South Carolina Crash Statistics Clock
2004

One
TRAFFIC CRASH
every 4.8 minutes

One
FATAL CRASH
every 9.3 hours

One
INJURY CRASH
every 16.2 minutes

One
PROPERTY DAMAGE CRASH
every 6.9 minutes

One
PERSON KILLED
every 8.4 hours

One
PERSON INJURED
every 10.3 minutes

One person injured or killed in an **ALCOHOL RELATED** crash every 2.2 hours

One fatal or injury crash with **a DRIVER 19 OR UNDER** every 2.0 hours

One **UNRESTRAINED PERSON*** killed
every 15.0 hours

One **BICYCLIST**
killed
every 17.4 days

One **MOTORCYCLIST**
killed
every 4.3 days

One **PEDESTRIAN**
killed
every 4.2 days

One **CHILD UNDER 6**
seriously injured or killed
every 5.0 days

* Occupants of cars, trucks and vans only

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Part IV – Alcohol & Drugs

Alcohol and/or drug related traffic collisions are responsible for a large portion of reported traffic collisions each year. The percentage of collisions that involve alcohol or drugs increases as the severity of injuries increases. On the following pages collision statistics are presented which are based on contributing factors in the collision, as determined by the investigating officers. **Collisions listed in this section ARE NOT comparable to any statistics published prior to 2002**.

The data presented here is a summary of all crashes with any contributing factor of under the influence on the TR-310. Every crash includes a primary contributing factor and can also have up to four other contributing factors.

In South Carolina, it is inferred that you are under the influence when your Blood Alcohol Concentration (BAC) reaches a level of 0.08 (as of July 2003). At this level, you are seven times more likely to have a traffic collision than if your BAC is zero. If your BAC reaches 0.15 percent, your chances of having a traffic collision are 25 times greater. Some of the common effects of alcohol at various BAC levels are as follows:

BAC Level	Common Effects
0.03	Mild alteration of feelings. Level of impairment is not generally too serious.
0.05	Feeling of relaxation, sedation and/or euphoria. Increased difficulty in performing motor skills. Driving ability and judgement impaired.
0.10	Physical and mental impairment affecting perception and performance. Deterioration in motor coordination. Hearing and speech impaired. Uncoordinated behavior. Legally inferred to be under the influence in South Carolina.
0.15	Serious impairment of physical and mental functioning. Irresponsible behavior. Distorted perception and judgement. Difficulty standing, walking and talking.
0.40	Coma results. The person can not be awakened.
0.60	Death from alcohol overdose or accidental choking. Absorption of alcohol continues at same rate while oxidation slows because the high BAC causes anesthetization of the heart and lungs. Death occurs when the respiratory and circulatory systems cease to function.

2003 F.A.R.S. (Fatality Analysis Reporting System)*

The National Highway Traffic Safety Administration(NHTSA), through it's FARS program, captures the highest blood alcohol concentration (BAC) level among all drivers and pedestrians involved in each fatal traffic collision in the United States. For crashes with no test results available estimates are computed.

In 2003, 480 persons killed were involved in crashes where the highest BAC was 0; 64 between 0.01 and 0.07; and for 423 victims, at least one driver or pedestrian involved had a BAC of 0.08 or greater.

*2003 figures are the latest available figures from NHTSA.

