2001
South Dakota
Motor Vehicle Traffic Accident Summary

William J. Janklow
Governor

Prepared By
Department of Transportation
Accident Records Office

In Cooperation With
Department of Commerce & Regulation
Office Of Highway Safety

STATE OF SOUTH DAKOTA

WILLIAM J. JANKLOW, GOVERNOR

May 6, 2002

The 2001 South Dakota Motor Vehicle Traffic Accident Summary is a sobering reminder that not a day goes by without a traffic crash occurring in South Dakota. This booklet contains valuable information to help us to realize the human and financial cost of motor vehicle crashes, identify traffic safety problems, and, hopefully, determine effective countermeasures to those problems.

Alcohol involvement in motor vehicle crashes by both adults and underage drivers continues to be a major problem on South Dakota roadways. Strict enforcement of drinking and driving laws will continue to be a priority for South Dakota law enforcement agencies. In addition, there will be an increased effort to prevent underage persons from obtaining and consuming alcoholic beverages. It is unacceptable to be complacent when 18.3 percent of the drinking drivers involved in fatal or injury crashes were under the legal drinking age of twenty-one.

Speeding and/or exceeding a safe speed is second only to failing to yield as the leading contributing factor to motor vehicle crashes. Drivers under the age of twenty-five are over-represented in speed related fatal and injury crashes. While they account for only 18.7 percent of the total drivers in South Dakota, they are involved in 50 percent of the speed related fatal and injury crashes.

The use of child safety seats, booster seats, and safety belts has increased significantly in South Dakota in the past two years, but, the use of passenger safety restraints is still too low. Safety seat and safety belt usage increases the odds of surviving traffic crashes by approximately 50 percent. This booklet reinforces the need to continue promoting a strong safety message and the use of safety equipment to protect occupants traveling in motor vehicles on South Dakota roadways.

I encourage you to review the information in this booklet and do your part in helping us improve traffic safety in South Dakota.

Sincerely,

William J. Janklow

WJJ:drw

EXECUTIVE OFFICE

STATE CAPITOL
500 EAST CAPITOL
PIERRE, SOUTH DAKOTA
57501-5070

605-773-3212

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I. INTRODUCTION

The South Dakota Motor Vehicle Traffic Accident Summary was developed to provide an overview of the South Dakota traffic accident picture, as well as make frequently requested information available. Information from 2001 comprises the major portion of the book; however, basic historic trends are also provided for reference.

The Motor Vehicle Traffic Accident Summary is divided into two main sections, Historical Trends and 2001 Motor Vehicle Traffic Accident Profile. The Historical Trend section provides information on alcohol involvement in motor vehicle accidents, severity of injury by record type and sex of drivers involved in accidents. This section also provides data on restraint usage and accident trends. The 2001 Traffic Accident Profile section details the accident picture for 2001 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 Transportation. 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.

Examples of reports available through Accident Records are:

STANDARD REPORTS - These reports provide the user with a standard set of summary information for a pre-selected subset of all accidents, e.g., all accidents involving a drinking driver.

PLOT MAPS - These maps supply the user with a graphic display on which the location of each accident in a given geographic area has been plotted on transparent paper and scaled to overlay maps provided by the Department of Transportation.

SPECIAL REQUESTS - Special requests are answered using several computer packages, one of which is an on-line query system which provides almost immediate response to requests of a very specific nature.

For additional information:

Accident Records Section
700 East Broadway Avenue
Pierre, SD 57501-2586
Phone: (605) 773-4156
FAX: (605) 773-4870
E-mail: pat.winters@state.sd.us

SOUTH DAKOTA
STATISTICAL SUMMARY
2001

NUMBER OF REPORTED MOTOR VEHICLE TRAFFIC ACCIDENTS: **17,699**

AMOUNT OF MOTOR VEHICLE TRAFFIC ACCIDENT PROPERTY DAMAGE: **$81 million**

NUMBER OF MOTOR VEHICLE TRAFFIC ACCIDENT INJURIES: **7,118**

NUMBER OF MOTOR VEHICLE TRAFFIC ACCIDENT FATALITIES: **171**

FATALITY RATE PER 100,000,000 MILES OF TRAVEL: **2.04**

PERCENT OF DRIVERS IN FATAL ACCIDENTS WHO HAD BEEN DRINKING: **29.5%**

NUMBER KILLED IN ALCOHOL-RELATED ACCIDENTS: **75**

NUMBER INJURED IN ALCOHOL-RELATED ACCIDENTS: **851**

NUMBER OF PEDESTRIANS KILLED: **15**

NUMBER OF MOTORCYCLISTS KILLED: **19**

NUMBER OF BICYCLISTS KILLED: **1**

PERCENT OF LICENSED DRIVERS UNDER 25: **18.6 %**

PERCENT OF ACCIDENT-INVOLVED SPEEDING DRIVERS UNDER 25: **50.1%**

PERCENT OF ACCIDENT-INVOLVED DRINKING DRIVERS UNDER 25: **38.9 %**

NUMBER OF OCCUPANTS KILLED IN MOTOR VEHICLES: **133**, **35** WERE WEARING A SAFETY RESTRAINT (EXCLUDES MOPED, MOTORCYCLE & SNOWMOBILE OCCUPANTS)

NUMBER OF DWI CONVICTIONS: **5,894** (Source: Dept. of Commerce & Regulation-Driver Improvement)

NUMBER OF UNRESTRAINED OCCUPANTS UNDER 5 YEARS OF AGE KILLED IN MOTOR VEHICLE ACCIDENTS: **1**, NUMBER KILLED WITH UNKNOWN RESTRAINT USAGE: **0**

NUMBER OF RESTRAINED OCCUPANTS UNDER 5 YEARS OF AGE KILLED IN MOTOR VEHICLE ACCIDENTS: **0** WITH CHILD RESTRAINT SYSTEM USED PROPERLY.

ECONOMIC LOSS FROM MOTOR VEHICLE TRAFFIC ACCIDENTS: **$356 MILLION**

Source: SD Department of Transportation: Accident Records

II. HISTORICAL TRENDS

Motor Vehicle Accidents

The preliminary death rates per 100 million vehicle miles traveled from 1992-2001 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. The South Dakota rate has been adjusted to comply with changes made by the Department of Transportation in the computation of vehicle miles of travel.

TABLE 2-1
FATALITY RATE COMPARISON
1992-2001

State	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001
South Dakota	2.2	1.9	2.0	2.1	2.2	1.9	2.1	1.8	2.1	2.0
Iowa	1.8	1.8	1.8	2.0	1.7	1.7	1.5	1.6	1.5	1.5
Minnesota	1.4	1.3	1.5	1.4	1.3	1.3	1.3	1.3	1.2	1.1
Montana	2.1	2.3	2.3	2.3	2.1	2.8	2.5	2.3	2.4	2.3
Nebraska	1.9	1.7	1.8	1.6	1.8	1.8	1.8	1.7	1.6	1.4
North Dakota	1.4	1.5	1.4	1.1	1.3	1.5	1.1	1.6	1.2	1.5
Wyoming	2.0	1.9	2.1	2.4	2.0	1.9	1.9	2.4	1.9	2.4
National	1.8	1.7	1.7	1.7	1.7	1.7	1.6	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 Transportation: Accident Records

TABLE 2-2 provides a yearly comparison of South Dakota's motor vehicle traffic accidents from 1970 through 2001. Any comparison of motor vehicle accidents must be made with caution due to the changes in the definition of a reportable accident. For example, in the late 1970's the definition of a fatality caused by a motor vehicle accident was changed from the death occurring up to one year after the accident to death occurring within 30 days after the accident. There does not appear to be a single reason why there are fewer fatalities; however, the national 55 mph speed limit law initiated in 1974 and the increased efforts in the drinking driving area in 1981 have probably had the most impact. Other factors include improvements in the highways, safer vehicles, and traffic enforcement efforts. Using vehicle miles of travel, the 2001 death rate remained the same as the 2.1 rate for 2000. The 7,118 people injured is a 9.8% decrease from the 7,888 for 2000 (see TABLE 2-2).

FIGURE 2-1 FATALITY RATE COMPARISON

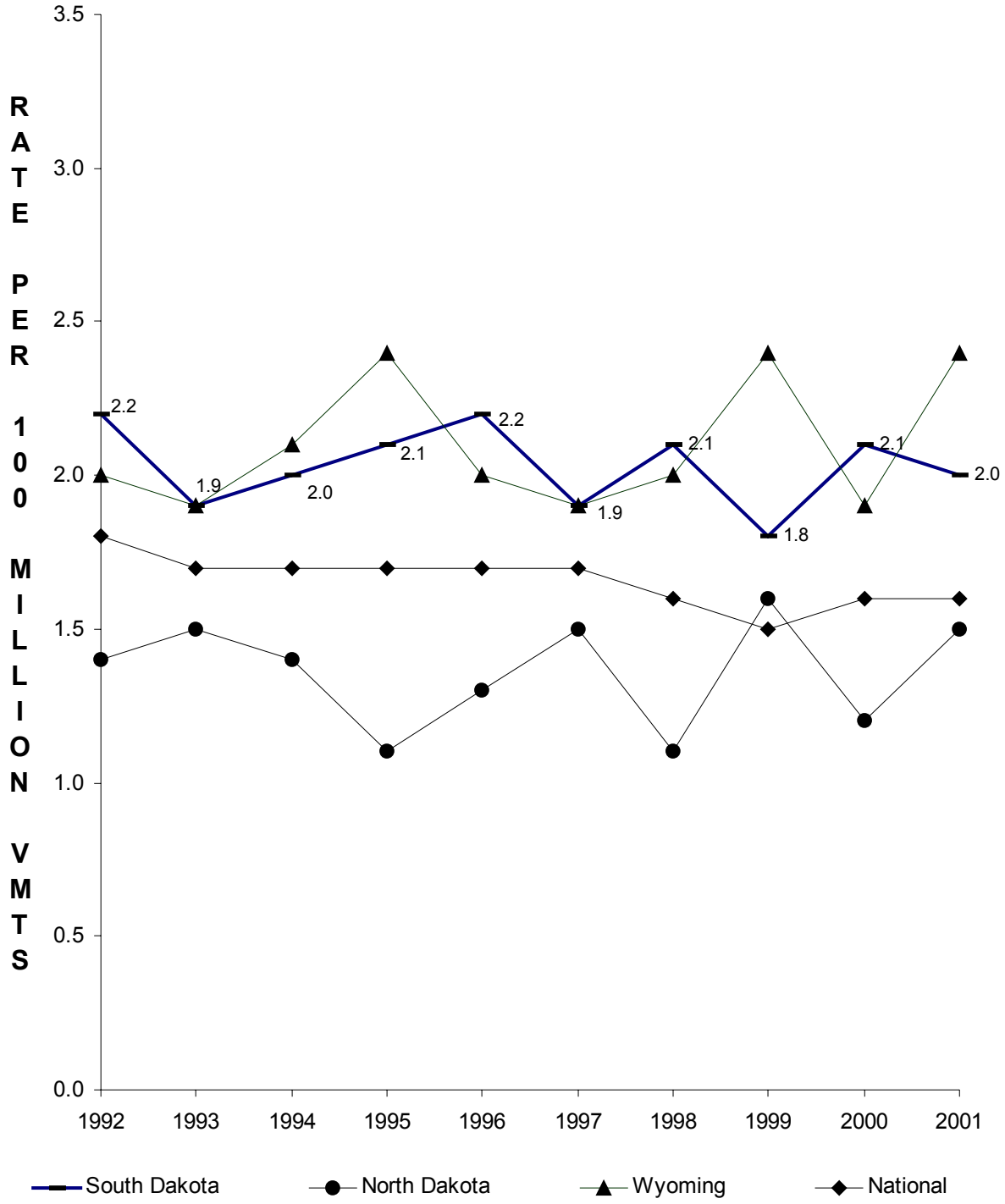


TABLE 2-2
SOUTH DAKOTA YEARLY COMPARISON
OF MOTOR VEHICLE TRAFFIC FATALITIES, INJURIES,
ACCIDENTS, MILES TRAVELED, & REGISTERED MOTOR VEHICLES

Year	Deaths	Death Rate[1]	Injuries	Total Accd.	Total Accd. Rate[4]	Fatal Accd.	Injury Accd.	PDO[2] Accd.	Miles[3] Traveled +(000,000)	Registered Motor Vehicles +(000)
1970	238	5.12	5,492	16,165	347.78	189	3,395	12,581	4,648	427
1971	262	5.36	6,705	16,995	347.97	210	4,152	12,633	4,884	444
1972	294	5.83	6,718	17,883	354.89	235	4,267	13,381	5,039	467
1973	286	5.57	6,774	14,985	291.76	228	4,321	10,436[2]	5,136	494
1974	229	4.47	6,211	11,727	228.77	203	4,077	7,447	5,126	519
1975	198	3.82	6,769	15,146	292.06	163	4,398	10,585[2]	5,186	533
1976	224	4.07	7,423	15,755	286.30	188	4,840	10,727	5,503	554
1977	211	3.67	7,603	18,020	313.17	180	5,013	12,827	5,754	575
1978	194	3.33	7,861	18,085	310.21	168	5,263	12,654[2]	5,830	599
1979	211	3.76	7,189	16,059	286.05	169	4,826	11,064	5,614	616
1980	228	3.69	7,147	14,845	240.25	188	4,770	9,887	6,179[3]	622
1981	177	2.86	6,771	14,375	232.38	162	4,614	9,599	6,186	637
1982	148	2.33	6,174	14,605	229.57	129	4,192	10,284	6,362	640
1983	175	2.77	6,287	14,971	237.07	147	4,175	10,649	6,315	655
1984	143	2.24	6,158	15,093	236.42	132	4,297	10,664	6,384	669
1985	130	2.07	6,240	15,435	245.94	109	4,229	11,097	6,276	674
1986	134	2.15	6,008	13,714	219.85	118	4,105	9,491[2]	6,238	686
1987	134	2.09	6,221	13,083	203.59	107	4,173	8,803	6,426	711
1988	147	2.22	6,579	14,821	224.02	127	4,455	10,239	6,616	709
1989	152	2.27	6,828	15,005	223.79	134	4,605	10,266	6,705	719
1990	153	2.19	7,261	15,073	215.67	139	4,820	10,114	6,989	698
1991	143	2.10	7,310	16,009	235.32	130	4,830	11,049	6,803	710
1992	161	2.24	7,813	17,170	238.51	141	5,112	11,917	7,199	722
1993	140	1.89	8,410	18,664	251.74	118	5,525	13,021	7,414	749
1994	154	2.02	8,540	19,408	254.30	141	5,711	13,556	7,632	805
1995	158	2.06	8,323	19,362	252.41	140	5,543	13,679	7,671	812
1996	175	2.24	8,490	21,653	277.57	142	5,653	15,858	7,801	815
1997	148	1.88	8,161	20,899	264.81	128	5,478	15,293	7,892	827
1998	165	2.05	7,723	19,735	245.49	149	5,112	14,474	8,039	837
1999	150	1.84	7,574	20,019	245.00	136	5,032	14,851	8,171	841
2000	173	2.08	7,888	19,475	234.13	150	5,252	14,073[2]	8,318	862
2001	171	2.04	7,118	17,699	211.43	154	4,888	12,657	8,371	872

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

[2] Prior to July 1, 1973 the threshold for a reportable property damage only (PDO) accident was $100 to one person's property.
July 1, 1973 the PDO amount was increased to $250.
January 1, 1975 the PDO threshold definition changed to accumulated property damage of $250 or more.
July 1, 1978 the PDO threshold was increased to $400 accumulated property damage.
July 1, 1986 the PDO threshold definition changed to $500 damage to any one person's property or $1000 accumulated property damage per accident.
July 1, 2000 the PDO threshold definition changed to $1,000 to any one person's property or $2,000 accumulated property damage per accident.

