13 | | 2 | | 2 | 3 | | 7 |
| 14 | | 1 | | 4 | | 1 | 6 |
| 15 | | | 1 | 8 | 2 | | 11 |
| 16 | 1 | 3 | 4 | 6 | 2 | | 16 |
| 17 | | 1 | 1 | 4 | 1 | | 7 |
| 18 | | 2 | 3 | 4 | 1 | | 10 |
| 19 | | 1 | | 3 | 2 | | 6 |
| 20 | | 1 | 3 | 5 | 2 | | 11 |
| 21 | | | | 1 | 1 | | 2 |
| 22 | | | | 4 | | | 4 |
| 23 | | | | 1 | | | 1 |
| Grand Total | 1 | 18 | 14 | 55 | 22 | 1 | 111 |

Rider's Safety Course Graduates in Accidents 2008 to 2012 by County

| County | Fatal injury | Incapacitating | No injury | Non-incapacitating | Possible | Wild animal hit | Grand Total |
|--------------------|--------------|----------------|-----------|--------------------|-----------|-----------------|-------------|
| MINNEHAHA | | 9 | 1 | 23 | 7 | | 40 |
| PENNINGTON | | 3 | 6 | 14 | 5 | | 28 |
| CODINGTON | | | 1 | 3 | 2 | | 6 |
| LAWRENCE | | 2 | 1 | 3 | | | 6 |
| BROWN | 1 | | | 2 | | | 3 |
| HAMLIN | | | 1 | 2 | | | 3 |
| HUGHES | | | | 2 | 1 | | 3 |
| LINCOLN | | | | 2 | 1 | | 3 |
| MEADE | | 1 | | | 2 | | 3 |
| SPINK | | | 2 | 1 | | | 3 |
| BROOKINGS | | | | 1 | 1 | | 2 |
| MCCOOK | | | 1 | | 1 | | 2 |
| BEADLE | | 1 | | | | | 1 |
| CLARK | | | | | 1 | | 1 |
| CUSTER | | | | 1 | | | 1 |
| GRANT | | | | 1 | | | 1 |
| HYDE | | 1 | | | | | 1 |
| LAKE | | 1 | | | | | 1 |
| MARSHALL | | | | | 1 | | 1 |
| UNION | | | 1 | | | | 1 |
| YANKTON | | | | | | 1 | 1 |
| Grand Total | 1 | 18 | 14 | 55 | 22 | 1 | 111 |

Rider's Safety Course Graduates in Accidents 2008 to 2012 by Safety Equipment

| Safety Equipment | Fatal injury | Incapacitating | No injury | Non-incapacitating | Possible | Wild animal hit | Grand Total |
|---------------------------|--------------|----------------|-----------|--------------------|-----------|-----------------|-------------|
| Eye protection only | 1 | 7 | 4 | 11 | 6 | | 29 |
| Helmet and eye protection | | 7 | 3 | 26 | 9 | | 45 |
| Helmet only | | 1 | 1 | 4 | 1 | | 7 |
| None used | | 2 | 2 | 12 | 6 | | 22 |
| Other | | | 2 | 1 | | | 1 |
| Unknown | | 1 | 2 | 1 | | | 4 |
| Wild animal hit | | | | | | 1 | 1 |
| Grand Total | 1 | 18 | 14 | 55 | 22 | 1 | 111 |

When comparing graduates who were involved in an accident to the total population involved in motorcycle accidents for the same time period based on the safety equipment used, the graduates were more likely to use helmets (46.8%) than the total accident population (32.2%). In addition, 17.1% of the graduates involved in accidents received a fatal or incapacitating injury compared to 31.2% of the total accident population.

ATTACHMENT I: SURVEY RESPONDENTS BY COUNTY

| Respondents by County | |
|-----------------------|------------|
| County | Percentage |
| Minnehaha | 25.0% |
| Pennington | 17.4% |
| Lincoln | 4.9% |
| Lawrence | 4.0% |
| Brown | 3.8% |
| Hughes | 3.6% |
| Meade | 3.6% |
| Brookings | 2.9% |
| Codington | 2.9% |
| Davison | 2.2% |
| Yankton | 1.8% |
| Hamlin | 1.6% |
| Union | 1.3% |
| Beadle | 1.1% |
| Clay | 1.1% |
| Fall River | 0.9% |
| Grant | 0.9% |
| Hanson | 0.9% |
| McCook | 0.9% |
| Butte | 0.7% |
| Deuel | 0.7% |
| Kingsbury | 0.7% |
| Marshall | 0.7% |
| Stanley | 0.7% |
| Custer | 0.4% |
| Lake | 0.4% |
| Roberts | 0.4% |
| Spink | 0.4% |
| Tripp | 0.4% |
| Turner | 0.4% |
| Walworth | 0.4% |
| Aurora | 0.2% |
| Bennett | 0.2% |
| Brule | 0.2% |
| Charles Mix | 0.2% |
| Dewey | 0.2% |
| Edmunds | 0.2% |

| | |
|--------------------|---------------|
| Haakon | 0.2% |
| Hand | 0.2% |
| Hyde | 0.2% |
| Jackson | 0.2% |
| Jones | 0.2% |
| Mellette | 0.2% |
| Miner | 0.2% |
| Moody | 0.2% |
| Perkins | 0.2% |
| Potter | 0.2% |
| Out of Sate | 5.4% |
| Did not Answer | 3.8% |
| Grand Total | 100.0% |