ALCOHOL RELATED TRAFFIC COLLISIONS**

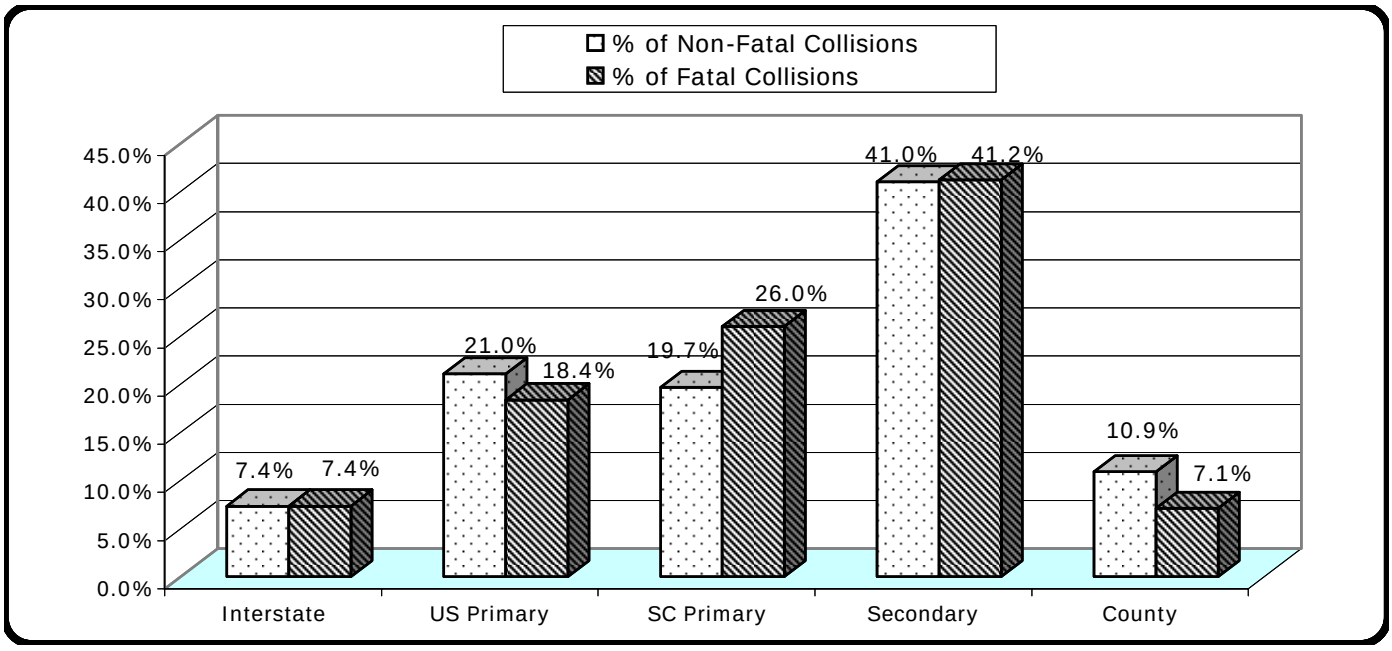
COUNTY	COLLISION TYPE				PERSONS	
	Fatal	Injury	PDO*	Total	Killed	Injured
Abbeville	2	18	13	33	2	31
Aiken	14	69	58	141	15	104
Allendale	0	2	2	4	0	2
Anderson	24	98	83	205	25	133
Bamberg	1	2	4	7	1	4
Barnwell	3	8	7	18	5	19
Beaufort	2	41	51	94	2	71
Berkeley	14	66	72	152	16	100
Calhoun	9	9	9	27	9	13
Charleston	30	151	149	330	34	243
Cherokee	7	39	34	80	8	75
Chester	5	22	16	43	6	44
Chesterfield	7	36	16	59	8	49
Clarendon	1	18	15	34	1	25
Colleton	15	22	24	61	19	32
Darlington	7	55	41	103	8	77
Dillon	5	28	24	57	5	48
Dorchester	9	46	35	90	11	65
Edgefield	3	15	13	31	3	25
Fairfield	6	15	6	27	9	33
Florence	19	71	81	171	22	118
Georgetown	3	38	28	69	3	66
Greenville	33	192	193	418	36	302
Greenwood	1	45	31	77	1	63
Hampton	1	6	6	13	1	10
Horry	26	162	143	331	28	252
Jasper	4	8	21	33	6	19
Kershaw	9	48	28	85	10	64
Lancaster	5	52	29	86	5	83
Laurens	8	42	24	74	10	69
Lee	4	8	11	23	5	13
Lexington	20	146	133	299	22	208
McCormick	1	7	2	10	1	9
Marion	4	22	13	39	5	40
Marlboro	1	12	11	24	1	20
Newberry	3	18	24	45	3	28
Oconee	4	40	22	66	4	53
Orangeburg	20	42	45	107	23	82
Pickens	5	50	50	105	5	76
Richland	23	164	159	346	23	230
Saluda	2	10	7	19	4	16
Spartanburg	26	150	131	307	26	237
Sumter	7	71	53	131	8	115
Union	0	25	11	36	0	42
Williamsburg	1	23	15	39	1	31
York	14	90	80	184	19	148
TOTAL	**408**	**2,302**	**2,023**	**4,733**	**459**	**3,587**

*Property Damage Only

NOTE: This chart is not comparable to any published statistics from 2001 and prior years.