[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. Note! This revision of the miles traveled has caused the Death Rates to be adjusted also. Current year 2000 may be adjusted and updated in next year's publication.

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

Source: SD Department of Transportation: Accident Records

Alcohol Involvement

There were 75 people killed in alcohol related accidents during 2001. This represents 43.9% of traffic related deaths (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 and the highest number is 138 for the year of 1973.

TABLE 2-3
ALCOHOL INVOLVED ACCIDENTS AS PERCENT OF ALL ACCIDENTS
1995-2001

	1995	1996	1997	1998	1999	2000	2001
Total Accidents	7.5	7.0	6.9	7.1	6.4	6.8	6.4
	(1457)	(1508)	(1449)	(1393)	(1290)	(1331)	(1137)
Fatal Accidents	42.9	38.0	39.1	40.3	42.6	43.3	42.2
	(60)	(54)	(50)	(60)	(58)	(65)	(65)
Injury Accidents	13.3	12.8	12.0	12.9	12.6	12.3	11.5
	(735)	(722)	(656)	(662)	(634)	(648)	(563)
PDO Accidents	4.8	4.6	4.9	4.6	4.0	4.4	4.0
	(662)	(732)	(743)	(671)	(598)	(618)	(509)
Fatalities	44.3	38.9	39.9	39.4	41.3	44.5	43.9
	(70)	(68)	(59)	(65)	(62)	(77)	(75)
Injuries	14.1	13.8	12.5	13.9	13.6	13.7	12.0
	(1175)	(1170)	(1024)	(1074)	(1027)	(1078)	(851)

NOTE: Alcohol involvement for Fatal Accidents 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 Accidents - 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 ACCIDENTS BY AGE
1995 - 2001

AGE	1995	1996	1997	1998	1999	2000	2001
0 - 5	0	2	1	1	0	0	0
6 - 12	0	2	1	0	1	1	2
13 - 19	6	10	17	15	11	11	9
20	1	2	3	2	2	1	2
21 - 29	28	18	10	19	16	25	23
30 - 39	18	15	14	14	10	21	16
40 - 49	9	5	6	9	11	9	10
50 - 59	2	7	3	4	6	4	4
60 & OLDER	6	7	4	1	5	5	8
Unknown/Not Stated	0	0	0	0	0	0	1
TOTAL	70	68	59	65	62	77	75

Source: SD Department of Transportation: Accident Records

FIGURE 2-2 2001 TRAFFIC FATALITIES
Alcohol Related vs Non Alcohol Related

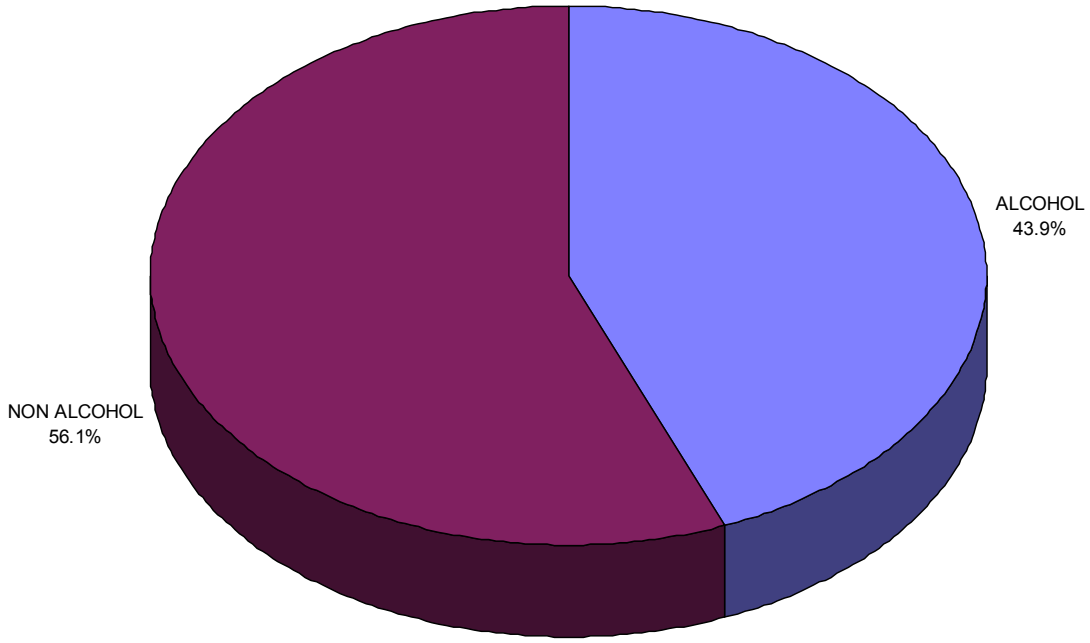
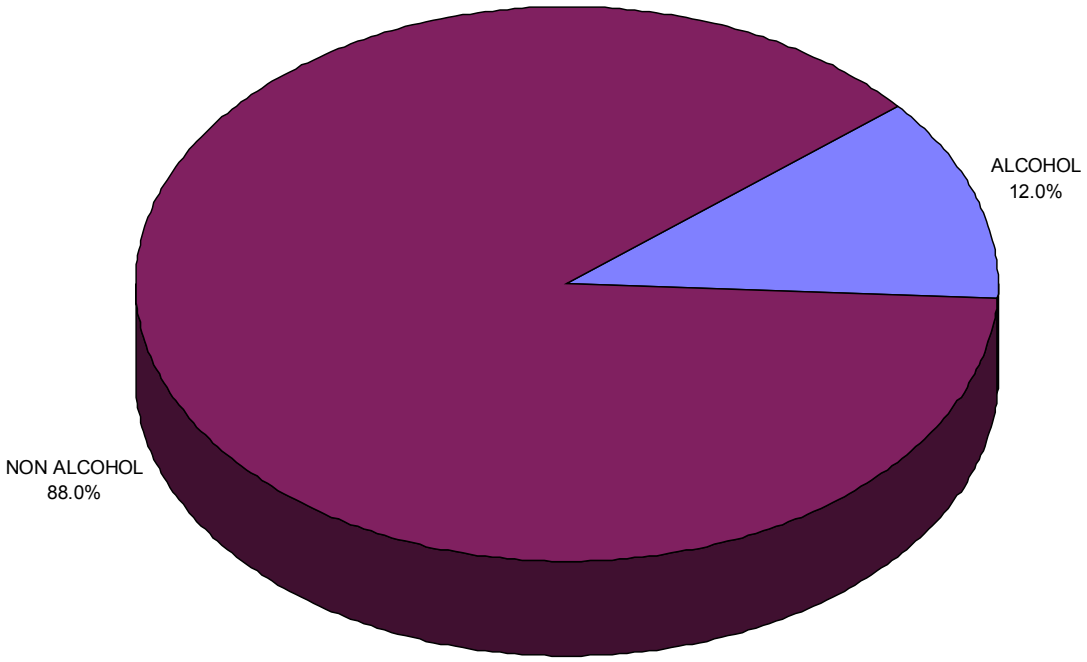


FIGURE 2-3 2001 TRAFFIC INJURIES
Alcohol Related vs Non Alcohol Related



The following accident and arrest data is presented to monitor changes in alcohol-related fatal and injury accidents and to compare changes with nonalcohol-related accident experiences (see TABLE 2-4). Alcohol-related fatal and injury accidents decreased by 11.9% while nonalcohol-related fatal and injury accidents decreased by 5.9% from the 2000 totals. The number of DWI arrests decreased by 5% from 2000.

TABLE 2-4
ACCIDENT AND ARREST ACTIVITY
1993 - 2001

	FATAL ACCIDENTS		FATAL & INJURY ACCIDENTS		
	ALCOHOL RELATED	NONALCOHOL RELATED	ALCOHOL RELATED	NONALCOHOL RELATED	DWI ARRESTS*
1993	47	71	783	4,860	8,821
1994	63	78	868	4,984	9,574
1995	60	80	795	4,888	8,923
1996	54	88	776	5,019	9,712
1997	50	78	706	4,900	8,757
1998	60	89	722	4,539	8,630
1999	58	78	692	4,476	9,383
2000	65	85	713	4,689	9,430
2001	65	89	628	4,414	8,956

*Source: South Dakota Courts - The State of the Judiciary and 2001 Annual Report of the S. D. Unified Judicial System - January 2002
Based on Fiscal Year statistics

FIGURE 2-4 presents the annual counts of DWI arrests, alcohol-related fatal and injury accidents, and nonalcohol-related fatal and injury accidents from 1993 through 2001. FIGURE 2-5 presents the alcohol-related and nonalcohol-related fatal accident experience for the years of 1993 through 2001.

There were 65 alcohol-related fatal accidents during 2001, which compares to 65 in 2000. The previous three-year average was 61 for the years of 1998-2000.

There were 628 alcohol-related fatal and injury accidents during 2001, which compares to 713 in 2000. The previous three-year average was 709 or a 11.4 percent decrease in 2001. Nonalcohol-related fatal and injury accidents in 2001 decreased (5.9%) when compared to 2000 and decreased 3.4 percent from the previous three-year average (98-00).

There were 8,956 DWI arrests in fiscal year 2001. This level is down 2% from the previous three-year average (98-00).

Source: SD Department of Transportation: Accident Records

FIGURE 2-4 FATAL & INJURY ACCIDENTS AND DWIs

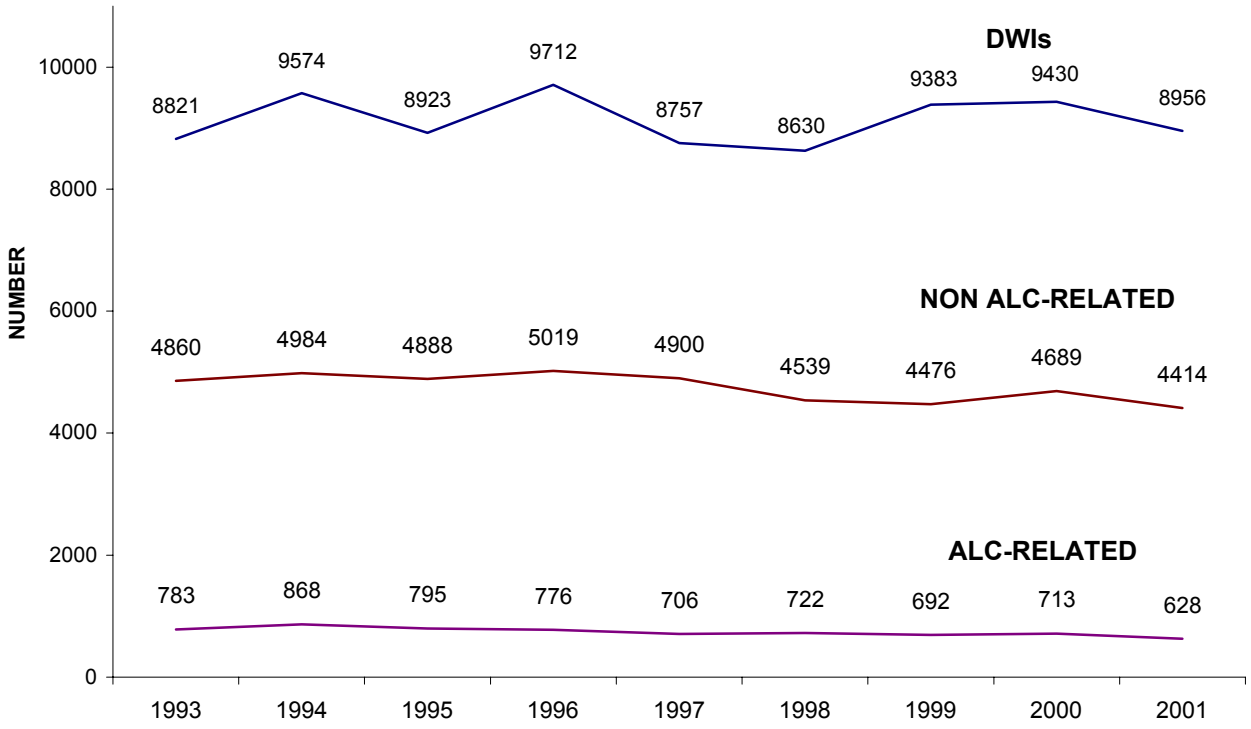
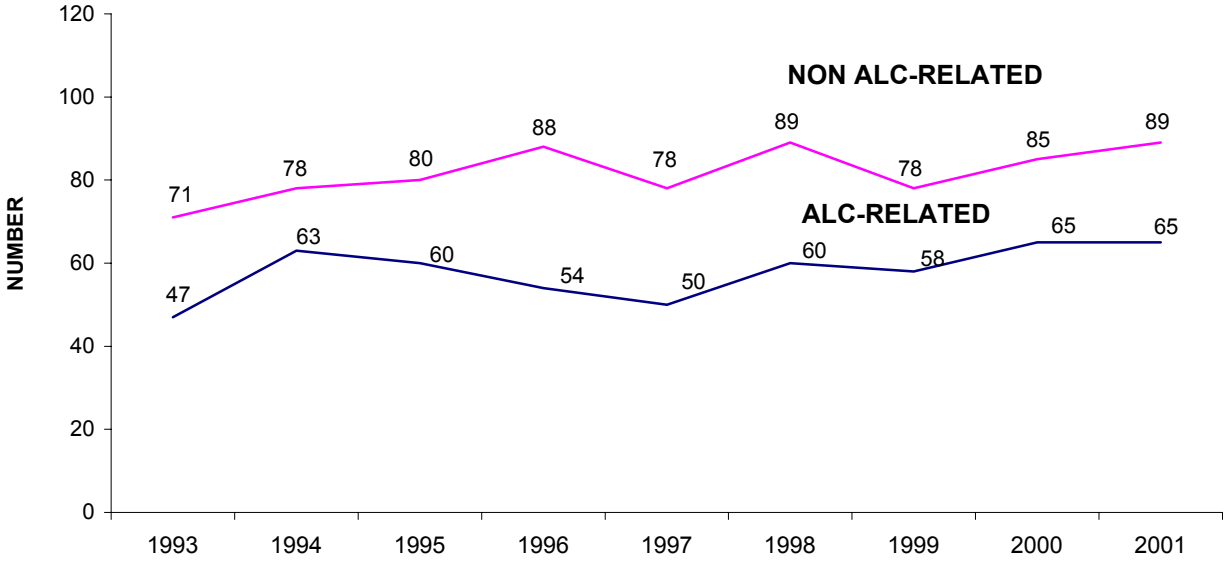


FIGURE 2-5 FATAL ACCIDENTS



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. Eighty six occupants were killed while not wearing any safety restraint, while thirty two occupants killed were wearing lap and shoulder harness, two were wearing a lap belt only, and one wore a child restraint not used properly (see TABLE 2-5).

