2000
South Dakota
Motor Vehicle Traffic Accident Summary

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Governor

Prepared By
Department of Transportation
Accident Records Office

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

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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 2000 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 2000 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 2000 Traffic Accident Profile section details the accident picture for 2000 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:

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SOUTH DAKOTA
STATISTICAL SUMMARY
2000

NUMBER OF REPORTED MOTOR VEHICLE TRAFFIC ACCIDENTS: **19,475**

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

NUMBER OF MOTOR VEHICLE TRAFFIC ACCIDENT INJURIES: **7,888**

NUMBER OF MOTOR VEHICLE TRAFFIC ACCIDENT FATALITIES: **173**

FATALITY RATE PER 100,000,000 MILES OF TRAVEL: **2.11**

PERCENT OF DRIVERS IN FATAL ACCIDENTS WHO HAD BEEN DRINKING: **27.5%**

NUMBER KILLED IN ALCOHOL-RELATED ACCIDENTS: **77**

NUMBER INJURED IN ALCOHOL-RELATED ACCIDENTS: **1,078**

NUMBER OF PEDESTRIANS KILLED: **13**

NUMBER OF MOTORCYCLISTS KILLED: **22**

NUMBER OF BICYCLISTS KILLED: **1**

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

PERCENT OF ACCIDENT-INVOLVED SPEEDING DRIVERS UNDER 25: **52.4%**

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

NUMBER OF OCCUPANTS KILLED IN MOTOR VEHICLES: **137**, **22** WERE WEARING A SAFETY RESTRAINT (EXCLUDES MOPED, MOTORCYCLE & SNOWMOBILE OCCUPANTS)

NUMBER OF DWI CONVICTIONS: **6,444** (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: **$363 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 1991-2000 for South Dakota, states surrounding South Dakota, and the nation are shown in TABLE 2-1. The national rate has shown a decline during the past 2 years. 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
1991-2000

State	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000
South Dakota	2.1	2.2	1.9	2.0	2.1	2.2	1.9	2.1	1.8	2.1
Iowa	2.1	1.8	1.8	1.8	2.0	1.7	1.7	1.5	1.6	1.5
Minnesota	1.3	1.4	1.3	1.5	1.4	1.3	1.3	1.3	1.3	1.2
Montana	2.3	2.1	2.3	2.3	2.3	2.1	2.8	2.5	2.3	2.4
Nebraska	2.0	1.9	1.7	1.8	1.6	1.8	1.8	1.8	1.7	1.6
North Dakota	1.6	1.4	1.5	1.4	1.1	1.3	1.5	1.1	1.6	1.2
Wyoming	2.1	2.0	1.9	2.1	2.4	2.0	1.9	1.9	2.4	1.9
National	1.9	1.8	1.7	1.7	1.7	1.7	1.7	1.6	1.5	1.6

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 1969 through 2000. 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 2000 death rate increased to 2.11, a 16.3% increase from the 1999 1.84 rate. The 7,888 people injured is a 4.1% increase from the 7,574 for 1999 (see TABLE 2-2).

FIGURE 2-1 FATALITY RATE COMPARISON

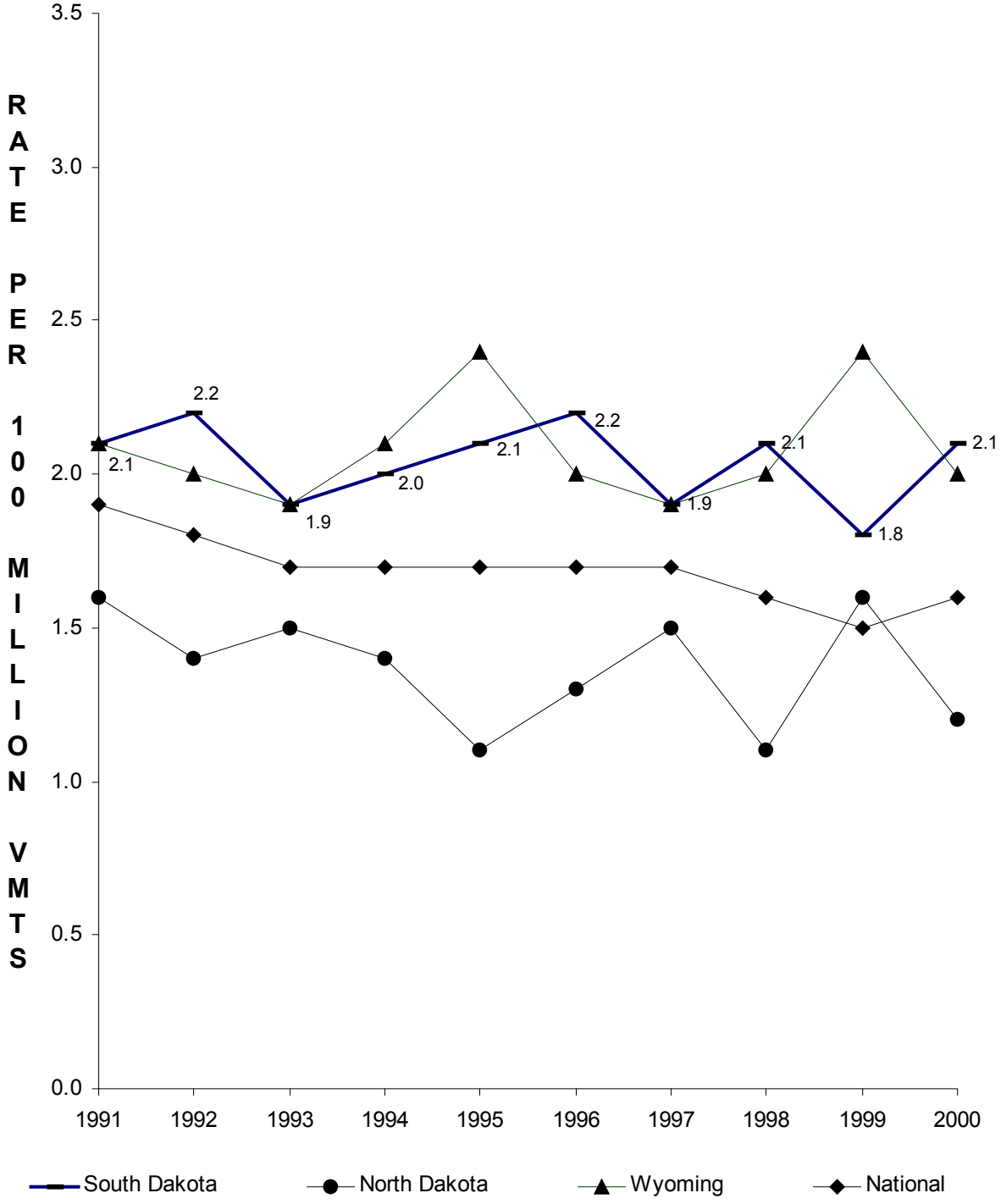


TABLE 2-2
SOUTH DAKOTA YEARLY COMPARISON
OF MOTOR VEHICLE TRAFFIC FATALITIES, INJURIES,
ACCIDENTS, MILES TRAVELED, & REGISTERED MOTOR VEHICLES

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)
1969	296	6.79	5,921	16,565	379.84	219	3,584	12,762	4,361	422
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	2.11	7,888	19,475	238.05	150	5,252	14,073[2]	8,181	862

[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

The percent of teenagers killed in alcohol-related accidents continued to decrease in 2000. Fourteen percent of the alcohol related deaths were teenagers. This compares to a previous 6-year average of 19 percent per year (see Table 2-3A). There were 77 people killed in alcohol related accidents during 2000. This represents 44.5% of traffic related deaths and is the highest percentage in 5 years (see Table 2-3). Alcohol statistics dating back to the 1970's show 1993 to have the lowest number of fatalities for anyone year period and the highest number is 138 for the year of 1973.

TABLE 2-3
ALCOHOL INVOLVED ACCIDENTS AS PERCENT OF ALL ACCIDENTS
1994-2000

	1994	1995	1996	1997	1998	1999	2000
Total Accidents	8.1	7.5	7.0	6.9	7.1	6.4	6.8
	(1574)	(1457)	(1508)	(1449)	(1393)	(1290)	(1331)
Fatal Accidents	44.7	42.9	38.0	39.1	40.3	42.6	43.3
	(63)	(60)	(54)	(50)	(60)	(58)	(65)
Injury Accidents	14.1	13.3	12.8	12.0	12.9	12.6	12.3
	(805)	(735)	(722)	(656)	(662)	(634)	(648)
PDO Accidents	5.2	4.8	4.6	4.9	4.6	4.0	4.4
	(706)	(662)	(732)	(743)	(671)	(598)	(618)
Fatalities	45.5	44.3	38.9	39.9	39.4	41.3	44.5
	(70)	(70)	(68)	(59)	(65)	(62)	(77)
Injuries	15.1	14.1	13.8	12.5	13.9	13.6	13.7
	(1286)	(1175)	(1170)	(1024)	(1074)	(1027)	(1078)

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
1994 - 2000

AGE	1994	1995	1996	1997	1998	1999	2000
0 - 5	0	0	2	1	1	0	0
6 - 12	1	0	2	1	0	1	1
13 - 19	16	6	10	17	15	11	11
20	1	1	2	3	2	2	1
21 - 29	21	28	18	10	19	16	25
30 - 39	12	18	15	14	14	10	21
40 - 49	8	9	5	6	9	11	9
50 - 59	4	2	7	3	4	6	4
60 & OLDER	7	6	7	4	1	5	5
Unknown/Not Stated	0	0	0	0	0	0	0
TOTAL	70	70	68	59	65	62	77