**Each collision may have up to five contributing factors listed on the TR-310 report form.

ROUTE CATEGORY IN NON FATAL VS. FATAL ALCOHOL RELATED COLLISIONS



There were 1,941 alcohol related traffic collisions reported on Secondary routes during 2004. This was the most for the five route category classifications and accounted for 41.0% of all reported collisions. US Primary routes were second, accounting for 985 of the reported alcohol related collision total. The fewest reported collisions were on County routes; a total of 502 were reported for these routes.

Secondary routes had the most alcohol related fatal collisions by a wide margin. The 168 alcohol related fatal collisions occurring on the Secondary route system accounted for 41.2% of the 408 alcohol related fatal collisions reported in 2004. On the US Primary and SC Primary routes there were 75 and 106 (respectively) fatal collisions reported for the year. The fewest number of fatal collisions occurred on the County routes with 29 (7.1%). A total of 30 (7.4%) fatal collisions were reported for the Interstate routes.

ALCOHOL RELATED COLLISIONS BY ROUTE CATEGORY

ROUTE CATEGORY	COLLISION TYPE				PERSONS	
	Fatal	Injury	PDO*	Total	Killed	Injured
Interstate	30	144	174	348	35	224
U.S. Primary	75	492	418	985	88	870
S.C. Primary	106	463	388	957	120	820
Secondary	168	988	785	1,941	187	1,383
County	29	215	258	502	29	290
TOTALS	**408**	**2,302**	**2,023**	**4,733**	**459**	**3,587**

*Property Damage Only

AGE AND GENDER OF DRIVERS* IN TRAFFIC COLLISIONS WITH A CONTRIBUTING FACTOR OF DRIVING UNDER INFLUENCE (DUI)*** @

TOTAL COLLISIONS

AGE	FEMALE	MALE	TOTAL
<=15	2	8	10
15	6	11	17
16	15	23	38
17	28	58	86
18	54	108	162
19	58	152	210
20	44	145	189
21	45	197	242
22	63	190	253
23	56	188	244
24	62	149	211
25 to 29	186	650	836
30 to 34	192	563	755
35 to 39	195	485	680
40 to 44	201	540	741
45 to 49	139	417	556
50 to 54	92	300	392
55 to 59	73	216	289
60 to 64	37	134	171
65 to 69	17	73	90
70 & Older	26	77	103
UNKNOWN	-	-	344
TOTALS**	**1,591**	**4,684**	**6,619**

FATAL COLLISIONS

AGE	FEMALE	MALE	TOTAL
<=15	0	1	1
15	0	2	2
16	1	1	2
17	2	5	7
18	6	8	14
19	4	12	16
20	2	12	14
21	2	15	17
22	3	13	16
23	4	17	21
24	3	4	7
25 to 29	18	53	71
30 to 34	11	45	56
35 to 39	9	35	44
40 to 44	9	41	50
45 to 49	7	31	38
50 to 54	7	23	30
55 to 59	4	19	23
60 to 64	3	18	21
65 to 69	0	8	8
70 & Older	3	13	16
UNKNOWN	-	-	16
TOTALS**	**98**	**376**	**490**

INJURY COLLISIONS

AGE	FEMALE	MALE	TOTAL
<=15	1	3	4
15	3	6	9
16	11	12	23
17	11	33	44
18	32	60	92
19	27	75	102
20	27	74	101
21	16	100	116
22	28	76	104
23	23	73	96
24	31	80	111
25 to 29	94	308	402
30 to 34	89	255	344
35 to 39	114	258	372
40 to 44	93	254	347
45 to 49	75	205	280
50 to 54	48	150	198
55 to 59	36	99	135
60 to 64	16	58	74
65 to 69	10	31	41
70 & Older	16	33	49
UNKNOWN	-	-	124
TOTALS**	**801**	**2,243**	**3,168**