Forty eight (36.1%) of the 133 killed occupants were either partially or totally ejected from the vehicle (see TABLE 2-5B).

TABLE 2-5
SAFETY RESTRAINT USAGE
KILLED OCCUPANTS

	1996	1997	1998	1999	2000	2001
No Safety Equipment	96	89	95	86	103	86
Lap Belt Only	5	0	1	1	3	2
Shoulder Harness Only	3	2	1	0	0	1
Lap Belt & Shoulder Harness	32	24	31	21	19	32
Child Restraint Used Properly	0	0	1	1	0	0
Child Restraint Not Properly Used	0	1	0	0	1	1
Other Type Restraints	0	1	2	0	0	0
Not Stated or Unknown	14	15	16	19	11	11
Total	150	132	147	128	137	133

TABLE 2-5A
SAFETY RESTRAINT USAGE
INJURED OCCUPANTS

	1996	1997	1998	1999	2000	2001
No Safety Equipment	2,861	2,642	2,572	2,324	2,357	1,889
Lap Belt Only	248	211	171	150	151	139
Shoulder Harness Only	69	78	77	56	48	30
Lap Belt & Shoulder Harness	4,199	4,135	3,803	3,947	4,114	3,944
Child Restraint Used Properly	56	39	46	50	35	57
Child Restraint Not Properly Used	7	4	5	4	8	11
Other Type Restraints	15	13	11	12	7	5
Not Stated or Unknown	412	458	394	389	412	386
Total	7,867	7,580	7,079	6,932	7,132	6,461

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)

	2001
Not Ejected	84
Partial Ejection	8
Total Ejection	40
Unknown Ejection	1
Total	133

Source: SD Department of Transportation: Accident Records

FIGURE 2-6 SAFETY EQUIPMENT USAGE
KILLED OCCUPANTS

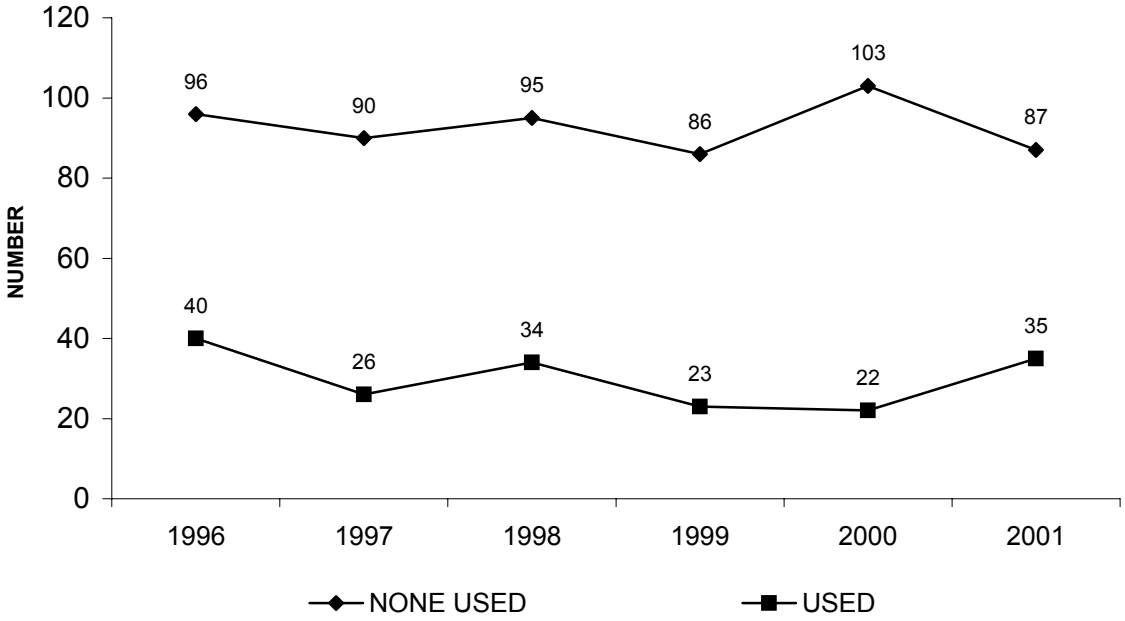
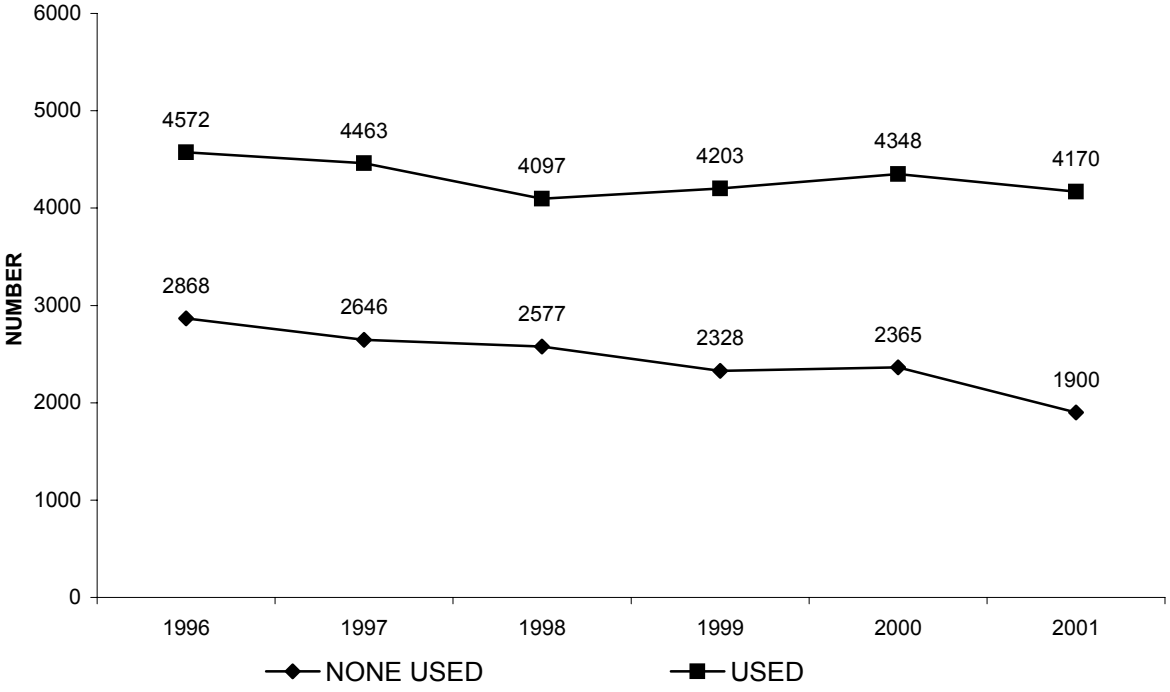


FIGURE 2-7 SAFETY EQUIPMENT USAGE
INJURED OCCUPANTS



There was one fatality to motor vehicle occupants from birth through four years of age during 2001, which compares to one during 2000 (see TABLE 2-6).

There were 113 children (birth through 4 years old) injured in 2001, which compares to 100 for 2000 and the three-year average of 116. Eighty six of the 113 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). The Child Passenger Restraint System (SDCL 32-37) law took effect on July 1, 1984 -- since that time there have been 38 deaths to occupants of this age group and four have been restrained by a child safety restraint properly used and one was restrained by a lap belt only. No deaths have been reported where a lap and shoulder harness was used to restrain the child.

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

YEAR	FATALITIES	SERIOUS INJURY	SLIGHT INJURY	TOTAL NONFATAL INJURIES
1991	2	87	56	143
1992	0	77	54	131
1993	2	90	69	159
1994	1	78	54	132
1995	2	77	59	136
1996	2	78	68	146
1997	2	78	46	124
1998	6	70	48	118
1999	1	76	54	130
2000	1	45	55	100
2001	1	61	52	113

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

TABLE 2-6A
FATALITIES & INJURIES TO MOTOR VEHICLE OCCUPANTS UNDER 5 YEARS OLD
BY SAFETY EQUIPMENT USAGE
2001

	Fatalities	Injuries
No Safety Equipment Used	0	16
Lap Belt Only	0	11
Shoulder Harness Only	0	1
Lap Belt & Shoulder Harness	0	23
Child Restraint Used Properly	0	51
Child Restraint Not Used Properly	1	10
Other	0	0
Not Stated or Unknown	0	1
TOTAL	1	113

Source: SD Department of Transportation: Accident Records

Cycle and Pedestrian Accidents

The following tables provide a yearly comparison of South Dakota's motorcycle, pedestrian, and bicycle accidents, injuries, and fatalities. During the last 10 years the average number of motorcycle involved accidents is 371 and 13 deaths per year. Licensed motorcyclists increased 2.9 percent during 2001 while fatalities fell by 2 to 19 (see Table 2-7). Moped accidents are included with motorcycle accidents. There were no moped fatalities during 2001. 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 accident information.

TABLE 2-7
MOTORCYCLE ACCIDENTS
1978 - 2001

Year	Motorcycle Accidents Total	Fatal	Injury	Motorcyclists Fatalities	Injuries	Registered Motorcycles	Licensed Motorcyclists
1978	523	14	456	14	560	27,590	34,225
1979	597	21	522	22	664	31,102	37,286
1980	707	17	608	18	763	35,045	41,431
1981	697	15	598	15	729	38,265	43,170
1982	548	12	473	13	581	38,418	Not Available
1983	573	12	489	12	591	39,255	45,544
1984	564	10	488	10	567	38,956	45,763
1985	551	14	469	15	569	37,905	45,805
1986	475	10	405	10	492	36,036	45,210
1987	399	13	347	14	417	33,800	44,956
1988	424	13	371	13	441	31,421	44,058
1989	377	14	329	14	394	29,942	45,844
1990	492	20	432	23	555	23,719	46,184
1991	407	9	359	10	420	24,133	46,986
1992	383	10	317	11	388	23,389	47,906
1993	320	10	267	12	324	26,173	48,822
1994	387	19	326	20	415	25,822	49,492
1995	375	14	320	14	407	25,155	49,932
1996	309	10	264	11	342	24,704	50,013
1997	316	9	261	9	334	24,561	50,205
1998	358	9	307	9	373	25,188	51,307
1999	381	10	326	10	406	25,735	52,641
2000	473	21	404	22	520	29,175	54,066
2001	395	19	336	19	418	31,493	55,658

Source: SD Department of Transportation: Accident Records

TABLE 2-8
PEDESTRIAN FATALITIES AND INJURIES
1981 - 2001

Year	Fatalities	Injuries
1981	20	130
1982	16	146
1983	20	139
1984	14	139
1985	8	136
1986	15	165
1987	7	126
1988	14	149
1989	10	125
1990	15	138
1991	11	165
1992	7	192
1993	18	163
1994	23	176
1995	14	148
1996	11	141
1997	6	124
1998	7	137
1999	11	131
2000	13	115
2001	15	111

TABLE 2-9
BICYCLE FATALITIES AND INJURIES
1981 - 2001

Year	Fatalities	Injuries
1981	0	83
1982	1	93
1983	1	99
1984	4	95
1985	3	119
1986	1	115
1987	1	157
1988	2	137
1989	2	144
1990	3	135
1991	4	147
1992	1	161
1993	0	179
1994	0	156
1995	1	122
1996	2	139
1997	1	115
1998	2	133
1999	0	102
2000	1	120
2001	1	105

Source: SD Department of Transportation Accident Records

Holiday Counts

TABLE 2-10 provides a yearly comparison of South Dakota motor vehicle accident experience during major holiday observances. These counts are nationally observed and frequently requested.

TABLE 2-10
ACCIDENTS DURING HOLIDAYS
1989 - 2001

Holiday	Total Hours	Total Accd.	Fatal Accd.	Injury Accd.	Fatalities	Injuries
MEMORIAL DAY						
1989	78	121	1	46	1	63
1990	78	120	1	39	2	51
1991	78	155	2	58	2	84
1992	78	120	2	35	2	57
1993	78	160	3	60	4	89
1994	78	141	1	43	1	67
1995	78	155	1	49	1	84
1996	78	139	0	33	0	61
1997	78	130	0	33	0	48
1998	78	149	1	35	1	68
1999	78	155	0	44	0	74
2000	78	159	0	39	0	67
2001	78	133	1	33	1	49
FOURTH OF JULY						
1989	102	185	3	67	3	119
1990	30	64	1	20	1	34
1991	102	195	1	61	1	91
1992	78	159	0	56	0	102
1993	78	150	2	60	2	117
1994	78	152	2	59	3	110
1995	102	226	3	69	3	112
1996	102	208	7	59	9	93
1997	78	139	1	53	1	99
1998	78	181	3	57	3	81
1999	78	143	2	37	2	66
2000	102	213	5	67	7	110
2001	30	52	4	15	4	27
LABOR DAY						
1989	78	134	1	58	4	101
1990	78	123	2	51	3	84
1991	78	118	1	43	1	64
1992	78	117	1	38	1	68
1993	78	151	4	49	5	87
1994	78	141	0	56	0	90
1995	78	150	1	45	1	74
1996	78	159	1	51	3	102
1997	78	137	4	37	4	62
1998	78	139	2	35	2	66
1999	78	134	2	38	2	59
2000	78	144	3	45	4	69
2001	78	134	4	42	5	64

Holiday	Total Hours	Total Accd.	Fatal Accd.	Injury Accd.	Fatalities	Injuries
THANKSGIVING						
1989	102	232	2	61	2	112
1990	102	186	1	48	1	65
1991	102	365	3	69	3	116
1992	102	244	1	55	1	82
1993	102	342	0	58	0	98
1994	102	297	0	58	0	85
1995	102	319	4	68	4	115
1996	102	384	2	75	2	127
1997	102	225	1	41	2	68
1998	102	309	1	53	1	82
1999	102	323	4	45	4	67
2000	102	210	2	36	2	54
2001	102	260	0	49	0	71
CHRISTMAS						
1989	78	179	1	50	1	87
1990	102	178	1	34	1	55
1991	54	52	0	16	0	24
1992	102	193	1	36	1	59
1993	78	178	1	35	1	51
1994	78	131	1	26	1	47
1995	78	151	1	38	2	62
1996	30	101	0	20	0	35
1997	102	130	1	26	1	36
1998	78	182	1	41	1	70
1999	78	137	0	20	0	31
2000	78	126	0	25	0	39
2001	102	160	3	33	3	61
NEW YEARS						
1989-90	78	84	0	31	0	50
1990-91	102	166	2	43	2	71
1991-92	54	95	1	28	1	47
1992-93	102	261	0	52	0	85
1993-94	78	172	0	43	0	62
1994-95	78	121	2	34	2	62
1995-96	78	234	3	60	3	91
1996-97	30	90	1	21	2	33
1997-98	102	169	1	37	1	54
1998-99	78	207	1	37	1	57
1999-00	78	141	3	34	3	51
2000-01	78	152	2	38	2	54
2001-02	102	166	1	34	1	51

Source: SD Department of Transportation: Accident Records

SEVERITY OF INJURIES BY PERSON TYPE

The following tables provide a yearly comparison of South Dakota's total injuries, drivers injuries, passengers injuries, bicyclists injuries and pedestrians injuries from 1992 through 2001. The percentages are row percentages.