FIGURE 2-2 2000 TRAFFIC FATALITIES
Alcohol Related vs Non Alcohol Related

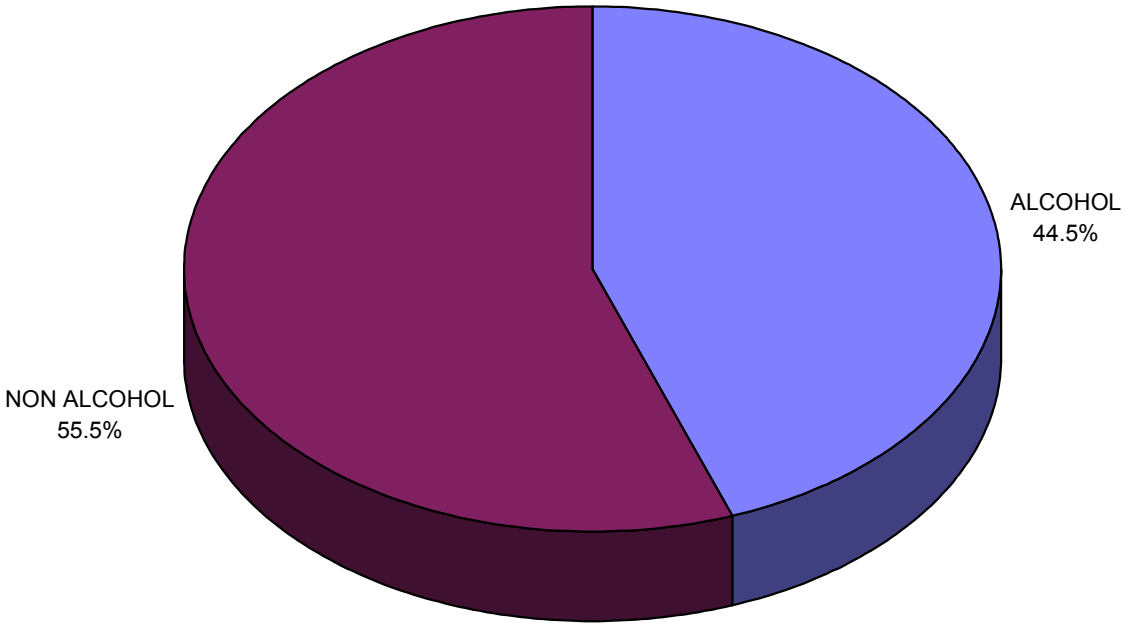
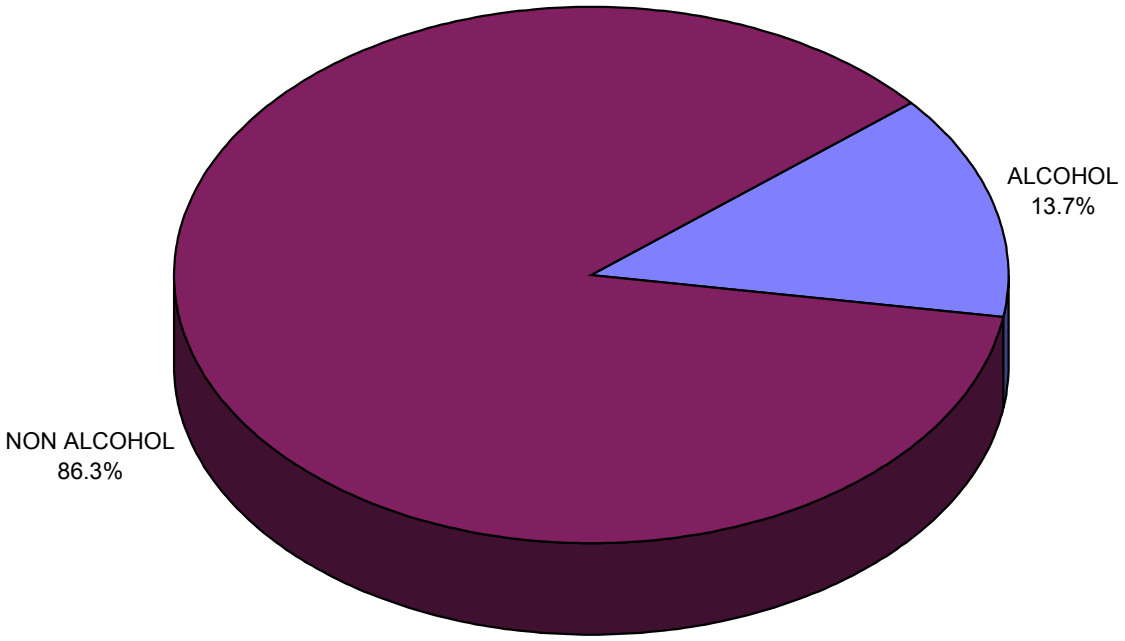


FIGURE 2-3 2000 TRAFFIC INJURIES
Alcohol Related vs Non Alcohol Related



Source: SD Department of Transportation: Accident Records

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 increased by 3.0% while nonalcohol-related fatal and injury accidents increased by 4.8% from the 1999 totals. The number of DWI arrests increased by 0.5% from 1999.

TABLE 2-4
ACCIDENT AND ARREST ACTIVITY
1992 - 2000

	FATAL ACCIDENTS		FATAL & INJURY ACCIDENTS		
	ALCOHOL RELATED	NONALCOHOL RELATED	ALCOHOL RELATED	NONALCOHOL RELATED	DWI ARRESTS*
1992	65	76	829	4,424	8,378
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

*Source: South Dakota Courts - The State of the Judiciary and 2000 Annual Report of the S. D. Unified Judicial System - January 2001
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 1992 through 2000. FIGURE 2-5 presents the alcohol-related and nonalcohol-related fatal accident experience for the years of 1992 through 2000.

There were 65 alcohol-related fatal accidents during 2000, which compares to 58 in 1999. The previous three-year average was 56 for the years of 1997-1999.

There were 713 alcohol-related fatal and injury accidents during 2000, which compares to 692 in 1999. The previous three-year average was 707 or a 0.8 percent increase in 2000. Nonalcohol-related fatal and injury accidents in 2000 increased (4.8%) when compared to 1999 and increased 1.1 percent from the previous three-year average (97-99).

There were 9,430 DWI arrests in fiscal year 2000. This level is up 5.7% from the previous three-year average (97-99).

Source: SD Department of Transportation: Accident Records

FIGURE 2-4 FATAL & INJURY ACCIDENTS AND DWIs

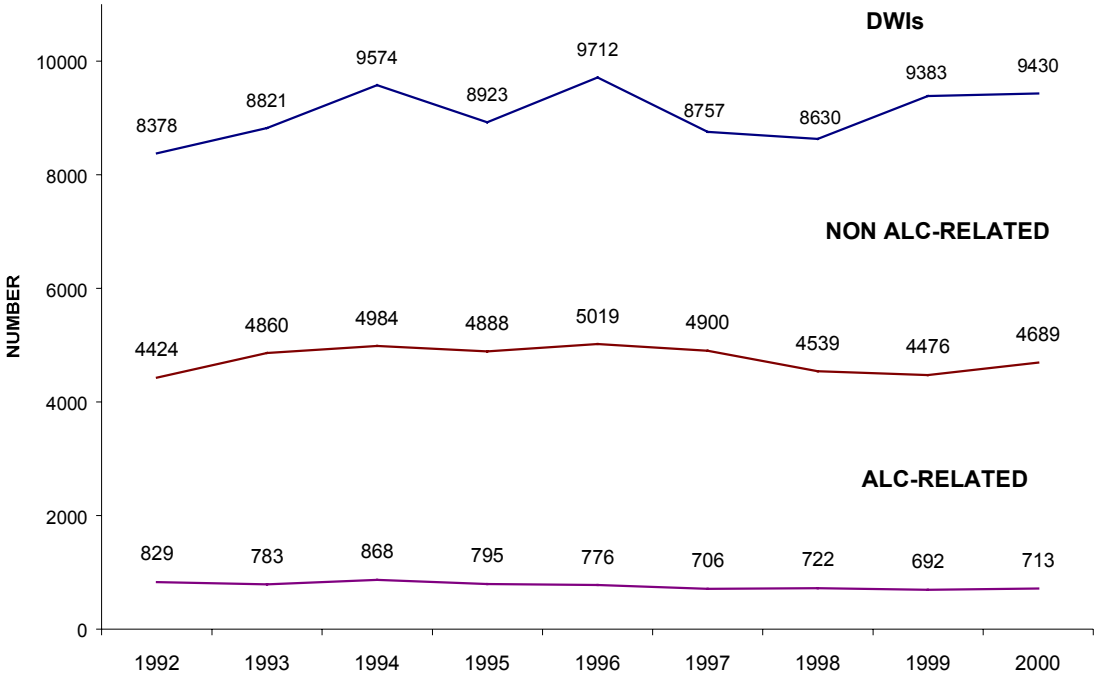
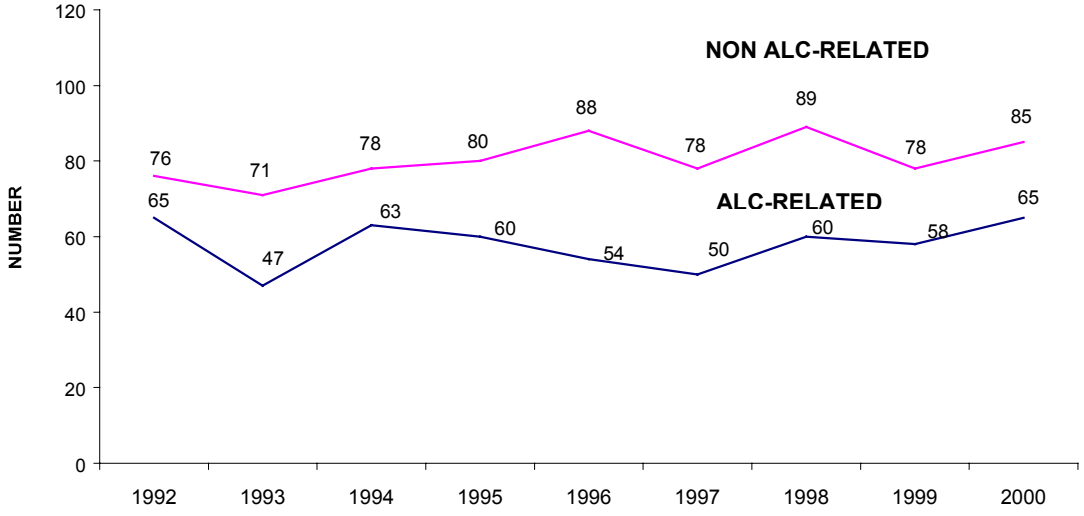


FIGURE 2-5 FATAL ACCIDENTS



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. One hundred and three occupants were killed while not wearing any safety restraint, while nineteen occupants killed were wearing lap and shoulder harness, three were wearing a lap belt only, and one wore a child restraint not used properly (see TABLE 2-5).

Fifty-four (39.4%) of the 137 killed occupants were either partially or totally ejected from the vehicle (see TABLE 2-5B).

TABLE 2-5
SAFETY RESTRAINT USAGE
KILLED OCCUPANTS

	1995	1996	1997	1998	1999	2000
No Safety Equipment	86	96	89	95	86	103
Lap Belt Only	1	5	0	1	1	3
Shoulder Harness Only	2	3	2	1	0	0
Lap Belt & Shoulder Harness	16	32	24	31	21	19
Child Restraint Used Properly	0	0	0	1	1	0
Child Restraint Not Properly Used	0	0	1	0	0	1
Other Type Restraints	0	0	1	2	0	0
Not Stated or Unknown	23	14	15	16	19	11
Total	128	150	132	147	128	137

TABLE 2-5A
SAFETY RESTRAINT USAGE
INJURED OCCUPANTS

	1995	1996	1997	1998	1999	2000
No Safety Equipment	2,854	2,861	2,642	2,572	2,324	2,357
Lap Belt Only	248	248	211	171	150	151
Shoulder Harness Only	85	69	78	77	56	48
Lap Belt & Shoulder Harness	3,945	4,199	4,135	3,803	3,947	4,114
Child Restraint Used Properly	42	56	39	46	50	35
Child Restraint Not Properly Used	5	7	4	5	4	8
Other Type Restraints	13	15	13	11	12	7
Not Stated or Unknown	450	412	458	394	389	412
Total	7,642	7,867	7,580	7,079	6,932	7,132

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)