ATTACHMENT II: OPEN-ENDED RESPONSES TO QUESTIONS 22 AND 23

Responses to Question 22:

What were the most important things you learned for the motorcycle safety course?

Lean into curves

Turning around in a very narrow road

How to swerve and stop on a dime. Riding in rain

Driving skills

None that I know of.

Accident prevention

Night time riding

Cornering, braking, obstacle avoidance.

Paying attention while riding

Riding skills, turning, swerving

Emergency stop procedures

Safety maneuvering skills.

Watching other drivers

I feel I have gained the skills to be a better rider. Able to avoid situations and not create them.

Pay attention

How to stop if needed to do so suddenly

Handling and operation of the motorcycle

How to operate a motorcycle, what to wear to keep safe, and how to be noticeable to drivers and avoid accidents.

How to better handle a motorcycle while driving.

How a motorcycle turns, rider visualizing their line.

Opportunity/requirement to ride big and small bikes.

How to navigate tight corners and sudden stops.

How to react to quick changes.

Turning and attentiveness.

Safety. Knowing limitations.

Braking in a curve.

Skills in turns

Be a defensive driver.

Being aware of motorcyclist. Recognizing untrained motorcyclist. Recognizing car/truck drivers' awareness.

More on-bike time

Stand bike up to brake even around corners

How to handle a motorcycle in an urban setting

Ride as if no one can see you
How to swerve in a motorcycle and how it will react.
Ways to identify potential hazards before they happen
How to drive and road hazards to look for.
Fundamentals – previously not a driver.
how to stop suddenly and stay upright
Make myself noticed, reading traffic, watching intersection for hazards.
Handling
think ahead, so you don't have to react so much
ways to be a more defensive rider
Handling tips and skills
Look out for yourself, no one else will
Visual skills, counter steering, slow-speed maneuvers
What to wear at all times to protect yourself. What situations to be aware of and how to avoid them.
How to ride a motorcycle.
Counter steering
reaction time
Turning advice
Defensive driving strategies. Braking, especially in a curve. Upright-square-braking in a straight line.
Controlling of motorcycle. Never let your guard down.
Braking, curves.
Taking curves and slow turns
Braking properly.
too long ago. Do not remember specifics of training
expect the unexpected.
Following distance, braking distance.
Attentive to other drivers, always scanning scene
know your limits
Always be alert, especially cornering and intersection. Wear clothing and helmet for protection
and "to be seen".
How to ride a motorcycle
Techniques to quickly maneuver motorcycle.
Increased my awareness of potential accident situations, how to avoid them, and defensive driving.
Riding in a group
Motorcycle riding skills on the actual training bikes
Safety on the road
Helmets and clothing
looking ahead through the curves
Always observe your surroundings
Keeping proper distance from other vehicles

Safety, rules/laws. How to respond to a potential risk.
Proper braking, riding curves correctly.
How to corner correctly. How to brake in emergency situations.
How to always be aware of all things around you and drive for everyone on the road.
Watch for motorist
basic riding knowledge and how to handle my motorcycle in numerous scenarios.
Just a great refresher
Do not become complacent around other vehicles
Handling a cycle in curves at low speed. Learning how to look.
Quick maneuvers in tight areas.
Accident prevention.
To keep an eye on cars coming to a stop sign and not stopping.
Driving through corners.
Safety
How to shift or maneuver on cycle.
Handling of the bike indifferent situations that may arise.
What to watch for. Look ahead.
Counter – steering.
How to navigate a turn or curve properly.
Scan
Focus more on curves and tight turns.
Being alert and noticing other drivers and riders.
Defensive driving
Stopping, turning.
Braking procedures
Riding defensively.
The rules of the road
We all need more practice
How to ride very slow.
Corners and turns.
Handling bike, control.
It showed me some of my “weak” points.
How to handle quick stops in varying conditions.
How to scan the road ahead of you.
Maneuvering
Adjust your speed before entering a corner
Driving in traffic and rain
Being more aware of dangerous situations
Refreshed my skills, pointed out things I had forgotten