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

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

Year	Incapacitating Injuries No.	%	Non-Incapacitating Injuries No.	%	Possible Injuries No.	%	Total Injuries	Total Killed
1992	1765	22.6	3036	38.9	3012	38.6	7813	161
1993	1715	20.4	3253	38.7	3442	40.9	8410	140
1994	1902	22.3	3110	36.4	3528	41.3	8540	154
1995	1734	20.8	3163	38.0	3426	41.2	8323	158
1996	1883	22.2	3052	35.9	3555	41.9	8490	175
1997	1655	20.3	3156	38.7	3350	41.0	8161	148
1998	1579	20.4	3026	39.2	3118	40.4	7723	165
1999	1638	21.6	2874	37.9	3062	40.4	7574	150
2000	1603	20.3	2975	37.7	3310	42.0	7888	173
2001	1434	20.1	2693	37.8	2991	42.0	7118	171

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

Year	Incapacitating Injuries No.	%	Non-Incapacitating Injuries No.	%	Possible Injuries No.	%	Total Injuries	Total Killed
1992	1011	20.4	1855	37.5	2085	42.1	4951	99
1993	1041	19.8	1941	37.0	2271	43.2	5253	79
1994	1083	20.0	1929	35.7	2398	44.3	5410	92
1995	1030	19.0	1955	36.2	2422	44.8	5407	98
1996	1114	20.4	1938	35.5	2413	44.2	5465	98
1997	1014	19.2	1962	37.1	2308	43.7	5284	94
1998	954	19.2	1896	38.1	2123	42.7	4973	105
1999	1018	20.3	1836	36.6	2157	43.0	5011	92
2000	1012	19.3	1949	37.3	2269	43.4	5230	97
2001	929	19.3	1786	37.0	2109	43.7	4824	104

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

Year	Incapacitating Injuries No.	%	Non-Incapacitating Injuries No.	%	Possible Injuries No.	%	Total Injuries	Total Killed
1992	629	25.1	1015	40.4	866	34.5	2510	54
1993	572	20.3	1142	40.5	1103	39.2	2817	43
1994	715	25.6	1039	37.1	1044	37.3	2798	39
1995	612	23.1	1084	41.0	948	35.9	2644	45
1996	679	24.7	985	35.9	1083	39.4	2747	64
1997	572	21.7	1079	40.9	987	37.4	2638	47
1998	537	21.6	1007	40.6	937	37.8	2481	51
1999	555	23.8	921	39.5	853	36.6	2329	47
2000	519	21.4	922	38.1	982	40.5	2423	62
2001	442	21.3	802	38.6	834	40.1	2078	51

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

Year	Incapacitating Injuries No.	%	Non-Incapacitating Injuries No.	%	Possible Injuries No.	%	Total Injuries	Total Killed
1992	44	27.5	90	56.3	26	16.3	160	1
1993	42	23.9	105	59.7	29	16.5	176	0
1994	37	23.7	80	51.3	39	25.0	156	0
1995	27	22.1	68	55.7	27	22.1	122	1
1996	31	22.6	80	58.4	26	19.0	137	2
1997	29	25.2	63	54.8	23	20.0	115	1
1998	34	25.8	63	47.7	35	26.5	132	2
1999	14	13.7	61	59.8	27	26.5	102	0
2000	29	24.4	56	47.1	34	28.6	119	1
2001	23	21.9	55	52.4	27	25.7	105	1

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

Year	Incapacitating Injuries No.	%	Non-Incapacitating Injuries No.	%	Possible Injuries No.	%	Total Injuries	Total Killed
1992	81	42.2	76	39.6	35	18.2	192	7
1993	60	36.8	65	39.9	38	23.3	163	18
1994	67	38.1	62	35.2	47	26.7	176	23
1995	64	43.2	55	37.2	29	19.6	148	14
1996	59	41.8	49	34.8	33	23.4	141	11
1997	40	32.3	52	41.9	32	25.8	124	6
1998	54	39.4	60	43.8	23	16.8	137	7
1999	50	38.2	56	42.7	25	19.1	131	11
2000	42	36.5	48	41.7	25	21.7	115	13
2001	40	36.0	50	45.0	21	18.9	111	15

Sex of Drivers

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

TABLE 2-16
SEX OF DRIVERS
1990 - 2001

	ACCIDENT INVOLVED DRIVERS				LICENSED DRIVERS			
	MALE		FEMALE		MALE		FEMALE	
	No.	%	No.	%	No.	%	No.	%
1990	14,347	62.3	8,666	37.7	248,959	50.6	243,500	49.4
1991	15,263	62.5	9,156	37.5	252,916	50.5	247,717	49.5
1992	16,353	62.2	9,926	37.8	256,191	50.5	251,591	49.5
1993	18,132	61.9	11,167	38.1	260,591	50.4	256,288	49.6
1994	18,668	61.2	11,845	38.8	260,150	50.1	259,265	49.9
1995	18,407	61.2	11,687	38.8	263,705	50.0	263,439	50.0
1996	20,593	60.6	13,408	39.4	264,207	49.9	265,201	50.1
1997	19,570	60.8	12,628	39.2	266,828	49.9	268,184	50.1
1998	17,969	60.0	11,961	40.0	273,284	49.9	274,049	50.1
1999	18,190	59.8	12,213	40.2	277,345	50.0	277,789	50.0
2000	17,737	60.1	11,751	39.9	277,127	49.9	277,858	50.1
2001	15,774	60.2	10,409	39.6	277,662	49.9	278,369	50.1

Note: Accident Involved Drivers table does not include cases where the sex of the driver was not reported.

Source: Accident Involved Drivers: SD Department of Transportation: Accident Records

Source: Licensed Drivers: SD Department of Commerce & Regulation

III. 2001 MOTOR VEHICLE ACCIDENT PROFILE

Introduction

This section profiles the reported motor vehicle traffic accidents for 2001. Information will be given on where the accidents are occurring, when accidents happen, who is involved, and factors that contribute to accidents or why they are occurring. **Column percentages may not total 100 percent due to rounding error.**

During 2001, there were 17,699 reported motor vehicle traffic accidents, the majority of accidents being property damage only 12,657 (71.5%). Injury accidents accounted for 4,888 (27.6%) of the accidents, while 154 (0.9%) were fatal accidents. There were 7,118 persons injured and 171 persons killed in accidents during 2001 (see TABLE 3-1).

TABLE 3-1
FATALITIES AND SEVERITY OF INJURIES OF DRIVERS,
PASSENGERS, PEDESTRIANS, AND BICYCLE DRIVERS
2001

	Incapac. Injuries		Non-Incapac. Injuries		Possible Injuries		Total Nonfatal Injuries		Total Fatalities	
	No.	%	No.	%	No.	%	No.	%	No.	%
Drivers	929	64.8	1,786	66.3	2,109	70.5	4,824	67.8	104	60.8
Passengers	442	30.8	802	29.8	834	27.9	2,078	29.2	51	29.8
Pedestrians	40	2.8	50	1.9	21	0.7	111	1.6	15	8.8
Bicycle Dr	23	1.6	55	2.0	27	0.9	105	1.5	1	0.6
Total	1,434	100	2,693	100	2,991	100	7,118	100	171	100

Definition of Injuries:

Killed: An injury that results in death. An injury caused death that occurs within 30 days of an accident is considered an accident 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 accident without assistance).

Non-Incapacitating: Any injury other than a fatal injury or incapacitating injury that is evident to observers at the scene of the accident (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 Transportation: Accident Records

TABLE 3-2 provides information on persons killed and injured by method or mode of transportation. During 2001, 45 percent of the fatalities and 54.1 percent of the injuries occurred to occupants of passenger cars. Occupants of pickups and vans accounted for 30.4 percent of the fatalities and 34.8 percent of the injuries. Additionally, in 2001 nineteen motorcyclists and fifteen pedestrians were killed. There was one bicyclist killed during 2001 (see Table 3-2).

TABLE 3-2
FATALITIES AND INJURIES BY MODE OF TRANSPORTATION
2001

	Fatalities		Injuries	
	No.	%	No.	%
Passenger Cars	77	45.0	3,853	54.1
Pickups, Vans	52	30.4	2,479	34.8
Motorcycle, Moped	19	11.1	418	5.9
Pedestrians	15	8.8	111	1.6
Trucks (All)*	3	1.8	117	1.6
Other	3	1.8	28	0.4
Bicycle	1	0.6	105	1.5
Farm Machinery	1	0.6	7	0.1
Unknown	0	0.0	0	0.0
Total	171	100	7,118	100

*Trucks	Fatalities	Injuries
Straight Truck	1	36
Straight Truck with Trailer	0	7
Truck Tractor Only	0	3
Truck Tractor with Single Semi Trailer	2	68
Truck Tractor with Two or More Trailers	0	3
Total	3	117

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

Source: SD Department of Transportation: Accident Records

FIGURE 3-1 FATALITIES BY TRAVEL MODE 2001

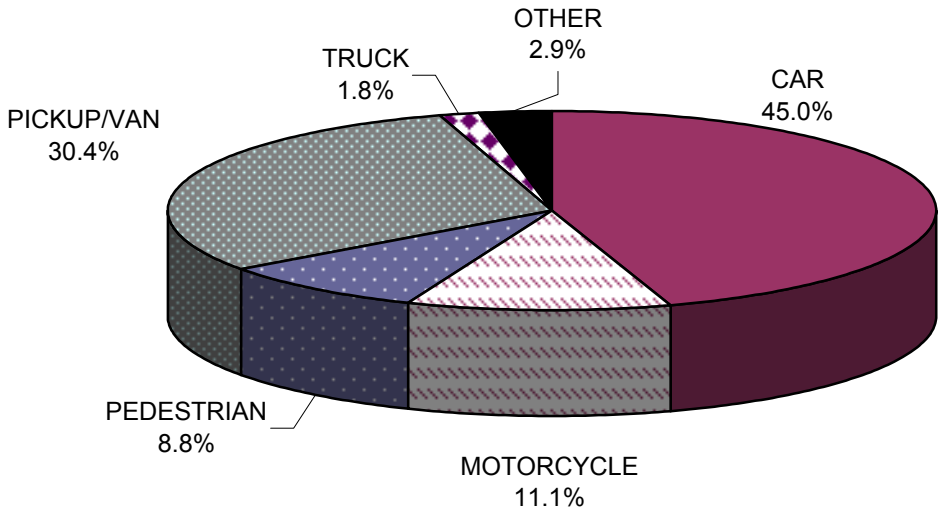


FIGURE 3-2 INJURIES BY TRAVEL MODE 2001

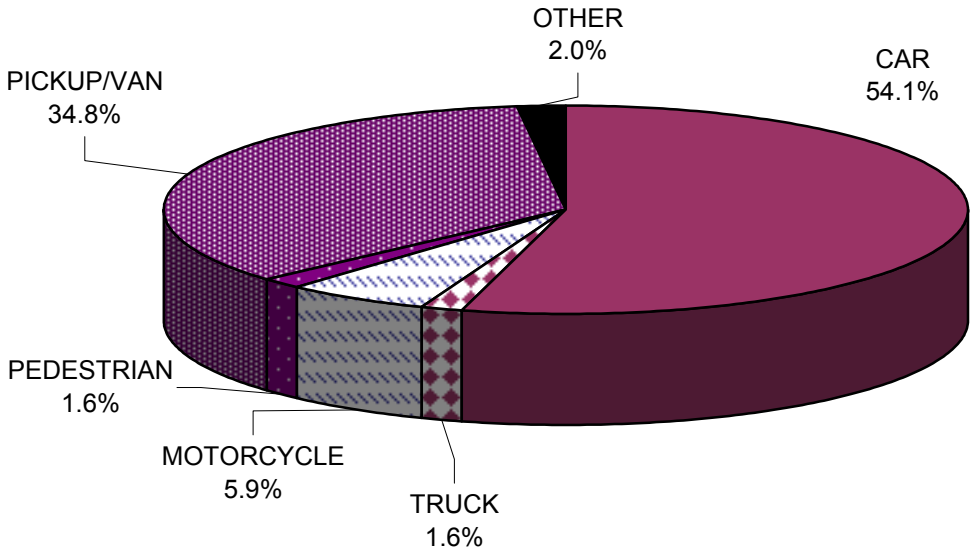


TABLE 3-3 provides information on all accident-involved vehicles by type. Passenger cars made up 39.4 percent of the vehicles involved in fatal accidents and 53.8 percent of those involved in injury accidents. Pickups and vans made up 37.2 percent of the vehicles involved in fatal accidents.

TABLE 3-3
VEHICLE TYPES INVOLVED IN ACCIDENTS
2001

	All Accidents No.	%	Fatal Accidents No.	%	Injury Accidents No.	%	PDO Accidents No.	%
Passenger Cars	14,507	53.3	91	39.4	4,453	53.8	9,963	53.2
Pickups, Vans	11,038	40.5	86	37.2	3,116	37.6	7,836	41.9
Trucks (All)*	977	3.6	22	9.5	272	3.3	683	3.7
Motorcycle	425	1.6	23	10.0	362	4.4	40	0.2
Farm Machinery or Heavy Equipment	79	0.3	2	0.9	29	0.4	48	0.3
Bus	54	0.2	0	0.0	15	0.2	39	0.2
Motor Home	41	0.2	0	0.0	4	0.0	37	0.2
Moped	9	0.0	0	0.0	9	0.1	0	0.0
Snowmobile	22	0.1	4	1.7	14	0.2	4	0.0
Other or Unknown	73	0.3	3	1.3	10	0.1	60	0.3
Total	27,225	100	231	100	8,284	100	18,710	100

*Trucks	All Accd.	Fatal Accd.	Injury Accd.	PDO Accd.
Straight Truck	331	2	94	235
Straight Truck with Trailer	64	0	21	43
Truck Tractor Only	18	1	9	8
Truck Tractor with Single Semi Trailer	523	18	141	364
Truck Tractor with Two or More Trailers	41	1	7	33
Total	977	22	272	683

Source: SD Department of Transportation: Accident Records

TABLE 3-4 provides information on the ages of persons killed and injured. A total of 20 people (11.7%) of the persons killed were from 21 through 24 years of age and this age group totals 759, for (10.7%) of the persons injured. Three children ages 0-5 were killed during 2001 (see Table 3-4).

TABLE 3-4
FATALITIES AND INJURIES
BY AGE GROUP
2001

	Fatalities		Injuries	
	No.	%	No.	%
0 - 5	3	1.8	162	2.3
6 - 13	10	5.8	356	5.0
14 - 15	6	3.5	391	5.5
16 - 17	8	4.7	697	9.8
18	6	3.5	310	4.4
19	3	1.8	291	4.1
20	4	2.3	259	3.6
21 - 24	20	11.7	759	10.7
25 - 34	29	17.0	1,028	14.4
35 - 44	23	13.5	1,046	14.7
45 - 54	17	9.9	814	11.4
55 - 64	15	8.8	406	5.7
65 - Over	26	15.2	566	8.0
Unknown	1	0.6	33	0.5
Total	171	100	7,118	100

Source: SD Department of Transportation: 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 27.3 percent of the fatal accidents and only 11.7 percent of the total accidents, while 35.1 percent of the fatal accidents and 45 percent of all accidents represented a collision between 2 or more vehicles (see TABLE 3-5).

