

2005
South Dakota
**Motor Vehicle
Traffic Crash
Summary**



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

M. Michael Rounds
Governor



STATE OF SOUTH DAKOTA
M. MICHAEL ROUNDS, GOVERNOR

May 2006

My Fellow South Dakotans:

As governor of South Dakota, I have made the safety of South Dakota citizens a top priority. Law enforcement agencies across the state are working to reduce crashes by conducting sobriety checkpoints, saturation patrols and educating the public about the dangers of unsafe driving. Unfortunately, it's not enough.

Every year, motor vehicle crashes needlessly take the lives of our citizens. This 2005 South Dakota Motor Vehicle Traffic Crash Summary contains valuable information to help enhance public awareness of the human and financial cost of motor vehicle crashes. It also helps identify traffic safety problems and determine effective countermeasures to address those problems.

Highway safety is a very complex issue dealing with years of behavioral trends that continue to be magnified by more people driving and an increased demand on our time and energy. Reducing the number of fatalities and injuries on our roadways is not dependent upon the work of one agency, but on the collaborative and ongoing efforts of federal, state, tribal and private agencies.

We can change these statistics by making safety a priority every time we drive a motor vehicle. Slow down, use safety belts, and if you choose to consume alcohol, don't drive. Working together, we can make South Dakota a safer place to live, work, visit and raise a family.

Sincerely,

M. Michael Rounds

MMR:ls

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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 2005 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 2005 Traffic Crash Profile section details the crash picture for 2005 as well as a glossary of terms.

The majority of the information in this book is provided by the Accident Records Section within the Department of Public Safety. Current state law requires an accident report be filed for each motor vehicle traffic accident resulting in the **death or injury of a person, or property damage to an apparent extent of one thousand dollars or more to any one person's property or two thousand dollars accumulated damage per accident.** (The reporting threshold for property damage only accidents increased from \$500 to \$1,000 on July 1, 2000). Law enforcement agencies provide the accident reports to Accident Records. These reports are available to the public for a search fee of four dollars.

For additional information:

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

**SOUTH DAKOTA
TRAFFIC STATISTICAL SUMMARY
2005**

ON THE AVERAGE ONE TRAFFIC CRASH OCCURRED EVERY **32** MINUTES, AN INJURY WAS SUSTAINED **EVERY HOUR** AND A DEATH OCCURRED EVERY **47** HOURS.

NUMBER OF REPORTED MOTOR VEHICLE TRAFFIC CRASHES: **16,254**

AMOUNT OF MOTOR VEHICLE TRAFFIC CRASH PROPERTY DAMAGE: **\$76 MILLION**

NUMBER OF MOTOR VEHICLE TRAFFIC CRASH INJURIES: **6,212**

NUMBER OF MOTOR VEHICLE TRAFFIC CRASH FATALITIES: **186**

FATALITY RATE PER 100,000,000 MILES OF TRAVEL: **2.21**

PERCENT OF DRIVERS IN FATAL CRASHES WHO HAD BEEN DRINKING: **25.8%**

NUMBER KILLED IN ALCOHOL-RELATED CRASHES: **74**

NUMBER INJURED IN ALCOHOL-RELATED CRASHES: **818**

NUMBER OF PEDESTRIANS KILLED: **15**

NUMBER OF MOTORCYCLISTS KILLED: **22**

NUMBER OF BICYCLISTS KILLED: **0**

PERCENT OF LICENSED DRIVERS UNDER 25: **17.6%**

PERCENT OF CRASH-INVOLVED SPEEDING DRIVERS UNDER 25: **51.3%**

PERCENT OF CRASH-INVOLVED DRINKING DRIVERS UNDER 25: **36.7%**

NUMBER OF OCCUPANTS KILLED IN MOTOR VEHICLES: **147**, **34** WERE WEARING A SAFETY RESTRAINT (EXCLUDES MOPED, MOTORCYCLE, ATV & SNOWMOBILE OCCUPANTS)

NUMBER OF UNRESTRAINED OCCUPANTS UNDER 5 YEARS OF AGE KILLED IN MOTOR VEHICLE CRASHES **2**; NUMBER OF UNRESTRAINED INJURED **22** AND **5** WERE INJURED WITH CHILD RESTRAINT NOT USED PROPERLY

ECONOMIC LOSS FROM MOTOR VEHICLE TRAFFIC CRASHES: **\$394 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 1996-2005 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
1996-2005**

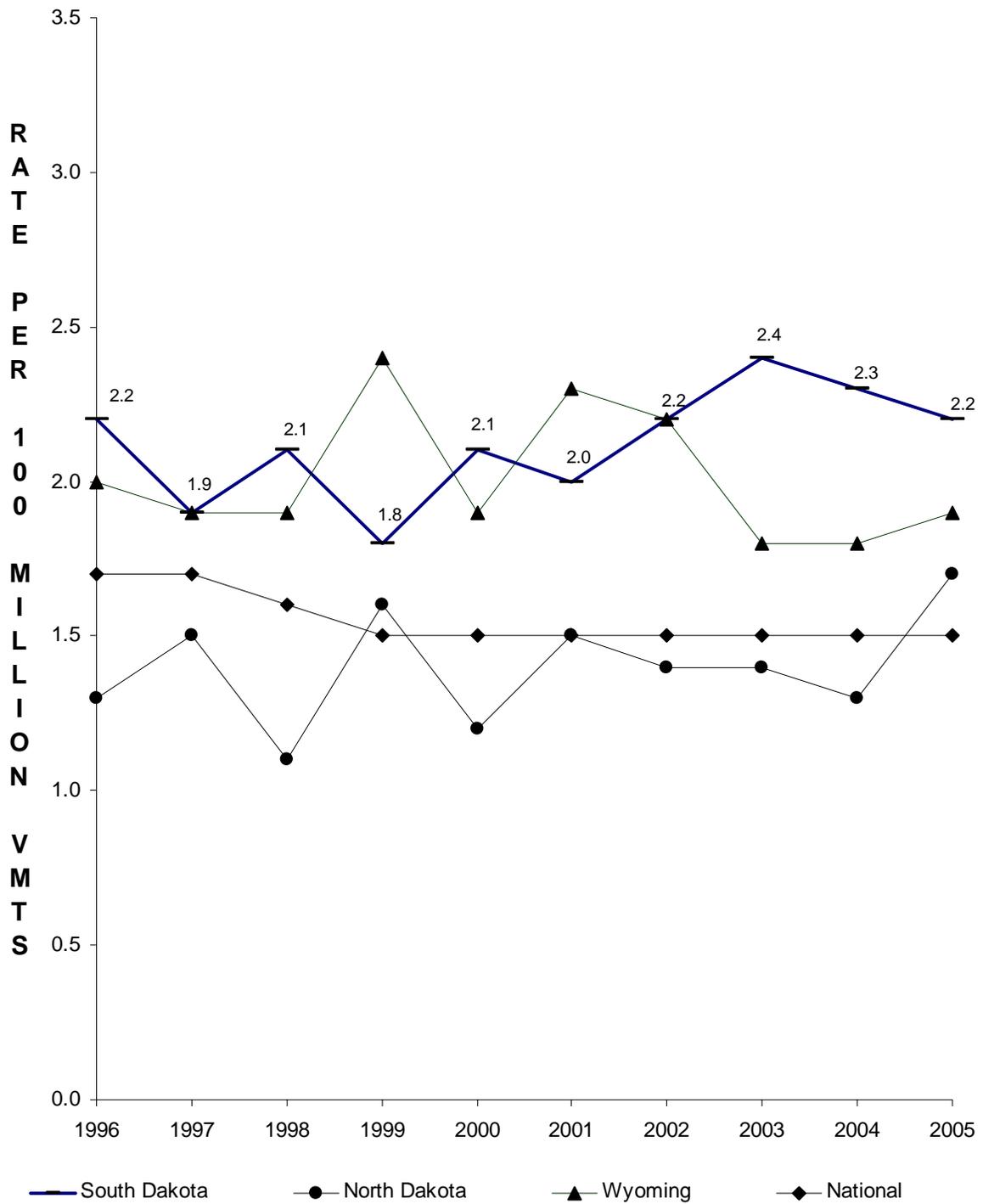
<u>State</u>	<u>1996</u>	<u>1997</u>	<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>	<u>2003</u>	<u>2004</u>	<u>2005</u>
South Dakota	2.2	1.9	2.1	1.8	2.1	2.0	2.2	2.4	2.3	2.2
Iowa	1.7	1.7	1.5	1.6	1.5	1.5	1.3	1.4	1.2	n/a
Minnesota	1.3	1.3	1.3	1.3	1.2	1.1	1.2	1.2	1.0	1.0
Montana	2.1	2.8	2.5	2.3	2.4	2.3	2.6	2.4	2.1	2.3
Nebraska	1.8	1.8	1.8	1.7	1.6	1.8	1.8	1.6	1.4	1.5
North Dakota	1.3	1.5	1.1	1.6	1.2	1.5	1.4	1.4	1.3	1.7
Wyoming	2.0	1.9	1.9	2.4	1.9	2.3	2.2	1.8	1.8	1.9
National	1.7	1.7	1.6	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 1974 through 2005. 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 2005 death rate decreased to 2.21, a 4.7% decrease from the 2004 death rate of 2.32. The 6,212 people injured is a 4.9% decrease from the 6,535 for 2004 (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>
1974	229	4.47	6,211	11,727	228.77	203	4,077	7,447	5,126	519
1975	198	3.82	6,769	15,146	292.06	163	4,398	10,585 ²	5,186	533
1976	224	4.07	7,423	15,755	286.30	188	4,840	10,727	5,503	554
1977	211	3.67	7,603	18,020	313.17	180	5,013	12,827	5,754	575
1978	194	3.33	7,861	18,085	310.21	168	5,263	12,654 ²	5,830	599
1979	211	3.76	7,189	16,059	286.05	169	4,826	11,064	5,614	616
1980	228	3.69	7,147	14,845	240.25	188	4,770	9,887	6,179 ³	622
1981	177	2.86	6,771	14,375	232.38	162	4,614	9,599	6,186	637
1982	148	2.33	6,174	14,605	229.57	129	4,192	10,284	6,362	640
1983	175	2.77	6,287	14,971	237.07	147	4,175	10,649	6,315	655
1984	143	2.24	6,158	15,093	236.42	132	4,297	10,664	6,384	669
1985	130	2.07	6,240	15,435	245.94	109	4,229	11,097	6,276	674
1986	134	2.15	6,008	13,714	219.85	118	4,105	9,491 ²	6,238	686
1987	134	2.09	6,221	13,083	203.59	107	4,173	8,803	6,426	711
1988	147	2.22	6,579	14,821	224.02	127	4,455	10,239	6,616	709
1989	152	2.27	6,828	15,005	223.79	134	4,605	10,266	6,705	719
1990	153	2.19	7,261	15,073	215.67	139	4,820	10,114	6,989	698
1991	143	2.10	7,310	16,009	235.32	130	4,830	11,049	6,803	710
1992	161	2.24	7,813	17,170	238.51	141	5,112	11,917	7,199	722
1993	140	1.89	8,410	18,664	251.74	118	5,525	13,021	7,414	749
1994	154	2.02	8,540	19,408	254.30	141	5,711	13,556	7,632	805
1995	158	2.06	8,323	19,362	252.41	140	5,543	13,679	7,671	812
1996	175	2.24	8,490	21,653	277.57	142	5,653	15,858	7,801	815
1997	148	1.88	8,161	20,899	264.81	128	5,478	15,293	7,892	827
1998	165	2.05	7,723	19,735	245.49	149	5,112	14,474	8,039	837
1999	150	1.84	7,574	20,019	245.00	136	5,032	14,851	8,171	841
2000	173	2.08	7,888	19,475	234.13	150	5,252	14,073 ²	8,318	862
2001	171	2.04	7,118	17,699	211.43	154	4,888	12,657	8,371	872
2002	180	2.15	6,997	17,335	206.74	159	4,702	12,474	8,385	890
2003	203	2.41	6,944	18,018	213.74	173	4,781	13,064	8,430	909
2004	197	2.32	6,535	17,163	201.75	166	4,581	12,416	8,507	927
2005	186	2.21	6,212	16,254	192.72	158	4,346	11,750	8,434	919

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 186 traffic fatalities during 2005, 74 or 39.8% 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
1999-2005**

	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>	<u>2003</u>	<u>2004</u>	<u>2005</u>
Total Crashes	6.4 (1290)	6.8 (1331)	6.4 (1137)	7.3 (1265)	7.0 (1261)	6.7 (1153)	6.8 (1113)
Fatal Crashes	42.6 (58)	43.3 (65)	42.2 (65)	47.8 (76)	45.1 (78)	36.7 (61)	39.2 (62)
Injury Crashes	12.6 (634)	12.3 (648)	11.5 (563)	13.5 (635)	13.2 (630)	13.3 (607)	12.7 (552)
PDO Crashes	4.0 (598)	4.4 (618)	4.0 (509)	4.4 (554)	4.2 (553)	3.9 (485)	4.2 (499)
Fatalities	41.3 (62)	44.5 (77)	43.9 (75)	50.6 (91)	46.3 (94)	39.6 (78)	39.8 (74)
Injuries	13.6 (1027)	13.7 (1078)	12.0 (851)	14.2 (991)	14.4 (1000)	14.3 (936)	13.2 (818)

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
1999- 2005**

<u>AGE</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>	<u>2003</u>	<u>2004</u>	<u>2005</u>
0 - 5	0	0	0	0	3	3	1
6 - 12	1	1	2	2	1	1	0
13 - 19	11	11	9	15	18	11	10
20	2	1	2	3	0	3	2
21 - 29	16	25	23	19	24	26	20
30 - 39	10	21	16	18	22	15	16
40 - 49	11	9	10	17	10	11	15
50 - 59	6	4	4	9	11	4	5
60 & OLDER	5	5	8	8	5	4	5
Unknown/Not Stated	0	0	1	0	0	0	0
TOTAL	62	77	75	91	94	78	74