Basic knowledge
Motorcycle handling
Proper braking
Watching for road hazards and how to deal with them
How to ride safely
How to anticipate situations and what to do if they happen
Just how to ride and what to look for in the road
Helmets save lives
Everything, because did not have prior experience
How to maneuver corners and ride in the rain
The emergency braking without tipping
Slow speed handling, identifying possible accidents
How to anticipate
Responsibility for one self
How to lean to take curves
Safety
How to handle a motorcycle
Alertness and awareness
Blind spot awareness
Be a defensive rider
Look twice, not just glance
Turning techniques
Practiced advanced skills
Where you look you will go
How to identify and handle potentially dangerous situations
How to make sharp turns around
The mental checklist before every ride
Reaction gap
Safe handling, emphasis on defensive riding
Intersection issues, scan length ahead
Basic riding skills
How to brake quickly/safely
Balance, watching constantly for anything to happen and hand protection
Refresher on skills I already have
Learning how to handle bike in tight quarters
Specific handling skills
Being a defensive rider and knowing your comfort level
Emergency maneuvers
Keep your chin up and look ahead

Proper leaning technique
All (new rider)
Everything
Look where you want to go when cornering, lane changes, blind spots
Safety and watching for potential accident situations at all times
More room to practice and ride
Longer. Too much information in a short time.
It could be longer, both in classroom and hands on
Not stopping with handles turn
How to ride with a passenger in the back
Skills around stops
Where you look is where you go
How to be aware of everything around me while paying attention to the road
To be ever vigilant. I take the course every 2 or 3 years as a refresher
Slow speed control
How to ride
Safety in riding motorcycle
Stopping, looking around
How to ride better. More skills.
E-braking
Defensive driving, how to be more aware of my surroundings
Higher speed leans
Cornering, balance, braking
How to turn
Becoming aware of unsafe circumstances and how to avoid them
Comfortable at slow speeds
Ride two lane blacktop, not freeway. Don't ride at night
Curve techniques, what dangers to look for
How to drive defensively
Recognizing dangers ahead
General operations and controls of the bike
Slowing down and braking before you go into the curve
Ride defensively at or within your skill set
High speed braking
Checking the pressure, safety and equipment. Taking curves and stopping
Look twice
The ability to scan ahead and avoid hazards before I hit them
Effective braking and accident avoidance
Riding skills

Crash avoidance and looking for danger
Brake and throttle control in turns
Attentive, defensive riding. Avoid accidents
Situational awareness
Be aware of surroundings, skills for corners, etc.
Aware of surroundings and possible hazards ahead. It made me also a better car driver and more aware of other on cycles
Steering skills while riding. Hands on practice
How to best handle and maneuver the motorcycle
Safety (clutch, curves and braking)
Wear a helmet
Think ahead
Turn head at corners, not just eyes
Look where you want to go.
To be safe
Riding skills
Drive for others and ride as safely as possible
Turn your head and look where you want to go when making a turn. Brake in a straight line.
Swerving and braking
Defensive riding and evaluating possible hazards
The entire course gave me a new perspective in all ways
Danger to watch for
How important it is to navigate roads
Learning how to ride in general
Stopping and turning
Being more aware of others
Pushing the opposing handle bar direction to steer corners at speed
It helped me with my overall riding
How to avoid obstacles in the road
I became a better car driver also
Ride defensive always and do not let up your guard
What to watch for and react to other drivers
Riding skills
To be a safer driver, even in another vehicle
How to keep one upright and to drive it and use clutch/brakes at the same time
Skilled maneuvers to prevent possible accidents
Tip for safe driving in traffic
Proper handling of my motorcycle
Accident avoidance, cornering

How to be an attentive rider
See and be seen
How to be a safe rider and how to avoid accidents. How to ride to enjoy the ride
Turning. Safe emergency stopping
Low speed maneuvering techniques
How to ride. Turning the bars opposite the direction of the turn
Road position and slow turning
How a bike is more susceptible than cars
Basically everything
Awareness
Emergency braking and swerving
All the safety factors. How to approach curves
Ride within your capabilities
Wear wind resistant clothing, reflective clothing. Proper handling of a motorcycle
Riding portion renewed my skills
How to maneuver in emergency situations, how to look ahead before curve roads
How to ride
Be aware of the environment
How to maneuver the bike
How to handle bike
How to ride
Riding curvy roads and braking
Riding skills, riding drills
Skills of actual driving the motorcycle
Bike handling
Awareness of surroundings
Emergency situation. Bike handling skills
Improved my riding and made me more alert on safety
Handling curves. Margin of safety. Auto prediction
How to safely ride a bike
Slow riding. Braking.
How a motorcycle operates
Bike handling
Overall group discussions and riding exercises
Awareness
Watching others
Always be aware and think
Swerving
Not to trust other drivers

T-clock

How to look ahead at intersection and avoid accidents

Riding skills and safety precautions

How to be more alert to what other drivers are doing

Basic skills. Heightened awareness

Consistent and proper braking

Safe riding skills

How to ride safely

Braking skills in a turn

How to operate a motorcycle. I had never done it before

All of the information

Confidence

Braking, quick turns

Stopping safely, emphasize on safe maneuvering, protective clothing, anticipating dangerous situations

Safety first

Spend more time in a bike

Looking out for other motorists

Accident avoidance

Made aware of things I do and how I rode

How to drive one

Riding skills: braking and shifting

Anticipate what things other drives could do. Proper clothing, helmet usage.