TABLE 3-5
FIRST HARMFUL EVENT
2001

First Harmful Event	Total Accidents No.	%	Fatal Accidents No.	%	Injury Accidents No.	%	PDO Accidents No.	%
Motor Vehicle Collision With:								
Another MV (Not Parked)	7,968	45.0	54	35.1	2,855	58.4	5,059	40.0
A Fixed or Other Object	2,067	11.7	38	24.7	647	13.2	1,382	10.9
An Animal	4,661	26.3	4	2.6	133	2.7	4,524	35.7
A Parked Motor Vehicle	704	4.0	2	1.3	76	1.6	626	4.9
A Pedestrian	104	0.6	12	7.8	92	1.9	0	0.0
A Bicyclist	103	0.6	1	0.6	102	2.1	0	0.0
A Railroad Vehicle	16	0.1	1	0.6	6	0.1	9	0.1
Non-Collision (Overturning or Other)	2,076	11.7	42	27.3	977	20.0	1,057	8.4
Total	17,699	100	154	100	4,888	100	12,657	100

Source: SD Department of Transportation: Accident Records

Manner of Collision

Head-on collisions are the most prevalent for severe accidents, accounting for 40.7 percent of the fatal accidents and only 1.9 percent of the total accidents. Angle collisions are second in prevalence for fatal accidents accounting for 24.1 percent of the fatal accidents and 23.9 percent of the total accidents (see TABLE 3-6). The most common type or manner of collision between two or more vehicles is a rear-end collision. Rear-end collisions constitute 9.3 percent of the fatal accidents, 39.5 percent of the injury accidents, and 28.3 percent of the property damage only accidents.

TABLE 3-6
MANNER OF COLLISION FOR ACCIDENTS INVOLVING A COLLISION BETWEEN TWO OR MORE MOTOR VEHICLES
2001

Manner of Collision	Total Accidents No.	%	Fatal Accidents No.	%	Injury Accidents No.	%	PDO Accidents No.	%
Rear-End	2,566	32.2	5	9.3	1,128	39.5	1,433	28.3
Head-On	150	1.9	22	40.7	80	2.8	48	0.9
Angle	1,902	23.9	13	24.1	712	24.9	1,177	23.3
Sideswipe-Same Direction	570	7.2	2	3.7	108	3.8	460	9.1
Sideswipe-Opposite Dir.	157	2.0	3	5.6	52	1.8	102	2.0
Turning Movement	2,259	28.3	9	16.7	737	25.8	1,513	29.9
Backing Movement	365	4.6	0	0.0	38	1.3	327	6.5
Total	7,969	100	54	100	2,855	100	5,060	100

Source: SD Department of Transportation: Accident Records

Highway System

The number of reported accidents by highway system is presented in TABLE 3-7. Injury and PDO accidents happen predominately within city limits. City streets and alleys experienced 29.6 percent of the PDO accidents and 36.5 percent of the injury accidents while accounting for 7.8 percent of the fatal accidents.

Non-interstate rural roads tallied 75.3 percent of the fatal accidents. The Interstate system experienced 2,504 (14.1%) of the total accidents while accounting for an estimated 23 percent of the vehicle miles traveled in 2001. Nineteen (12.3%) of the fatal accidents happened on the interstate system (see FIGURES 3-3 and 3-4).

TABLE 3-7
ACCIDENTS BY TYPE OF HIGHWAY
2001

Type of Highway	Total Accidents Number	%	Fatal Accidents Number	%	Injury Accidents Number	%	PDO Accidents Number	%	No. Killed	No. Injured
Interstate - Rural	1,920	10.8	16	10.4	415	8.5	1,489	11.8	18	663
US/State Hwys.-Rural	4,059	22.9	69	44.8	780	16.0	3,210	25.4	77	1,194
Co./Local Rds.-Rural	3,147	17.8	47	30.5	781	16.0	2,319	18.3	53	1,189
Interstate - City	584	3.3	3	1.9	177	3.6	404	3.2	3	245
US/State Hwys.-City	2,454	13.9	7	4.5	953	19.5	1,494	11.8	8	1,402
City Streets/Alleys	5,535	31.3	12	7.8	1,782	36.5	3,741	29.6	12	2,425
Total	17,699	100	154	100	4,888	100	12,657	100	171	7,118

Source: SD Department of Transportation: Accident Records

FIGURE 3-3 2001 TRAFFIC ACCIDENTS
BY SYSTEM TYPE

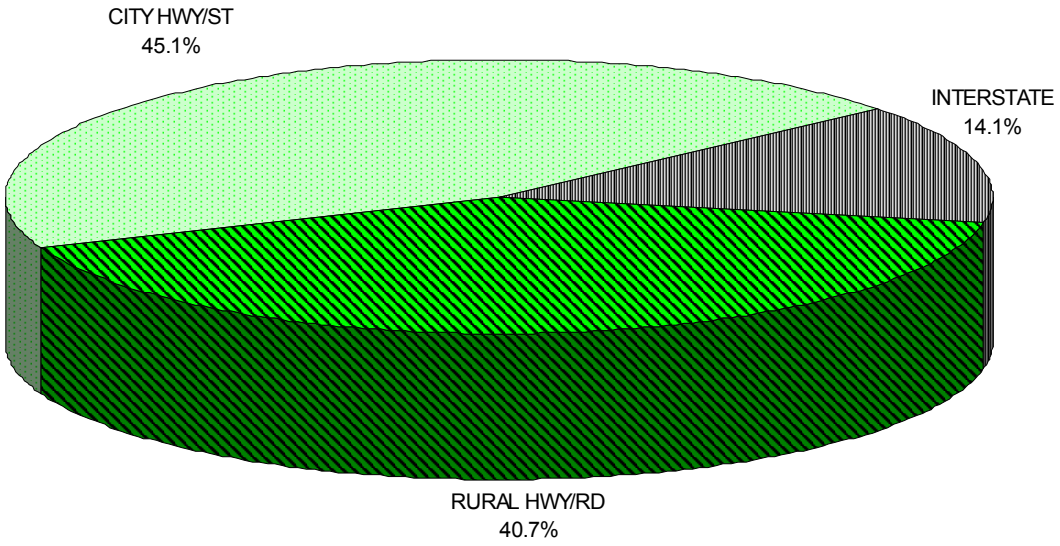
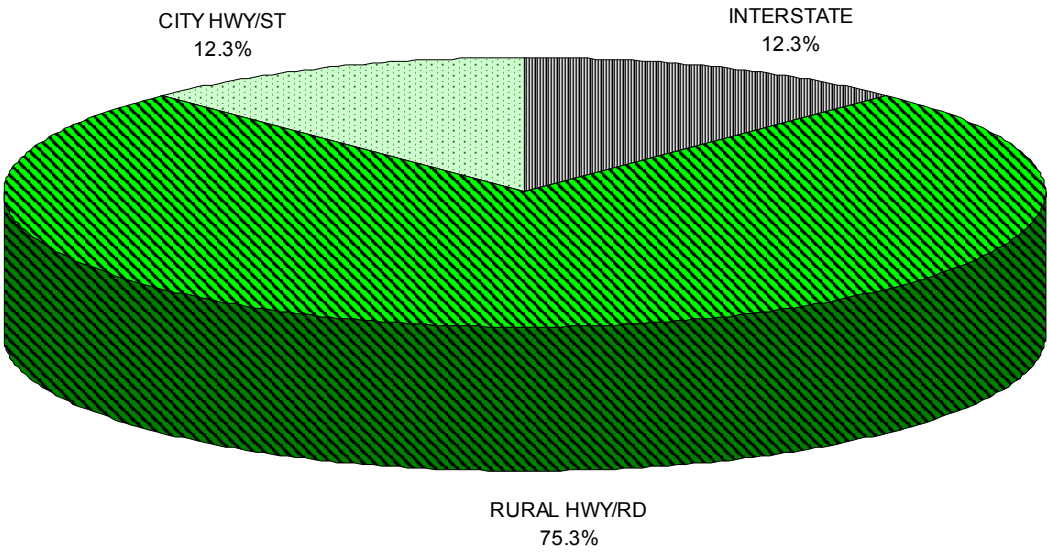


FIGURE 3-4 2001
FATAL TRAFFIC ACCIDENTS
BY SYSTEM TYPE



County Summary

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

Rural fatal and injury accidents occurred predominately in thirteen counties (see TABLE 3-9). Each of these counties reported over two percent of all rural fatal and injury accidents. The thirteen accounted for 54.5 percent of rural fatal and injury accidents and 22.8 percent of all fatal and injury accidents in South Dakota. Minnehaha County has 9.5 percent of all rural fatal and injury accidents with Pennington and Lawrence counties accounting for 9.2 and 5.6 percent. FIGURE 3-5 presents the percentage involvement of rural fatal and injury accidents and compares this to the percentage of rural vehicle miles traveled in these counties.

City Summary

Reported traffic accidents within South Dakota's cities (population of 2,500 and more) are presented in TABLE 3-10. These cities reported 55.9 percent of the statewide injury accidents and 12.3 percent of the fatal accidents. The two largest cities (Sioux Falls, Rapid City) accounted for 69.0 percent of fatal and injury accidents and 58.2 percent of the property damage only accidents that occurred in cities with populations of 2,500 or more.

Roadway Surface Conditions

The majority of the accidents occurred on dry roads, including fatal and injury accidents (see TABLE 3-11). Combining similar "bad" road conditions, ice, snow, frost, and slush accounts for 19.9 percent of all reported property damage accidents and 17.0 percent of all fatal and injury accidents. Dry roads were reported in 71.8 percent of all fatal and injury accidents.

Contributing Circumstances (Vision Obscurement and Other)

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

Vision Obscurement - refers to conditions such as: fog or smoke, blowing soil, dirt or sand, rain, snow, sleet or hail, windshield or window obscured, glare from sun or lights, trees or other vegetation, snowbank, etc. Rain, snow, sleet or hail was the most frequently reported vision obscurement and was indicated as a problem in 3.7 percent of all accidents.

Contributing Circumstances - Other - These contributing circumstances include wind conditions, slippery surface, road shoulder conditions, objects or animals in the road, phantom vehicle, pedestrians, bicyclists, road construction conditions, rough roads, and faulty or missing traffic control devices. The most common condition reported was slippery surface, and it was reported as a factor in 16.4 percent of all accidents.

TABLE 3-8
MOTOR VEHICLE TRAFFIC ACCIDENTS BY SD COUNTIES
2001

County	Total Accd.	Fatal Accd.	Injury Accd.	PDO Accd.	Fatalities	Injuries
AURORA	98	1	26	71	1	50
BEADLE	397	1	115	281	1	174
BENNETT	8	1	4	3	1	6
BON HOMME	105	2	27	76	2	46
BROOKINGS	598	5	139	454	6	190
BROWN	1023	3	234	786	3	341
BRULE	147	0	26	121	0	30
BUFFALO	19	2	7	10	2	12
BUTTE	165	0	43	122	0	64
CAMPBELL	38	0	5	33	0	11
CHARLES MIX	110	3	30	77	4	54
CLARK	104	0	15	89	0	20
CLAY	196	4	54	138	4	82
CODINGTON	526	3	161	362	4	225
CORSON	54	2	7	45	2	11
CUSTER	212	4	57	151	4	84
DAVISON	598	2	97	499	2	134
DAY	115	2	40	73	3	53
DEUEL	168	2	39	127	2	61
DEWEY	51	1	14	36	1	16
DOUGLAS	29	0	4	25	0	9
EDMUNDS	132	2	20	110	2	31
FALL RIVER	138	6	45	87	11	66
FAULK	82	1	12	69	1	20
GRANT	106	0	22	84	0	31
GREGORY	51	1	22	28	1	36
HAAKON	79	0	16	63	0	23
HAMLIN	143	1	26	116	1	40
HAND	105	0	18	87	0	24
HANSON	123	3	14	106	4	30
HARDING	42	0	11	31	0	13
HUGHES	385	2	92	291	3	118
HUTCHINSON	99	5	18	76	5	23
HYDE	38	0	12	26	0	18
JACKSON	110	4	34	72	4	61
JERAULD	85	1	12	72	1	16
JONES	76	0	14	62	0	28
KINGSBURY	173	1	21	151	1	27
LAKE	250	5	43	202	5	64
LAWRENCE	563	7	154	402	7	219
LINCOLN	570	6	147	417	6	223
LYMAN	174	1	33	140	2	57
MC COOK	194	0	47	147	0	74
MC PHERSON	19	0	4	15	0	5
MARSHALL	133	1	16	116	1	21
MEADE	471	8	137	326	8	192
MELLETTE	31	1	9	21	1	14
MINER	83	2	9	72	2	11
MINNEHAHA	4089	15	1439	2635	15	2010
MOODY	205	1	43	161	1	54
PENNINGTON	2319	13	837	1469	13	1255
PERKINS	50	1	8	41	1	11
POTTER	53	0	6	47	0	10
ROBERTS	168	3	55	110	5	84
SANBORN	107	1	11	95	1	15
SHANNON	40	6	16	18	6	34
SPINK	250	1	43	206	1	65
STANLEY	86	2	11	73	2	19
SULLY	44	2	5	37	2	7
TODD	13	5	5	3	8	21
TRIPP	115	0	19	96	0	22
TURNER	181	0	49	132	0	75
UNION	253	1	73	179	1	102
WALWORTH	89	0	16	73	0	21
YANKTON	396	5	100	291	5	152
ZIEBACH	25	2	0	23	2	3
Total:	**17,699**	**154**	**4,888**	**12,657**	**171**	**7,118**

TABLE 3-8A
ALCOHOL MOTOR VEHICLE TRAFFIC ACCIDENTS BY SD COUNTIES
2001

County	Total Accd.	Fatal Accd.	Injury Accd.	PDO Accd.	Fatalities	Injuries
AURORA	7	1	2	4	1	2
BEADLE	17	0	13	4	0	24
BENNETT	1	0	1	0	0	1
BON HOMME	3	0	3	0	0	4
BROOKINGS	30	2	12	16	3	22
BROWN	53	0	23	30	0	28
BRULE	4	0	3	1	0	5
BUFFALO	3	2	1	0	2	4
BUTTE	8	0	4	4	0	4
CAMPBELL	1	0	1	0	0	1
CHARLES MIX	18	1	11	6	1	19
CLARK	0	0	0	0	0	0
CLAY	17	2	7	8	2	10
CODINGTON	34	1	12	21	1	15
CORSON	7	1	3	3	1	4
CUSTER	13	0	5	8	0	9
DAVISON	32	0	9	23	0	15
DAY	13	0	7	6	0	9
DEUEL	7	1	3	3	1	6
DEWEY	5	1	4	0	1	5
DOUGLAS	0	0	0	0	0	0
EDMUNDS	2	0	1	1	0	1
FALL RIVER	21	4	11	6	8	17
FAULK	4	0	2	2	0	2
GRANT	4	0	2	2	0	2
GREGORY	6	0	5	1	0	7
HAAKON	4	0	2	2	0	3
HAMLIN	3	0	2	1	0	5
HAND	2	0	2	0	0	3
HANSON	2	1	0	1	2	0
HARDING	0	0	0	0	0	0
HUGHES	15	1	4	10	1	4
HUTCHINSON	4	3	0	1	3	0
HYDE	4	0	3	1	0	3
JACKSON	6	1	5	0	1	5
JERAULD	1	0	0	1	0	0
JONES	2	0	2	0	0	8
KINGSBURY	9	0	3	6	0	3
LAKE	13	1	7	5	1	14
LAWRENCE	43	1	22	20	1	33
LINCOLN	23	1	8	14	1	12
LYMAN	3	0	2	1	0	3
MC COOK	6	0	3	3	0	4
MC PHERSON	0	0	0	0	0	0
MARSHALL	9	1	6	2	1	11
MEADE	33	6	18	9	6	23
MELLETTE	4	1	2	1	1	5
MINER	4	2	2	0	2	3
MINNEHAHA	306	9	148	149	9	219
MOODY	13	0	7	6	0	7
PENNINGTON	208	7	113	88	7	171
PERKINS	3	0	2	1	0	2
POTTER	0	0	0	0	0	0
ROBERTS	15	3	4	8	5	5
SANBORN	7	1	2	4	1	3
SHANNON	12	4	6	2	4	13
SPINK	9	0	7	2	0	12
STANLEY	3	0	3	0	0	4
SULLY	2	0	1	1	0	1
TODD	6	4	2	0	6	9
TRIPP	5	0	3	2	0	4
TURNER	4	0	3	1	0	5
UNION	9	0	4	5	0	7
WALWORTH	2	0	1	1	0	2
YANKTON	31	1	19	11	1	27
ZIEBACH	2	1	0	1	1	2
Total:	**1,137**	**65**	**563**	**509**	**75**	**851**

