



STATE OF SOUTH DAKOTA
M. MICHAEL ROUNDS, GOVERNOR

My Fellow South Dakotans:

It is my pleasure to introduce the 2007 edition of the South Dakota Motor Vehicle Traffic Crash Summary and to commend those South Dakotans dedicated to traffic safety. Your combined efforts have resulted in a dramatic reduction in the fatality rate for our state.

South Dakota's motor vehicle death rate has dropped to its lowest level in nearly 50 years, with fewer than two fatalities per 100 million miles traveled. The 2007 death rate represents a 24 percent improvement over statistical information collected in 2006!

The efforts of various agencies and individuals working together are increasing safety awareness in drivers and pedestrians. Whether the focus is on removing drinking drivers from our roads, convincing people to use seat belts, teaching our youth to be safe while driving, walking or bicycling, or traffic engineering improvements in general, the unified goal of reducing injuries and fatalities appears to be working.

I look forward to continued success in making South Dakota a safer place for our families and loved ones, as well as those who come to visit our beautiful state.

Sincerely,

M. Michael Rounds

MMR:ls

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I. INTRODUCTION

The Motor Vehicle Traffic Crash Summary is divided into two main sections, Historical Trends and 2007 Motor Vehicle Traffic Crash Profile. The Historical Trend section provides information on alcohol involvement in motor vehicle crashes, severity of injury by record type and sex of drivers involved in crashes. This section also provides data on restraint usage and crash trends. The 2007 Traffic Crash Profile section details the crash picture for 2007 as well as a glossary of terms.

The South Dakota Crash Data System conforms with standards established by the Model Minimum Uniform Crash Criteria (MMUCC) guidelines. The purpose of MMUCC is to provide a standardized data set for describing crashes of motor vehicles that generates the necessary information to improve highway safety.

By utilizing MMUCC, the highway safety community is making an explicit statement that comparable data from all states are crucial to our ability to identify problems and make improvements.

Information collected from crash reports is merged into a central computerized crash database. This data provides the basic information necessary for developing effective highway and traffic safety programs. The crash data is used by local, state and federal agencies to:

- Identify highway and traffic safety problem areas.
- Initiate and evaluate the effectiveness of laws and policies intended to reduce deaths, injuries, injury severity and costs.
- Assess the relationship between vehicle and highway characteristics, crash propensity, and injury severity to support either the development of countermeasures or their evaluation.

The majority of the information in this book is compiled by the Office of Accident Records within the Department of Public Safety. Current state law requires an accident report to 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.**

Law enforcement agencies provide the accident reports to the Office of Accident Records. These individual reports are available to the public for a search fee of four dollars.

FOR FURTHER INFORMATION:

Office of Accident Records
118 West Capitol Avenue
Pierre SD 57501-2000

Phone: 605.773.4156
Facsimile: 605.773.6893
E-mail: arinfo@state.sd.us

SOUTH DAKOTA TRAFFIC STATISTICAL SUMMARY 2007

➤ NUMBER OF REPORTED MOTOR VEHICLE TRAFFIC CRASHES.....	16,220
➤ AMOUNT OF MOTOR VEHICLE TRAFFIC CRASH PROPERTY DAMAGE.....	\$78 MILLION
➤ NUMBER OF MOTOR VEHICLE TRAFFIC CRASH INJURIES.....	5,782
➤ NUMBER OF MOTOR VEHICLE TRAFFIC CRASH FATALITIES.....	146
➤ FATALITY RATE PER 100,000,000 MILES OF TRAVEL.....	1.72
➤ PERCENT OF DRIVERS IN FATAL CRASHES WHO HAD BEEN DRINKING.....	31.4%
➤ NUMBER KILLED IN ALCOHOL-RELATED CRASHES.....	62
➤ NUMBER INJURED IN ALCOHOL-RELATED CRASHES.....	666
➤ NUMBER OF PEDESTRIANS KILLED.....	7
➤ NUMBER OF MOTORCYCLISTS KILLED.....	28
➤ NUMBER OF BICYCLISTS KILLED.....	0
➤ PERCENT OF LICENSED DRIVERS UNDER 25.....	16.9%
➤ PERCENT OF CRASH-INVOLVED SPEEDING DRIVERS UNDER 25.....	49.3%
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Source: SD Department of Public Safety – Office of Accident Records

II. HISTORICAL TRENDS

Motor Vehicle Crashes

The preliminary death rates per 100 million vehicle miles traveled from 1998-2007 for South Dakota, states surrounding South Dakota and the nation are shown in TABLE 2-1. FIGURE 2-1 compares South Dakota with the national rate and two comparable rural states, North Dakota and Wyoming.