The need for gloves

Stay at least 15 feet away. Do your own pace, not at others'.

Counter-steering

Safety gear, accident avoidance techniques

Everything

Anticipating accidents. Riding for other people around you

Always be aware of your surroundings

Proper riding and safety precautions

Refreshed my skills

Safety

How to ride at a slow speed

Responses to Question 23:

What is one way that the motorcycle safety course could be improved?

Get the students out on the street for some experience.

Maybe road driving

It fit my need the way it was, but possibly stopping on wet roads.

Little more drive time
Making sure beginner riders are aware of other riders
More range time
Bigger course
Seem pretty good to me.
I feel my instructor did a very good job at both the book instructions and hands on. No complaints.
Longer, more time in the street.
Not sure.
That most everything I was doing was right
Larger motorcycles for tall people and smaller motorcycles for small people like me. Could not touch the ground.
I feel the course is fine.
A little extra riding
More variations for skill levels.
Make it free so more people would use it.
More turn related skills.
There is a video on youtube of a HP doing a cone course showing how slow you can go without tipping your bike
Open road riding
More riding on roadways instead of closed course at end of course
Longer time to practice driving skills.
Real world riding situations
Don't feel it needs improvement
Unsure
unsure
More high speed riding (30 + mph)
On road training
care and maintenance of motorcycles should be by consistent statewide
I believe it was presented very good and informative where I took course.
Bigger bikes.
Very good course. No recommendations.
Don't know
Reschedule when heat index is 112.
Make it mandatory.
More riding at higher speeds
Not sure
Make it mandatory for motorcycle endorsement.
Keep class size small.
More riding, less lecture
higher speed riding

can't think of any
It could be longer
Practice stopping
More ride time
I had no problems, but since my course I have heard instructors were careless.
Cannot think of anything
In the advanced courses have a qualifier to prove ability before attending
An air conditioned building.
One day course because, getting three separate days is difficult.
very good instructor
I don't know.
Braking and avoidance maneuvers
More time riding and practicing
Confidence.
Short road ride instead of all parking lot.
How to safely operate a bike while watching traffic around me.
I thought it was great. Don't change it
After one year: Mandatory review, testing.
More road driving time. We never left the parking lot.
I don't think anything needs to be changed.
More people taking them.
More promotion. Offer in High school curriculum.
More time
Get more people to take it
Maybe some riding with instructors out in the road
More riding time
Start with the smaller bikes and gradually move to 500cc + bikes
Braking
Round table discussions
Stay away from very hot months
Required for endorsement
More classes
A little longer
Include cars and real life accidents reenacted but how to avoid
Going out on a highway and riding
More classes available
I thought it was great
Renew comfort after a long period of not riding
More courses

2 courses: beginners and advanced
Have the opportunity with larger bikes
More time riding
All riders should train on the bike they will be riding
The bikes could be larger, with more CC's, making them more realistic to everyday riding
More instruction on bike functions
Classes when no rain or cold
More parking instructions
More available to young riders
Convenience of courses offered, more locally
Make it mandatory
More advertising
More riding, more practice
Drive on actual roads, not just a parking lot
Set up rides after the course is done
Safety on the road
Everything
How to handle a motorcycle and avoid accidents
Proper braking and evasive maneuvers
Some actual road/sheet time with instructor supervision and comment.
Have a portion with a rider on the back
More riding time in a real road
Advertising
Make it a longer course. Too much info in short time
More in-depth classroom to include group riding
Invitations to retake the advanced course after some time
More course training
Road time after fundamental for evaluation
More flexible schedule
Offer more courses
Actual road riding practice
More road time and larger motorcycles
Everyone should be required to take the course
More roadway experience
Longer, more practice
Less people on a session
More hours of riding
Spend more time on how to avoid road hazards like graves, sands, and other hazards
Advertising