TABLE 3-9
COUNTIES HAVING MORE THAN TWO PERCENT OF THE
RURAL FATAL & INJURY ACCIDENTS
2001

County	Rural Fatal & Injury Accidents	Percent of All Rural Fatal & Injury Accidents	Percent of Rural VMTS*
MINNEHAHA	201	9.5	6.1
PENNINGTON	193	9.2	7.1
LAWRENCE	117	5.6	3.4
LINCOLN	112	5.3	4.5
MEADE	105	5.0	3.5
UNION	67	3.2	3.9
CUSTER	57	2.7	2.0
BROWN	56	2.7	2.9
YANKTON	54	2.6	1.6
BROOKINGS	53	2.5	2.5
CODINGTON	46	2.2	2.3
ROBERTS	45	2.1	2.5
MOODY	43	2.0	2.5

Note: Total Rural Fatal and Injury Accidents: 2,108

*S.D. Vehicle Miles of Travel Report April 2001

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

FIGURE 3-5 RURAL F&I ACC/VMTS SELECTED COUNTIES - 2001

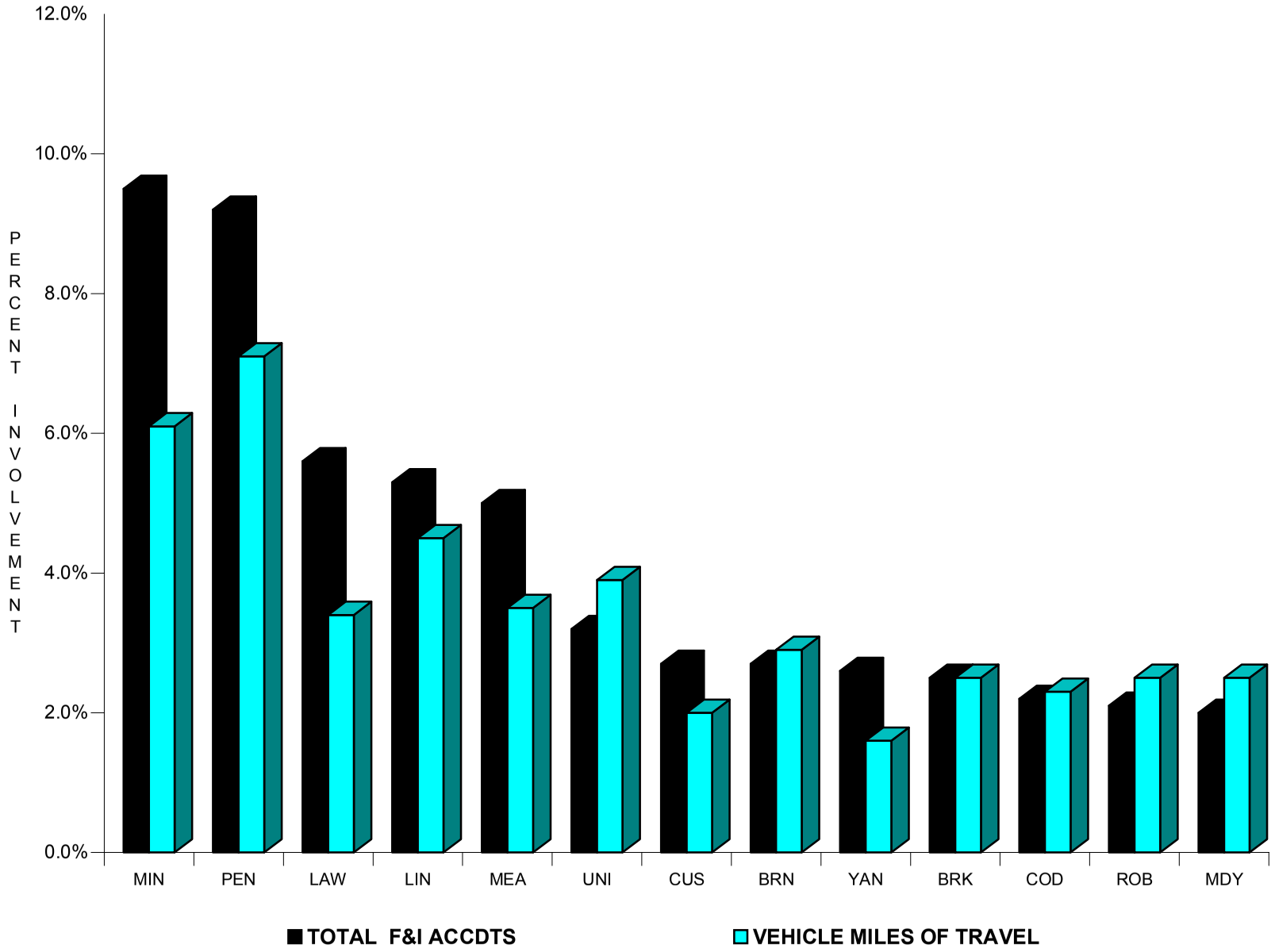


TABLE 3-10
TRAFFIC ACCIDENTS SOUTH DAKOTA CITIES
POPULATION 2500 AND OVER
2001

City	Total Accd.	Fatal Accd.	Injury Accd.	PDO Accd.	Fatalities	Injuries
Aberdeen	588	1	175	412	1	252
Belle Fourche	45	0	13	32	0	18
Box Elder	28	0	9	19	0	12
Brandon City	26	0	13	13	0	15
Brookings	261	1	85	175	1	118
Canton	34	0	11	23	0	14
Hot Springs	43	1	16	26	1	20
Huron	196	0	82	114	0	120
Lead	27	0	5	22	0	6
Madison	63	0	10	53	0	13
Milbank	62	0	14	48	0	20
Mitchell	408	0	66	342	0	84
Mobridge	13	0	3	10	0	3
Pierre	280	0	75	205	0	94
Rapid City	1,629	5	637	987	5	914
Redfield	36	0	3	33	0	3
Sioux Falls	3,133	9	1,245	1,879	9	1,729
Sisseton	53	0	11	42	0	20
Spearfish	90	0	23	67	0	30
Sturgis	106	1	38	67	1	53
Vermillion	81	0	27	54	0	40
Watertown	288	1	116	171	2	161
Winner	21	0	3	18	0	4
Yankton	160	0	50	110	0	79

Source: SD Department of Transportation: Accident Records

TABLE 3-11
ROADWAY SURFACE CONDITIONS
2001

	Total Accidents		Fatal Accidents		Injury Accidents		PDO Accidents	
	No.	%	No.	%	No.	%	No.	%
Dry	12,586	71.1	129	83.8	3,491	71.4	8,966	70.8
Wet	1,581	8.9	12	7.8	508	10.4	1,061	8.4
Ice	1,799	10.2	7	4.5	460	9.4	1,332	10.5
Frost	238	1.3	0	0.0	79	1.6	159	1.3
Slush	276	1.6	0	0.0	77	1.6	199	1.6
Snow	1,059	6.0	4	2.6	228	4.7	827	6.5
Mud	19	0.1	0	0.0	6	0.1	13	0.1
Other	51	0.3	0	0.0	27	0.6	24	0.2
Unknown	90	0.5	2	1.3	12	0.2	76	0.6
Total	17,699	100	154	100	4,888	100	12,657	100

Source: SD Department of Transportation: Accident Records

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

The peak three hour period for fatal accidents was 4:00-6:59 p.m. Thirty three (21.4%) of the fatal accidents occurred during this three hour period. The peak three hour period for injury accidents was 3:00-5:59 p.m. when 1,251 (25.6%) of the injury accidents occurred. The peak three hour period for property damage only accidents was 5:00-7:59 when 2,633 (20.8%) of the property damage only accidents occurred (see TABLE 3-12).

Twenty one fatal accidents or 13.6 percent of the fatal accidents in 2001 occurred during August. The month of August shows 541 injury accidents or 11.1 percent of the injury accidents for 2001. The 1,708 property damage only accidents during November represent 13.5 percent of the property damage only accidents for 2001 (see TABLE 3-13).

The day of the week Friday accounts for over seventeen percent of the total accidents (3,046), over eighteen percent of the injury accidents (890) and nearly seventeen percent of the property damage only accidents (2,134). Saturday accounted for 37 fatal accidents or 24 percent of the total for 2001 (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
ACCIDENTS BY TIME OF DAY
2001

Time	Total Accd.	Fatal Accd.	Injury Accd.	PDO Accd.	Fatalities	Injuries
Midnight	341	4	98	239	4	136
1:00 AM	334	8	86	240	8	130
2:00 AM	271	6	84	181	7	121
3:00 AM	169	2	49	118	2	66
4:00 AM	187	2	41	144	2	49
5:00 AM	395	4	63	328	4	75
6:00 AM	584	2	89	493	2	109
7:00 AM	975	7	258	710	7	356
8:00 AM	757	2	228	527	2	333
9:00 AM	547	9	179	359	12	254
10:00 AM	650	2	201	447	2	292
11:00 AM	697	2	246	449	2	363
12:00 PM	923	6	307	610	6	437
1:00 PM	874	10	299	565	10	455
2:00 PM	820	7	309	504	8	434
3:00 PM	1,234	6	429	799	6	667
4:00 PM	1,169	11	420	738	12	596
5:00 PM	1,359	12	402	945	14	611
6:00 PM	1,212	10	258	944	10	364
7:00 PM	974	7	223	744	11	334
8:00 PM	850	11	151	688	14	242
9:00 PM	966	7	182	777	9	258
10:00 PM	761	9	148	604	9	227
11:00 PM	516	4	113	399	4	175
Unknown	134	4	25	105	4	34
Total	17699	154	4,888	12,657	171	7,118

Source: SD Department of Transportation: Accident Records

TABLE 3-13
ACCIDENTS BY MONTH
2001

Month	Total Accd.	Fatal Accd.	Injury Accd.	PDO Accd.	Fatalities	Injuries
JANUARY	1,858	7	481	1,370	9	649
FEBRUARY	1,761	9	438	1,314	12	601
MARCH	1,287	6	387	894	6	569
APRIL	1,075	13	313	749	14	458
MAY	1,218	10	362	846	10	528
JUNE	1,378	19	449	910	20	703
JULY	1,257	17	422	818	21	637
AUGUST	1,371	21	541	809	22	816
SEPTEMBER	1,306	16	380	910	17	545
OCTOBER	1,583	19	385	1,179	23	572
NOVEMBER	2,113	10	395	1,708	10	560
DECEMBER	1,492	7	335	1,150	7	480
Total	17,699	154	4,888	12,657	171	7,118

Source: SD Department of Transportation: Accident Records

TABLE 3-14
ACCIDENTS BY DAY OF WEEK
2001

Day	Total Accd.	Fatal Accd.	Injury Accd.	PDO Accd.	Fatalities	Injuries
SUNDAY	2,063	23	521	1,519	28	784
MONDAY	2,674	23	727	1,924	25	1,030
TUESDAY	2,424	26	709	1,689	26	995
WEDNESDAY	2,491	13	670	1,808	14	956
THURSDAY	2,584	10	729	1,845	11	1,071
FRIDAY	3,046	22	890	2,134	24	1,293
SATURDAY	2,417	37	642	1,738	43	989
Total	17,699	154	4,888	12,657	171	7,118