	2000
Not Ejected	79
Partial Ejection	10
Total Ejection	44
Unknown Ejection	4
Total	137

Source: SD Department of Transportation: Accident Records

FIGURE 2-6 SAFETY EQUIPMENT USAGE
KILLED OCCUPANTS

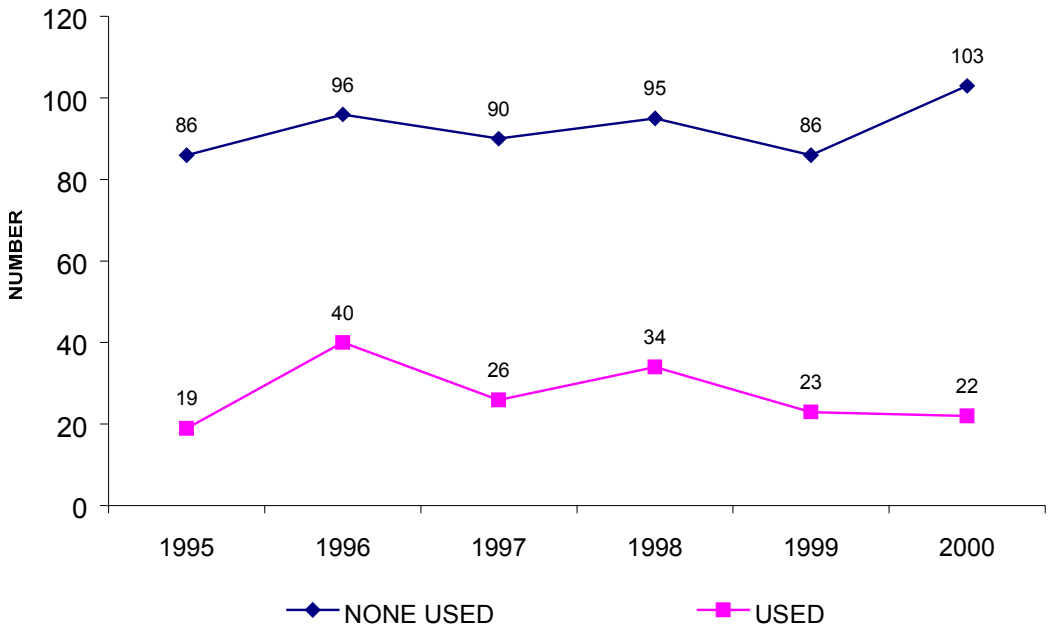
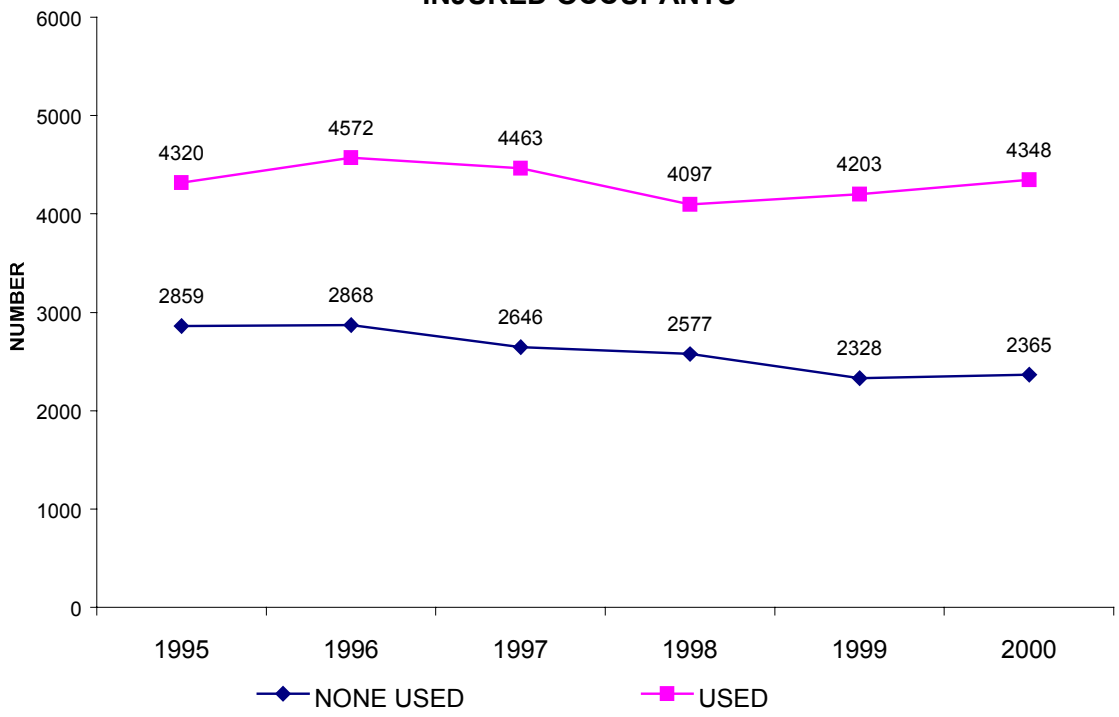


FIGURE 2-7 SAFETY EQUIPMENT USAGE
INJURED OCCUPANTS



There was one fatality to motor vehicle occupants from birth through four years of age during 2000, which compares to one during 1999 (see TABLE 2-6).

There were 100 children (birth through 4 years old) injured in 2000, which compares to 130 for 1999 and the three-year average of 124. Fifty-seven of the 100 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 37 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
1990	1	67	46	113
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

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
2000

	Fatalities	Injuries
No Safety Equipment Used	0	32
Lap Belt Only	0	3
Shoulder Harness Only	0	0
Lap Belt & Shoulder Harness	0	22
Child Restraint Used Properly	0	32
Child Restraint Not Used Properly	1	8
Other	0	1
Not Stated or Unknown	0	2
TOTAL	1	100

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 2.7 percent during 2000 while fatalities climbed to a near record high of 22. The highest number of deaths since the 50th anniversary of the Sturgis Motorcycle Rally in 1990 when 23 motorcyclists were killed (see Table 2-7). Moped accidents are included with motorcycle accidents. There were no moped fatalities during 2000. 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
1977 - 2000

	Motorcycle Accidents			Motorcyclists		Registered	Licensed
Year	Total	Fatal	Injury	Fatalities	Injuries	Motorcycles	Motorcyclists
1977	495	17	419	19	529	26,560	
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

Source: SD Department of Transportation: Accident Records

TABLE 2-8
PEDESTRIAN FATALITIES AND INJURIES
1980 - 2000

Year	Fatalities	Injuries
1980	21	162
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

TABLE 2-9
BICYCLE FATALITIES AND INJURIES
1980 - 2000

Year	Fatalities	Injuries
1980	0	78
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

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
1988 - 2000

Holiday	Total Hours	Total Accd.	Fatal Accd.	Injury Accd.	Fatalities	Injuries
MEMORIAL DAY						
1988	78	127	2	36	2	68
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
FOURTH OF JULY						
1988	78	138	2	48	2	74
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
LABOR DAY						
1988	78	131	1	45	1	94
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

Holiday	Total Hours	Total Accd.	Fatal Accd.	Injury Accd.	Fatalities	Injuries
THANKSGIVING						
1988	102	224	1	42	1	70
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
CHRISTMAS						
1988	78	153	1	38	1	57
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
NEW YEARS						
1988-89	78	103	2	23	2	40
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

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 1991 through 2000. 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
1991	1598	21.9	2945	40.3	2767	37.9	7310	143
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

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
1991	927	20.0	1792	38.7	1913	41.3	4632	98
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

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
1991	562	23.7	997	42.1	809	34.2	2368	30
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

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
1991	34	23.6	85	59.0	25	17.4	144	4
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

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
1991	75	45.5	70	42.4	20	12.1	165	11
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

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
1989 - 2000

	ACCIDENT INVOLVED DRIVERS				LICENSED DRIVERS			
	MALE		FEMALE		MALE		FEMALE	
	No.	%	No.	%	No.	%	No.	%
1989	14,581	63.1	8,520	36.9	251,120	51.0	241,468	49.0
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

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. 2000 MOTOR VEHICLE ACCIDENT PROFILE

Introduction

This section profiles the reported motor vehicle traffic accidents for 2000. 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 2000, there were 19,475 reported motor vehicle traffic accidents, the majority of accidents being property damage only 14,073 (72.3%). Injury accidents accounted for 5,252 (27.0%) of the accidents, while 150 (0.8%) were fatal accidents. There were 7,888 persons injured and 173 persons killed in accidents during 2000 (see TABLE 3-1).

TABLE 3-1
FATALITIES AND SEVERITY OF INJURIES OF DRIVERS, PASSENGERS, PEDESTRIANS, AND BICYCLE DRIVERS
2000

	Incapac. Injuries		Non-Incapac. Injuries		Possible Injuries		Total Nonfatal Injuries		Total Fatalities	
	No.	%	No.	%	No.	%	No.	%	No.	%
Drivers	1,012	63.1	1,949	65.5	2,269	68.5	5,230	66.3	97	56.1
Passengers	519	32.4	922	31.0	982	29.7	2,423	30.7	62	35.8
Pedestrians	42	2.6	48	1.6	25	0.8	115	1.5	13	7.5
Bicycle Dr	29	1.8	56	1.9	34	1.0	119	1.5	1	0.6
Other*	1	0.1	0	0.0	0	0.0	1	0.0	0	0.0
Total	1,603	100	2,975	100	3,310	100	7,888	100	173	100

*Other contains 1 injury sustained by Other operators. The injury was to a horse back rider.

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 2000, 42.2 percent of the fatalities and 55.9 percent of the injuries occurred to occupants of passenger cars. Occupants of pickups and vans accounted for 34.1 percent of the fatalities and 32.0 percent of the injuries. Additionally, in 2000 twenty two motorcyclists and thirteen pedestrians were killed. There was one bicyclist killed during 2000 (see Table 3-2).

TABLE 3-2
FATALITIES AND INJURIES BY MODE OF TRANSPORTATION
2000

	Fatalities		Injuries	
	No.	%	No.	%
Passenger Cars	73	42.2	4,407	55.9
Pickups, Vans	59	34.1	2,522	32.0
Motorcycle, Moped	22	12.7	520	6.6
Pedestrians	13	7.5	115	1.5
Trucks (All)*	5	2.9	134	1.7
Other	0	0.0	63	0.8
Bicycle	1	0.6	120	1.5
Farm Machinery	0	0.0	5	0.1
Unknown	0	0.0	2	0.0
Total	173	100	7,888	100

*Trucks	Fatalities	Injuries
Straight Truck	1	57
Straight Truck with Trailer	0	8
Truck Tractor Only	0	4
Truck Tractor with Single Semi Trailer	3	58
Truck Tractor with Two or More Trailers	1	7
Total	5	134