More classes offered
Mandatory for new Motorcycle license and driver license plus 1.5 years skills update
Larger areas to practice riding faster
Add some time riding as a group in traffic
I had a great instructor
All drivers should be required to take the lecture portion to make them better drivers as well.
More riding time
More coverage on hazards conditions
More publicity, more frequent
Cheaper
More range time
Practice riding with a passenger
Separating levels of experience
More practice on bike
Provide shelter outside so students can rest because a rested student is more attentive
Riding on gravel
I thought it was great
Design classes for intermediate and advance riders with insurance discounts
More often and more places
Take riders on roads on different conditions
Bigger course field
Smaller groups for more hands on attention
Smaller classes for longer one-one riding time
More riding time
I thought it was excellent
Braking and steering need to be more taught more thoroughly in the beginner's course. Do not mandate helmet protection. Emphasize accident avoidance
More classes given. Put a small accident in to give an idea how to avoid one
More instructors
It was fine
More time on bikes
I was happy with the course the way it is
Screening level of riders. Keep classes to skill
Possibly hold more advance riding courses
A refresher course should be required every 5 to 10 years or so when you go to renew your license
Maybe a day of road driving to handle faster speeds
Allow speeds over 25mph on closed course
Split by level of experience
Offer in many cities around the state

Cheaper. More opportunities
More riding experience on streets
Having motorcycles that start properly
More riding time
I was very satisfied
My course was very informative and my instructor did a good job
More time and emphasis on basic skills
Practice suggestions after course
Wouldn't change a thing
Make it longer. More time on a bike
Longer
Faster class
Group ride through town and traffic
More time riding bikes
More hands on riding
It is perfect
Great class in Aberdeen
All teachers are not equal
Offering a follow up class for questions after a period of riding, other than the advanced course
Offer a three-wheeled course
Make practice course available during off class times. Painted lines in a parking lot, figure 8
Longer classes to practice
Let people try to ride a larger bike just to get a feel for it
Maybe offer a refresher course, if you don't already
More riding classes
More riding time

ATTACHMENT III: TOTAL ACCIDENTS BY COUNTY

| Total Accidents by County | | |
|---------------------------|--------------------|------------|
| County | Count of Accidents | Percentage |
| PENNINGTON | 542 | 21.71% |
| MINNEHAHA | 528 | 21.15% |
| LAWRENCE | 288 | 11.53% |
| MEADE | 180 | 7.21% |
| CUSTER | 175 | 7.01% |
| LINCOLN | 71 | 2.84% |
| DAVISON | 67 | 2.68% |
| BROOKINGS | 52 | 2.08% |
| BROWN | 50 | 2.00% |
| CODINGTON | 47 | 1.88% |
| HUGHES | 35 | 1.40% |
| YANKTON | 33 | 1.32% |
| BEADLE | 27 | 1.08% |
| BUTTE | 26 | 1.04% |
| LYMAN | 25 | 1.00% |
| FALL RIVER | 23 | 0.92% |
| BRULE | 22 | 0.88% |
| UNION | 20 | 0.80% |
| JACKSON | 17 | 0.68% |
| LAKE | 16 | 0.64% |
| HAMLIN | 14 | 0.56% |
| CLAY | 14 | 0.56% |
| AURORA | 14 | 0.56% |
| JONES | 13 | 0.52% |
| SPINK | 11 | 0.44% |
| STANLEY | 10 | 0.40% |
| KINGSBURY | 10 | 0.40% |
| MCCOOK | 9 | 0.36% |
| HANSON | 9 | 0.36% |
| MOODY | 8 | 0.32% |
| HARDING | 8 | 0.32% |
| HAAKON | 8 | 0.32% |
| CHARLES MIX | 8 | 0.32% |
| DEWEY | 7 | 0.28% |
| TRIPP | 6 | 0.24% |
| ROBERTS | 6 | 0.24% |
| MINER | 6 | 0.24% |

| | | |
|--------------------|-------------|-------|
| GRANT | 6 | 0.24% |
| DAY | 6 | 0.24% |
| CLARK | 6 | 0.24% |
| BON HOMME | 6 | 0.24% |
| BENNETT | 6 | 0.24% |
| TURNER | 5 | 0.20% |
| POTTER | 5 | 0.20% |
| MARSHALL | 5 | 0.20% |
| DEUEL | 5 | 0.20% |
| WALWORTH | 4 | 0.16% |
| SANBORN | 4 | 0.16% |
| HUTCHINSON | 4 | 0.16% |
| FAULK | 3 | 0.12% |
| EDMUNDS | 3 | 0.12% |
| CORSON | 3 | 0.12% |
| ZIEBACH | 2 | 0.08% |
| SHANNON | 2 | 0.08% |
| PERKINS | 2 | 0.08% |
| JERAULD | 2 | 0.08% |
| HAND | 2 | 0.08% |
| GREGORY | 2 | 0.08% |
| DOUGLAS | 2 | 0.08% |
| CAMPBELL | 2 | 0.08% |
| BUFFALO | 2 | 0.08% |
| MELLETTTE | 1 | 0.04% |
| MCPHERSON | 1 | 0.04% |
| HYDE | 1 | 0.04% |
| Grand Total | 2497 | |