Source: SD Department of Public Safety: Accident Records

FIGURE 2-2 2005 CRASH FATALITIES
Alcohol Related vs Non Alcohol Related

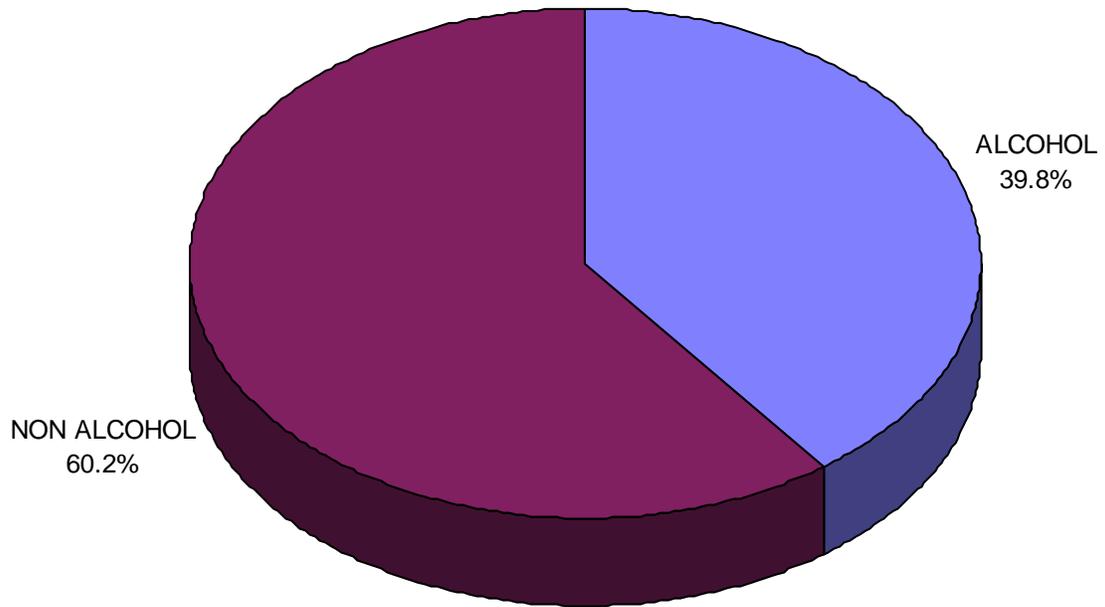
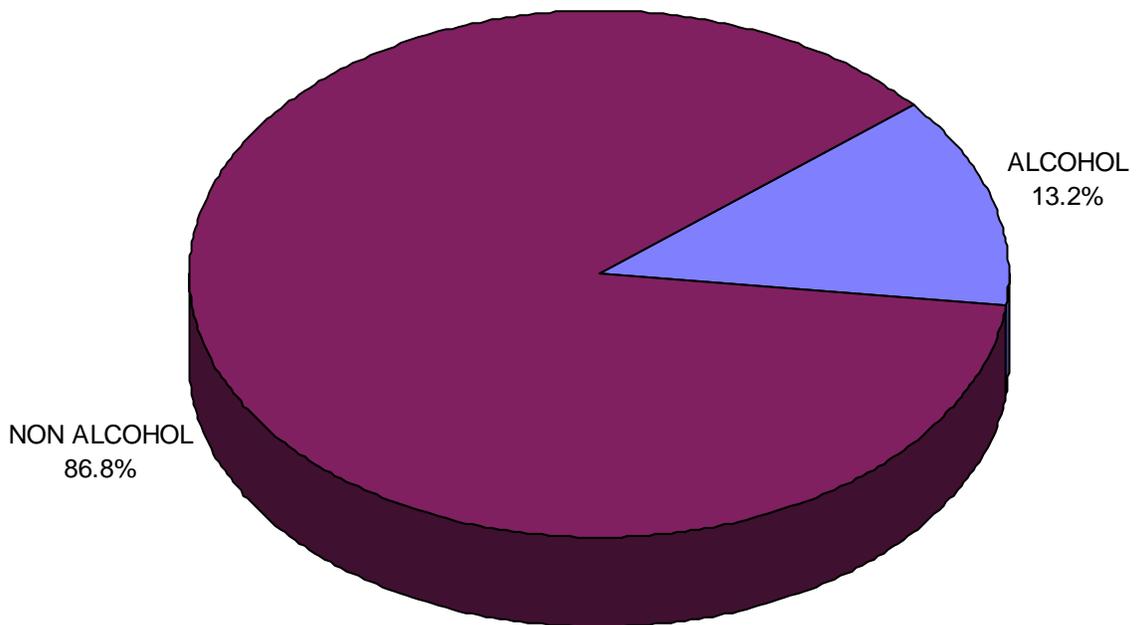


FIGURE 2-3 2005 CRASH INJURIES
Alcohol Related vs Non Alcohol Related



The following crash and arrest data is presented to monitor changes in alcohol-related fatal and injury crashes and to compare changes with nonalcohol-related crash experiences (see TABLE 2-4). Alcohol-related fatal and injury crashes decreased by 8.1% while nonalcohol-related fatal and injury crashes decreased by 4.6% from the 2004 totals. The number of DWI arrests increased by 12.4% from 2004.

**TABLE 2-4
CRASH AND ARREST ACTIVITY
1996 - 2005**

	FATAL CRASHES		FATAL & INJURY CRASHES		DWI ARRESTS*	DWI CONVICTIONS*
	ALCOHOL RELATED	NONALCOHOL RELATED	ALCOHOL RELATED	NONALCOHOL RELATED		
1996	54	88	776	5,019	9,712	4,229
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

*Source: South Dakota Courts - The State of the Judiciary and 2005 Annual Report of the S. D. Unified Judicial System - January 2006
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 1996 through 2005. FIGURE 2-5 presents the alcohol-related and nonalcohol-related fatal crash experience for the years of 1996 through 2005.

There were 62 alcohol-related fatal crashes during 2005, which compares to 61 in 2004. The previous three-year average was 72 for the years of 2002-2004.

There were 614 alcohol-related fatal and injury crashes during 2005, which compares to 668 in 2004. The previous three-year average was 696 or an 11.8 percent decrease in 2005. Nonalcohol-related fatal and injury crashes in 2005 decreased (4.6%) when compared to 2004 and decreased 6.4 percent from the previous three-year average (02-04).

There were 10,174 DWI arrests in fiscal year 2005. This level has gone up 15.9% from the previous three-year average (02-04). There were 6,463 DWI convictions in fiscal year 2005. This level has gone up 17.5% from the previous 3-year average (02-04).

Source: SD of Public Safety: Accident Records

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

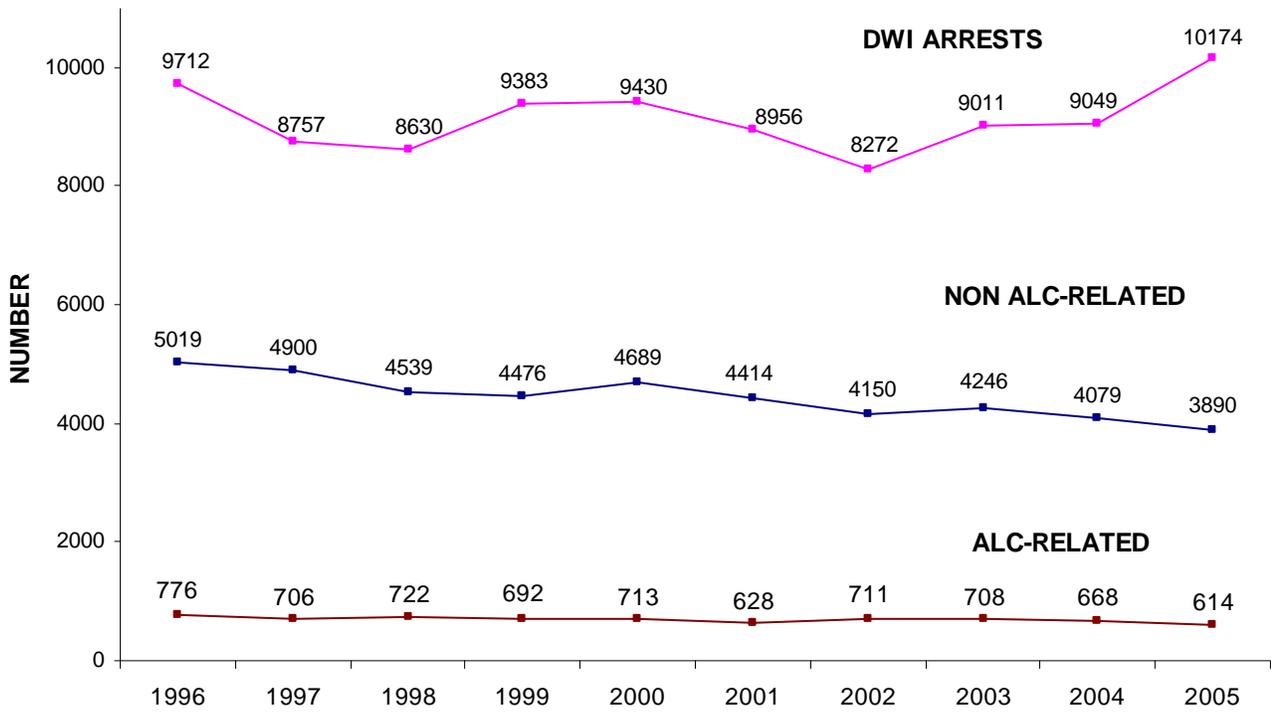
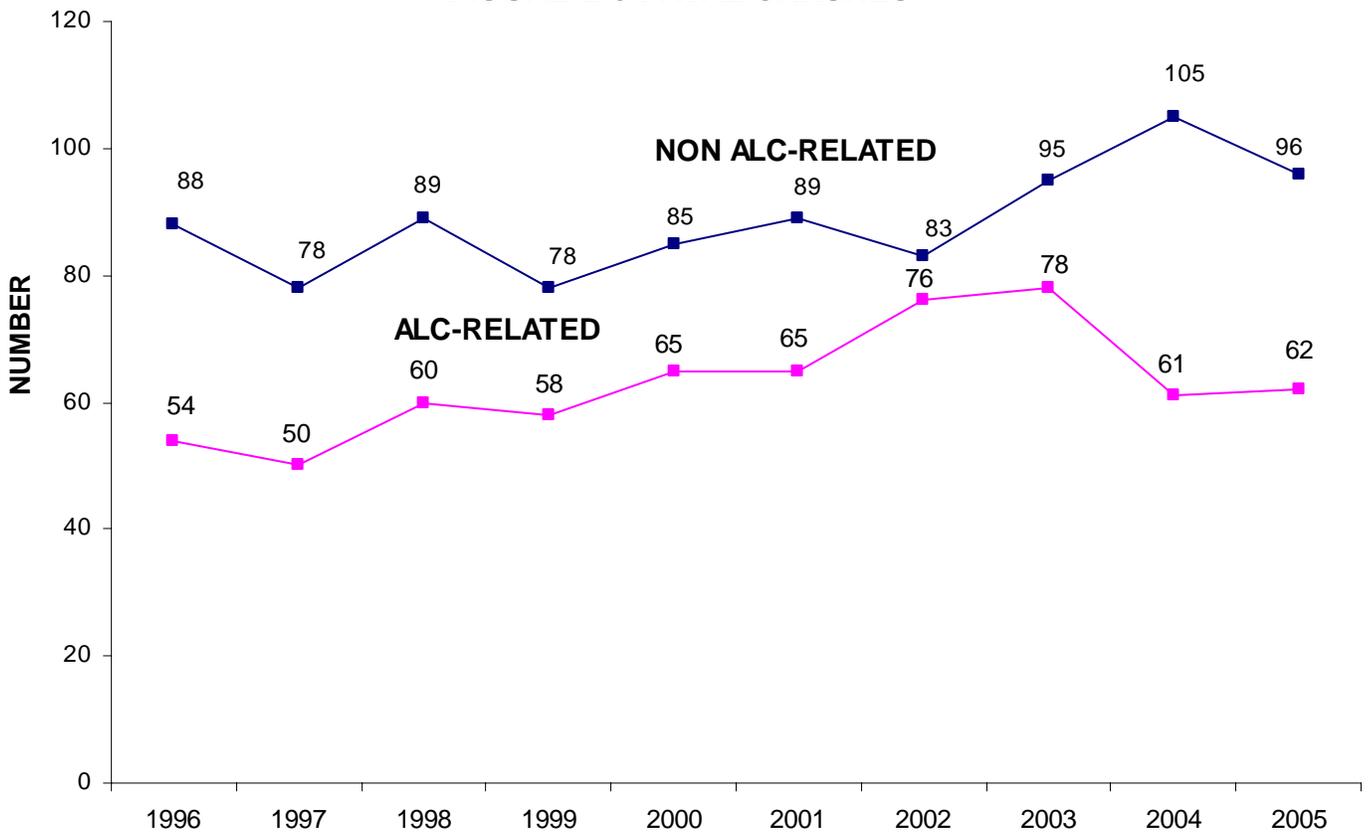


FIGURE 2-5 FATAL CRASHES



SAFETY RESTRAINT USAGE, EJECTION AND CHILD INJURIES

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

Seventy-one (48.3%) of the 147 killed occupants were either partially or totally ejected from the vehicle. (See TABLE 2-5B)

TABLE 2-5
SAFETY RESTRAINT USAGE
KILLED OCCUPANTS

	<u>2000</u>	<u>2001</u>	<u>2002</u>	<u>2003</u>	<u>2004</u>	<u>2005</u>
No Safety Equipment	103	86	103	123	103	96
Lap Belt Only	3	2	1	4	1	1
Shoulder Harness Only	0	1	2	2	2	0
Lap Belt & Shoulder Harness	19	32	32	26	39	33
Child Restraint Used Properly	0	0	0	0	0	0
Child Restraint Not Properly Used	1	1	0	1	0	1
Other, Not Stated or Unknown	11	11	13	15	14	16
Total	137	133	151	171	159	147