Source: SD Department of Transportation: Accident Records

FIGURE 3-6 ACCIDENTS BY TIME OF DAY 2001

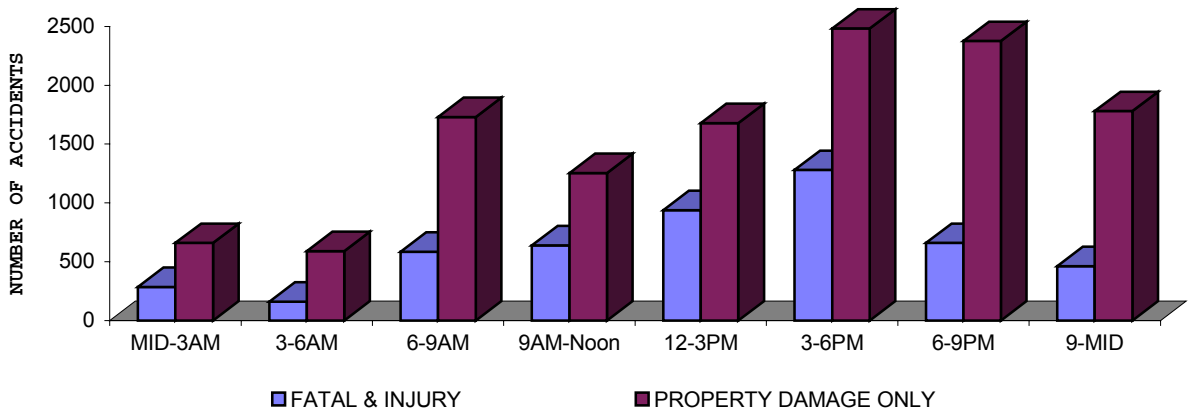


FIGURE 3-7 ACCIDENTS BY MONTH 2001

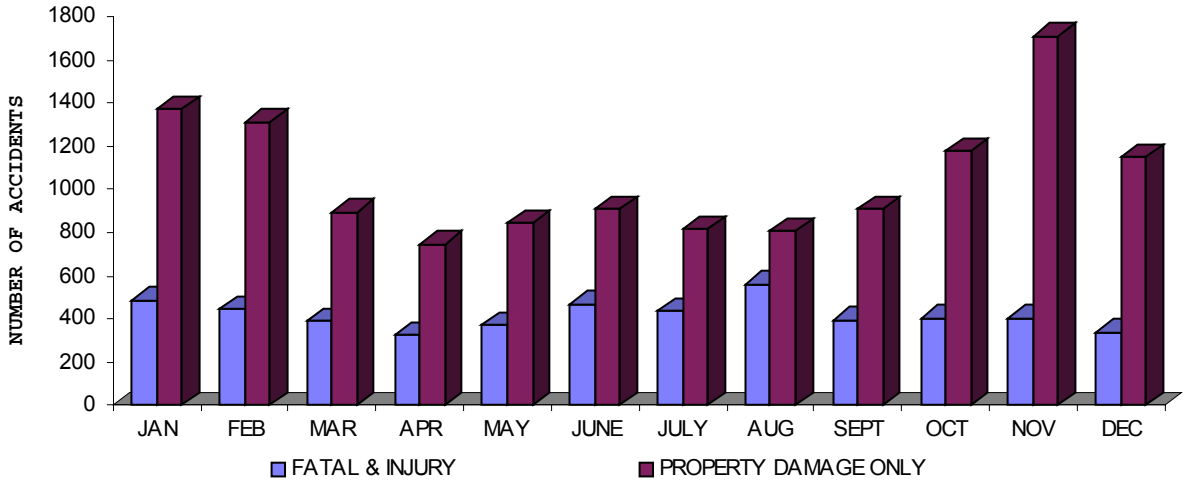
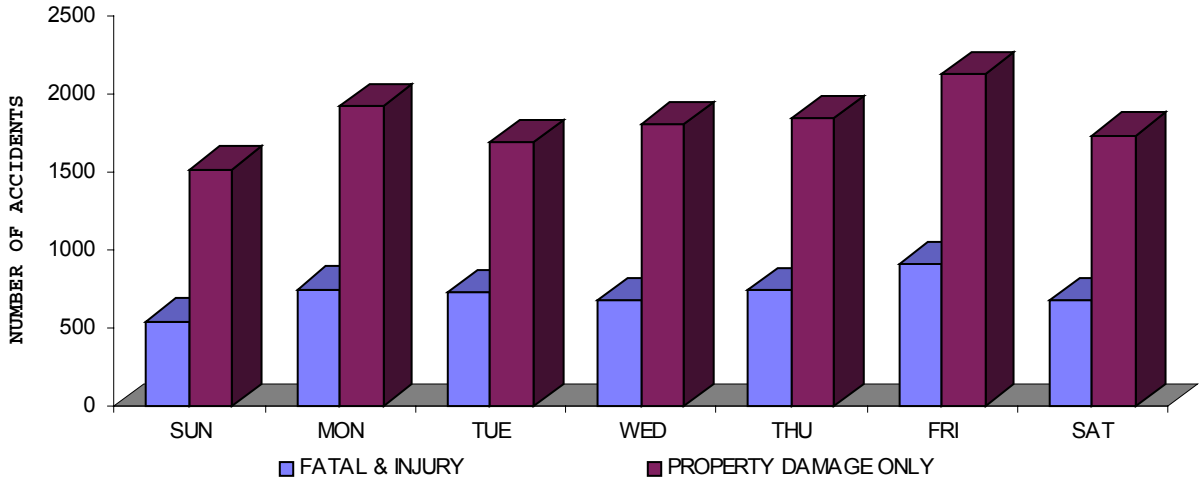


FIGURE 3-8 ACCIDENTS BY DAY OF WEEK 2001



Drivers

There were 26,300 motor vehicle drivers in the 17,699 reported motor vehicle accidents, including 220 drivers in fatal accidents and 8,149 drivers in injury accidents. One hundred and four drivers were killed, which is 60.8 percent of all persons killed in motor vehicle accidents and 67.8 percent or 4,824 of the 7,118 injured persons were drivers (see TABLE 3-1).

Young drivers are involved in more accidents than any other age group (see TABLE 3-15). In reported accidents 33.6 percent of the drivers were under 25 years of age and 50.5 percent are under 35. Age of drivers involved in fatal and injury accidents follow the pattern of drivers in all accidents. Those drivers under 25 represent 30.0 percent of the drivers involved in fatal accidents and 36.1 percent of the drivers in injury accidents. Drivers under the age of 35 make up 48.2 percent of the drivers in fatal accidents and 53.3 percent of the drivers in injury accidents. Sixty five (29.5%) of the drivers in fatal accidents were 21-34 years of age (see TABLE 3-15).

TABLE 3-15
AGE OF DRIVERS IN ACCIDENTS
2001

Age	Drivers In All Accidents No.	%	Drivers In Fatal Accidents No.	%	Drivers In Injury Accidents No.	%	Drivers In PDO Accidents No.	%
6 - 13	24	0.1	4	1.8	13	0.2	7	0.0
14 - 15	785	3.0	5	2.3	281	3.4	499	2.8
16 - 17	2,221	8.4	12	5.5	743	9.1	1,466	8.2
18	1,058	4.0	7	3.2	373	4.6	678	3.8
19	1,009	3.8	8	3.6	323	4.0	678	3.8
20	972	3.7	5	2.3	292	3.6	675	3.8
21 - 24	2,771	10.5	25	11.4	919	11.3	1,827	10.2
25 - 34	4,454	16.9	40	18.2	1,403	17.2	3,011	16.8
35 - 44	4,739	18.0	36	16.4	1,456	17.9	3,247	18.1
45 - 54	3,714	14.1	27	12.3	1,055	12.9	2,632	14.7
55 - 64	1,939	7.4	18	8.2	558	6.8	1,363	7.6
65 - Over	2,439	9.3	31	14.1	695	8.5	1,713	9.6
Unknown	175	0.7	2	0.9	38	0.5	135	0.8
Total	26,300	100	220	100	8,149	100	17,931	100

Source: SD Department of Transportation: Accident Records

TABLE 3-16 provides information on the age of drinking drivers in motor vehicle accidents. There were a reported 1,152 drinking drivers in all accidents which is 4.4 percent of all drivers in accidents. Sixty five or 29.5 percent of drivers in fatal accidents had been drinking while 6.9 percent of the drivers involved in injury accidents had been drinking.

Young drivers are predominantly the drinking drivers in all accidents. Those drivers under 25 years of age accounted for 32.3 percent of the drinking drivers in fatal accidents and 39.8 percent of the drinking drivers in injury accidents. Those drivers under 35 years of age accounted for 56.9 percent of the drinking drivers in fatal accidents and 62.3 percent of the drinking drivers in all accidents.

TABLE 3-16
AGE OF DRINKING DRIVERS IN ACCIDENTS
2001

Age	Drivers In All Accidents No.	%	Drivers In Fatal Accidents No.	%	Drivers In Injury Accidents No.	%	Drivers In PDO Accidents No.	%
14 - 15	5	0.4	0	0.0	3	0.5	2	0.4
16 - 17	42	3.6	2	3.1	25	4.4	15	2.9
18	55	4.8	3	4.6	30	5.3	22	4.2
19	59	5.1	6	9.2	29	5.1	24	4.6
20	54	4.7	1	1.5	17	3.0	36	6.9
21 - 24	233	20.2	9	13.8	121	21.4	103	19.7
25 - 34	270	23.4	16	24.6	119	21.1	135	25.9
35 - 44	233	20.2	14	21.5	133	23.5	86	16.5
45 - 54	139	12.1	7	10.8	63	11.2	69	13.2
55 - 64	34	3.0	3	4.6	13	2.3	18	3.4
65 - Over	22	1.9	3	4.6	10	1.8	9	1.7
Unknown	6	0.5	1	1.5	2	0.4	3	0.6
Total	1,152	100	65	100	565	100	522	100

Source: SD Department of Transportation: Accident Records

TABLE 3-17 compares age of drivers in fatal and injury accidents, drinking drivers in fatal and injury accidents, and speeding drivers in fatal and injury accidents with licensed drivers by age. The young driver is over represented as those drivers in fatal and injury accidents, drinking drivers in fatal and injury accidents, and speeding drivers in fatal and injury accidents. Licensed drivers in South Dakota under 25 years of age represent 18.6 percent of the total licensed drivers, 39.0 percent of the drinking drivers in fatal and injury accidents and 50.0 percent of the speeding drivers in fatal and injury accidents. Almost sixty-one percent (60.5) of the drinking drivers and 67.6 percent of the speeding drivers in fatal and injury accidents were under 35 years of age while drivers under 35 years of age constitute 34.4 percent of all licensed drivers (also see FIGURES 3-9 and 3-10).

TABLE 3-17
LICENSED DRIVERS AND FATAL AND INJURY ACCIDENT-INVOLVED DRIVERS BY AGE
2001

Age	Licensed Drivers %	Drivers In Fatal & Injury Accidents No.	%	Drinking Drivers In Fatal & Injury Accidents No.	%	Speeding Drivers In Fatal & Injury Accidents No.	%
0 - 13	0.0	17	0.2	0	0.0	6	0.5
14 - 15	2.0	286	3.4	3	0.5	71	6.0
16 - 17	3.5	755	9.0	27	4.3	147	12.5
18	1.9	380	4.5	33	5.2	82	7.0
19	1.9	331	4.0	35	5.6	78	6.6
20	2.0	297	3.5	18	2.9	44	3.7
21 - 24	7.4	944	11.3	130	20.6	160	13.6
25 - 34	15.8	1,443	17.2	135	21.4	208	17.7
35 - 44	19.0	1,492	17.8	147	23.3	164	13.9
45 - 54	18.2	1,082	12.9	70	11.1	122	10.4
55 - 64	11.6	576	6.9	16	2.5	41	3.5
65 - Over	16.7	726	8.7	13	2.1	50	4.2
Unknown	0.0	40	0.5	3	0.5	4	0.3
TOTAL	100	8,369	100	630	100	1,177	100

Sources: SD Department of Transportation: Accident Records
SD Department of Commerce & Regulation: Driver License Issuance

FIGURE 3-9 DRIVERS BY AGE GROUP 2001
Fatal and Injury Accd. Involved Drivers

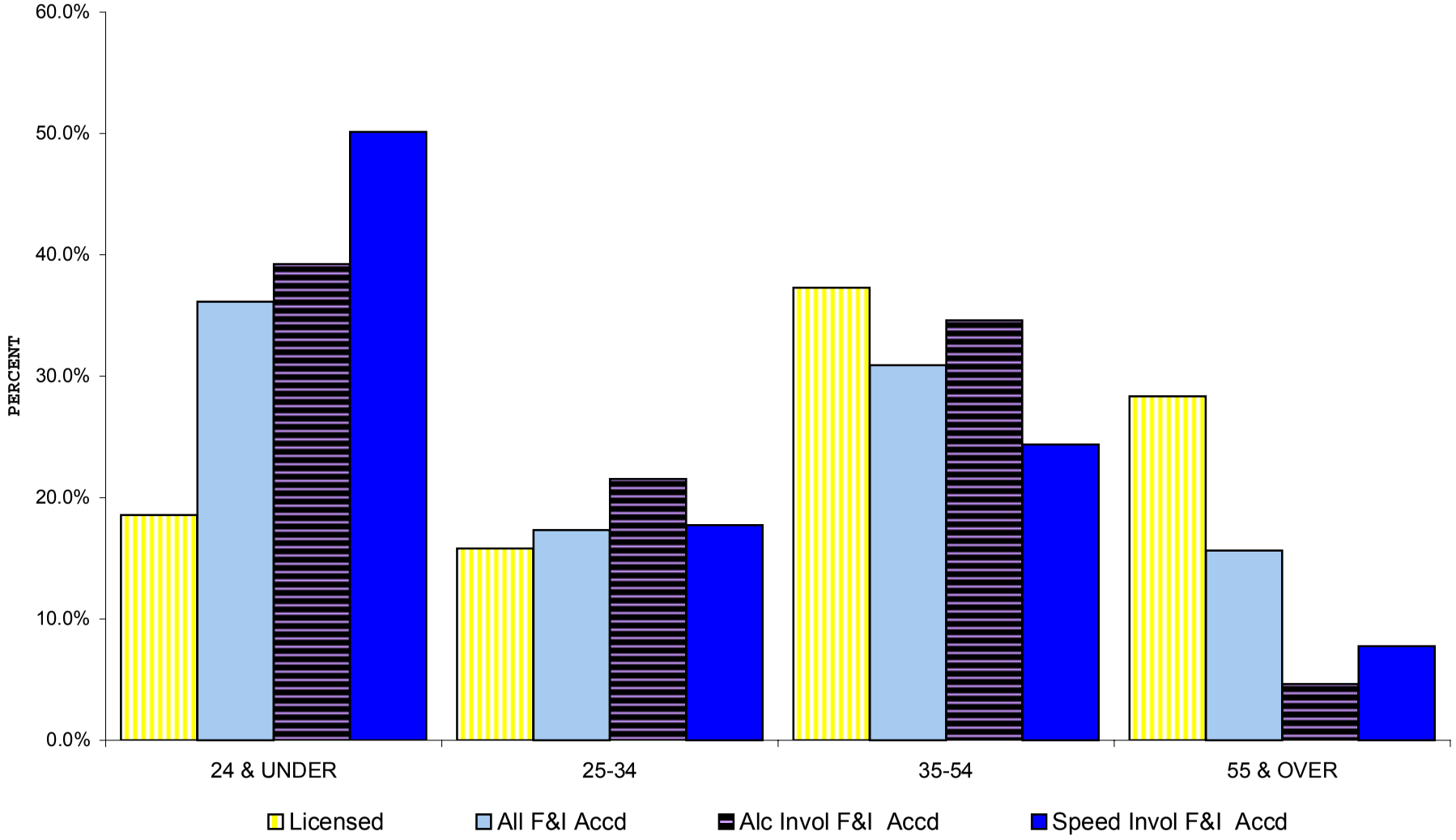
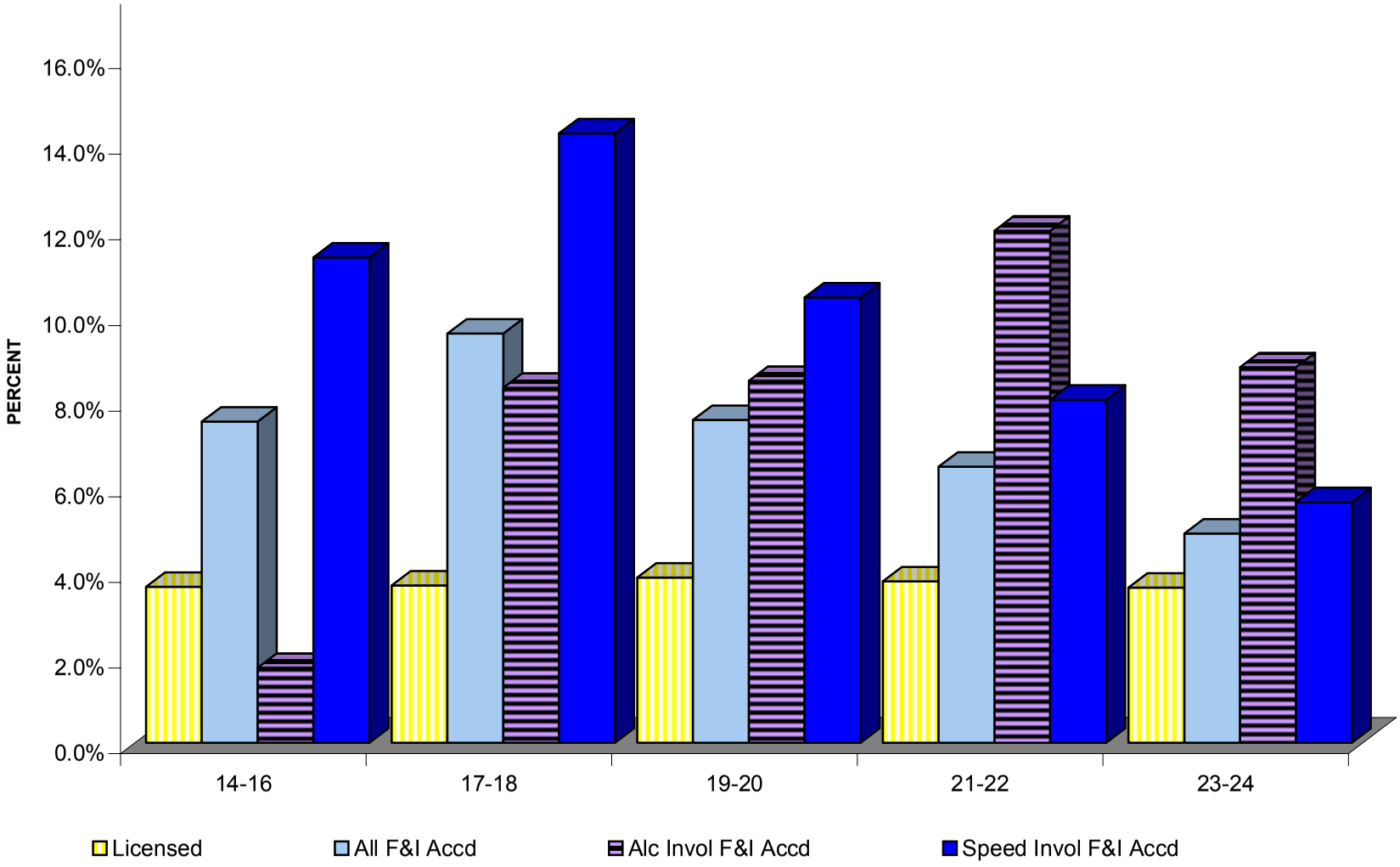