ATTACHMENT IV: DRIVER'S LICENSING STATE BY INJURY TYPE

| Driver's Licensing State by Injury Type | | | | | | | |
|---|--------------|----------------|-----------|--------------------|----------|-----------------|-------------|
| State/Province | Fatal injury | Incapacitating | No injury | Non-incapacitating | Possible | Wild animal hit | Grand Total |
| AB | | 5 | 5 | 7 | 5 | | 22 |
| AK | | 2 | 1 | 1 | | | 4 |
| AL | | | | 4 | 1 | | 5 |
| AR | | 4 | | 5 | 2 | | 11 |
| AZ | 2 | 4 | 2 | 8 | 2 | | 18 |
| BC | | | 1 | 2 | 3 | | 6 |
| CA | 1 | 19 | 11 | 14 | 2 | | 47 |
| CN | | | | 1 | 1 | | 2 |
| CO | 2 | 17 | 9 | 17 | 4 | | 49 |
| CT | | 1 | | 2 | 1 | | 4 |
| FL | 1 | 11 | 10 | 10 | 8 | 1 | 41 |
| GA | | 1 | 2 | 4 | 1 | | 8 |
| GR | | | | 1 | | | 1 |
| IA | 1 | 26 | 9 | 21 | 16 | | 73 |
| ID | 1 | 1 | 3 | 1 | | | 6 |
| IL | 3 | 19 | 7 | 18 | 7 | | 54 |
| IN | 3 | 7 | 3 | 10 | 3 | | 26 |
| KS | | 5 | 3 | 11 | 4 | | 23 |
| KY | | 2 | 1 | 5 | | | 8 |
| LA | 1 | 7 | 4 | 3 | 5 | | 20 |
| MA | | 3 | 1 | 1 | | | 5 |
| MB | | 3 | | 2 | | | 5 |
| MD | | | 1 | | | | 1 |
| ME | | | | 2 | 2 | | 4 |
| MI | 2 | 8 | 6 | 16 | 5 | | 37 |
| MN | 9 | 53 | 20 | 47 | 17 | 2 | 148 |
| MO | 2 | 9 | 4 | 4 | 2 | | 21 |
| MS | | 2 | | 1 | 5 | | 8 |
| MT | | 6 | 3 | 7 | 3 | | 19 |
| NB | | | 1 | | | | 1 |
| NC | | 3 | 1 | 2 | 2 | | 8 |
| ND | 3 | 15 | 9 | 15 | 6 | 1 | 49 |
| NE | 4 | 23 | 18 | 28 | 6 | | 79 |
| NH | | 3 | | 3 | 1 | | 7 |
| NJ | | 2 | 2 | 3 | 3 | | 10 |
| NM | | 1 | | 2 | | | 3 |
| NV | 1 | 3 | 1 | 2 | 1 | | 8 |

| | | | | | | | |
|--------------------|-----------|------------|------------|-------------|------------|----------|-------------|
| NY | 1 | 3 | 2 | 4 | 3 | | 13 |
| OH | | 5 | 8 | 6 | 3 | | 22 |
| OK | 2 | 7 | 2 | 7 | 4 | | 22 |
| ON | | 4 | 2 | 5 | | | 11 |
| OR | | 3 | 5 | 4 | | | 12 |
| OT | | 7 | 3 | 2 | 1 | | 13 |
| PA | | 5 | 5 | 4 | 1 | | 15 |
| PQ | | | 1 | | | | 1 |
| QC | | 2 | | | 2 | | 4 |
| SC | | 6 | | 2 | | | 8 |
| SD | 33 | 343 | 192 | 674 | 258 | 1 | 1501 |
| SK | | 5 | | 2 | 2 | | 9 |
| TN | | 4 | 2 | 3 | 1 | | 10 |
| TX | 3 | 9 | 5 | 9 | | | 26 |
| UT | | 3 | 3 | 4 | 1 | | 11 |
| VA | 1 | 5 | 2 | 2 | | | 10 |
| VT | | | 3 | | | | 3 |
| WA | 1 | 3 | 3 | 4 | 2 | | 13 |
| WI | 2 | 16 | 9 | 19 | 7 | | 53 |
| WV | | 1 | | | | | 1 |
| WY | 1 | 18 | 4 | 16 | 5 | | 44 |
| None Profited | | | 8 | | | | 8 |
| Grand Total | 80 | 714 | 397 | 1047 | 408 | 5 | 2651 |

ATTACHMENT V: MOTORCYCLE SAFETY COURSE STUDY SURVEY INSTRUMENT

Motorcycle Safety Course Rider's Survey

The primary mission of the South Dakota Office of Highway Safety is the commitment to developing and implementing traffic safety programs to reduce the number of traffic crashes, injuries and fatalities occurring on South Dakota roadways. This survey was developed in cooperation between the South Dakota Office of Highway Safety Motorcycle Safety Program and the University of South Dakota Government Research Bureau in an effort to improve motorcycle safety on our roadways. It is being sent to graduates of the South Dakota Safety Council Rider Education Program Basic and/or Experienced Rider Courses, beginning with the 2008 graduates through 2012.