TABLE 2-5A
SAFETY RESTRAINT USAGE
INJURED OCCUPANTS

	<u>2000</u>	<u>2001</u>	<u>2002</u>	<u>2003</u>	<u>2004</u>	<u>2005</u>
No Safety Equipment	2,357	1,895	1,739	1,552	1,361	1,238
Lap Belt Only	151	139	129	92	81	79
Shoulder Harness Only	48	30	38	34	32	28
Lap Belt & Shoulder Harness	4,114	3,945	3,955	3,991	3,847	3,680
Child Restraint Used Properly	35	57	67	58	60	66
Child Restraint Not Properly Used	8	11	8	5	2	5
Other, Not Stated or Unknown	419	392	443	442	428	373
Total	7,132	6,469	6,379	6,174	5,811	5,469

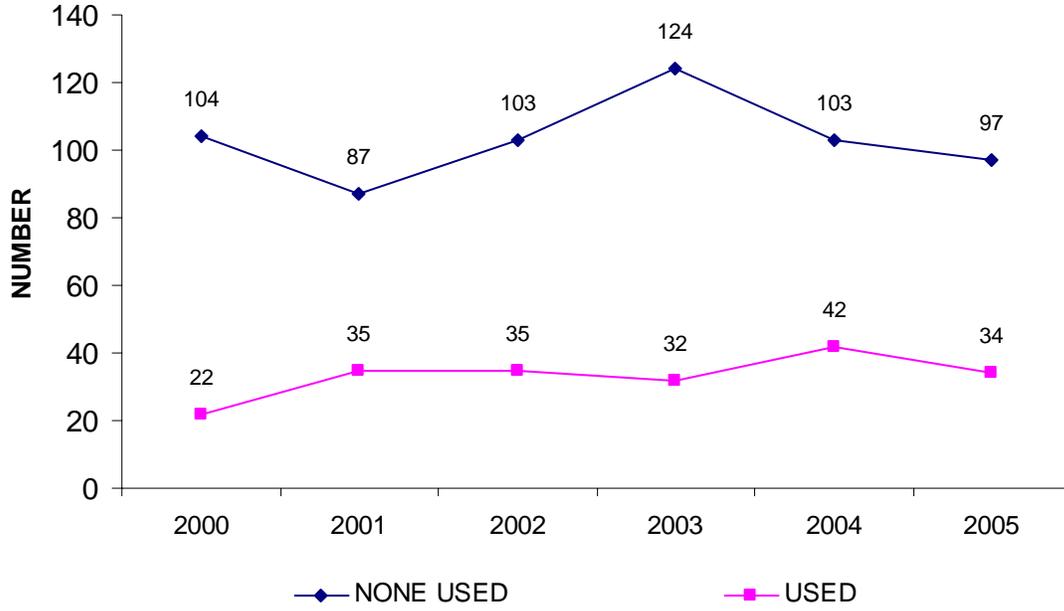
Note: Motor vehicle drivers and passengers are considered occupants. Motorcycle, moped and snowmobile drivers and motorcycle, moped and snowmobile passengers are not counted in the above tables.

TABLE 2-5B
FATALITIES BY EJECTION STATUS FOR MOTOR VEHICLE OCCUPANTS
(Excludes Motorcycle, Mopeds and Snowmobiles)
2005

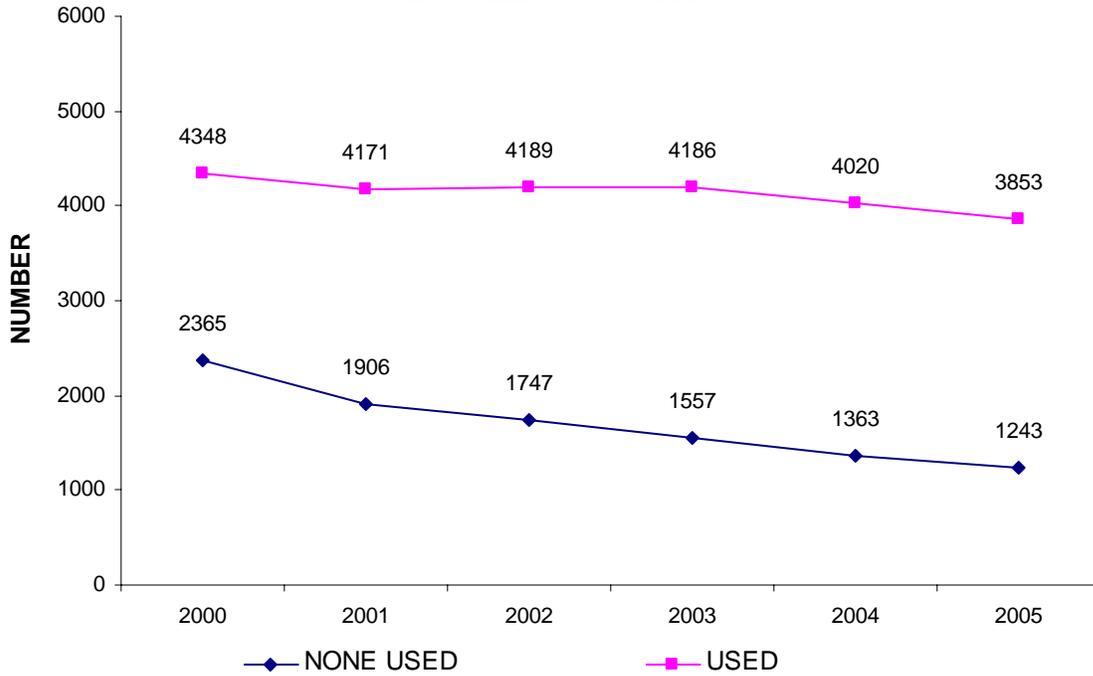
	<u>Killed</u>	<u>Injured</u>
Not Ejected	73	5,299
Partial Ejection	11	16
Total Ejection	60	131
Unknown Ejection	1	21
Not Applicable	2	2
Total	147	5,469

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 50 deaths to occupants of this age group. Only four have been restrained by a child safety restraint properly used, two were restrained by a lap belt only. No deaths have been reported where a lap and shoulder harness was used to restrain the child.

There were two fatalities to motor vehicle occupants from birth through four years of age during 2005, which compares to three during 2004 (see TABLE 2-6).

There were 101 children (birth through 4 years old) injured in 2005, which compares to 101 for 2004 and the three-year average of 107. Seventy-nine of the 101 injured children were restrained by a lap belt, a shoulder harness, a lap and shoulder harness or a child safety restraint used properly (see TABLE 2-6A).

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

<u>YEAR</u>	<u>FATALITIES</u>	<u>SERIOUS INJURY</u>	<u>SLIGHT INJURY</u>	<u>TOTAL NONFATAL INJURIES</u>
1995	2	77	59	136
1996	2	78	68	146
1997	2	78	46	124
1998	6	70	48	118
1999	1	76	54	130
2000	1	45	55	100
2001	1	61	52	113
2002	2	56	60	116
2003	5	53	52	105
2004	3	44	57	101
2005	2	43	58	101

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
2005

	<u>Fatalities</u>	<u>Injuries</u>
No Safety Equipment Used	0	16
Lap Belt Only	0	1
Shoulder Harness Only	0	0
Lap Belt & Shoulder Harness	0	16
Child Restraint Used Properly	0	62
Child Restraint Not Used Properly	1	5
Other, Not Stated or Unknown	1	1
TOTAL	2	101

Source: SD Department of Public Safety: Accident Records

Cycle and Pedestrian Crashes

The following tables provide a yearly comparison of South Dakota's motorcycle, pedestrian, and bicycle crashes, injuries, and fatalities. During the last 10 years, the average number of motorcycle-involved crashes is 421 and 17 deaths per year. Licensed motorcyclists increased 3.5 percent during 2005 while fatalities decreased by four to 22 (see Table 2-7). Moped crashes are included with motorcycle crashes. There were no moped fatalities during 2005. 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
1982 - 2005

<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>		
1982	548	12	473	13	581	38,418	Not Available
1983	573	12	489	12	591	39,255	45,544
1984	564	10	488	10	567	38,956	45,763
1985	551	14	469	15	569	37,905	45,805
1986	475	10	405	10	492	36,036	45,210
1987	399	13	347	14	417	33,800	44,956
1988	424	13	371	13	441	31,421	44,058
1989	377	14	329	14	394	29,942	45,844
1990	492	20	432	23	555	23,719	46,184
1991	407	9	359	10	420	24,133	46,986
1992	383	10	317	11	388	23,389	47,906
1993	320	10	267	12	324	26,173	48,822
1994	387	19	326	20	415	25,822	49,492
1995	375	14	320	14	407	25,155	49,932
1996	309	10	264	11	342	24,704	50,013
1997	316	9	261	9	334	24,561	50,205
1998	358	9	307	9	373	25,188	51,307
1999	381	10	326	10	406	25,735	52,641
2000	473	21	404	22	520	29,175	54,066
2001	395	19	336	19	418	31,493	55,658
2002	427	18	353	20	426	33,906	57,471
2003	515	21	448	21	568	37,528	59,971
2004	517	24	435	26	536	41,579	62,805
2005	515	20	439	22	531	46,383	65,019

Source: SD Department of Public Safety: Accident Records

TABLE 2-8
PEDESTRIAN FATALITIES AND INJURIES
1985 - 2005

<u>Year</u>	<u>Fatalities</u>	<u>Injuries</u>
1985	8	136
1986	15	165
1987	7	126
1988	14	149
1989	10	125
1990	15	138
1991	11	165
1992	7	192
1993	18	163
1994	23	176
1995	14	148
1996	11	141
1997	6	124
1998	7	137
1999	11	131
2000	13	115
2001	15	111
2002	8	104
2003	10	91
2004	9	95
2005	15	89

TABLE 2-9
BICYCLE FATALITIES AND INJURIES
1985 - 2005

<u>Year</u>	<u>Fatalities</u>	<u>Injuries</u>
1985	3	119
1986	1	115
1987	1	157
1988	2	137
1989	2	144
1990	3	135
1991	4	147
1992	1	161
1993	0	179
1994	0	156
1995	1	122
1996	2	139
1997	1	115
1998	2	133
1999	0	102
2000	1	120
2001	1	105
2002	1	87
2003	1	109
2004	1	77
2005	0	99

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
1993- 2005

<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>						
1993	78	160	3	60	4	89
1994	78	141	1	43	1	67
1995	78	155	1	49	1	84
1996	78	139	0	33	0	61
1997	78	130	0	33	0	48
1998	78	149	1	35	1	68
1999	78	155	0	44	0	74
2000	78	159	0	39	0	67
2001	78	133	1	33	1	49
2002	78	155	2	28	2	43
2003	78	151	1	27	1	50
2004	78	143	1	27	1	45
2005	78	142	1	34	1	53
<u>FOURTH OF JULY</u>						
1993	78	150	2	60	2	117
1994	78	152	2	59	3	110
1995	102	226	3	69	3	112
1996	102	208	7	59	9	93
1997	78	139	1	53	1	99
1998	78	181	3	57	3	81
1999	78	143	2	37	2	66
2000	102	213	5	67	7	110
2001	30	52	4	15	4	27
2002	102	189	3	64	3	95
2003	78	146	1	57	2	82
2004	78	114	4	27	5	40
2005	78	138	3	42	6	62
<u>LABOR DAY</u>						
1993	78	151	4	49	5	87
1994	78	141	0	56	0	90
1995	78	150	1	45	1	74
1996	78	159	1	51	3	102
1997	78	137	4	37	4	62
1998	78	139	2	35	2	66
1999	78	134	2	38	2	59
2000	78	144	3	45	4	69
2001	78	134	4	42	5	64
2002	78	132	3	38	3	55
2003	78	123	1	39	1	62
2004	78	129	0	37	0	51
2005	78	119	3	39	3	59

<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>						
1993	102	342	0	58	0	98
1994	102	297	0	58	0	85
1995	102	319	4	68	4	115
1996	102	384	2	75	2	127
1997	102	225	1	41	2	68
1998	102	309	1	53	1	82
1999	102	323	4	45	4	67
2000	102	210	2	36	2	54
2001	102	260	0	49	0	71
2002	102	259	2	48	2	83
2003	102	222	0	42	0	54
2004	102	274	2	53	2	69
2005	102	279	1	49	1	78
<u>CHRISTMAS</u>						
1993	78	178	1	35	1	51
1994	78	131	1	26	1	47
1995	78	151	1	38	2	62
1996	30	101	0	20	0	35
1997	102	130	1	26	1	36
1998	78	182	1	41	1	70
1999	78	137	0	20	0	31
2000	78	126	0	25	0	39
2001	102	160	3	33	3	61
2002	30	31	0	7	0	8
2003	102	195	3	46	3	66
2004	102	85	1	9	1	19
2005	78	98	1	21	4	33
<u>NEW YEARS</u>						
1993-94	78	172	0	43	0	62
1994-95	78	121	2	34	2	62
1995-96	78	234	3	60	3	91
1996-97	30	90	1	21	2	33
1997-98	102	169	1	37	1	54
1998-99	78	207	1	37	1	57
1999-00	78	141	3	34	3	51
2000-01	78	152	2	38	2	54
2001-02	102	166	1	34	1	51
2002-03	30	113	2	26	2	39
2003-04	102	173	0	39	0	53
2004-05	102	110	1	30	1	49
2005-06	78	134	4	27	4	47

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 2005. The percentages are row percentages.