PROPERTY DAMAGE ONLY COLLISIONS

AGE	FEMALE	MALE	TOTAL
<=15	1	4	5
15	3	3	6
16	3	10	13
17	15	20	35
18	16	40	56
19	27	65	92
20	15	59	74
21	27	82	109
22	32	101	133
23	29	98	127
24	28	65	93
25 to 29	74	289	363
30 to 34	92	263	355
35 to 39	72	192	264
40 to 44	99	245	344
45 to 49	57	181	238
50 to 54	37	127	164
55 to 59	33	98	131
60 to 64	18	58	76
65 to 69	7	34	41
70 & Older	7	31	38
UNKNOWN	-	-	204
TOTALS**	**692**	**2,065**	**2,961**

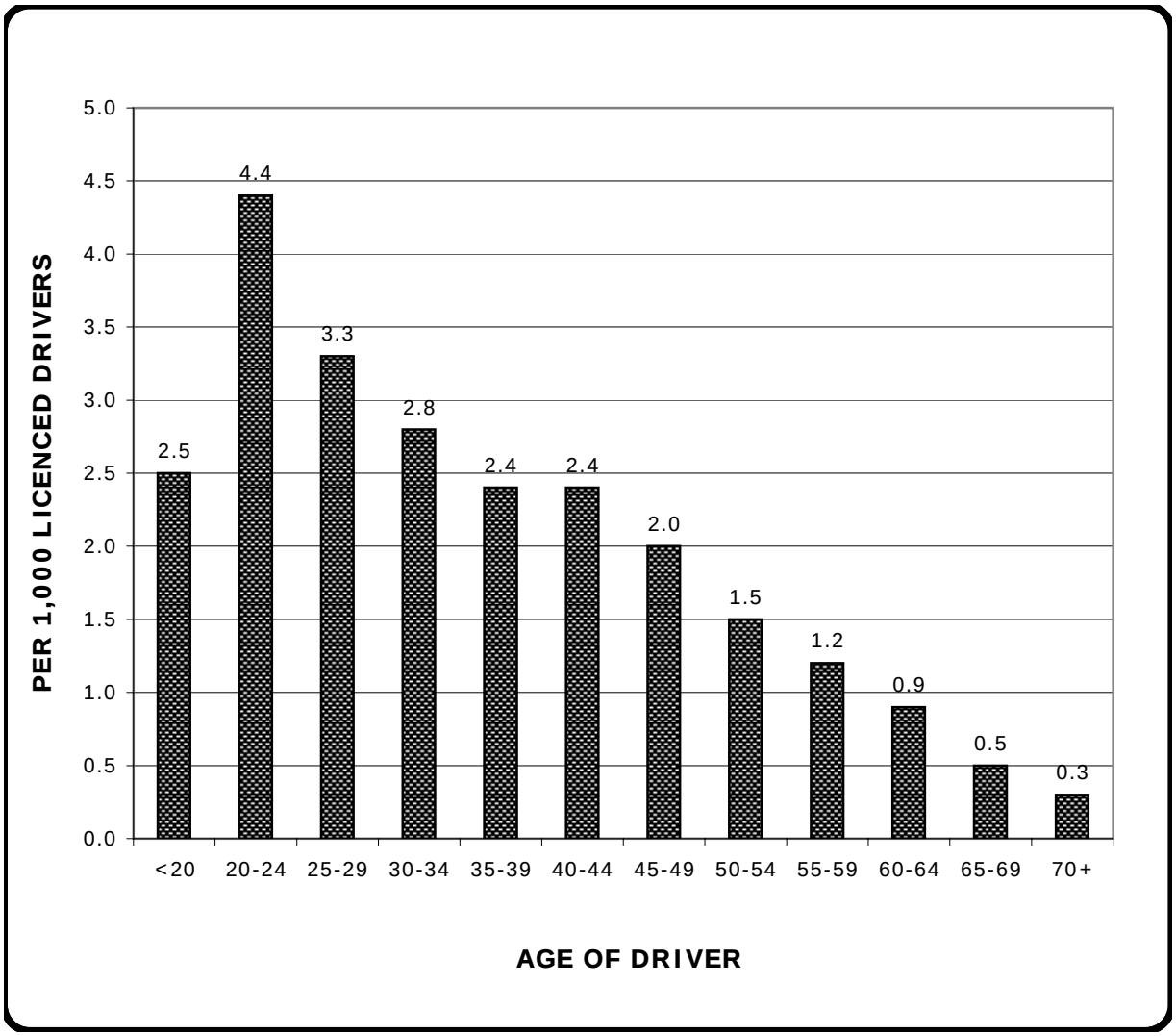
*Includes drivers whose age and gender were not recorded on the report, hit and run collisions for which driver information was not available and also includes parked cars with no driver.