The survey will take approximately 10 minutes to complete. Any information that you provide will remain anonymous, using a unique identifier ID. The survey will not ask you for any personal identifying information. Responses from this survey will only be reported in the aggregate. Federal regulatory agencies and the University of South Dakota Institutional Review Board (a committee that reviews and approves research studies) may inspect and copy records pertaining to this research.

There are no known risks from being in this study, and you will not benefit personally.

However, we hope that others may benefit in the future from what we learn as a result of the study. Your participation in this research is completely voluntary. If you decide not to be in this study, or if you stop participating at any time, you will not be penalized or lose any benefits for which you are otherwise entitled.

If you have any questions, concerns or complaints now or later, or if you would like a copy of the survey results report, you may contact Rodney Hair by phone 605-677-5708 or by email (rod.hair@usd.edu). If you have any questions about your rights as a human subject, complaints, concerns or wish to talk to someone who is independent of the research, contact the Office for Human Subjects Protections at 605-677-6184. Your participation is greatly appreciated. **Your answers will be kept completely confidential.** If you have additional comments, please write them in the space provided on the back cover.

Please complete the survey and return it in the postage paid, self-addressed envelope provided.

GOVERNMENT RESEARCH BUREAU



RIDING EXPERIENCE

1. What is your current level of riding experience?
 - Less than 1 year
 - 1–2 years
 - 3–4 years
 - 5–9 years
 - 10–14 years
 - 15–19 years
 - 20 years or more

2. Approximately how many total miles did you ride your motorcycle last year?
 - Did not ride last year
 - Less than 1000 miles
 - 1000-3000 miles
 - 3001-5000 miles
 - 5001-7000 miles
 - More than 7000 miles

3. What is the primary reason you have chosen to ride a motorcycle?
 - It is easier to navigate and find parking
 - It gets better gas mileage
 - It was cheaper than a car/what I had available
 - Fits my lifestyle
 - I enjoy it more
 - Entertainment/Social Reasons
 - Other (please specify) _____

4. How many days a week do you usually ride each month?
(Please circle one number for each month.)

| | | | | | | | |
|-----------------|---|---|---|---|---|---|---|
| January | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| February | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| March | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| April | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| May | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| June | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| July | 1 | 2 | 3 | 4 | 5 | 6 | 7 |

| | | | | | | | |
|------------------|---|---|---|---|---|---|---|
| August | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| September | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| October | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| November | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| December | 1 | 2 | 3 | 4 | 5 | 6 | 7 |

5. Which statement best describes your riding habits?
- I ride mostly on the weekend when the weather is nice
 - I ride anytime the weather is nice
 - I ride "rain or shine"
 - Other (please specify) _____
6. Please rank the roadways you travel in order of frequency (with **1** being the most frequent and **5** the least frequent). Please circle one ranking per category.
- | | | | | | |
|----------------------------|---|---|---|---|---|
| City/town | 5 | 4 | 3 | 2 | 1 |
| Two-lane out of town | 5 | 4 | 3 | 2 | 1 |
| Interstate/divided highway | 5 | 4 | 3 | 2 | 1 |
| Scenic highways | 5 | 4 | 3 | 2 | 1 |
| Challenging/curving roads | 5 | 4 | 3 | 2 | 1 |
7. What type of motorcycle do you ride most often? (select all that apply)
- Sport Bike
 - Cruiser
 - Touring
 - Dual-Sport
 - Other (please specify) _____

Now we would like to ask you a few questions about your experience with South Dakota's motorcycle rider's safety course.

8. What was your riding experience prior to attending the motorcycle rider's safety course?
- 1-6 months
 - 7-12 months
 - 1-2 years
 - 3-4 years
 - 5 or more years

9. What was your **primary** motivation for attending the motorcycle rider's safety course?

- A waiver for the South Dakota riding and written tests for motorcycle endorsement on your driver's license
- Gaining specific knowledge and skills
- Possible insurance discounts
- Other (please specify) _____

10. Which of the following do you believe is the greatest risk to motorcycle rider's safety? Please select only one.

- Other drivers being inattentive or distracted
- Other drivers failure to yield right of way
- Motorcycle riders drinking and driving
- Motorcycle riders reckless driving and speeding
- Motorcycle riders lack of skill or training
- Motorcycle riders lack of experience

11. In thinking about your experience with the motorcycle safety course, please indicate if you Strongly Agree (SA), Agree (A), Disagree (D), or Strongly Disagree (SD) with each of the following statements. If you don't know (DK), please choose that option.