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 2000

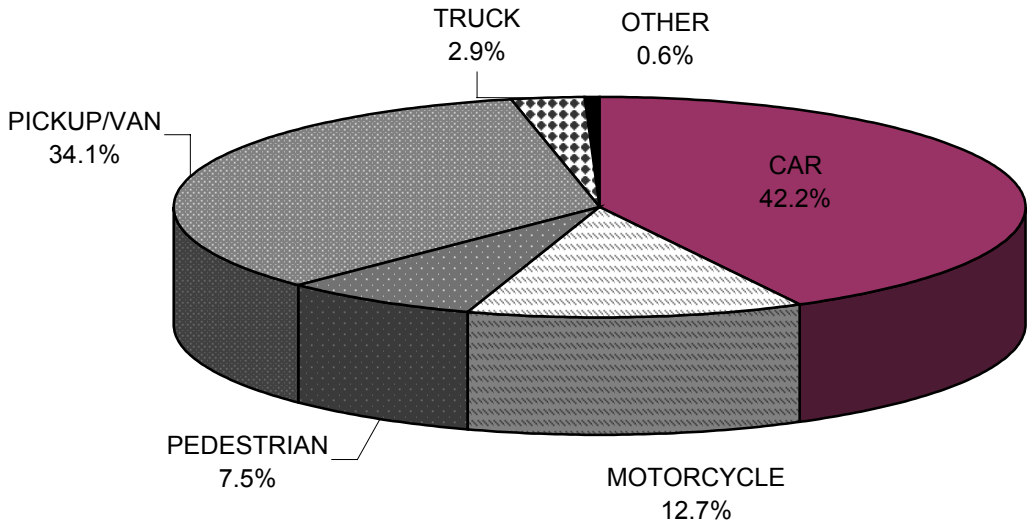


FIGURE 3-2 INJURIES BY TRAVEL MODE 2000

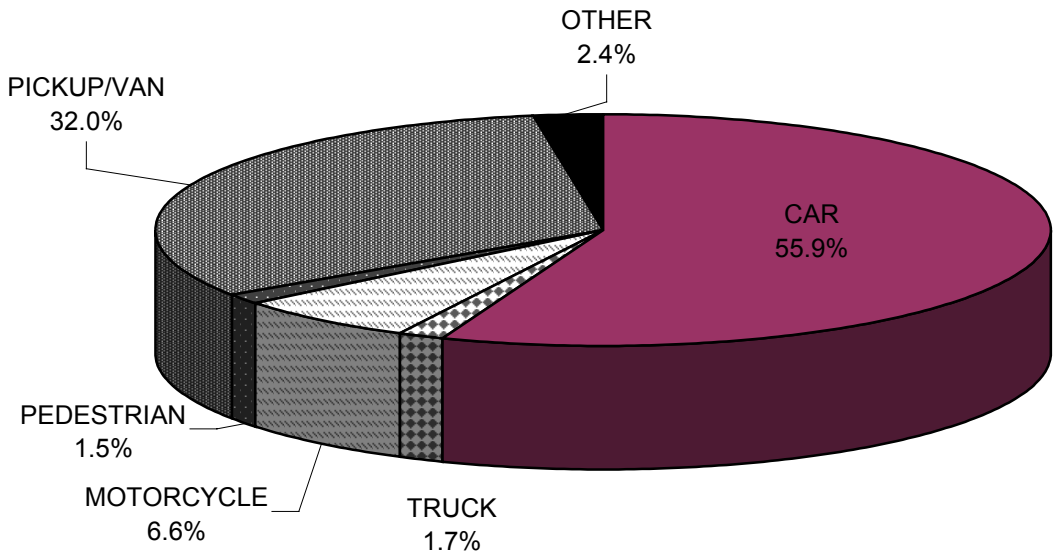


TABLE 3-3 provides information on all accident-involved vehicles by type. Passenger cars made up 35.7 percent of the vehicles involved in fatal accidents and 56.0 percent of those involved in injury accidents. Pickups and vans made up 40.3 percent of the vehicles involved in fatal accidents.

TABLE 3-3
VEHICLE TYPES INVOLVED IN ACCIDENTS
2000

	All Accidents No.	%	Fatal Accidents No.	%	Injury Accidents No.	%	PDO Accidents No.	%
Passenger Cars	16,819	54.7	79	35.7	5,075	56.0	11,665	54.3
Pickups, Vans	12,060	39.2	89	40.3	3,213	35.5	8,758	40.8
Trucks (All)*	1,087	3.5	23	10.4	280	3.1	784	3.7
Motorcycle	503	1.6	27	12.2	428	4.7	48	0.2
Farm Machinery or Heavy Equipment	60	0.2	3	1.4	13	0.1	44	0.2
Bus	71	0.2	0	0.0	20	0.2	51	0.2
Motor Home	43	0.1	0	0.0	10	0.1	33	0.2
Moped	10	0.0	0	0.0	10	0.1	0	0.0
Snowmobile	2	0.0	0	0.0	1	0.0	1	0.0
Other or Unknown	96	0.3	0	0.0	13	0.1	83	0.4
Total	30,751	100	221	100	9,063	100	21,467	100

*Trucks	All Accd.	Fatal Accd.	Injury Accd.	PDO Accd.
Straight Truck	365	8	111	246
Straight Truck with Trailer	63	1	16	46
Truck Tractor Only	27	1	8	18
Truck Tractor with Single Semi Trailer	591	12	131	448
Truck Tractor with Two or More Trailers	41	1	14	26
Total	1,087	23	280	784

Source: SD Department of Transportation: Accident Records

TABLE 3-4 provides information on the ages of persons killed and injured. A total of 57 people nearly 33 percent (32.9%) of the persons killed were from 25 through 44 years of age and this age group totals 2,394, over 30 percent (30.3%) of the persons injured. Two children ages 0-5 were killed during 2000 (see Table 3-4).

TABLE 3-4
FATALITIES AND INJURIES
BY AGE GROUP
2000

	Fatalities		Injuries	
	No.	%	No.	%
0 - 5	2	1.2	137	1.7
6 - 13	8	4.6	440	5.6
14 - 15	8	4.6	480	6.1
16 - 17	3	1.7	758	9.6
18	7	4.0	361	4.6
19	7	4.0	348	4.4
20	2	1.2	247	3.1
21 - 24	20	11.6	736	9.3
25 - 34	29	16.8	1,212	15.4
35 - 44	28	16.2	1,182	15.0
45 - 54	20	11.6	859	10.9
55 - 64	13	7.5	484	6.1
65 - Over	26	15.0	586	7.4
Unknown	0	0.0	58	0.7
Total	173	100	7,888	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 35.3 percent of the fatal accidents and only 10.4 percent of the total accidents, while 36.0 percent of the fatal accidents and 48.1 percent of all accidents represented a collision between 2 or more vehicles (see TABLE 3-5).

TABLE 3-5
FIRST HARMFUL EVENT
2000

First Harmful Event	Total Accidents No.	%	Fatal Accidents No.	%	Injury Accidents No.	%	PDO Accidents No.	%
Motor Vehicle Collision With:								
Another MV (Not Parked)	9,377	48.1	54	36.0	3,167	60.3	6,156	43.7
A Fixed or Other Object	2,473	12.7	24	16.0	700	13.3	1,749	12.4
An Animal	4,494	23.1	3	2.0	109	2.1	4,382	31.1
A Parked Motor Vehicle	861	4.4	2	1.3	92	1.8	767	5.5
A Pedestrian	121	0.6	13	8.7	108	2.1	0	0.0
A Bicyclist	117	0.6	1	0.7	115	2.2	1	0.0
A Railroad Vehicle	8	0.0	0	0.0	5	0.1	3	0.0
Non-Collision (Overturning or Other)	2,024	10.4	53	35.3	956	18.2	1,015	7.2
Total	19,475	100	150	100	5,252	100	14,073	100

Source: SD Department of Transportation: Accident Records

Manner of Collision

Head-on collisions are the most prevalent for severe accidents, accounting for 35.2 percent of the fatal accidents and only 1.8 percent of the total accidents. Angle collisions are second in prevalence for fatal accidents accounting for 31.5 percent of the fatal accidents and 21.5 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 14.8 percent of the fatal accidents, 43.2 percent of the injury accidents, and 30.9 percent of the property damage only accidents.

TABLE 3-6
MANNER OF COLLISION FOR ACCIDENTS INVOLVING A COLLISION BETWEEN TWO OR MORE MOTOR VEHICLES
2000

Manner of Collision	Total Accidents No.	%	Fatal Accidents No.	%	Injury Accidents No.	%	PDO Accidents No.	%
Rear-End	3,276	34.9	8	14.8	1,367	43.2	1,901	30.9
Head-On	172	1.8	19	35.2	103	3.3	50	0.8
Angle	2,016	21.5	17	31.5	741	23.4	1,258	20.4
Sideswipe-Same Direction	757	8.1	0	0.0	118	3.7	639	10.4
Sideswipe-Opposite Dir.	185	2.0	3	5.6	57	1.8	125	2.0
Turning Movement	2,520	26.9	7	13.0	748	23.6	1,765	28.7
Backing Movement	452	4.8	0	0.0	33	1.0	419	6.8
Total	9,378	100	54	100	3,167	100	6,157	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 32.6 percent of the PDO accidents and 36.8 percent of the injury accidents while accounting for 6.0 percent of the fatal accidents.

Non-interstate rural roads tallied 74.0 percent of the fatal accidents. The Interstate system experienced 2,479 (12.7%) of the total accidents while accounting for an estimated 23 percent of the vehicle miles traveled in 2000. Nineteen (12.7%) of the fatal accidents happened on the interstate system (see FIGURES 3-3 and 3-4).

TABLE 3-7
ACCIDENTS BY TYPE OF HIGHWAY
2000

Type of Highwayn	Total Accidents Number	%	Fatal Accidents Number	%	Injury Accidents Number	%	PDO Accidents Number	%	No. Killed	No. Injured
Interstate - Rural	1,793	9.2	16	10.7	354	6.7	1,423	10.1	18	550
US/State Hwys.-Rural	4,026	20.7	55	36.7	798	15.2	3,173	22.5	66	1,284
Co./Local Rds.-Rural	3,517	18.1	56	37.3	888	16.9	2,573	18.3	66	1,384
Interstate - City	687	3.5	3	2.0	208	4.0	476	3.4	3	306
US/State Hwys.-City	2,923	15.0	11	7.3	1,069	20.4	1,843	13.1	11	1,584
City Streets/Alleys	6,529	33.5	9	6.0	1,935	36.8	4,585	32.6	9	2,780
Total	19,475	100	150	100	5,252	100	14,073	100	173	7,888

Source: SD Department of Transportation: Accident Records

FIGURE 3-3 2000 TRAFFIC ACCIDENTS BY SYSTEM TYPE

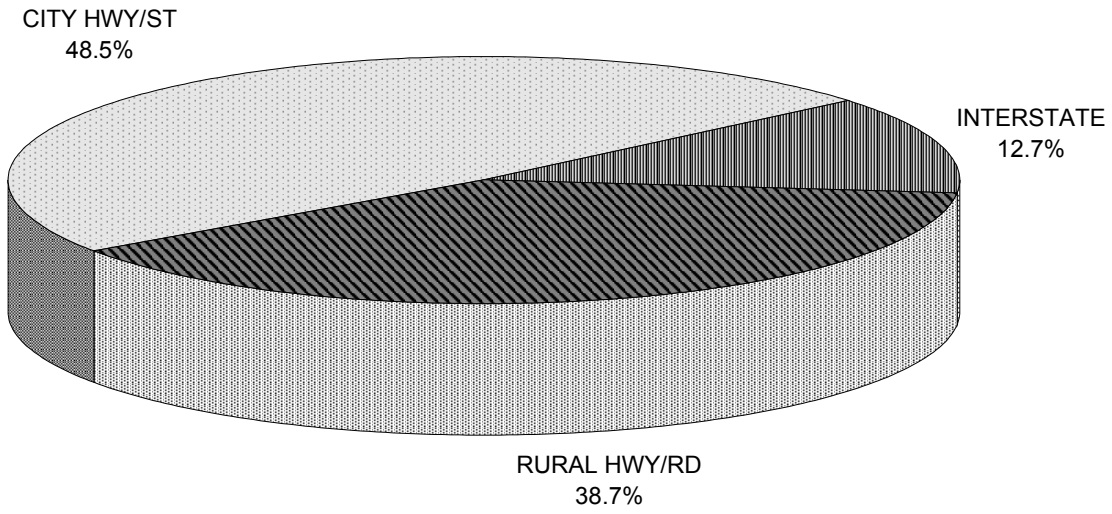
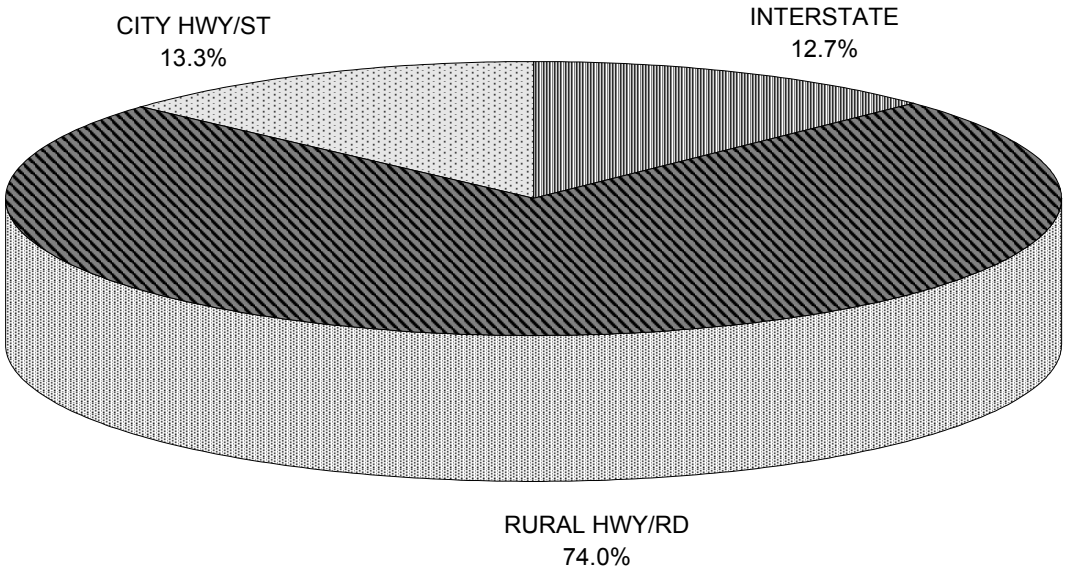