**Adding male, female and unknown gender totals will equal the total for all drivers.

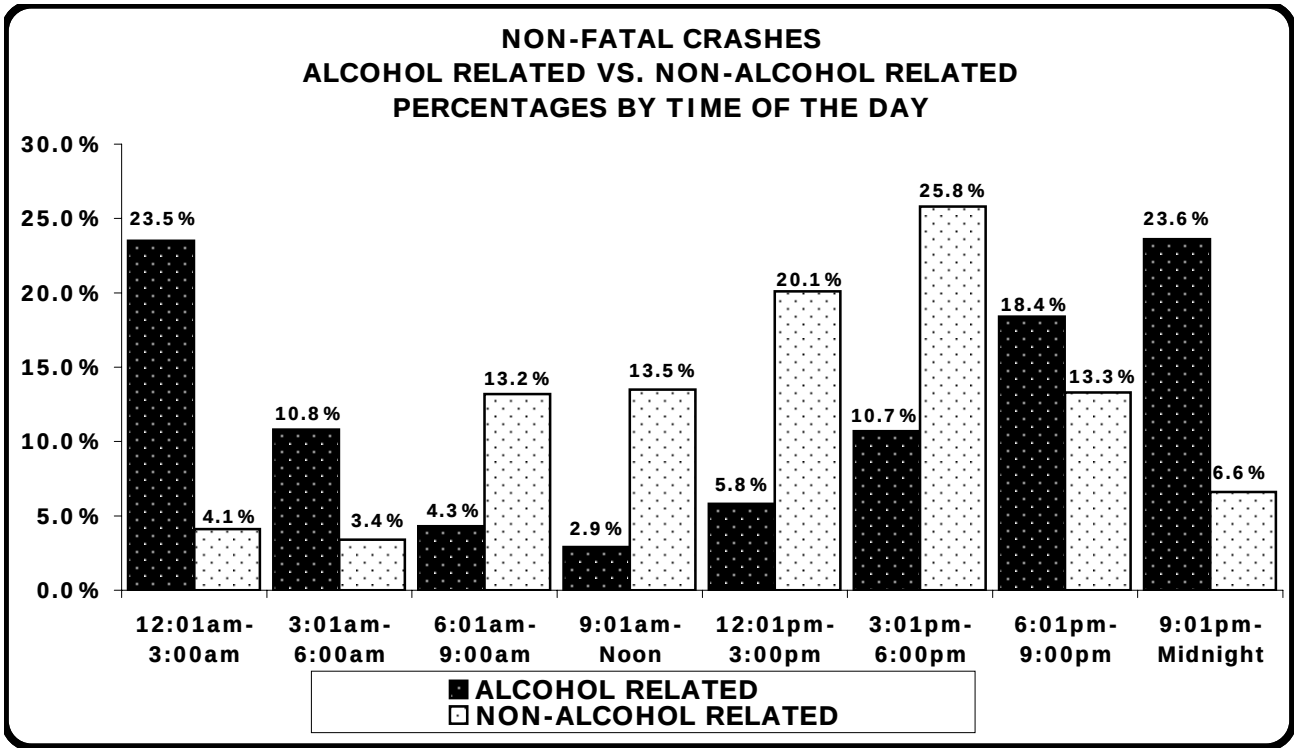
*** These figures only represent drivers of units defined as a motor vehicle.