| | SA | A | D | SD | DK |
|---|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|
| The motorcycle training course was informative. | <input type="checkbox"/> |
| The motorcycle training course has made me a safer rider. | <input type="checkbox"/> |
| The motorcycle training course has made me a more responsible rider. | <input type="checkbox"/> |
| The course material taught in the motorcycle training course was appropriate. | <input type="checkbox"/> |
| The instruction offered in the motorcycle safety course was effective. | <input type="checkbox"/> |

12. In thinking about the usefulness of training in general, please indicate if you Strongly Agree (SA), Agree (A), Disagree (D), or Strongly Disagree (SD) with each of the following statements. If you don't know (DK), please choose that option.

| | SA | A | D | SD | DK |
|--|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|
| Training is necessary for young riders | <input type="checkbox"/> |
| Training is necessary for all riders | <input type="checkbox"/> |
| Riders can learn skills without training | <input type="checkbox"/> |
| Training is a good idea, but should not be required | <input type="checkbox"/> |
| Training should be required by the state for a motorcycle endorsement. | <input type="checkbox"/> |

13. Prior to completing your motorcycle safety course how safe a rider do you feel you were?

- a. very safe b. somewhat safe c. somewhat unsafe d. very unsafe

14. After completing your motorcycle safety course how safe a rider do you feel you are?

- a. very safe b. somewhat safe c. somewhat unsafe d. very unsafe

15. Prior to completing your motorcycle safety course how skilled a rider did you feel you were?

- a. very skilled b. somewhat skilled c. somewhat unskilled d. very unskilled

16. After completing your motorcycle safety course how skilled a rider did you feel you were?

- a. very skilled b. somewhat skilled c. somewhat unskilled d. very unskilled

17. Prior to completing your motorcycle safety course how capable were you at identifying potential accident situations while riding your motorcycle.

- a. very capable b. somewhat capable c. somewhat incapable d. very incapable

18. After completing your motorcycle safety course how capable were you at identifying potential accident situations while riding your motorcycle.

- a. very capable b. somewhat capable c. somewhat incapable d. very incapable

19. Has attending the motorcycle safety course helped you avoid an accident?

- Yes
 No

If yes, how many times have you been able to avoid an accident because of what you learn in the training?

- 1-5 6-10
 11-15 16 or more

20. Thinking back to how you felt prior to completing your motorcycle safety course, how important were the following safety items? Please choose from Very Important, Somewhat Important, Somewhat Unimportant, or Very Unimportant. If you Don't Know, please choose that option.

| | Very Important | Somewhat Important | Somewhat Unimportant | Very Unimportant | Don't Know |
|---------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|
| Helmets | <input type="checkbox"/> |
| Eye Protection | <input type="checkbox"/> |
| Reflective Clothing | <input type="checkbox"/> |
| Protective Clothing | <input type="checkbox"/> |
| Protective Footwear | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |

21. After completing your motorcycle safety course how important were the following safety items?

| | Very Important | Somewhat Important | Somewhat Unimportant | Very Unimportant | Don't Know |
|---------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|
| Helmets | <input type="checkbox"/> |
| Eye Protection | <input type="checkbox"/> |
| Reflective Clothing | <input type="checkbox"/> |
| Protective Clothing | <input type="checkbox"/> |
| Protective Footwear | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |

22. What were the most important things you learned from the motorcycle safety course?

23. What is one way that the motorcycle safety course could be improved?

MEDIA

24. On average how do you receive information about what is happening in the world?

- TV Internet
 Radio Other (please specify) _____
 Newspaper

25. Do you use social media?

- Yes No

If yes, what form of social media do you use? (Check all that apply)

- Facebook Twitter
 LinkedIn Other (please specify) _____

26. If there was a Facebook site or Twitter for motorcycle safety would you follow it?

- Yes No

DEMOGRAPHICS

To conclude, we would like to ask a few questions about you. We realize that providing information about you—things like your age, income, etc.—can be uncomfortable. Any information that you provide here—as with the rest of the survey—will be kept confidential.

27. In what year were you born _____

28. What race/ethnicity best describes you?

- White or Caucasian
 Black or African American
 American Indian and Alaska Native
 Asian
 Native Hawaiian and other Pacific Islander
 Hispanic or Latino
 Other: _____

29. Please identify your annual pre-tax household income based upon the following categories:

- Less than \$10,000
 \$10,000 – \$14,999
 \$15,000 – \$24,999
 \$25,000 – \$34,999
 \$35,000 – \$49,999
 \$50,000 – \$74,999
 \$75,000 – \$99,999
 \$100,000 – \$149,999
 \$150,000 – \$199,999
 \$200,000 or more

30. Please indicate your gender.

- Male
- Female

31. What is your current ZIP CODE _____

Thank you for taking the time to complete this important survey. Your participation is very much appreciated. If there is anything else you would like to tell us about this survey or motorcycle safety in South Dakota, please do so in the space provided below.



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