FIGURE 3-4 2000 FATAL TRAFFIC ACCIDENTS BY SYSTEM TYPE



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 54.9 percent of rural fatal and injury accidents and 22.0 percent of all fatal and injury accidents in South Dakota. Pennington County has 8.6 percent of all rural fatal and injury accidents with Minnehaha and Lawrence counties accounting for 7.9 and 6.5 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 57.3 percent of the statewide injury accidents and 10.7 percent of the fatal accidents. The two largest cities (Sioux Falls, Rapid City) accounted for 68.0 percent of fatal and injury accidents and 61.9 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 19.1 percent of all reported property damage accidents and 15.4 percent of all fatal and injury accidents. Dry roads were reported in 73.0 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 4.1 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 15.3 percent of all accidents.

TABLE 3-8
MOTOR VEHICLE TRAFFIC ACCIDENTS BY SD COUNTIES
2000

County	Total Accd.	Fatal Accd.	Injury Accd.	PDO Accd.	Fatalities	Injuries
AURORA	79	1	15	63	1	19
BEADLE	339	3	99	237	3	147
BENNETT	6	2	1	3	2	4
BON HOMME	135	1	24	110	1	42
BROOKINGS	663	3	167	493	4	242
BROWN	1,130	3	290	837	4	436
BRULE	152	2	24	126	2	36
BUFFALO	17	2	2	13	2	7
BUTTE	188	2	52	134	3	72
CAMPBELL	46	0	9	37	0	19
CHARLES MIX	146	1	43	102	2	68
CLARK	101	1	12	88	1	17
CLAY	185	1	50	134	1	75
CODINGTON	599	3	164	432	4	240
CORSON	60	0	15	45	0	24
CUSTER	276	1	88	187	1	124
DAVISON	610	1	141	468	1	215
DAY	101	0	36	65	0	53
DEUEL	158	0	31	127	0	37
DEWEY	54	2	16	36	2	30
DOUGLAS	41	3	8	30	3	22
EDMUNDS	133	0	17	116	0	24
FALL RIVER	124	2	36	86	5	52
FAULK	98	0	13	85	0	21
GRANT	109	6	25	78	6	51
GREGORY	79	2	26	51	2	39
HAAKON	79	0	12	67	0	18
HAMLIN	173	0	33	140	0	47
HAND	114	1	22	91	1	36
HANSON	104	3	22	79	3	54
HARDING	35	0	6	29	0	6
HUGHES	372	3	71	298	4	103
HUTCHINSON	90	1	20	69	1	30
HYDE	26	0	8	18	0	13
JACKSON	113	2	23	88	2	37
JERAULD	84	1	17	66	1	28
JONES	71	0	16	55	0	26
KINGSBURY	190	1	29	160	1	39
LAKE	236	0	39	197	0	57
LAWRENCE	707	10	190	507	10	291
LINCOLN	586	5	146	435	6	208
LYMAN	168	5	42	121	7	64
MC COOK	181	1	34	146	2	58
MC PHERSON	19	2	5	12	2	8
MARSHALL	125	1	16	108	2	30
MEADE	507	5	149	353	6	235
MELLETTE	18	2	4	12	2	15
MINER	106	2	11	93	2	21
MINNEHAHA	4,858	9	1,467	3,382	9	2,103
MOODY	253	3	53	197	4	77
PENNINGTON	2,614	17	951	1,646	17	1,447
PERKINS	72	1	13	58	1	19
POTTER	60	1	10	49	1	14
ROBERTS	171	4	45	122	6	93
SANBORN	120	0	18	102	0	29
SHANNON	42	7	12	23	10	29
SPINK	240	1	31	208	1	37
STANLEY	97	2	15	80	2	21
SULLY	34	0	7	27	0	9
TODD	22	7	4	11	7	29
TRIPP	130	3	31	96	3	55
TURNER	160	1	42	117	1	58
UNION	273	4	76	193	4	111
WALWORTH	109	1	17	91	1	24
YANKTON	464	1	136	327	1	185
ZIEBACH	23	1	5	17	3	8
Total:	**19,475**	**150**	**5,252**	**14,073**	**173**	**7,888**

TABLE 3-8A
ALCOHOL MOTOR VEHICLE TRAFFIC ACCIDENTS BY SD COUNTIES
2000

County	Total Accd.	Fatal Accd.	Injury Accd.	PDO Accd.	Fatalities	Injuries
AURORA	3	0	1	2	0	1
BEADLE	18	0	13	5	0	20
BENNETT	2	2	0	0	2	2
BON HOMME	8	0	6	2	0	11
BROOKINGS	41	0	28	13	0	34
BROWN	69	0	27	42	0	45
BRULE	7	1	4	2	1	6
BUFFALO	2	1	1	0	1	1
BUTTE	17	1	7	9	1	11
CAMPBELL	2	0	2	0	0	2
CHARLES MIX	17	0	12	5	0	18
CLARK	3	0	1	2	0	1
CLAY	17	0	8	9	0	13
CODINGTON	26	2	13	11	2	23
CORSON	5	0	4	1	0	12
CUSTER	17	0	10	7	0	10
DAVISON	33	0	15	18	0	22
DAY	15	0	9	6	0	11
DEUEL	5	0	0	5	0	0
DEWEY	9	1	4	4	1	9
DOUGLAS	1	0	0	1	0	0
EDMUNDS	6	0	0	6	0	0
FALL RIVER	10	2	6	2	5	10
FAULK	6	0	4	2	0	6
GRANT	5	2	1	2	2	3
GREGORY	10	0	8	2	0	16
HAAKON	6	0	3	3	0	5
HAMLIN	13	0	8	5	0	11
HAND	8	0	5	3	0	8
HANSON	4	0	3	1	0	4
HARDING	1	0	1	0	0	1
HUGHES	15	2	4	9	3	6
HUTCHINSON	5	0	3	2	0	4
HYDE	1	0	0	1	0	0
JACKSON	6	1	3	2	1	5
JERAULD	5	0	5	0	0	6
JONES	1	0	0	1	0	0
KINGSBURY	7	0	6	1	0	9
LAKE	6	0	3	3	0	7
LAWRENCE	70	6	31	33	6	55
LINCOLN	40	3	18	19	3	24
LYMAN	6	5	1	0	7	4
MC COOK	5	0	5	0	0	10
MC PHERSON	3	1	2	0	1	3
MARSHALL	13	0	5	8	0	11
MEADE	54	2	27	25	2	44
MELLETTE	4	2	2	0	2	12
MINER	1	1	0	0	1	0
MINNEHAHA	298	2	130	166	2	185
MOODY	16	2	8	6	3	15
PENNINGTON	231	7	113	111	7	210
PERKINS	3	0	0	3	0	0
POTTER	7	1	3	3	1	5
ROBERTS	33	3	13	17	5	28
SANBORN	5	0	4	1	0	7
SHANNON	13	5	5	3	8	13
SPINK	8	0	6	2	0	6
STANLEY	6	0	4	2	0	6
SULLY	2	0	1	1	0	1
TODD	7	6	1	0	6	19
TRIPP	8	3	3	2	3	12
TURNER	8	1	4	3	1	7
UNION	18	0	11	7	0	16
WALWORTH	7	0	3	4	0	4
YANKTON	31	0	19	12	0	27
ZIEBACH	2	0	1	1	0	1
Total:	**1,331**	**65**	**648**	**618**	**77**	**1,078**

TABLE 3-9
COUNTIES HAVING MORE THAN TWO PERCENT OF THE
RURAL FATAL & INJURY ACCIDENTS
2000

County	Rural Fatal & Injury Accidents	Percent of All Rural Fatal & Injury Accidents	Percent of Rural VMTS*
PENNINGTON	187	8.6	7.0
MINNEHAHA	171	7.9	6.0
LAWRENCE	141	6.5	3.3
LINCOLN	110	5.1	4.5
MEADE	105	4.8	3.2
BROWN	86	4.0	3.0
CUSTER	79	3.6	1.8
BROOKINGS	63	2.9	2.5
UNION	62	2.9	3.7
YANKTON	50	2.3	1.6
MOODY	48	2.2	2.4
BUTTE	44	2.0	1.6
LYMAN	43	2.0	2.7