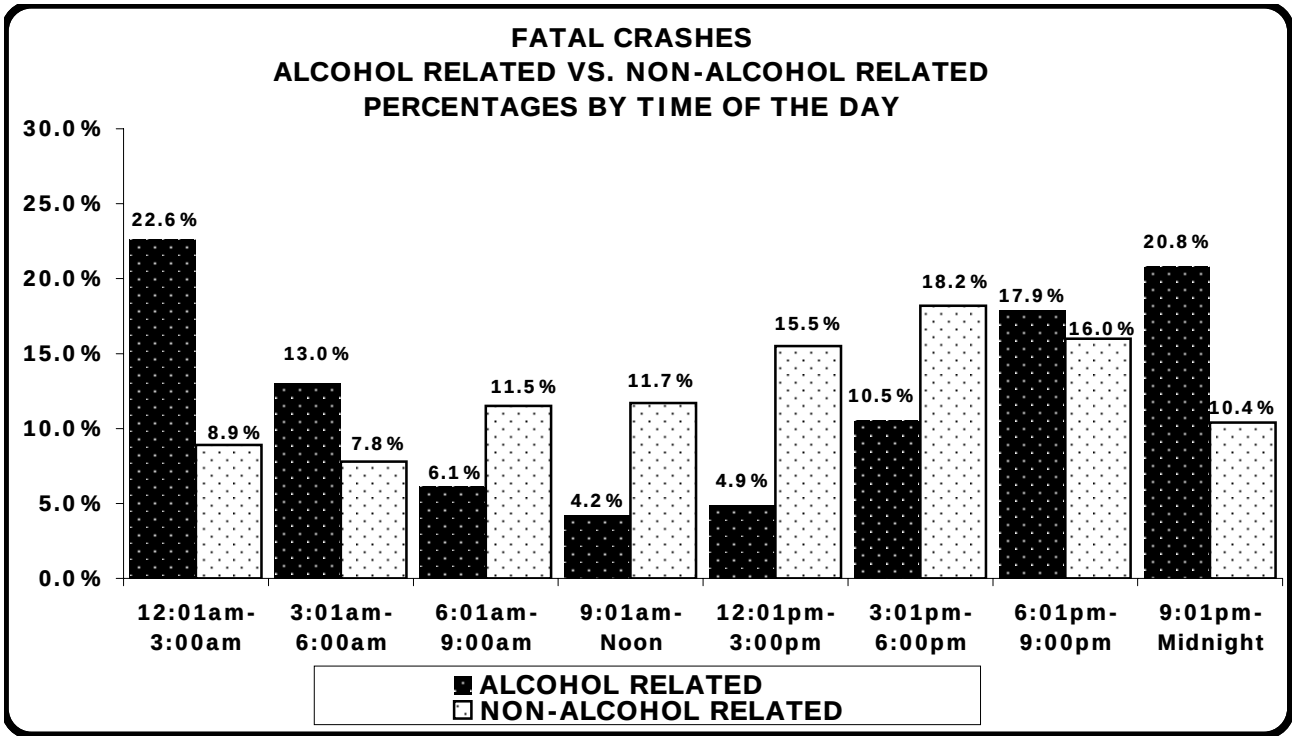
@ This chart is not comparable to any published statistics from 2001 and prior years.