FIGURE 3-10 YOUNG DRIVERS 2001
FATAL & INJURY ACCIDENT INVOLVED DRIVERS



Driver actions are reported to indicate possible factors that may have contributed to the accidents. These factors are referred to as driver contributing circumstances. Drinking was the leading driver contributing circumstance in fatal accidents during 2001. It was indicated that the drinking of 65 or 29.5 percent of the drivers in fatal accidents contributed to the accident. Exceeding the speed limit and driving on the wrong side of the road were the other leading driver contributing circumstances in fatal accidents. Failing to yield to another vehicle was the leading contributing circumstance in injury accidents. Exceeding a safe speed but not the legal limit, following too closely and drinking were other leading driver contributing circumstances in injury accidents (see TABLE 3-18).

TABLE 3-18
MOTOR VEHICLE DRIVER CONTRIBUTING CIRCUMSTANCES
2001

	Total Accidents		Fatal Accidents		Injury Accidents		PDO Accidents	
	No.	%	No.	%	No.	%	No.	%
Drinking	1,152	4.4	65	29.5	565	6.9	522	2.9
Exceeded Speed Limit	877	3.3	46	20.9	451	5.5	380	2.1
Wrong Side of Road	370	1.4	28	12.7	175	2.1	167	0.9
Exceeded Safe Speed But Not Limit	1,992	7.6	15	6.8	665	8.2	1,312	7.3
Failed to Yield to Vehicle	3,311	12.6	15	6.8	1,182	14.5	2,114	11.8
Failed to Stop for Stop Sign or Flashing Red	368	1.4	9	4.1	153	1.9	206	1.1
Fell Asleep	280	1.1	14	6.4	146	1.8	120	0.7
Improper Passing	216	0.8	3	1.4	67	0.8	146	0.8
Distracted by Object/ Person in Car	611	2.3	3	1.4	289	3.5	319	1.8
Improper Turn	483	1.8	2	0.9	157	1.9	324	1.8
Following Too Closely	1,396	5.3	3	1.4	599	7.4	794	4.4
Improper Backing	401	1.5	0	0.0	30	0.4	371	2.1
Other*	2,321	8.8	24	10.9	862	10.6	1,435	8.0
Unknown	418	1.6	13	5.9	129	1.6	276	1.5
Not Stated*	4,094	15.6	0	0.0	0	0.0	4,094	22.8
Total Drivers	26,300		220		8,149		17,931	

Note: The investigating officer may assign from zero to three contributing circumstances to each driver, therefore, the number of drivers in motor vehicle accidents does not equal the number of contributing circumstances. The number of drivers having drinking as a contributing circumstance is equal to the number of reported drinking drivers in accidents.

*Other includes driving under posted minimum, failed to yield to pedestrian, disregarded stop and go signal, disregarded other traffic control devices, improper signal or failure to signal, turning from wrong lane, improper lane change, improper start from parked position, improper parking, failure to comply with license restrictions, drugs, medication, drugs other, physical impairment, illness, and illegally in roadway.

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

Source: SD Department of Transportation: Accident Records

Motorcycles

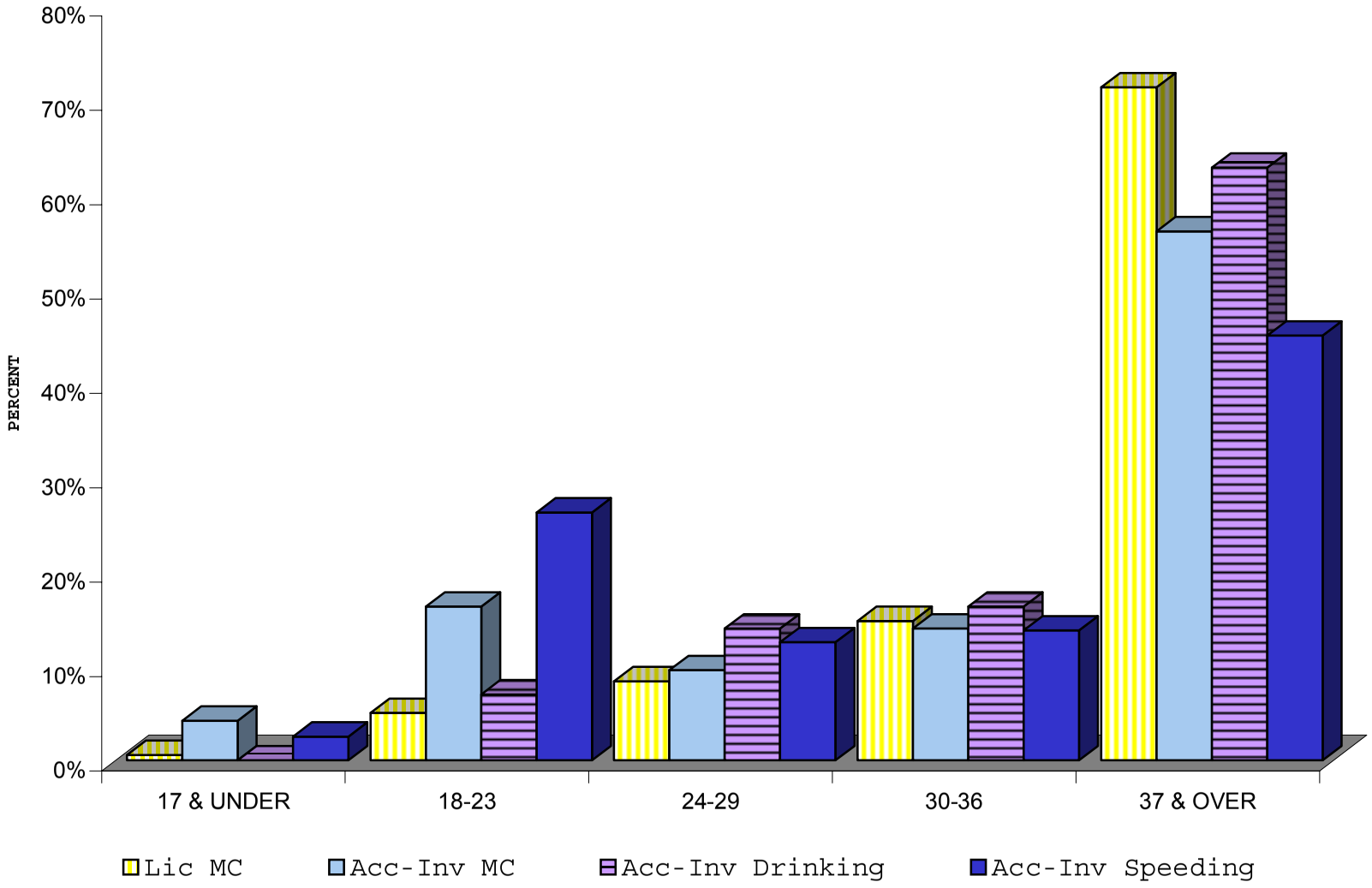
Motorcycle accidents constitute 2.2 percent of all accidents, 12.3 percent of all fatal accidents, and 6.9 percent of all injury accidents. There were 19 people killed and 418 injured on motorcycles in the 395 reported motorcycle accidents during 2001 (see TABLE 2-7). The young motorcycle driver is over represented in accidents 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, 8.1 percent of drivers involved in motorcycle accidents, and 13.6 percent of the speeding drivers involved in motorcycle accidents (see TABLE 3-19 and FIGURE 3-11).

TABLE 3-19
MOTORCYCLISTS BY AGE GROUP
2001

Age Group	Licensed Motorcyclists No.	%	Motorcycle Drivers In Accidents No.	%	Drinking Motorcycle Drivers In Accidents No.	%	Speeding Motorcycle Drivers In Accidents No.	%
0 - 13	0	0.0	6	1.4	0	0.0	0	0.0
14 - 15	45	0.1	4	0.9	0	0.0	0	0.0
16 - 17	268	0.5	8	1.9	0	0.0	2	2.5
18 - 19	581	1.0	17	3.9	1	2.3	9	11.1
20 - 21	973	1.7	28	6.5	0	0.0	6	7.4
22 - 23	1,235	2.2	25	5.8	2	4.7	6	7.4
24 - 25	1,408	2.5	18	4.2	1	2.3	4	4.9
26 - 27	1,542	2.8	11	2.6	1	2.3	0	0.0
28 - 29	1,709	3.1	12	2.8	4	9.3	6	7.4
30 - 31	2,124	3.8	11	2.6	1	2.3	3	3.7
32 - 36	6,091	10.9	49	11.4	6	14.0	8	9.9
37 - 41	8,579	15.4	57	13.2	10	23.3	8	9.9
42 - 51	17,246	31.0	106	24.6	16	37.2	19	23.5
52 - Over	13,857	24.9	78	18.1	1	2.3	9	11.1
Unknown	0	0.0	1	0.2	0	0.0	1	1.2
Total	55,658	100	431	100	43	100	81	100

Sources: SD Department of Commerce & Regulation: Driver License Issuance
SD Department of Transportation: Accidents Records

FIGURE 3-11 MOTORCYCLISTS 2001
ACCIDENT INVOLVED MOTORCYCLE & MOPED DRIVERS



Helmets were used by 102 or 24.9 percent of the motorcycle drivers in accidents while 307 or 75.1 percent did not wear a helmet (see TABLE 3-20). Nineteen motorcycle drivers were killed during 2001. Ten of the motorcycle drivers wore eye protection only, three wore helmet and eye protection. No helmet usage was reported for the remaining six drivers.

TABLE 3-20
HELMET USE BY MOTORCYCLE DRIVERS IN ACCIDENTS
2001

Age	Helmet Used No.	Helmet Used %	Helmet Not Used No.	Helmet Not Used %
6 - 13	2	40.0	3	60.0
14 - 15	2	100.0	0	0.0
16 - 17	4	50.0	4	50.0
18 - 20	11	40.7	16	59.3
21 - 24	16	33.3	32	66.7
25 - 34	11	17.7	51	82.3
35 - 44	22	20.0	88	80.0
45 - Over	34	23.3	112	76.7
Unknown	0	0.0	1	100.0
Total	102	24.9	307	75.1

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 Transportation: Accident Records

Pedestrians

There were fifteen pedestrian deaths and 111 injuries in motor vehicle accidents during 2001 (see TABLE 3-21). The youngest pedestrian killed was four years old, while the oldest was 61. Of the injured pedestrians, 40 percent were between the ages of 25-34. Cities accounted for 90.1 percent of the pedestrian injuries and 26.7 percent of the fatalities (see TABLE 3-23). Of the 15 pedestrians killed, 13 were male and 2 female. Of the 111 injured, 64 were male and 47 female.

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

TABLE 3-21
AGE OF PEDESTRIANS IN TRAFFIC ACCIDENTS
2001

Age	Fatalities No.	Fatalities %	Injuries No.	Injuries %
0 - 5	1	6.7	8	7.2
6 - 13	0	0.0	29	26.1
14 - 19	1	6.7	13	11.7
20 - 24	2	13.3	6	5.4
25 - 34	6	40.0	12	10.8
35 - 44	2	13.3	20	18.0
45 - 54	1	6.7	11	9.9
55 - 64	2	13.3	7	6.3
65 - Over	0	0.0	5	4.5
Unknown	0	0.0	0	0.0
Total	15	100	111	100

Source: SD Department of Transportation: Accident Records

TABLE 3-22
ALCOHOL INVOLVEMENT BY PEDESTRIANS
2001

Alcohol Involvement	Fatalities No.	%	Injuries No.	%
Alcohol or Drugs	6	40.0	13	11.7
No Alcohol	3	20.0	94	84.7
Unknown	6	40.0	4	3.6
Total	15	100	111	100

Source: SD Department of Transportation: Accident Records

TABLE 3-23
RURAL vs. CITY PEDESTRIAN ACCIDENTS
2001

	Fatalities	%	Injuries	%
Rural	11	73.3	11	9.9
City	4	26.7	100	90.1
Total	15	100	111	100

Source: SD Department of Transportation: Accident Records

Bicycles

During 2001 there was one bicyclist killed (see TABLE 2-9). There were 105 bicycle drivers injured in reported motor vehicle accidents during 2001 (see TABLE 3-24). The leading factor in bicycle involved crashes was the bicycle driver failing to yield to a motor vehicle which was reported for 33.3 percent of the injured bicycle drivers. Forty-seven of the bicycle drivers in accidents had no contributing circumstances. The yearly 1981-2001 trend of bicycle fatalities and injuries is provided in TABLE 2-9.

TABLE 3-24
AGE OF BICYCLE DRIVERS IN TRAFFIC ACCIDENTS
2001

Age	Fatalities Number	Injuries Number	%
0 - 5	0	4	3.8
6 - 13	1	48	45.7
14 - 19	0	17	16.2
20 - 24	0	11	10.5
25 - 34	0	10	9.5
35 - 44	0	4	3.8
45 - 54	0	5	4.8
55 - 64	0	4	3.8
65 - Over	0	2	1.9
Unknown	0	0	0.0
Total	1	105	100

Source: SD Department of Transportation: 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.

IV. GLOSSARY OF TERMS

Reportable Traffic Accident: motor vehicle traffic accident 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 accident.

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

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

Property Damage Only (PDO) Accident: motor vehicle accidents 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 accident.

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

Alcohol Involved Accident: 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 accidents are wage loss, medical expense, insurance administration cost, and property damage. (Source: Estimating the Costs of Accidents 2000, National Safety Council)

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