Note: Total Rural Fatal and Injury Accidents: 2,167

*S.D. Vehicle Miles of Travel Report April 2000

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

FIGURE 3-5 RURAL F&I ACC/VMTS SELECTED COUNTIES - 2000

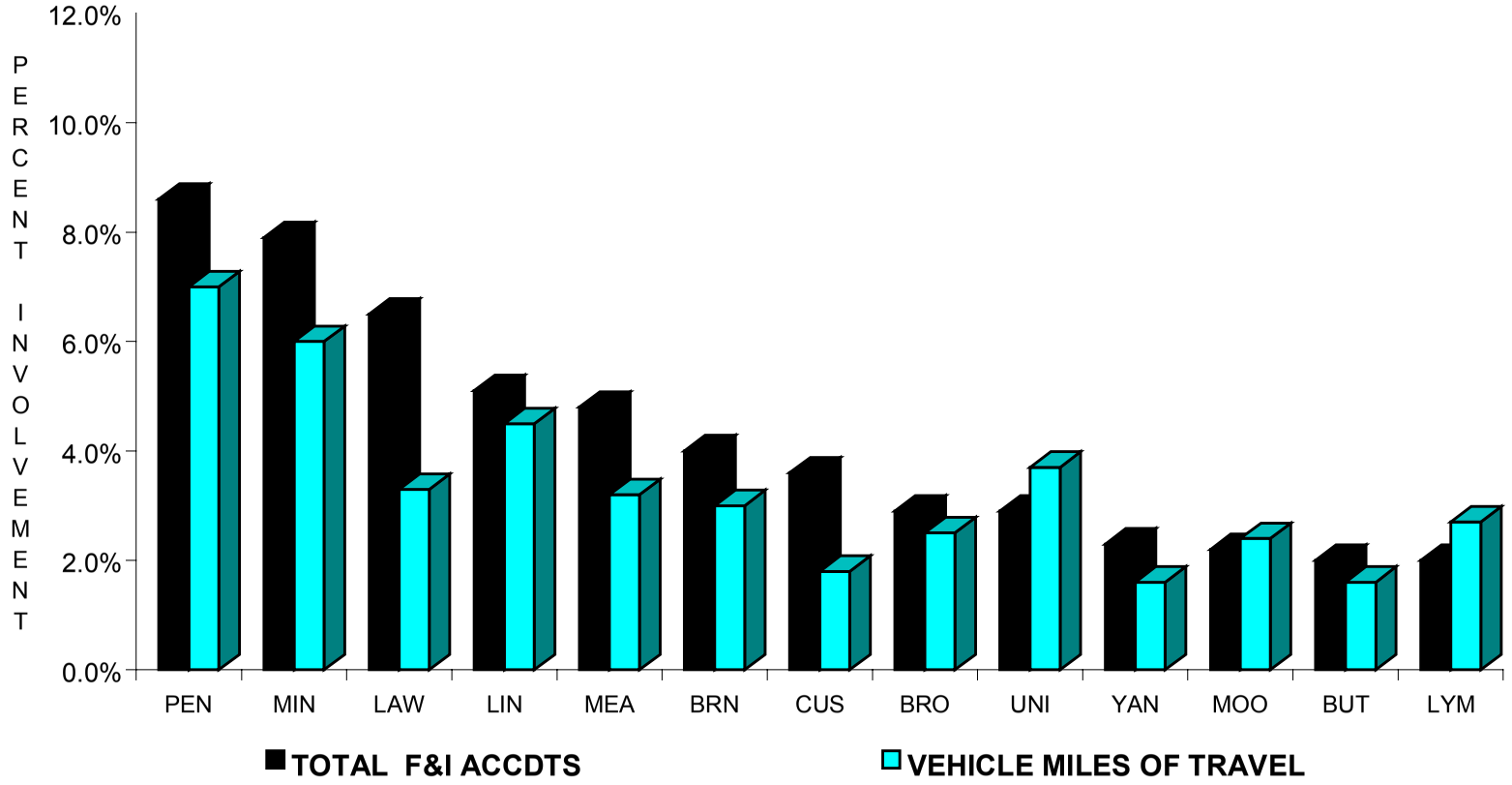


TABLE 3-10
TRAFFIC ACCIDENTS SOUTH DAKOTA CITIES
POPULATION 2500 AND OVER
2000

City	Total Accd.	Fatal Accd.	Injury Accd.	PDO Accd.	Fatalities	Injuries
Aberdeen	668	0	202	466	0	299
Belle Fourche	46	0	10	36	0	13
Box Elder	23	0	14	9	0	22
Brandon City	37	0	10	27	0	12
Brookings	298	0	105	193	0	155
Canton	41	0	9	32	0	12
Hot Springs	32	0	10	22	0	13
Huron	152	0	62	90	0	91
Lead	47	0	6	41	0	8
Madison	67	0	13	54	0	16
Milbank	76	0	17	59	0	30
Mitchell	439	0	110	329	0	166
Mobridge	24	0	7	17	0	11
Pierre	249	0	52	197	0	72
Rapid City	1,875	9	742	1,124	9	1,130
Redfield	35	0	7	28	0	8
Sioux Falls	3,917	5	1,300	2,612	5	1,840
Sisseton	56	0	8	48	0	17
Spearfish	152	0	39	113	0	51
Sturgis	143	0	49	94	0	68
Vermillion	83	0	22	61	0	37
Watertown	347	1	123	223	1	175
Winner	38	0	5	33	0	7
Yankton	215	1	85	129	1	108

Source: SD Department of Transportation: Accident Records

TABLE 3-11
ROADWAY SURFACE CONDITIONS
2000

	Total Accidents No.	%	Fatal Accidents No.	%	Injury Accidents No.	%	PDO Accidents No.	%
Dry	13,762	70.7	124	82.7	3,822	72.8	9,816	69.8
Wet	2,005	10.3	8	5.3	584	11.1	1,413	10.0
Ice	1,684	8.6	9	6.0	406	7.7	1,269	9.0
Frost	137	0.7	1	0.7	44	0.8	92	0.7
Slush	295	1.5	0	0.0	75	1.4	220	1.6
Snow	1,404	7.2	4	2.7	291	5.5	1,109	7.9
Mud	18	0.1	0	0.0	3	0.1	15	0.1
Other	48	0.2	2	1.3	15	0.3	31	0.2
Unknown	122	0.6	2	1.3	12	0.2	108	0.8
Total	19,475	100	150	100	5,252	100	14,073	100

Source: SD Department of Transportation: Accident Records

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

The peak hour for fatal accidents was 6:00-6:59 p.m. Eighteen (12.0%) of the fatal accidents occurred during this hour. The peak hour for injury accidents and property damage only accidents was 5:00-5:59 p.m. when 479 (9.1%) of the injury accidents and 1,126 (8.0%) of the property damage only accidents occurred (see TABLE 3-12).

The month of August had the most fatal accidents (20) and the most injury accidents (643) during 2000, while the month of November had the most property damage only accidents (1,722). The 20 fatal accidents during August represented 13.3 percent of the total and the 643 injury accidents represented 12.2 percent for 2000. The 1,722 property damage only accidents during November represent 12.2 percent of the total for 2000 (see TABLE 3-13).

The day of the week Friday accounts for nearly seventeen percent of the total accidents (3,282), nearly eighteen percent of the injury accidents (935) and sixteen and a half percent of the property damage only accidents (2,322). Saturday accounted for 38 fatal accidents or 25.3 percent of the total for 2000 (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
2000

Time	Total Accd.	Fatal Accd.	Injury Accd.	PDO Accd.	Fatalities	Injuries
Midnight	401	4	109	288	4	152
1:00 AM	349	3	95	251	5	144
2:00 AM	331	8	104	219	9	159
3:00 AM	180	1	51	128	1	77
4:00 AM	176	4	39	133	5	50
5:00 AM	394	2	60	332	2	82
6:00 AM	599	4	94	501	5	123
7:00 AM	957	9	242	706	9	386
8:00 AM	819	6	235	578	8	335
9:00 AM	642	5	167	470	6	225
10:00 AM	704	7	236	461	7	353
11:00 AM	797	4	265	528	4	411
12:00 PM	1,094	6	365	723	6	538
1:00 PM	961	3	318	640	4	455
2:00 PM	968	6	330	632	9	477
3:00 PM	1,383	10	443	930	12	671
4:00 PM	1,337	9	414	914	9	630
5:00 PM	1,615	10	479	1,126	13	724
6:00 PM	1,244	18	300	926	18	469
7:00 PM	1,034	6	240	788	6	404
8:00 PM	889	5	155	729	6	238
9:00 PM	1,039	7	174	858	7	273
10:00 PM	775	6	160	609	8	238
11:00 PM	552	3	131	418	6	214
Unknown	235	4	46	185	4	60
Total	19,475	150	5,252	14,073	173	7,888

Source: SD Department of Transportation: Accident Records

TABLE 3-13
ACCIDENTS BY MONTH
2000

Month	Total Accd.	Fatal Accd.	Injury Accd.	PDO Accd.	Fatalities	Injuries
JANUARY	1,782	10	364	1,408	10	547
FEBRUARY	1,281	11	289	981	12	439
MARCH	1,283	10	333	940	12	498
APRIL	1,389	10	414	965	11	606
MAY	1,659	5	463	1,191	8	714
JUNE	1,715	18	466	1,231	22	714
JULY	1,511	17	460	1,034	20	706
AUGUST	1,607	20	643	944	22	971
SEPTEMBER	1,475	18	456	1,001	21	675
OCTOBER	1,601	10	416	1,175	11	626
NOVEMBER	2,205	14	469	1,722	16	679
DECEMBER	1,967	7	479	1,481	8	713
Total	19,475	150	5,252	14,073	173	7,888

Source: SD Department of Transportation: Accident Records

TABLE 3-14
ACCIDENTS BY DAY OF WEEK
2000

Day	Total Accd.	Fatal Accd.	Injury Accd.	PDO Accd.	Fatalities	Injuries
SUNDAY	2,219	27	542	1,650	31	878
MONDAY	2,724	14	735	1,975	14	1,092
TUESDAY	2,741	17	733	1,991	24	1,050
WEDNESDAY	2,740	14	732	1,994	16	1,027
THURSDAY	2,883	15	765	2,103	19	1,086
FRIDAY	3,282	25	935	2,322	26	1,438
SATURDAY	2,886	38	810	2,038	43	1,317
Total	19,475	150	5,252	14,073	173	7,888

Source: SD Department of Transportation: Accident Records

FIGURE 3-6 ACCIDENTS BY TIME OF DAY 2000

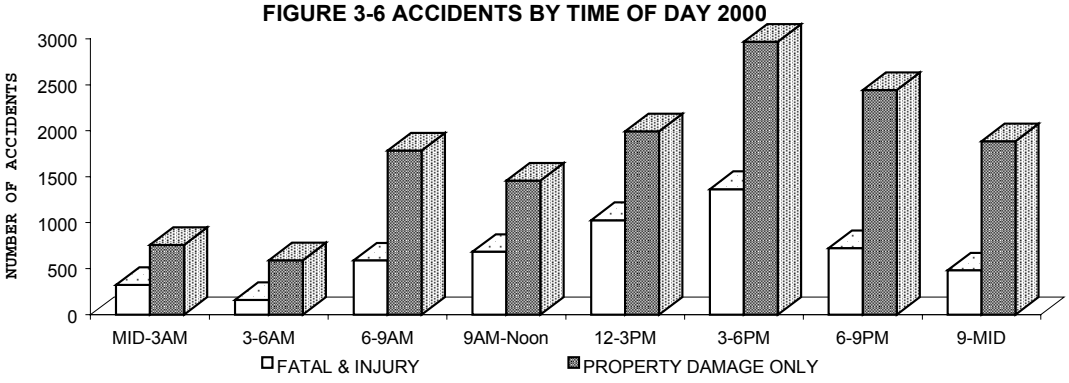


FIGURE 3-7 ACCIDENTS BY MONTH 2000

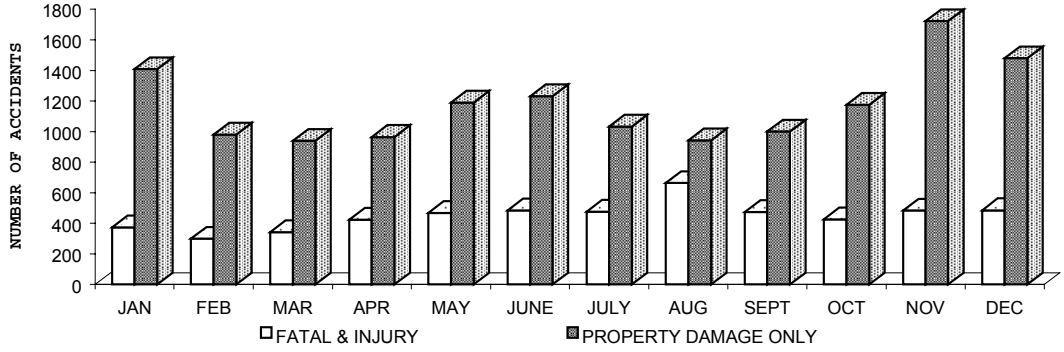
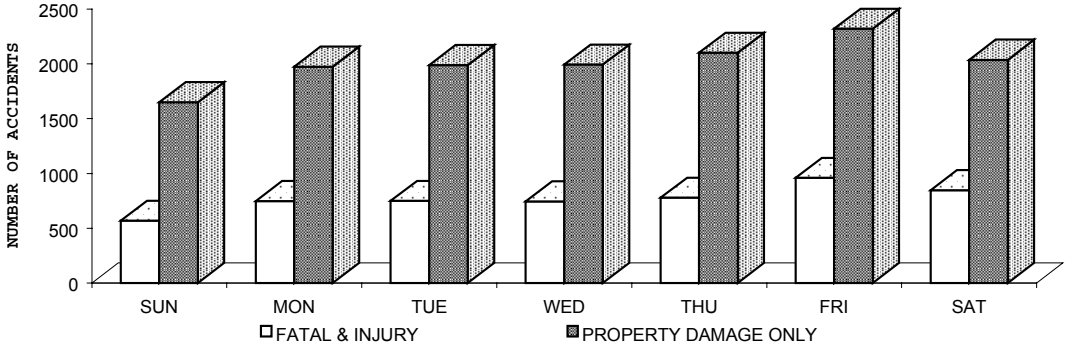


FIGURE 3-8 ACCIDENTS BY DAY OF WEEK 2000



Drivers

There were 29,651 motor vehicle drivers in the 19,475 reported motor vehicle accidents, including 218 drivers in fatal accidents and 8,891 drivers in injury accidents. Ninety-seven drivers were killed, which is 56.1 percent of all persons killed in motor vehicle accidents and 66.3 percent or 5,230 of the 7,888 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 51.1 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 26.1 percent of the drivers involved in fatal accidents and 35.4 percent of the drivers in injury accidents. Drivers under the age of 35 make up 44.0 percent of the drivers in fatal accidents and 53.0 percent of the drivers in injury accidents. Fifty-one (23.4%) of the drivers in fatal accidents were 35-44 years of age (see TABLE 3-15).