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

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

<u>Year</u>	<u>Incapacitating Injuries</u>		<u>Non-Incapacitating Injuries</u>		<u>Possible Injuries</u>		<u>Total Injuries</u>	<u>Total Killed</u>
	<u>No.</u>	<u>%</u>	<u>No.</u>	<u>%</u>	<u>No.</u>	<u>%</u>		
1996	1883	22.2	3052	35.9	3555	41.9	8490	175
1997	1655	20.3	3156	38.7	3350	41.0	8161	148
1998	1579	20.4	3026	39.2	3118	40.4	7723	165
1999	1638	21.6	2874	37.9	3062	40.4	7574	150
2000	1603	20.3	2975	37.7	3310	42.0	7888	173
2001	1434	20.1	2693	37.8	2991	42.0	7118	171
2002	1466	21.0	2710	38.7	2821	40.3	6997	180
2003	1450	20.9	2688	38.7	2806	40.4	6944	203
2004	1232	18.9	2366	36.2	2937	44.9	6535	197
2005	1167	18.8	2193	35.3	2852	45.9	6212	186

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

<u>Year</u>	<u>Incapacitating Injuries</u>		<u>Non-Incapacitating Injuries</u>		<u>Possible Injuries</u>		<u>Total Injuries</u>	<u>Total Killed</u>
	<u>No.</u>	<u>%</u>	<u>No.</u>	<u>%</u>	<u>No.</u>	<u>%</u>		
1996	1114	20.4	1938	35.5	2413	44.2	5465	98
1997	1014	19.2	1962	37.1	2308	43.7	5284	94
1998	954	19.2	1896	38.1	2123	42.7	4973	105
1999	1018	20.3	1836	36.6	2157	43.0	5011	92
2000	1012	19.3	1949	37.3	2269	43.4	5230	97
2001	929	19.3	1786	37.0	2109	43.7	4824	104
2002	946	20.3	1761	37.8	1957	42.0	4664	119
2003	930	19.6	1807	38.0	2018	42.4	4755	124
2004	844	18.3	1586	34.4	2177	47.3	4607	129
2005	778	17.7	1485	33.7	2141	48.6	4404	115

**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.	%		
1996	679	24.7	985	35.9	1083	39.4	2747	64
1997	572	21.7	1079	40.9	987	37.4	2638	47
1998	537	21.6	1007	40.6	937	37.8	2481	51
1999	555	23.8	921	39.5	853	36.6	2329	47
2000	519	21.4	922	38.1	982	40.5	2423	62
2001	442	21.3	802	38.6	834	40.1	2078	51
2002	468	21.8	861	40.2	814	38.0	2143	52
2003	470	23.6	783	39.3	738	37.1	1991	68
2004	346	19.7	691	39.4	715	40.8	1752	58
2005	339	20.9	633	39.1	648	40.0	1620	56

**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.	%		
1996	31	22.6	80	58.4	26	19.0	137	2
1997	29	25.2	63	54.8	23	20.0	115	1
1998	34	25.8	63	47.7	35	26.5	132	2
1999	14	13.7	61	59.8	27	26.5	102	0
2000	29	24.4	56	47.1	34	28.6	119	1
2001	23	21.9	55	52.4	27	25.7	105	1
2002	10	11.8	49	57.6	26	30.6	85	1
2003	17	15.9	59	55.1	31	29.0	107	1
2004	12	15.6	41	53.2	24	31.2	77	1
2005	15	15.5	49	50.5	33	34.0	97	0

**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.	%		
1996	59	41.8	49	34.8	33	23.4	141	11
1997	40	32.3	52	41.9	32	25.8	124	6
1998	54	39.4	60	43.8	23	16.8	137	7
1999	50	38.2	56	42.7	25	19.1	131	11
2000	42	36.5	48	41.7	25	21.7	115	13
2001	40	36.0	50	45.0	21	18.9	111	15
2002	42	40.4	38	36.5	24	23.1	104	8
2003	33	36.3	39	42.9	19	20.9	91	10
2004	29	30.5	47	49.5	19	20.0	95	9
2005	35	39.3	25	28.1	29	32.6	89	15

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
1994 - 2005

	CRASH INVOLVED DRIVERS				LICENSED DRIVERS			
	MALE		FEMALE		MALE		FEMALE	
	No.	%	No.	%	No.	%	No.	%
1994	18,668	61.2	11,845	38.8	260,150	50.1	259,265	49.9
1995	18,407	61.2	11,687	38.8	263,705	50.0	263,439	50.0
1996	20,593	60.6	13,408	39.4	264,207	49.9	265,201	50.1
1997	19,570	60.8	12,628	39.2	266,828	49.9	268,184	50.1
1998	17,969	60.0	11,961	40.0	273,284	49.9	274,049	50.1
1999	18,190	59.8	12,213	40.2	277,345	50.0	277,789	50.0
2000	17,737	60.1	11,751	39.9	277,127	49.9	277,858	50.1
2001	15,774	60.2	10,409	39.8	277,662	49.9	278,369	50.1
2002	14,975	59.7	10,108	40.3	278,283	49.9	279,149	50.1
2003	15,382	59.2	10,586	40.8	282,195	49.9	283,007	50.1
2004	14,614	59.6	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

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. 2005 MOTOR VEHICLE CRASH PROFILE

Introduction

This section profiles the reported motor vehicle traffic crashes for 2005. 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 2005, there were 16,254 reported motor vehicle traffic crashes, the majority of crashes being property damage only 11,750 (72.3%). Injury crashes accounted for 4,346 (26.7%) of the crashes, while 158 (1%) were fatal crashes. There were 6,212 persons injured and 186 persons killed in crashes during 2005 (see TABLE 3-1).

TABLE 3-1
FATALITIES AND SEVERITY OF INJURIES OF DRIVERS,
PASSENGERS, PEDESTRIANS, AND BICYCLE DRIVERS
2005

	Incapacitating Injuries		Non-Incapacitating Injuries		Possible Injuries		Total Nonfatal Injuries		Total Fatalities	
	No.	%	No.	%	No.	%	No.	%	No.	%
Drivers	778	66.7	1,485	67.7	2,141	75.1	4,404	70.9	115	61.8
Passengers	339	29.0	633	28.9	648	22.7	1,620	26.1	56	30.1
Pedestrians	35	3.0	25	1.1	29	1.0	89	1.4	15	8.1
Bicycle Dr	15	1.3	49	2.2	33	1.2	97	1.6	0	0.0
Other*	0	0.0	1	0.0	1	0.0	2	0.0	0	0.0
Total	1,167	100	2,193	100	2,852	100	6,212	100	186	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 2005, 42.5 percent of the fatalities and 52.4 percent of the injuries occurred to occupants of passenger cars. Occupants of pickups and vans accounted for 23.1 percent of the fatalities and 19.6 percent of the injuries. Additionally, in 2005 twenty-two motorcyclists and 15 pedestrians were killed. No bicyclists were killed during 2005 (see Table 3-2).

TABLE 3-2
FATALITIES AND INJURIES BY MODE OF TRANSPORTATION
2005

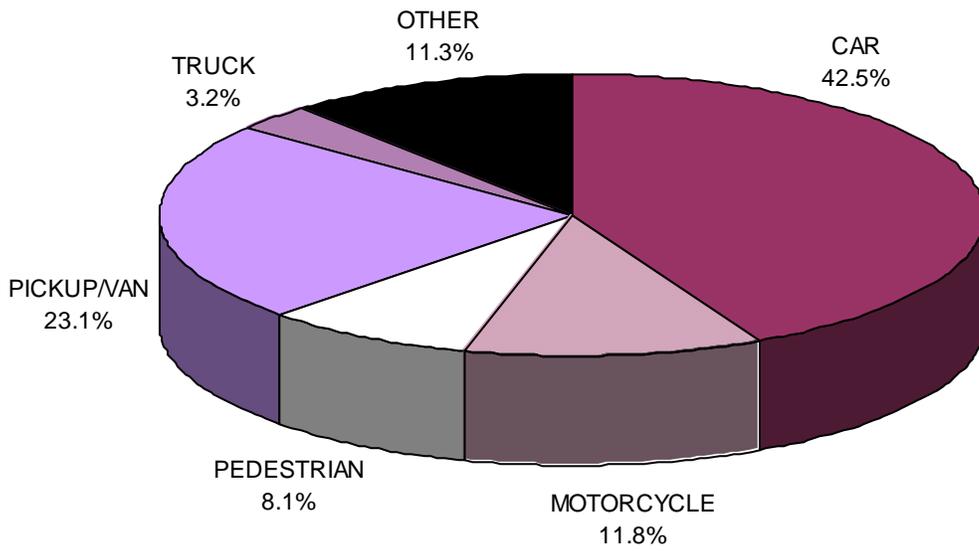
	Fatalities		Injuries	
	No.	%	No.	%
Passenger Cars	79	42.5	3,254	52.4
Pickups, Vans	43	23.1	1,217	19.6
Motorcycle, Moped	22	11.8	516	8.3
SUV's (Sports Utility Vehicles)	15	8.1	818	13.2
Pedestrians	15	8.1	89	1.4
ATV's / 4-Wheelers	2	1.1	28	0.5
Trucks (All)*	6	3.2	160	2.6
Bicycle	0	0.0	99	1.6
Other	4	2.2	20	0.3
Farm Machinery	0	0.0	11	0.2
Unknown	0	0.0	0	0.0
Total	186	100	6,212	100

*Trucks	<u>Fatalities</u>	<u>Injuries</u>
Straight Truck	2	55
Straight Truck with Trailer	2	22
Truck Tractor Only	1	4
Truck Tractor with Single Semi Trailer	1	76
Truck Tractor with Two or More Trailers	0	3
Total	6	160

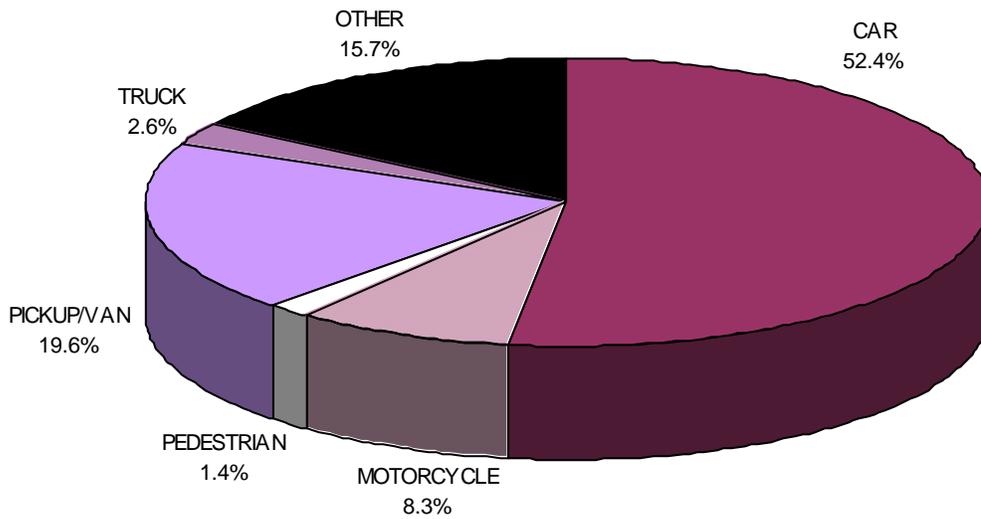
Note: Other includes Bus, Motor Home, Snowmobile, Heavy Equipment, Train, Animal Drawn Vehicle and Other Types of Motor Vehicles.

Source: SD Department of Public Safety: Accident Records

**FIGURE 3-1 FATALITIES BY TRAVEL MODE
2005**



**FIGURE 3-2 INJURIES BY TRAVEL MODE
2005**



** 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 37.2 percent of the vehicles involved in fatal crashes and 52.3 percent of those involved in injury crashes. Pickups and vans made up 28.8 percent of the vehicles involved in fatal crashes.

TABLE 3-3
VEHICLE TYPES INVOLVED IN CRASHES
2005

	All Crashes		Fatal Crashes		Injury Crashes		PDO Crashes	
	No.	%	No.	%	No.	%	No.	%
Passenger Cars	12,597	52.6	85	37.4	3,758	52.3	8,754	53.0
Pickups, Vans	6,146	25.7	65	28.6	1,614	22.5	4,467	27.0
SUV's (Sports Utility Vehicles)	3,450	14.4	25	11.0	998	13.9	2,427	14.7
Trucks (All)*	933	3.9	19	8.4	255	3.6	659	4.0
Motorcycle	549	2.3	25	11.0	464	6.5	60	0.4
Farm Machinery	35	0.1	1	0.4	16	0.2	18	0.1
Bus	96	0.4	1	0.4	27	0.4	68	0.4
Motor Home	32	0.1	2	0.9	3	0.0	27	0.2
ATV's / 4-wheelers	24	0.1	2	0.9	20	0.3	2	0.0
Moped	14	0.1	0	0.0	12	0.2	2	0.0
Snowmobile	4	0.0	0	0.0	4	0.1	0	0.0
Other or Unknown	56	0.2	2	0.9	10	0.1	44	0.3
Total	23,936	100		100	7,181	100	16,528	100

227

*Trucks

	All Crashes	Fatal Crashes	Injury Crashes	PDO Crashes
Straight Truck	350	5	102	243
Straight Truck with Trailer	158	3	35	120
Truck Tractor Only	25	1	5	19
Truck Tractor with Single Semi Trailer	372	9	104	259
Truck Tractor with Two or More Trailers				
	28	1	9	18
Total	933	19	255	659

Source: SD Department of Public Safety: Accident Records

TABLE 3-4 provides information on the ages of persons killed and injured. A total of 34 people (18.3%) of the persons killed were under 20 years of age and a total of 983 or (15.8%) of the persons injured were from 25 through 34 years of age. Three children ages 0-5 were killed during 2005 (see Table 3-4).

TABLE 3-4
FATALITIES AND INJURIES
BY AGE GROUP
2005

	Fatalities		Injuries	
	<u>No.</u>	<u>%</u>	<u>No.</u>	<u>%</u>
0 - 5	3	1.6	131	2.1
6 - 13	3	1.6	239	3.8
14 - 15	6	3.2	307	4.9
16 - 17	12	6.5	485	7.8
18	5	2.7	284	4.6
19	5	2.7	222	3.6
20	2	1.1	213	3.4
21 - 24	20	10.8	665	10.7
25 - 34	25	13.4	983	15.8
35 - 44	34	18.3	861	13.9
45 - 54	31	16.7	843	13.6
55 - 64	17	9.1	525	8.5
65 - Over	23	12.4	451	7.3
Unknown	0	0.0	3	0.0
Total	186	100.0	6,212	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 39.2 percent of the fatal crashes and only 10.5 percent of the total crashes, while 33.5 percent of the fatal crashes and 39.3 percent of all crashes represented a collision between 2 or more vehicles (see TABLE 3-5).