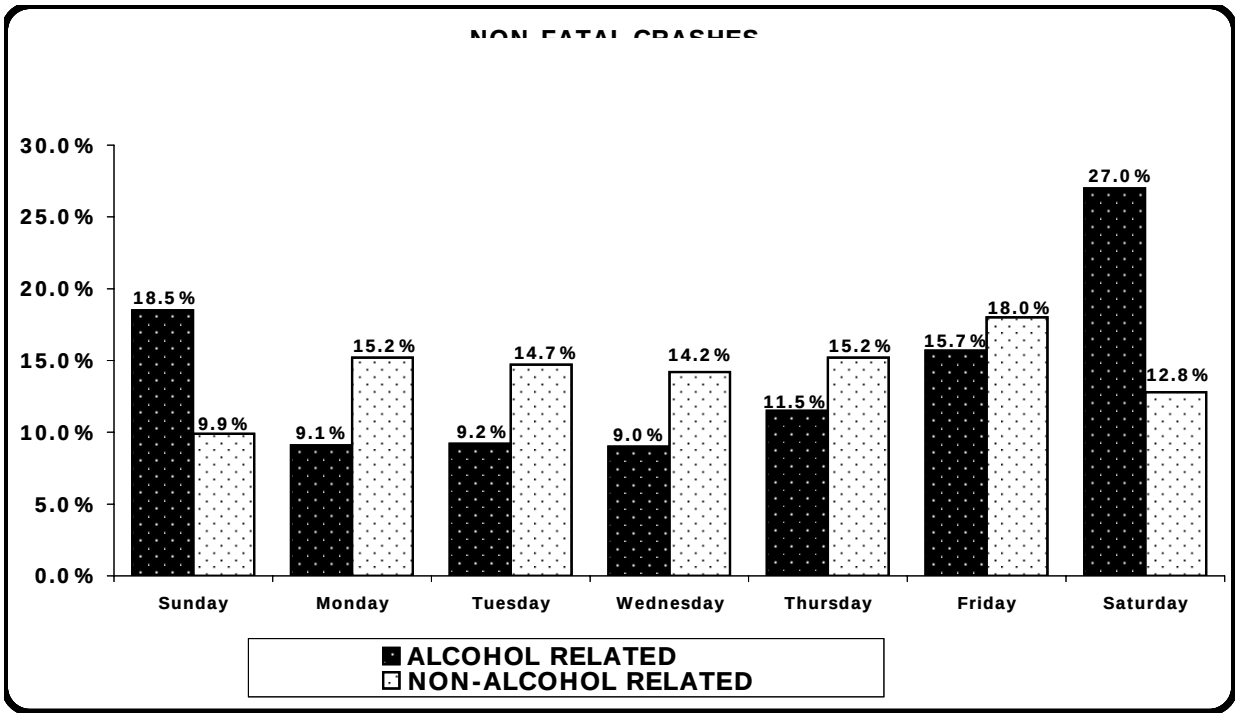
DRIVERS INVOLVED IN TRAFFIC COLLISIONS WITH A CONTRIBUTING FACTOR OF DRIVING UNDER INFLUENCE (DUI) PER 1,000 LICENSED DRIVERS*