TABLE 3-15
AGE OF DRIVERS IN ACCIDENTS
2000

Age	Drivers In All Accidents No.	%	Drivers In Fatal Accidents No.	%	Drivers In Injury Accidents No.	%	Drivers In PDO Accidents No.	%
6 - 13	17	0.1	2	0.9	3	0.0	12	0.1
14 - 15	948	3.2	5	2.3	311	3.5	632	3.1
16 - 17	2,464	8.3	7	3.2	810	9.1	1,647	8.0
18	1,308	4.4	10	4.6	426	4.8	872	4.2
19	1,213	4.1	6	2.8	399	4.5	808	3.9
20	1,085	3.7	4	1.8	314	3.5	767	3.7
21 - 24	2,927	9.9	23	10.6	884	9.9	2,020	9.8
25 - 34	5,187	17.5	39	17.9	1,563	17.6	3,585	17.5
35 - 44	5,495	18.5	51	23.4	1,628	18.3	3,816	18.6
45 - 54	3,983	13.4	28	12.8	1,130	12.7	2,825	13.8
55 - 64	2,116	7.1	18	8.3	624	7.0	1,474	7.2
65 - Over	2,671	9.0	24	11.0	744	8.4	1,903	9.3
Unknown	237	0.8	1	0.5	55	0.6	181	0.9
Total	29,651	100	218	100	8,891	100	20,542	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 1,344 drinking drivers is all accidents which is 4.5 percent of all drivers in accidents. Sixty or 27.5 percent of drivers in fatal accidents had been drinking while 7.4 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 31.7 percent of the drinking drivers in fatal accidents and 35.5 percent of the drinking drivers in injury accidents. Those drivers under 35 years of age accounted for 65.0 percent of the drinking drivers in fatal accidents and 63.8 percent of the drinking drivers in all accidents.

TABLE 3-16
AGE OF DRINKING DRIVERS IN ACCIDENTS
2000

Age	Drivers In All Accidents No.	%	Drivers In Fatal Accidents No.	%	Drivers In Injury Accidents No.	%	Drivers In PDO Accidents No.	%
14 - 15	11	0.8	0	0.0	9	1.4	2	0.3
16 - 17	54	4.0	1	1.7	23	3.5	30	4.8
18	53	3.9	3	5.0	22	3.3	28	4.5
19	81	6.0	2	3.3	38	5.8	41	6.5
20	61	4.5	0	0.0	30	4.6	31	4.9
21 - 24	233	17.3	13	21.7	111	16.9	109	17.4
25 - 34	364	27.1	20	33.3	177	26.9	167	26.6
35 - 44	283	21.1	13	21.7	140	21.3	130	20.7
45 - 54	120	8.9	5	8.3	62	9.4	53	8.5
55 - 64	45	3.3	0	0.0	26	4.0	19	3.0
65 - Over	33	2.5	3	5.0	15	2.3	15	2.4
Unknown	6	0.4	0	0.0	4	0.6	2	0.3
Total	1,344	100	60	100	657	100	627	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, 35.1 percent of the drinking drivers in fatal and injury accidents and 52.4 percent of the speeding drivers in fatal and injury accidents. Almost sixty-three percent (62.6) of the drinking drivers and 70.0 percent of the speeding drivers in fatal and injury accidents were under 35 years of age while drivers under 35 years of age constitute 34.6 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
2000

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	5	0.1	0	0.0	1	0.1
14 - 15	2.0	316	3.5	9	1.3	90	7.0
16 - 17	3.5	817	9.0	24	3.3	159	12.4
18	1.9	436	4.8	25	3.5	86	6.7
19	2.0	405	4.4	40	5.6	84	6.6
20	2.0	318	3.5	30	4.2	60	4.7
21 - 24	7.2	907	10.0	124	17.3	190	14.9
25 - 34	16.0	1,602	17.6	197	27.5	224	17.5
35 - 44	19.6	1,679	18.4	153	21.3	193	15.1
45 - 54	17.8	1,158	12.7	67	9.3	102	8.0
55 - 64	11.2	642	7.0	26	3.6	46	3.6
65 - Over	16.9	768	8.4	18	2.5	36	2.8
Unknown	0.0	56	0.6	4	0.6	7	0.5
TOTAL	100	9,109	100	717	100	1,278	100

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

FIGURE 3-9 DRIVERS BY AGE GROUP 2000
Fatal and Injury Accd. Involved Drivers

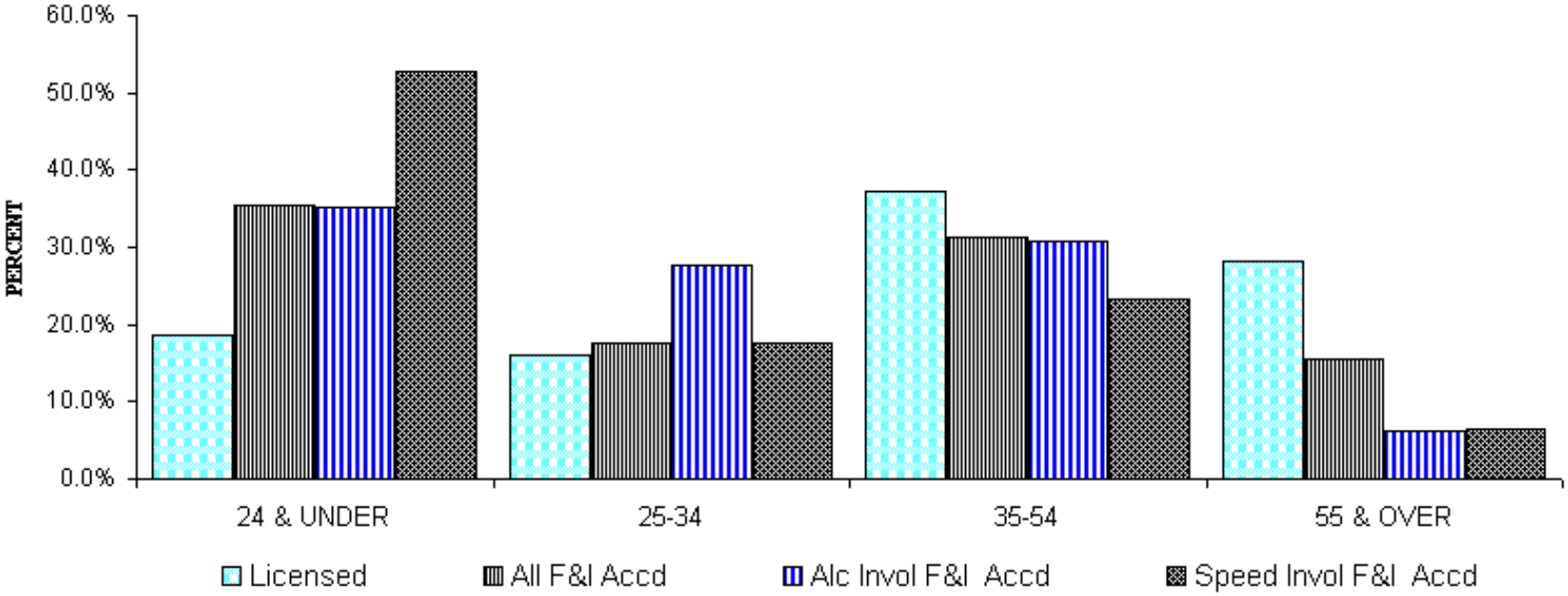
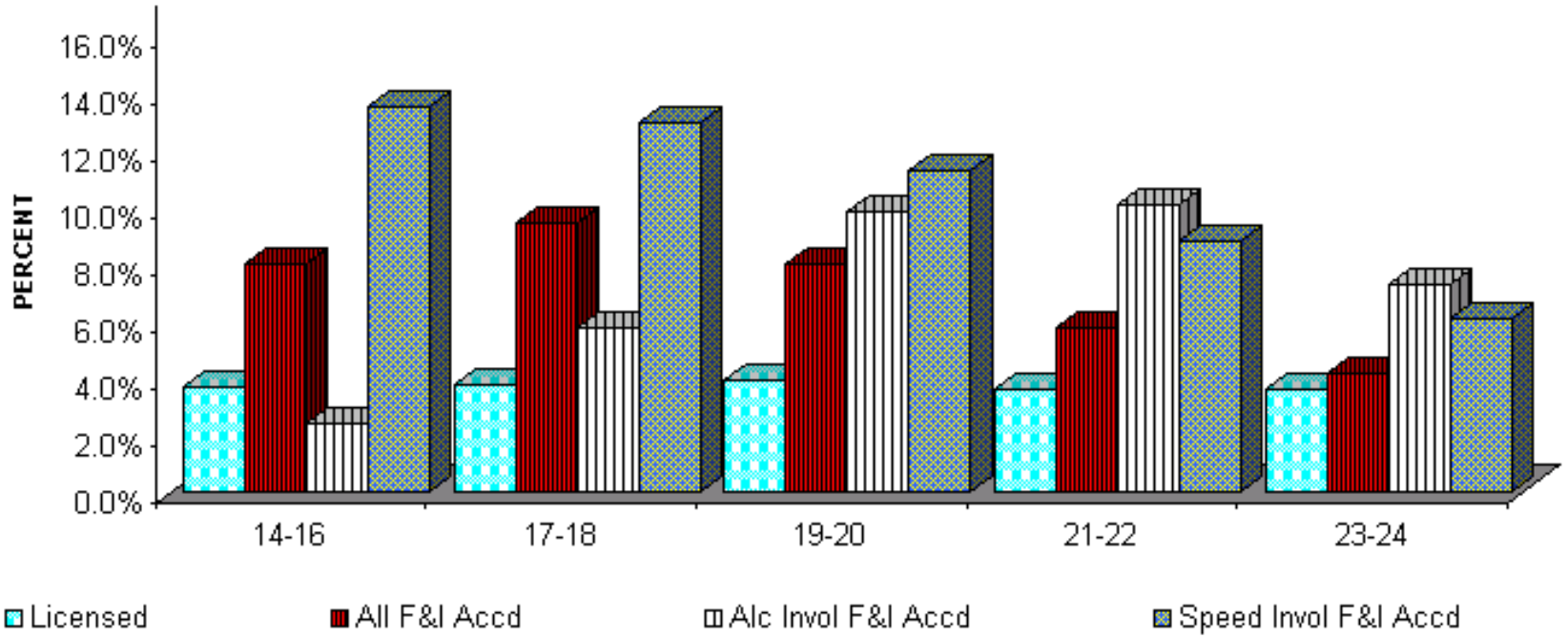


FIGURE 3-10 YOUNG DRIVERS 2000
FATAL & INJURY ACCIDENT INVOLVED DRIVERS



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 2000. It was indicated that the drinking of 60 or 27.5 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
2000

	Total Accidents		Fatal Accidents		Injury Accidents		PDO Accidents	
	No.	%	No.	%	No.	%	No.	%
Drinking	1,344	4.5	60	27.5	657	7.4	627	3.1
Exceeded Speed Limit	1,011	3.4	39	17.9	505	5.7	467	2.3
Wrong Side of Road	384	1.3	20	9.2	188	2.1	176	0.9
Exceeded Safe Speed But Not Limit	2,183	7.4	15	6.9	719	8.1	1,449	7.1
Failed to Yield to Vehicle	3,679	12.4	15	6.9	1,217	13.7	2,447	11.9
Failed to Stop for Stop Sign or Flashing Red	431	1.5	7	3.2	189	2.1	235	1.1
Fell Asleep	274	0.9	4	1.8	139	1.6	131	0.6
Improper Passing	236	0.8	2	0.9	71	0.8	163	0.8
Distracted by Object/ Person in Car	776	2.6	6	2.8	299	3.4	471	2.3
Improper Turn	538	1.8	3	1.4	160	1.8	375	1.8
Following Too Closely	1,898	6.4	2	0.9	740	8.3	1,156	5.6
Improper Backing	509	1.7	0	0.0	33	0.4	476	2.3
Other*	2,636	8.9	20	9.2	986	11.1	1,630	7.9
Unknown	532	1.8	14	6.4	175	2.0	343	1.7
Total Drivers	29,651		218		8,891		20,542	

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.