TABLE 3-5
FIRST HARMFUL EVENT
2005

<u>First Harmful Event</u>	Total Crashes		Fatal Crashes		Injury Crashes		PDO Crashes	
	No.	%	No.	%	No.	%	No.	%
Motor Vehicle Collision With:								
MV in Transport	6,393	39.3	53	33.5	2,371	54.6	3,969	33.8
A Fixed or Other Object	2,368	14.6	25	15.8	671	15.4	1,672	14.2
An Animal	5,011	30.8	1	0.6	122	2.8	4,888	41.6
A Pedestrian	95	0.6	15	9.5	79	1.8	1	0.0
A Bicyclist	99	0.6	0	0.0	97	2.2	2	0.0
A Parked Motor Vehicle	551	3.4	0	0.0	88	2.0	463	3.9
A Railroad Vehicle	16	0.1	2	1.3	9	0.2	5	0.0
Equipment in Roadway	19	0.1	0	0.0	8	0.2	11	0.1
Non-Collision (Overturning or Other)	1,702	10.5	62	39.2	901	20.7	739	6.3
Total	16,254	100	158	100	4,346	100	11,750	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 52.8 percent of the fatal crashes, 52.4 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 52.8 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 24.5 percent of the fatal crashes and only 1.7 percent of the total crashes involving two or more motor vehicles. (See TABLE 3-6).

TABLE 3-6
MANNER OF COLLISION FOR CRASHES INVOLVING A COLLISION
BETWEEN TWO OR MORE MOTOR VEHICLES
2005

<u>Manner of Collision</u>	Total Crashes		Fatal Crashes		Injury Crashes		PDO Crashes	
	No.	%	No.	%	No.	%	No.	%
Rear-End	2,381	37.2	11	20.8	1,010	42.6	1,360	34.3
Head-On	107	1.7	13	24.5	57	2.4	37	0.9
Angle	3,535	55.3	28	52.8	1,243	52.4	2,264	57.0
Sideswipe-Same Direction	282	4.4	0	0.0	37	1.6	245	6.2
Sideswipe-Opposite Dir.	85	1.3	1	1.9	24	1.0	60	1.5
Rear-Rear	3	0.0	0	0.0	0	0.0	3	0.1
Unknown	0	0.0	0	0.0	0	0.0	0	0.0
Total	6,393	100	53	100	2,371	100	3,969	100
No Collision Between 2 or more MV	9,861		105		1,975		7,781	
Total Crashes	16,254		158		4,346		11,750	

Beginning in 2005, South Dakota developed its Crash Data System to conform to the standards established by the Model Minimum Uniform Crash Criteria (MMUCC) guidelines. These guidelines have changed the way the data is collected, such as Manner of Collision. This element will be based on the impact location (i.e. front, side or rear) and vehicle orientation (i.e. facing the same or opposite direction) of the contact vehicles in the First Harmful Event. The data element Turning Movement collected in past years is currently reported as Angle.

Source: SD Department of Public Safety: Accident Records

Highway System

The number of reported crashes by highway system is presented in TABLE 3-7. Fatal and PDO crashes happen predominately in rural areas. City streets and alleys experienced 24.3 percent of the PDO crashes and 35.7 percent of the injury crashes while accounting for 10.1 percent of the fatal crashes.

Non-interstate rural roads tallied 60.8 percent of the fatal crashes. The Interstate system experienced 2007 (12.3%) of the total crashes while accounting for an estimated 17.5 percent of the vehicle miles traveled in 2005. Twenty (12.7%) of the fatal crashes happened on the interstate system. (See FIGURES 3-3 and 3-4)

TABLE 3-7
CRASHES BY TYPE OF HIGHWAY
2005

Type of Highway	Total Crashes		Fatal Crashes		Injury Crashes		PDO Crashes		No. Killed	No. Injured
	Number	%	Number	%	Number	%	Number	%		
Interstate - Rural	1500	9.2	16	10.1	274	6.3	1210	10.3	19	430
US/State Hwys.-Rural	4118	25.3	58	36.7	688	15.8	3372	28.7	69	1069
Co./Local Rds.-Rural	3085	19.0	38	24.1	791	18.2	2256	19.2	46	1141
Interstate - City	507	3.1	4	2.5	102	2.3	401	3.4	4	147
US/State Hwys.-City	2010	12.4	11	7.0	762	17.5	1237	10.5	12	1080
City Streets/Alleys	4422	27.2	16	10.1	1553	35.7	2853	24.3	19	2095
Unknown/Not Reported	612	3.8	15	9.5	176	4.0	421	3.6	17	250
Total	16,254	100	158	100	4,346	100	11,750	100	186	6,212

Source: SD Department of Public Safety: Accident Records

FIGURE 3-3 2005
TRAFFIC CRASHES
BY SYSTEM TYPE

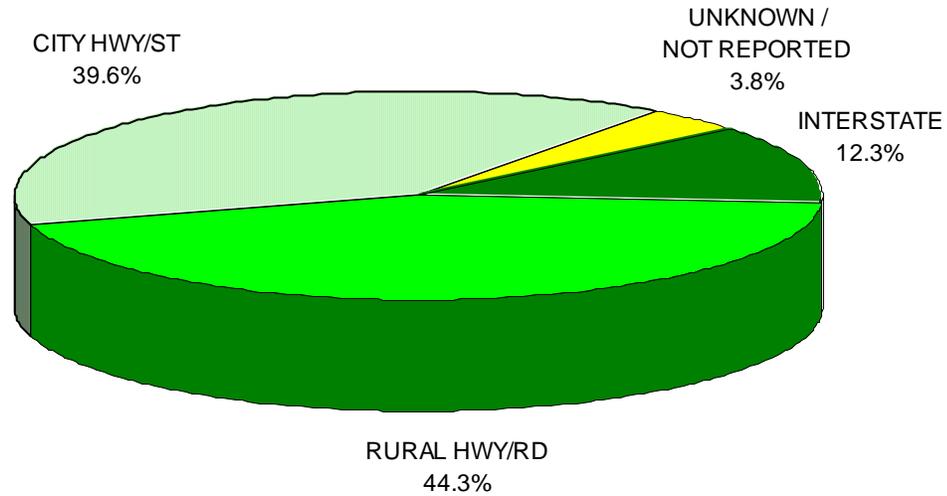
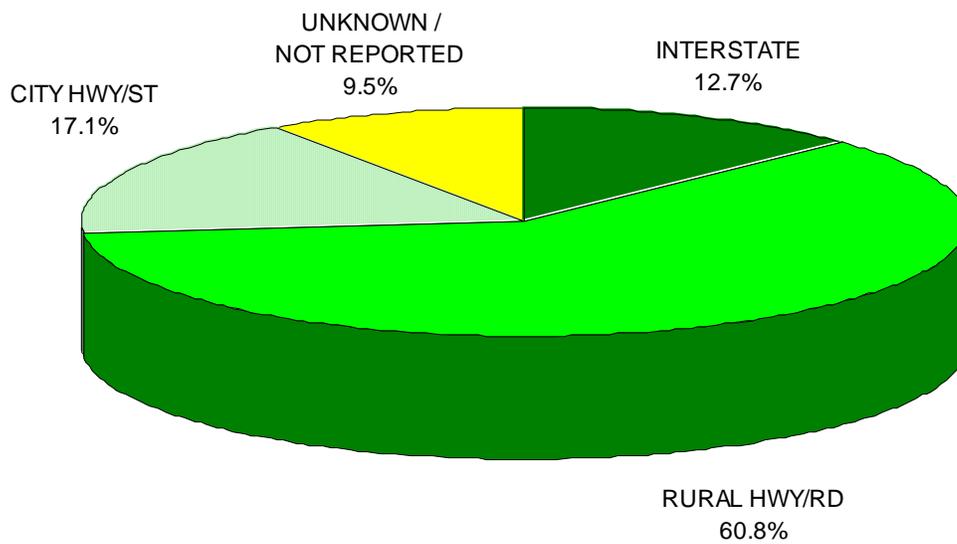


FIGURE 3-4 2005
FATAL TRAFFIC CRASHES
BY SYSTEM TYPE



County Summary

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

Rural fatal and injury crashes occurred predominately in eleven counties (see TABLE 3-9). Each of these counties reported over two percent of all rural fatal and injury crashes. The eleven accounted for 51.3 percent of rural fatal and injury crashes and 21.6 percent of all fatal and injury crashes in South Dakota. Pennington County has 9.9 percent of all rural fatal and injury crashes with Minnehaha and Lawrence counties accounting for 9.1 and 6.3 percent. FIGURE 3-5 presents the percentage involvement of rural fatal and injury crashes and compares this to the percentage of rural vehicle miles traveled in these counties.

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 55.1 percent of the statewide injury crashes and 17.1 percent of the fatal crashes. The two largest cities (Sioux Falls, Rapid City) accounted for 68.9 percent of fatal and injury crashes and 58.1 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 16.9 percent of all reported property damage crashes and 14.2 percent of all fatal and injury crashes. Dry roads were reported in 73 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 3.8 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 20.1 percent of all crashes.

TABLE 3-8
MOTOR VEHICLE TRAFFIC CRASHES BY SD COUNTIES

County	Total Crashes	Fatal Crashes	Injury Crashes	PDO Crashes	Fatalities	Injuries
AURORA	111	1	19	91	1	32
BEADLE	283	3	73	207	3	100
BENNETT	34	0	9	25	0	17
BON HOMME	100	1	23	76	1	28
BROOKINGS	608	1	142	465	3	193
BROWN	897	5	173	719	5	258
BRULE	130	1	18	111	1	26
BUFFALO	25	0	6	19	0	9
BUTTE	187	2	34	151	2	53
CAMPBELL	35	0	5	30	0	7
CHARLES MIX	79	0	24	55	0	40
CLARK	107	0	14	93	0	21
CLAY	194	1	44	149	1	53
CODINGTON	522	5	155	362	9	223
CORSON	50	4	12	34	4	25
CUSTER	248	6	66	176	7	100
DAVISON	525	1	100	424	1	152
DAY	86	1	29	56	1	43
DEUEL	132	2	29	101	3	44
DEWEY	52	4	14	34	5	25
DOUGLAS	38	1	8	29	1	9
EDMUNDS	101	1	15	85	3	20
FALL RIVER	124	2	32	90	3	50
FAULK	80	1	15	64	1	20
GRANT	167	2	39	126	2	63
GREGORY	26	0	14	12	0	24
HAAKON	62	2	13	47	2	21
HAMLIN	200	0	29	171	0	43
HAND	98	0	8	90	0	13
HANSON	120	1	20	99	1	28
HARDING	49	1	12	36	1	15
HUGHES	267	1	75	191	1	96
HUTCHINSON	140	2	17	121	3	24
HYDE	11	1	2	8	1	5
JACKSON	79	6	22	51	8	37
JERAULD	62	0	11	51	0	13
JONES	63	1	16	46	1	19
KINGSBURY	181	0	24	157	0	31
LAKE	268	1	39	228	4	57
LAWRENCE	623	5	181	437	5	254
LINCOLN	623	6	177	440	9	258
LYMAN	170	3	41	126	3	65
MARSHALL	113	2	19	92	2	24
MC COOK	157	1	32	124	1	44
MC PHERSON	13	0	2	11	0	2
MEADE	510	5	130	375	6	182
MELLETTTE	12	5	2	5	5	6
MINER	79	0	12	67	0	17
MINNEHAHA	3,483	14	1,222	2,247	16	1,671
MOODY	245	3	43	199	3	68
PENNINGTON	2,084	12	766	1,306	12	1,090
PERKINS	47	2	7	38	2	14
POTTER	35	0	2	33	0	3
ROBERTS	72	3	26	43	3	44
SANBORN	107	1	9	97	1	14
SHANNON	41	15	16	10	18	33
SPINK	224	1	37	186	1	44
STANLEY	99	0	11	88	0	21
SULLY	38	0	4	34	0	7
TODD	15	8	1	6	8	19
TRIPP	97	0	23	74	0	36
TURNER	126	2	23	101	3	33
UNION	214	1	48	165	1	66
WALWORTH	117	4	26	87	4	34
YANKTON	348	4	84	260	4	122
ZIEBACH	21	0	2	19	0	4
Total:	16,254	158	4,346	11,750	186	6,212