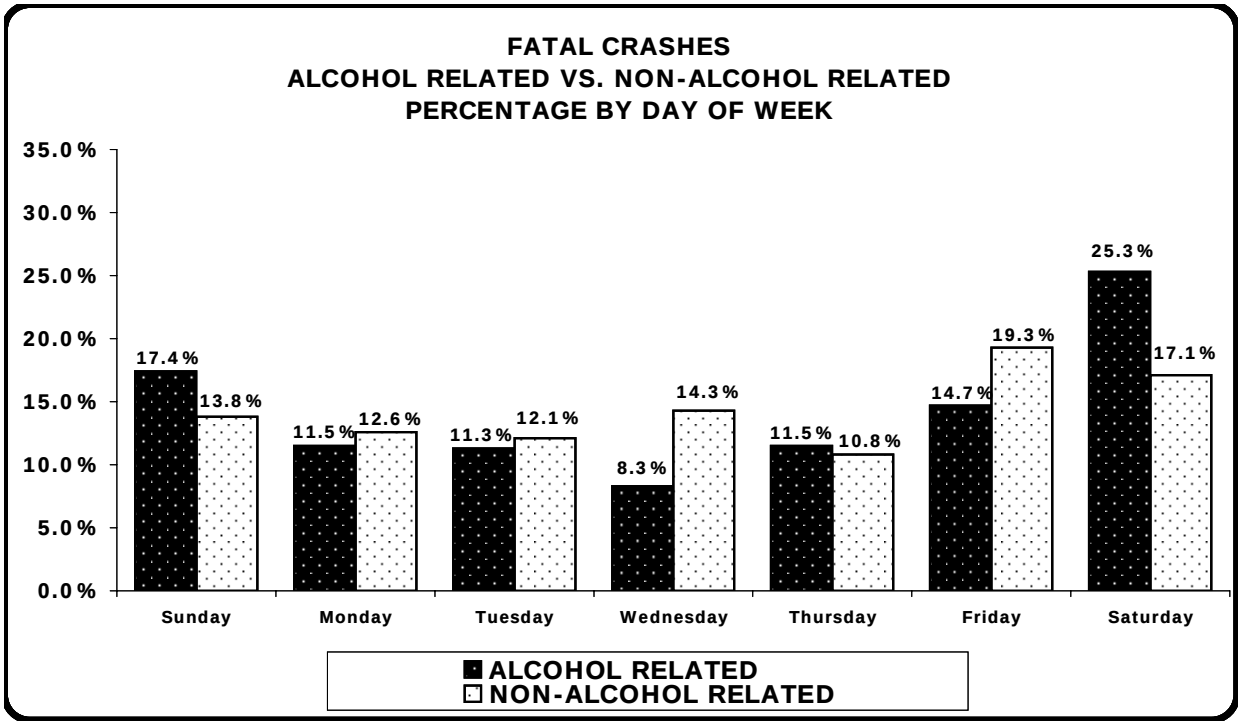


* This chart is not comparable to any published statistics from 2001 and prior years.


NON-FATAL CRASHES
ALCOHOL RELATED VS. NON-ALCOHOL RELATED
PERCENTAGES BY TIME OF THE DAY
30.0%
25.0%
20.0%
15.0%
10.0%
5.0%
0.0%
23.5%
4.1%
10.8%
3.4%
4.3%
13.2%
2.9%
13.5%
5.8%
20.1%
10.7%
25.8%
18.4%
13.3%
23.6%
6.6%
12:01am-3:00am
3:01am-6:00am
6:01am-9:00am
9:01am-Noon
12:01pm-3:00pm
3:01pm-6:00pm
6:01pm-9:00pm
9:01pm-Midnight
ALCOHOL RELATED
NON-ALCOHOL RELATED


FATAL CRASHES
ALCOHOL RELATED VS. NON-ALCOHOL RELATED
PERCENTAGES BY TIME OF THE DAY
30.0%
25.0%
20.0%
15.0%
10.0%
5.0%
0.0%
22.6%
8.9%
13.0%
7.8%
6.1%
11.5%
4.2%
11.7%
4.9%
15.5%
10.5%
18.2%
17.9%
16.0%
20.8%
10.4%
12:01am-3:00am
3:01am-6:00am
6:01am-9:00am
9:01am-Noon
12:01pm-3:00pm
3:01pm-6:00pm
6:01pm-9:00pm
9:01pm-Midnight
ALCOHOL RELATED
NON-ALCOHOL RELATED


30.0%
25.0%
20.0%
15.0%
10.0%
5.0%
0.0%
18.5%
9.9%
9.1%
15.2%
9.2%
14.7%
9.0%
14.2%
11.5%
15.2%
15.7%
18.0%
27.0%
12.8%
Sunday
Monday
Tuesday
Wednesday
Thursday
Friday
Saturday
ALCOHOL RELATED
NON-ALCOHOL RELATED


FATAL CRASHES
ALCOHOL RELATED VS. NON-ALCOHOL RELATED
PERCENTAGE BY DAY OF WEEK
35.0%
30.0%
25.0%
20.0%
15.0%
10.0%
5.0%
0.0%
17.4%
13.8%
11.5%
12.6%
11.3%
12.1%
8.3%
14.3%
11.5%
10.8%
14.7%
19.3%
25.3%
17.1%
Sunday
Monday
Tuesday
Wednesday
Thursday
Friday
Saturday
ALCOHOL RELATED
NON-ALCOHOL RELATED