Source: SD Department of Transportation: Accident Records

Motorcycles

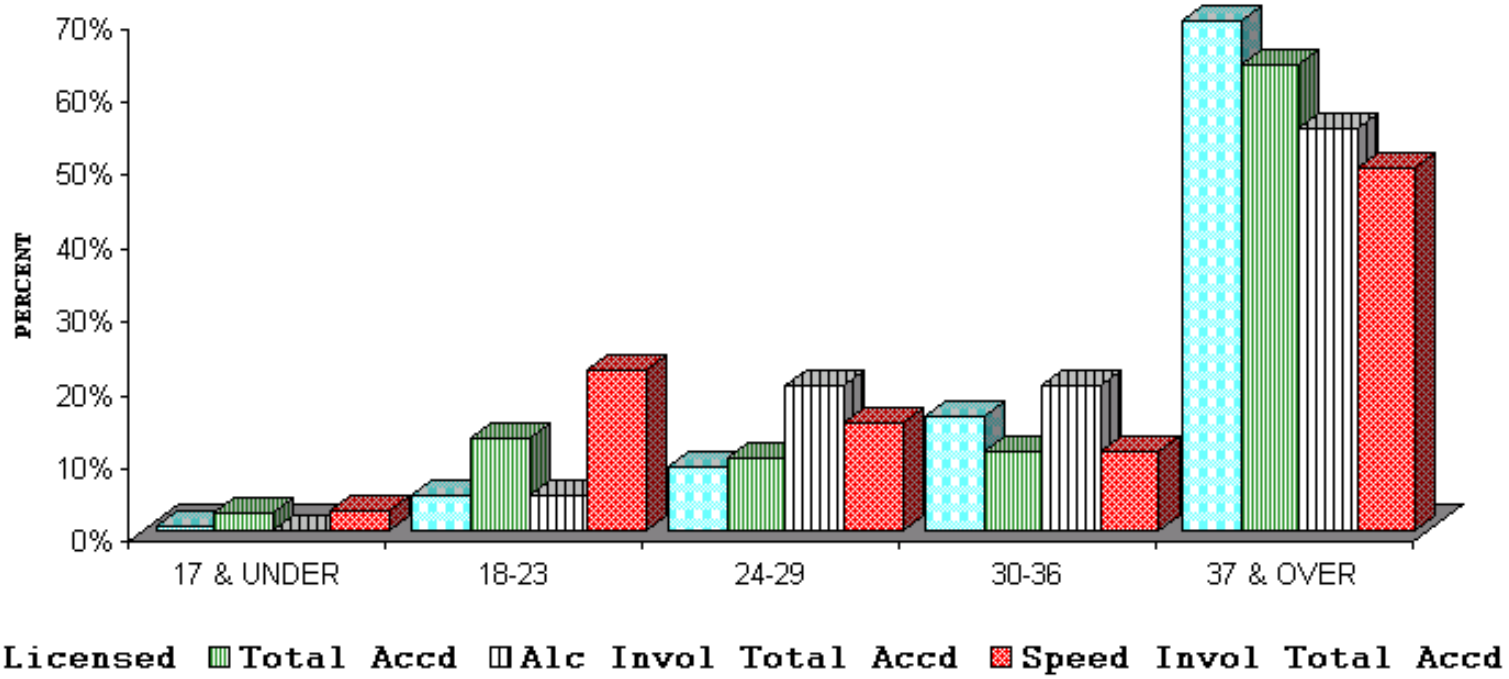
Motorcycle accidents constitute 2.4 percent of all accidents, 14.0 percent of all fatal accidents, and 7.7 percent of all injury accidents. There were 22 people killed and 520 injured on motorcycles in the 473 reported motorcycle accidents during 2000 (see TABLE 2-7). The young motorcycle driver is over represented in accidents when compared to their portion of licensed motorcycle operators. The licensed drivers under 20 years of age represent 1.7 percent of the licensed motorcycle drivers, 6.9 percent of drivers involved in motorcycle accidents, and 10.9 percent of the speeding drivers involved in motorcycle accidents (see TABLE 3-19 and FIGURE 3-11).

TABLE 3-19
MOTORCYCLISTS BY AGE GROUP
2000

Age Group	Licensed Motorcyclists No.	%	Motorcycle Drivers In Accidents No.	%	Drinking Motorcycle Drivers In Accidents No.	%	Speeding Motorcycle Drivers In Accidents No.	%
14 - 15	43	0.1	5	1.0	0	0.0	1	0.9
16 - 17	271	0.5	8	1.6	0	0.0	2	1.8
18 - 19	613	1.1	22	4.3	0	0.0	9	8.2
20 - 21	943	1.7	21	4.1	2	3.3	7	6.4
22 - 23	1,170	2.2	22	4.3	1	1.7	8	7.3
24 - 25	1,451	2.7	21	4.1	4	6.7	8	7.3
26 - 27	1,515	2.8	17	3.3	6	10.0	3	2.7
28 - 29	1,870	3.5	13	2.6	2	3.3	5	4.5
30 - 31	2,199	4.1	18	3.5	2	3.3	1	0.9
32 - 36	6,363	11.8	37	7.3	10	16.7	11	10.0
37 - 41	8,659	16.0	71	14.0	14	23.3	14	12.7
42 - 51	16,494	30.5	138	27.2	15	25.0	25	22.7
52 - Over	12,475	23.1	113	22.2	4	6.7	15	13.6
Unknown	0	0.0	2	0.4	0	0.0	1	0.9
Total	54,066	100	508	100	60	100	110	100

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

FIGURE 3-11 MOTORCYCLISTS 2000
ACCIDENT INVOLVED MOTORCYCLE & MOPED DRIVERS



Helmets were used by 101 or 20.4 percent of the motorcycle drivers in accidents while 393 or 79.6 percent did not wear a helmet (see TABLE 3-20). Sixteen motorcycle drivers and six motorcycle passengers were killed during 2000. Nine of the motorcycle drivers wore eye protection only, one passenger wore helmet and eye protection. Unknown helmet usage was reported for one driver and one passenger. No helmet usage was reported for the remaining six drivers and four passengers.

TABLE 3-20
HELMET USE BY MOTORCYCLE DRIVERS IN ACCIDENTS
2000

Age	Helmet Used		Helmet Not Used	
	No.	%	No.	%
14 - 15	4	80.0	1	20.0
16 - 17	5	62.5	3	37.5
18 - 20	9	26.5	25	73.5
21 - 24	9	22.0	32	78.0
25 - 34	10	12.5	70	87.5
35 - 44	19	14.7	110	85.3
45 - Over	44	22.6	151	77.4
Unknown	1	50.0	1	50.0
Total	101	20.4	393	79.6

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 thirteen pedestrian deaths and 115 injuries in motor vehicle accidents during 2000 (see TABLE 3-21). The youngest pedestrian killed was five years old, while the oldest was 84. Of the injured pedestrians, 20.9 percent were teenagers. Cities accounted for 93.9 percent of the pedestrian injuries and 38.5 percent of the fatalities (see TABLE 3-23). Of the 13 pedestrians killed, 9 were male and 4 female. Of the 115 injured, 67 were male and 48 female.

Officers reported that seven of the 13 pedestrians killed had been drinking alcohol (see TABLE 3-22).

TABLE 3-21
AGE OF PEDESTRIANS IN TRAFFIC ACCIDENTS
2000

Age	Fatalities No.	%	Injuries No.	%
0 - 5	1	7.7	4	3.5
6 - 13	1	7.7	19	16.5
14 - 19	1	7.7	23	20.0
20 - 24	0	0.0	9	7.8
25 - 34	2	15.4	9	7.8
35 - 44	3	23.1	9	7.8
45 - 54	1	7.7	18	15.7
55 - 64	0	0.0	13	11.3
65 - Over	4	30.8	11	9.6
Unknown	0	0.0	0	0.0
Total	13	100	115	100

Source: SD Department of Transportation: Accident Records

TABLE 3-22
ALCOHOL INVOLVEMENT BY PEDESTRIANS
2000

Alcohol Involvement	Fatalities No.	%	Injuries No.	%
Alcohol or Drugs	7	53.8	14	12.2
No Alcohol	4	30.8	94	81.7
Unknown	2	15.4	7	6.1
Total	13	100	115	100

Source: SD Department of Transportation: Accident Records

TABLE 3-23
RURAL vs. CITY PEDESTRIAN ACCIDENTS
2000

	Fatalities	%	Injuries	%
Rural	8	61.5	7	6.1
City	5	38.5	108	93.9
Total	13	100	115	100

Source: SD Department of Transportation: Accident Records

Bicycles

During 2000 there was one bicyclist killed (see TABLE 2-9). There were 119 bicycle drivers injured in reported motor vehicle accidents during 2000 (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 42.9 percent of the injured bicycle drivers. Forty-two of the bicycle drivers in accidents had no contributing circumstances. The yearly 1980-2000 trend of bicycle fatalities and injuries is provided in TABLE 2-9.

TABLE 3-24
AGE OF BICYCLE DRIVERS IN TRAFFIC ACCIDENTS
2000

Age	Fatalities Number	Injuries Number	%
0 - 5	0	3	2.5
6 - 13	1	67	56.3
14 - 19	0	19	16.0
20 - 24	0	6	5.0
25 - 34	0	7	5.9
35 - 44	0	8	6.7
45 - 54	0	5	4.2
55 - 64	0	2	1.7
65 - Over	0	1	0.8
Unknown	0	1	0.8
Total	1	119	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 use law became effective.

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

IV. GLOSSARY OF TERMS

Reportable Traffic Accident: motor vehicle traffic accident which involves death, injury or property damage to an apparent extent of five hundred dollars or more to any one person's property or accumulated property damage of one 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: January through June 2000 motor vehicle accidents in which no one was killed or injured but there was property damage to an apparent extent of five hundred dollars or more to any one person's property or accumulated property damage of one thousand dollars per accident.
July through December 2000 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 1999, National Safety Council)

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