TABLE 3-8A
ALCOHOL INVOLVED MOTOR VEHICLE TRAFFIC CRASHES BY SD COUNTIES
2005

County	Total Crashes	Fatal Crashes	Injury Crashes	PDO Crashes	Fatalities	Injuries
AURORA	2	0	1	1	0	3
BEADLE	14	1	8	5	1	12
BENNETT	5	0	4	1	0	6
BON HOMME	5	1	2	2	1	2
BROOKINGS	39	0	19	20	0	27
BROWN	46	3	19	24	3	33
BRULE	6	0	4	2	0	8
BUFFALO	2	0	1	1	0	2
BUTTE	12	0	7	5	0	13
CAMPBELL	3	0	2	1	0	2
CHARLES MIX	9	0	5	4	0	13
CLARK	1	0	1	0	0	1
CLAY	13	0	8	5	0	9
CODINGTON	35	2	15	18	3	25
CORSON	4	2	1	1	2	5
CUSTER	9	0	8	1	0	13
DAVISON	20	0	9	11	0	14
DAY	9	0	6	3	0	7
DEUEL	4	1	1	2	2	1
DEWEY	7	3	3	1	4	11
DOUGLAS	6	0	3	3	0	3
EDMUNDS	1	0	1	0	0	1
FALL RIVER	10	0	5	5	0	7
FAULK	0	0	0	0	0	0
GRANT	13	2	5	6	2	9
GREGORY	4	0	2	2	0	2
HAAKON	3	1	1	1	1	4
HAMLIN	5	0	3	2	0	5
HAND	5	0	1	4	0	1
HANSON	1	0	1	0	0	1
HARDING	3	0	2	1	0	2
HUGHES	14	0	6	8	0	6
HUTCHINSON	10	1	5	4	2	9
HYDE	1	0	1	0	0	2
JACKSON	8	0	7	1	0	12
JERAULD	1	0	1	0	0	2
JONES	0	0	0	0	0	0
KINGSBURY	7	0	5	2	0	7
LAKE	9	1	4	4	4	4
LAWRENCE	45	1	25	19	1	36
LINCOLN	48	2	25	21	2	34
LYMAN	11	2	4	5	2	9
MARSHALL	9	1	3	5	1	3
MC COOK	3	1	1	1	1	1
MC PHERSON	0	0	0	0	0	0
MEADE	39	2	26	11	3	37
MELLETTTE	3	3	0	0	3	2
MINER	4	0	4	0	0	5
MINNEHAHA	297	4	135	158	5	179
MOODY	10	0	4	6	0	5
PENNINGTON	169	5	92	72	5	116
PERKINS	3	2	0	1	2	4
POTTER	0	0	0	0	0	0
ROBERTS	10	2	7	1	2	12
SANBORN	5	1	0	4	1	0
SHANNON	17	11	4	2	14	13
SPINK	13	0	8	5	0	10
STANLEY	6	0	3	3	0	7
SULLY	1	0	1	0	0	1
TODD	6	5	0	1	5	14
TRIPP	5	0	4	1	0	5
TURNER	10	1	2	7	1	3
UNION	11	0	7	4	0	10
WALWORTH	10	1	6	3	1	6
YANKTON	32	0	14	18	0	22
ZIEBACH	0	0	0	0	0	0
Total:	1,113	62	552	499	74	818

TABLE 3-9
COUNTIES HAVING MORE THAN TWO PERCENT OF THE
RURAL FATAL & INJURY CRASHES
2005

<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	188	9.9	6.2
MINNEHAHA	172	9.1	6.2
LAWRENCE	119	6.3	3.1
LINCOLN	105	5.5	4.7
MEADE	96	5.1	3.3
BROWN	62	3.3	2.9
CUSTER	60	3.2	2.0
BROOKINGS	50	2.6	2.7
MOODY	43	2.3	2.9
CODINGTON	40	2.1	2.3
LYMAN	39	2.1	3.1

Note: Total Rural Fatal and Injury Crashes: 1,899

*S.D. Vehicle Miles of Travel Report June 2005

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

**FIGURE 3-5 RURAL F&I CRASHES/VMTS
SELECTED COUNTIES - 2005**

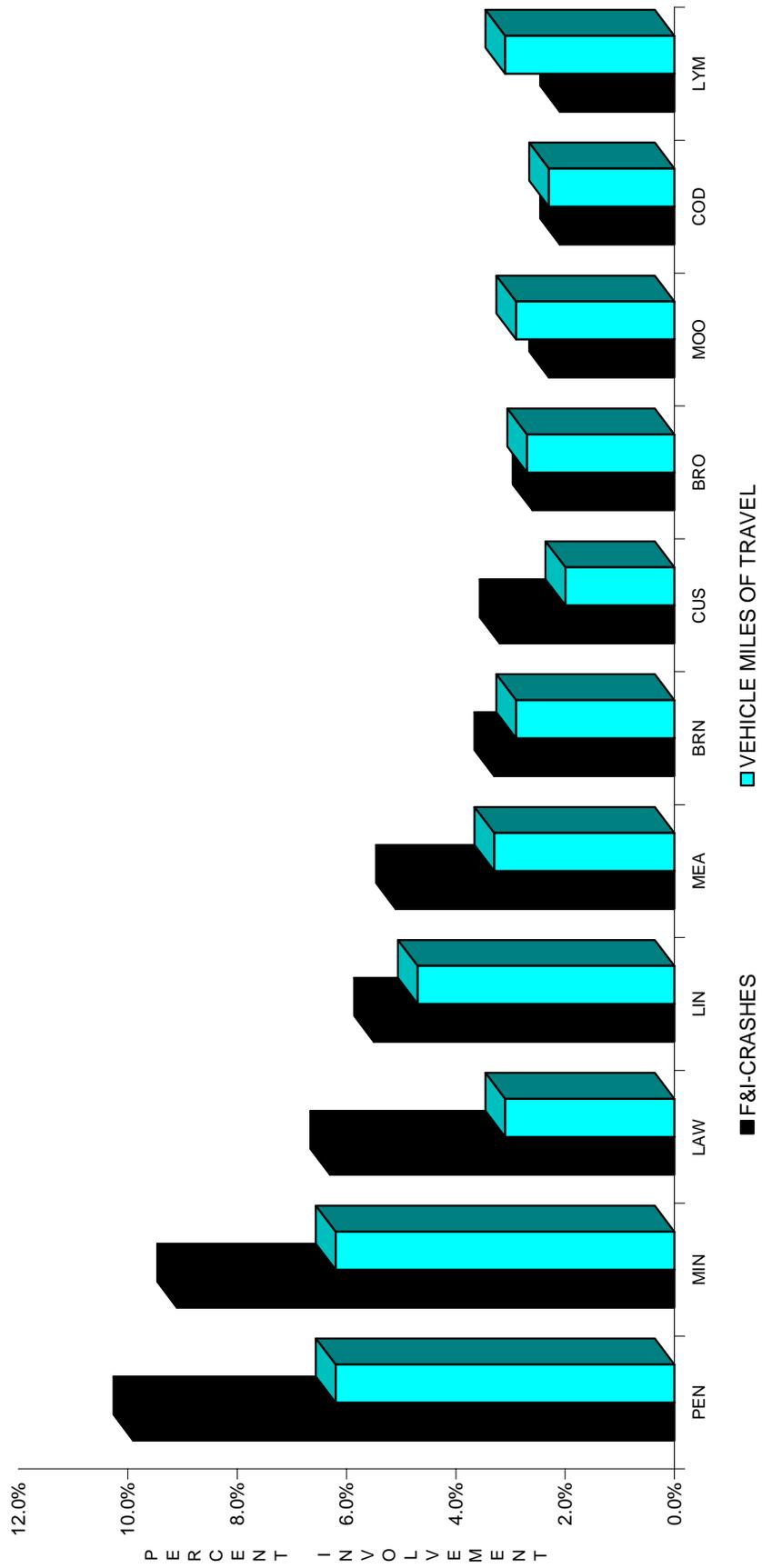


TABLE 3-10
 TRAFFIC CRASHES SOUTH DAKOTA CITIES
 POPULATION 2500 AND OVER
 2005

<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	418	2	109	307	2	154
Belle Fourche	47	1	8	38	1	9
Box Elder	55	3	19	33	3	29
Brandon	57	0	18	39	0	24
Brookings	245	0	89	156	0	116
Canton	22	0	6	16	0	6
Dell Rapids	16	1	1	14	1	1
Hot Springs	48	0	10	38	0	13
Huron	101	0	44	57	0	59
Lead	21	0	5	16	0	7
Madison	58	0	17	41	0	27
Milbank	41	0	14	27	0	24
Mitchell	334	0	66	268	0	90
Mobridge	33	2	11	20	2	13
Pierre	188	0	56	132	0	69
Rapid City	1,380	6	557	817	6	797
Redfield	16	0	1	15	0	1
Sioux Falls	2,735	8	1,098	1,629	10	1,488
Sisseton	6	0	3	3	0	6
Spearfish	132	0	44	88	0	64
Sturgis	116	0	30	86	0	44
Vermillion	79	0	20	59	0	24
Watertown	310	3	115	192	4	160
Winner	16	0	6	10	0	8
Yankton	156	1	48	107	1	70

Source: SD Department of Public Safety: Accident Records

TABLE 3-11
ROADWAY SURFACE CONDITIONS
2005

	Total Crashes		Fatal Crashes		Injury Crashes		PDO Crashes	
	No.	%	No.	%	No.	%	No.	%
Dry	11,887	73.1	107	67.7	3,181	73.2	8,599	73.2
Wet	1,360	8.4	17	10.8	417	9.6	926	7.9
Snow	995	6.1	1	0.6	217	5.0	777	6.6
Slush	246	1.5	2	1.3	61	1.4	183	1.6
Ice	1,287	7.9	14	8.9	309	7.1	964	8.2
Frost	102	0.6	1	0.6	34	0.8	67	0.6
Water	12	0.1	0	0.0	3	0.1	9	0.1
Sand,mud,dirt,gravel	262	1.6	10	6.3	105	2.4	147	1.3
Oil	4	0.0	1	0.6	2	0.0	1	0.0
Other	15	0.1	2	1.3	8	0.2	5	0.0
Unknown / Not reported	84	0.5	3	1.9	9	0.2	72	0.6
Total	16,254	100	158	100	4,346	100	11,750	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-eight (17.7%) of the fatal crashes occurred during this three hour period. The peak three hour period for injury crashes was 3:00-5:59 p.m. with 1,071 (24.6%) of the injury crashes occurred. The peak three hour period for property damage only crashes was 5:00-7:59 when 2,552 (21.7%) of the property damage only crashes occurred (see TABLE 3-12).

Twenty-five fatal crashes or 15.8 percent of the fatal crashes in 2005 occurred during August. The month of August shows 499 injury crashes or 11.5 percent of the injury crashes for 2005. The 1,653 property damage only crashes during November represent 14.1 percent of the property damage only crashes for 2005 (see TABLE 3-13).

The day of the week Friday accounts for seventeen percent of the total crashes (2,759), nearly seventeen percent of the injury crashes (724) and seventeen percent of the property damage only crashes (2,003). Friday accounted for 32 fatal crashes or over twenty percent of the total for 2005 (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
2005

<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	325	10	81	234	11	120
1:00 AM	301	6	86	209	7	133
2:00 AM	295	6	92	197	6	124
3:00 AM	179	4	47	128	4	67
4:00 AM	207	4	39	164	4	66
5:00 AM	403	3	51	349	3	70
6:00 AM	585	7	73	505	9	92
7:00 AM	949	9	233	707	11	311
8:00 AM	674	2	191	481	3	248
9:00 AM	505	5	151	349	6	204
10:00 AM	520	1	173	346	1	237
11:00 AM	623	6	211	406	6	281
12:00 PM	805	10	297	498	12	455
1:00 PM	694	8	267	419	9	375
2:00 PM	744	4	265	475	5	387
3:00 PM	959	15	347	597	19	521
4:00 PM	983	8	362	613	10	525
5:00 PM	1,245	5	362	878	7	516
6:00 PM	1,149	7	253	889	8	363
7:00 PM	996	8	203	785	8	311
8:00 PM	833	5	143	685	5	200
9:00 PM	967	7	170	790	13	250
10:00 PM	707	3	126	578	3	176
11:00 PM	498	11	95	392	12	139
Unknown	108	4	28	76	4	41
Total	16,254	158	4,346	11,750	186	6,212

Source: SD Department of Public Safety: Accident Records

TABLE 3-13
CRASHES BY MONTH
2005

<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	1,402	13	336	1,053	14	486
FEBRUARY	1,032	9	278	745	9	417
MARCH	1,090	14	318	758	17	466
APRIL	968	7	282	679	8	385
MAY	1,235	8	363	864	12	516
JUNE	1,409	17	396	996	18	559
JULY	1,253	9	445	799	14	624
AUGUST	1,300	25	499	776	28	717
SEPTEMBER	1,196	16	357	823	16	502
OCTOBER	1,554	11	345	1,198	14	490
NOVEMBER	1,998	18	327	1,653	21	483
DECEMBER	1,817	11	400	1,406	15	567
Total	16,254	158	4,346	11,750	186	6,212

Source: SD Department of Public Safety: Accident Records

TABLE 3-14
CRASHES BY DAY OF WEEK
2005

<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	1,920	21	526	1,373	23	798
MONDAY	2,168	19	581	1,568	27	806
TUESDAY	2,380	18	661	1,701	20	894
WEDNESDAY	2,261	14	594	1,653	14	854
THURSDAY	2,448	25	652	1,771	29	916
FRIDAY	2,759	32	724	2,003	38	1,052
SATURDAY	2,318	29	608	1,681	35	892
Total	16,254	158	4,346	11,750	186	6,212

Source: SD Department of Public Safety: Accident Records

FIGURE 3-6 CRASHES BY TIME OF DAY 2005

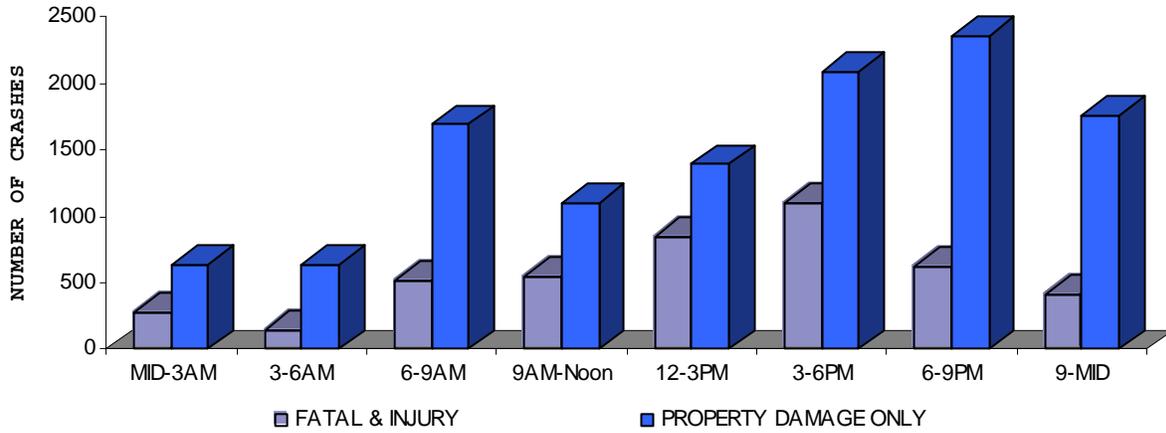


FIGURE 3-7 CRASHES BY MONTH 2005

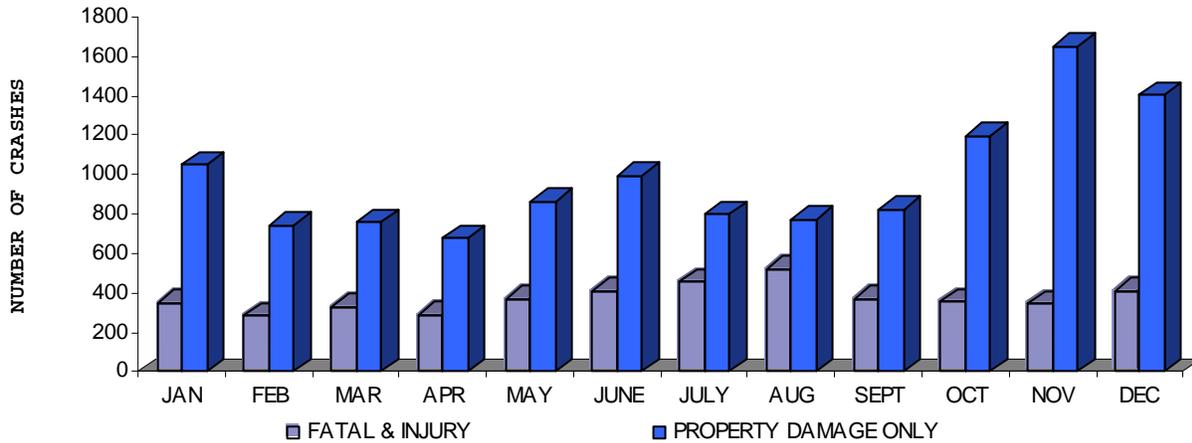
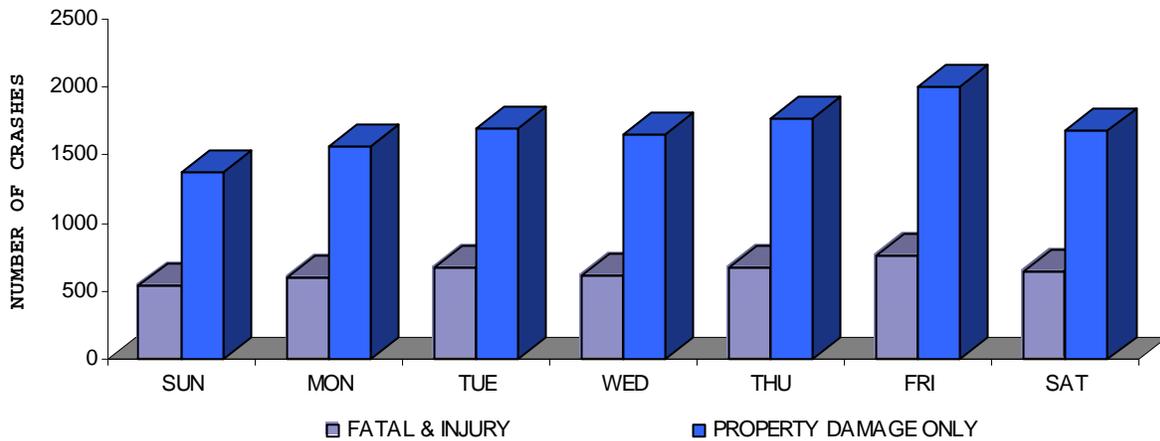


FIGURE 3-8 CRASHES BY DAY OF WEEK 2005



Drivers

There were 23,242 motor vehicle drivers in the 16,254 reported motor vehicle crashes, including 225 drivers in fatal crashes and 7,039 drivers in injury crashes. One hundred and fifteen drivers were killed, which is 61.8 percent of all persons killed in motor vehicle crashes and 70.9 percent or 4,404 of the 6,212 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, 31.4 percent of the drivers were under 25 years of age and 48.8 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 25.3 percent of the drivers involved in fatal crashes and 33.9 percent of the drivers in injury crashes. Drivers under the age of 35 make up 40 percent of the drivers in fatal crashes and 51.5 percent of the drivers in injury crashes. Fifty-seven (25.3%) of the drivers in fatal crashes were 21-34 years of age (see TABLE 3-15).

TABLE 3-15
AGE OF DRIVERS IN CRASHES
2005

Age	Drivers In All Crashes		Drivers In Fatal Crashes		Drivers In Injury Crashes		Drivers In PDO Crashes	
	No.	%	No.	%	No.	%	No.	%
6 - 13	22	0.1	1	0.4	12	0.2	9	0.1
14 - 15	685	2.9	4	1.8	220	3.1	461	2.9
16 - 17	1,617	7.0	9	4.0	543	7.7	1,065	6.7
18	922	4.0	7	3.1	316	4.5	599	3.7
19	811	3.5	4	1.8	271	3.8	536	3.4
20	724	3.1	8	3.6	236	3.4	480	3.0
21 - 24	2,510	10.8	24	10.7	789	11.2	1,697	10.6
25 - 34	4,054	17.4	33	14.7	1,241	17.6	2,780	17.4
35 - 44	3,753	16.1	48	21.3	1,105	15.7	2,600	16.3
45 - 54	3,724	16.0	41	18.2	1,031	14.6	2,652	16.6
55 - 64	2,138	9.2	19	8.4	655	9.3	1,464	9.2
65 - Over	2,153	9.3	25	11.1	584	8.3	1,544	9.7
Unknown	129	0.6	2	0.9	36	0.5	91	0.6
Total	23,242	100	225	100	7,039	100	15,978	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 1,114 drinking drivers in all crashes which is 4.8 percent of all drivers in crashes. Fifty-eight or 25.8 percent of drivers in fatal crashes had been drinking while 551 or 7.8 percent of the drivers involved in injury crashes had been drinking.

Young drivers are predominantly the drinking drivers in all crashes. Those drivers under 25 years of age accounted for 31 percent of the drinking drivers in fatal crashes and 36.1 percent of the drinking drivers in injury crashes. Those drivers under 35 years of age accounted for 62.1 percent of the drinking drivers in fatal crashes and 61.9 percent of the drinking drivers in all crashes.

TABLE 3-16
AGE OF DRINKING DRIVERS IN CRASHES
2005

Age	Drivers In All Crashes		Drivers In Fatal Crashes		Drivers In Injury Crashes		Drivers In PDO Crashes	
	No.	%	No.	%	No.	%	No.	%
6 - 13	1	0.1	0	0.0	1	0.2	0	0.0
14 - 15	7	0.6	0	0.0	7	1.3	0	0.0
16 - 17	42	3.8	3	5.2	19	3.4	20	4.0
18	41	3.7	1	1.7	26	4.7	14	2.8
19	60	5.4	3	5.2	32	5.8	25	5.0
20	59	5.3	4	6.9	25	4.5	30	5.9
21 - 24	199	17.9	7	12.1	89	16.2	103	20.4
25 - 34	281	25.2	18	31.0	130	23.6	133	26.3
35 - 44	221	19.8	10	17.2	119	21.6	92	18.2
45 - 54	131	11.8	9	15.5	63	11.4	59	11.7
55 - 64	53	4.8	2	3.4	30	5.4	21	4.2
65 - Over	17	1.5	0	0.0	10	1.8	7	1.4
Unknown	2	0.2	1	1.7	0	0.0	1	0.2
Total	1,114	100	58	100	551	100	505	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 17.6 percent of the total licensed drivers, 35.6 percent of the drinking drivers in fatal and injury crashes and 50.3 percent of the speeding drivers in fatal and injury crashes. Sixty percent of the drinking drivers and 68.5 percent of the speeding drivers in fatal and injury crashes were under 35 years of age while drivers under 35 years of age constitute 33.4 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
2005

Age	Licensed Drivers		Drivers In Fatal & Injury Crashes		Drinking Drivers In Fatal & Injury Crashes		Speeding Drivers In Fatal & Injury Crashes	
	No.	%	No.	%	No.	%	No.	%
0 - 13	0.0		13	0.2	1	0.2	2	0.3
14 - 15	1.9		224	3.1	7	1.1	44	6.5
16 - 17	3.1		552	7.6	22	3.6	83	12.2
18	1.7		323	4.4	27	4.4	33	4.8
19	1.7		275	3.8	35	5.7	38	5.6
20	1.8		244	3.4	29	4.8	39	5.7
21 - 24	7.4		813	11.2	96	15.8	104	15.2
25 - 34	15.8		1274	17.5	148	24.3	124	18.2
35 - 44	16.6		1153	15.9	129	21.2	77	11.3
45 - 54	19.0		1072	14.8	72	11.8	79	11.6
55 - 64	13.9		674	9.3	32	5.3	37	5.4
65 - Over	17.1		609	8.4	10	1.6	21	3.1
Unknown	0.0		38	0.5	1	0.2	1	0.1
TOTAL	100		7,264	100	609	100	682	100

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

FIGURE 3-9 DRIVERS BY AGE GROUP 2005
 Fatal and Injury Crash Involved Drivers

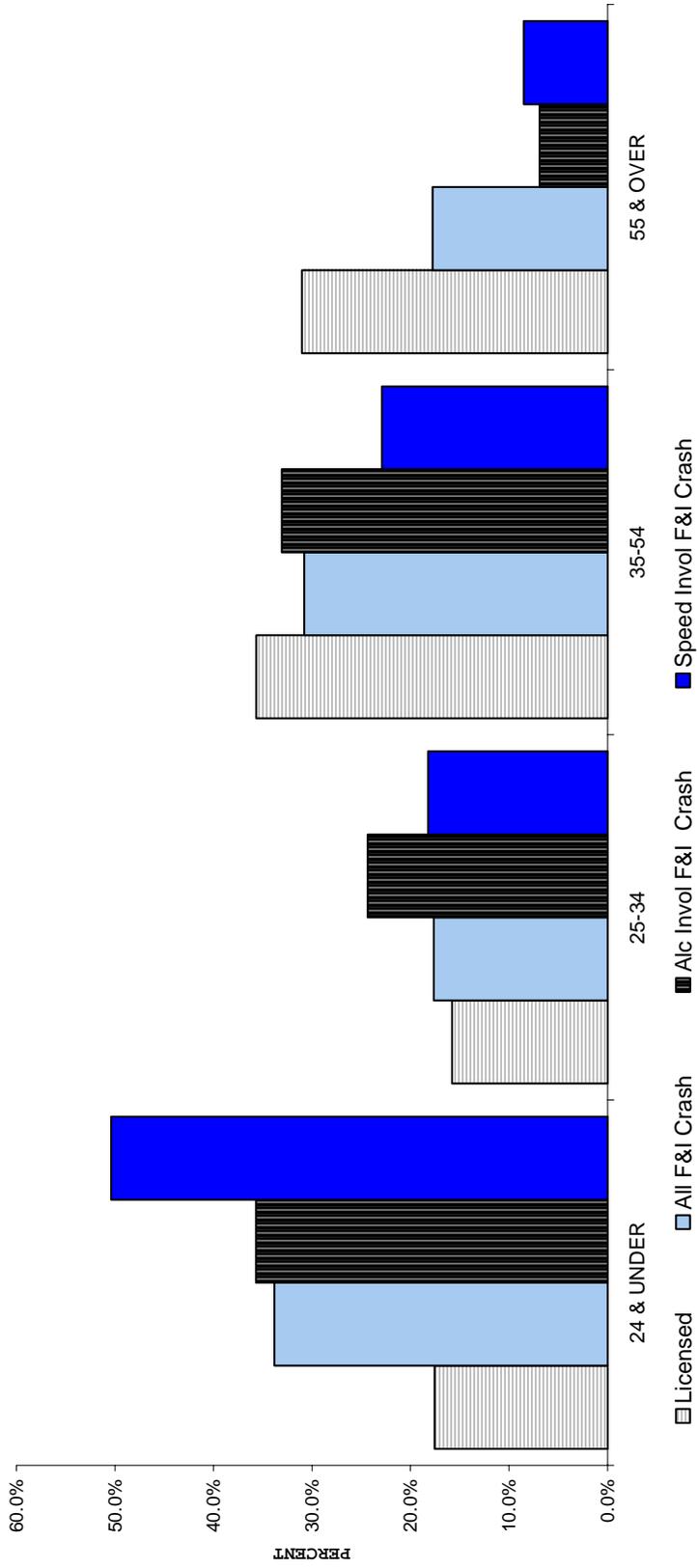
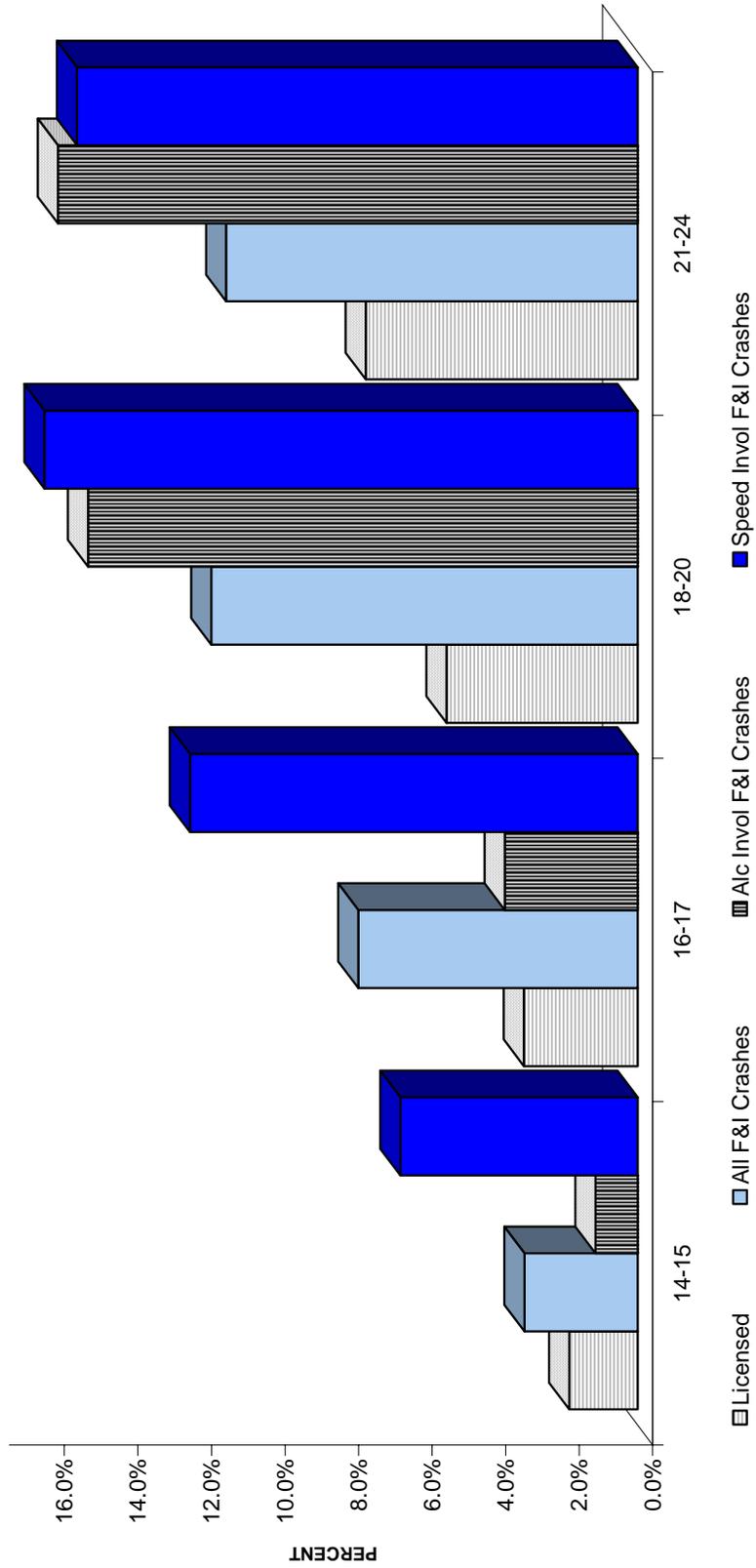


FIGURE 3-10 YOUNG DRIVERS 2005
FATAL & INJURY CRASH INVOLVED DRIVERS



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 2005. 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
2005

	Total Crashes		Fatal Crashes		Injury Crashes		PDO Crashes	
	No.	%	No.	%	No.	%	No.	%
Drinking	814	3.5	43	19.1	406	5.8	365	2.3
Running Off Road	1,211	5.2	39	17.3	522	7.4	650	4.1
Exceeded Speed Limit	541	2.3	36	16.0	269	3.8	236	1.5
Disregarded Traffic Signs or Signals	715	3.1	8	3.6	295	4.2	412	2.6
Distracted	768	3.3	6	2.7	330	4.7	432	2.7
Driving Too Fast for Condition	1,706	7.3	19	8.4	542	7.7	1,145	7.2
Fail to Yield to Vehicle	2,816	12.1	15	6.7	1,025	14.6	1,776	11.1
Failure to Keep in Proper Lane	343	1.5	9	4.0	124	1.8	210	1.3
Fatigued/Fell Asleep	257	1.1	3	1.3	134	1.9	120	0.8
Following Too Closely	1,234	5.3	5	2.2	504	7.2	725	4.5
Improper Backing	239	1.0	0	0.0	15	0.2	224	1.4
Improper Passing	120	0.5	2	0.9	36	0.5	82	0.5
Improper Turn	350	1.5	4	1.8	120	1.7	226	1.4
Over-correcting/Over-steering	597	2.6	21	9.3	283	4.0	293	1.8
Swerving or Avoiding due to wind, slippery surface, vehicle, object, non-motorist, etc.	618	2.7	10	4.4	199	2.8	409	2.6
Wrong Side of Road	150	0.6	15	6.7	62	0.9	73	0.5
Other*	1,216	5.2	16	7.1	466	6.6	734	4.6
Unknown	552	2.4	7	3.1	210	3.0	335	2.1
Not Stated**	4,669	20.1	0	0.0	0	0.0	4,669	29.2
Total Drivers	23,242		225		7,039		15,978	

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

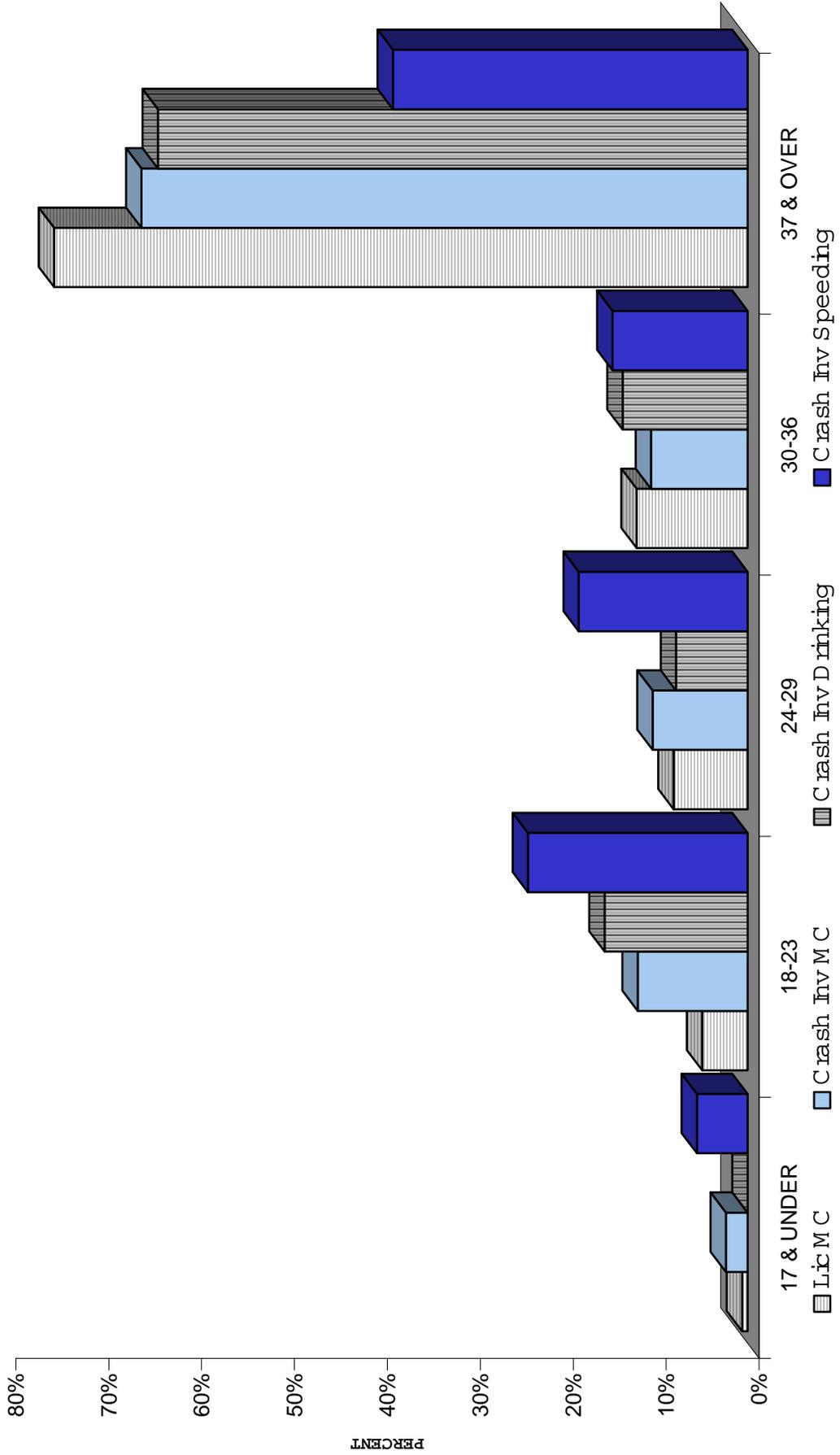
Motorcycle crashes constitute 3.2 percent of all crashes, 12.7 percent of all fatal crashes, and 10.1 percent of all injury crashes. There were 22 people killed and 531 injured on motorcycles in the 515 reported motorcycle crashes during 2005 (see TABLE 2-7). The young motorcycle driver is over represented 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
2005

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	2	0.4	0	0.0	0	0.0
14 - 15	68	0.1	4	0.7	0	0.0	1	1.8
16 - 17	313	0.5	7	1.3	0	0.0	2	3.6
18 - 19	648	1.0	26	4.7	2	3.8	6	10.9
20 - 21	1123	1.7	18	3.2	2	3.8	2	3.6
22 - 23	1394	2.1	22	3.9	4	7.7	5	9.1
24 - 25	1718	2.6	21	3.8	2	3.8	5	9.1
26 - 27	1643	2.5	20	3.6	1	1.9	3	5.5
28 - 29	1816	2.8	16	2.9	1	1.9	2	3.6
30 - 31	1952	3.0	20	3.6	3	5.8	3	5.5
32 - 36	5811	8.9	38	6.8	4	7.7	5	9.1
37 - 41	7395	11.4	61	10.9	12	23.1	5	9.1
42 - 51	19876	30.6	160	28.7	12	23.1	9	16.4
52 - Over	21262	32.7	143	25.6	9	17.3	7	12.7
Unknown	0	0.0	0	0.0	0	0.0	0	0.0
Total	65,019	100	558	100	52	100	55	100

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

FIGURE 3-11 MOTORCYCLISTS 2005
 CRASH INVOLVED MOTORCYCLE & MOPED DRIVERS



There were 22 motorcyclist fatalities during 2005. Seventeen were motorcycle drivers. Four drivers wore helmet and eye protection, one wore helmet only, six wore eye protection only and five did not use safety equipment. Unknown helmet usage was reported for one driver. There were five motorcycle passenger fatalities reported. Two passengers wore helmet and eye protection, two wore helmet only, one wore eye protection only. Helmets were used by 131 or 25.2 percent of the motorcycle drivers in crashes while 388 or 74.8 percent did not wear a helmet (see TABLE 3-20).

TABLE 3-20
HELMET USE BY MOTORCYCLE DRIVERS IN CRASHES
2005

<u>Age</u>	Helmet Used		Helmet Not Used	
	<u>No.</u>	<u>%</u>	<u>No.</u>	<u>%</u>
6 - 13	0	0.0	2	100.0
14 - 15	3	75.0	1	25.0
16 - 17	5	71.4	2	28.6
18 - 20	8	26.7	22	73.3
21 - 24	6	15.0	34	85.0
25 - 34	17	19.1	72	80.9
35 - 44	24	22.2	84	77.8
45 - Over	68	28.5	171	71.5
Unknown	0	0.0	0	0.0
Total	131	25.2	388	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 15 pedestrian deaths and 89 injuries in motor vehicle crashes during 2005 (see TABLE 3-21). The youngest pedestrian killed was two years old, while the oldest was 75. Of the injured pedestrians, 22.5 percent were between the ages of 6-13. Cities accounted for 91 percent of the pedestrian injuries and 80 percent of the fatalities (see TABLE 3-23). Of the 15 pedestrians killed, 14 were male and 1 female. Of the 89 injured, 46 were male and 43 female.

Officers reported that 6 of the 15 pedestrians killed had been drinking alcohol (see TABLE 3-22).

TABLE 3-21
AGE OF PEDESTRIANS IN TRAFFIC CRASHES
2005

<u>Age</u>	<u>Fatalities</u>		<u>Injuries</u>	
	<u>No.</u>	<u>%</u>	<u>No.</u>	<u>%</u>
0 - 5	1	6.7	4	4.5
6 - 13	1	6.7	20	22.5
14 - 19	1	6.7	6	6.7
20 - 24	1	6.7	17	19.1
25 - 34	2	13.3	6	6.7
35 - 44	4	26.7	11	12.4
45 - 54	2	13.3	13	14.6
55 - 64	2	13.3	5	5.6
65 - Over	1	6.7	7	7.9
Total	15	100	89	100

Source: SD Department of Public Safety: Accident Records

TABLE 3-22
ALCOHOL INVOLVEMENT BY PEDESTRIANS
2005

<u>Alcohol Involvement</u>	<u>Fatalities</u>		<u>Injuries</u>	
	<u>No.</u>	<u>%</u>	<u>No.</u>	<u>%</u>
Alcohol or Drugs	6	40.0	10	11.2
No Alcohol	9	60.0	79	88.8
Unknown	0	0.0	0	0.0
Total	15	100	89	100

Source: SD Department of Public Safety: Accident Records

TABLE 3-23
RURAL vs. CITY PEDESTRIAN CRASHES
2005

	<u>Fatalities</u>		<u>Injuries</u>	
	<u>No.</u>	<u>%</u>	<u>No.</u>	<u>%</u>
Rural	3	20.0	8	9.0
City	12	80.0	81	91.0
Total	15	100	89	100

Source: SD Department of Public Safety: Accident Records

Bicycles

During 2005 there were no bicyclists killed (see TABLE 2-9). There were 97 bicycle drivers injured in reported motor vehicle crashes during 2005 (see TABLE 3-24). The leading factor in bicycle-involved crashes was improper crossing which was reported for 24.7 percent of the injured bicycle drivers. Sixty-seven of the bicycle drivers in crashes had no contributing circumstances. The yearly 1985-2005 trend of bicycle fatalities and injuries is provided in TABLE 2-9.

TABLE 3-24
AGE OF BICYCLE DRIVERS IN TRAFFIC CRASHES
2005

<u>Age</u>	<u>Fatalities Number</u>	<u>Injuries Number</u>	<u>%</u>
0 - 5	0	3	3.1
6 - 13	0	27	27.8
14 - 19	0	20	20.6
20 - 24	0	5	5.2
25 - 34	0	8	8.2
35 - 44	0	14	14.4
45 - 54	0	11	11.3
55 - 64	0	5	5.2
65 - Over	0	4	4.1
Total	0	97	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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