**TABLE 2-1
FATALITY RATE COMPARISON
1996-2007**

<u>State</u>	<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>	<u>2003</u>	<u>2004</u>	<u>2005</u>	<u>2006</u>	<u>2007</u>
South Dakota	2.1	1.8	2.1	2.0	2.2	2.4	2.3	2.3	2.3	
Iowa	1.5	1.6	1.5	1.5	1.3	1.4	1.2	n/a		
Minnesota	1.3	1.3	1.2	1.1	1.2	1.2	1.0	1.0	0.9	
Montana	2.5	2.3	2.4	2.3	2.6	2.4	2.1	2.3	2.3	
Nebraska	1.8	1.7	1.6	1.8	1.8	1.6	1.4	1.5	1.5	
North Dakota	1.1	1.6	1.2	1.5	1.4	1.4	1.3	1.7	1.5	
Wyoming	1.9	2.4	1.9	2.3	2.2	1.8	1.8	1.9	2.1	
National	1.6	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	

Note: Death Rate is the number of traffic fatalities per 100 million vehicle miles traveled.

Source: SD Department of Public Safety - Office of Accident Records

**FIGURE 2-1
South Dakota Fatality Rate
vs. Wyoming - North Dakota - National Rates**

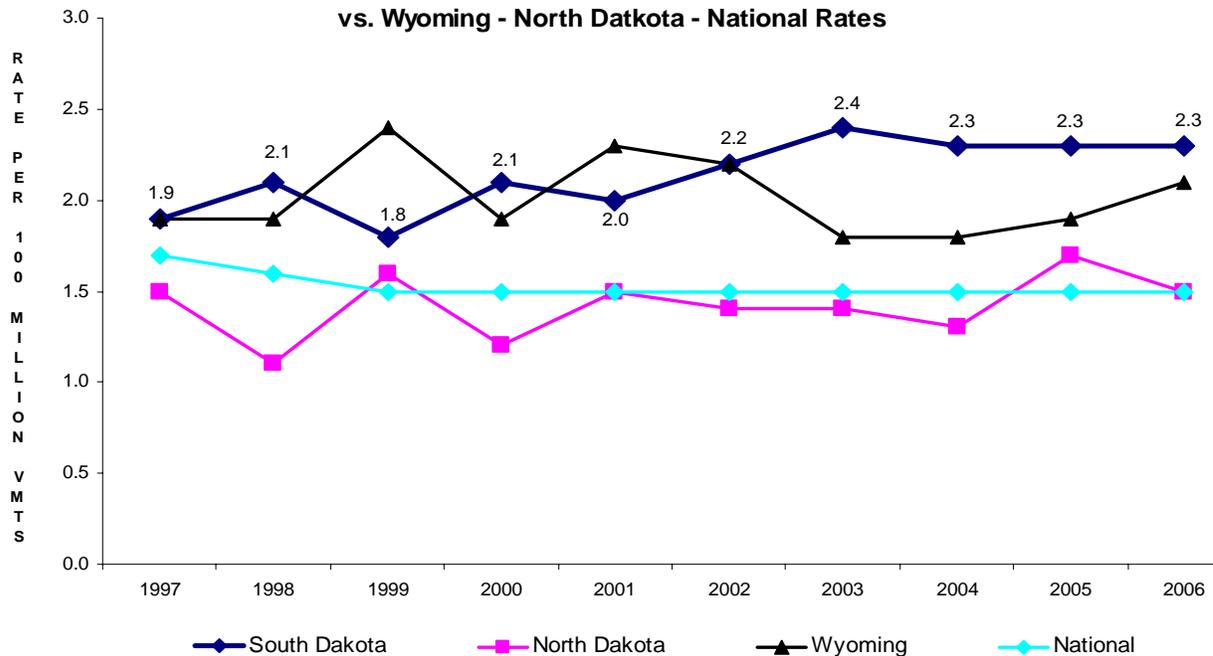


TABLE 2-2 provides a yearly comparison of South Dakota's motor vehicle traffic crashes from 1978 through 2007. Any comparison of motor vehicle crashes must be made with caution due to the changes in the definition of a reportable crash. For example, in the late 1970's the definition of a fatality caused by a motor vehicle crash was changed from the death occurring up to one year after the crash to death occurring within 30 days after the crash. Using vehicle miles of travel, the 2007 death rate decreased to 1.75, a 23.6% decrease from the 2006 death rate of 2.25. The 5,782 people injured is a 3.9% decrease from the 6,015 for 2006 (see TABLE 2-2).

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

Year	Deaths	Death Rate ¹	Injuries	Total Crashes	Total Crashes Rate ⁴	Fatal Crashes	Injury Crashes	PDO ² Crashes	Miles ³ Traveled + (000,000)	Registered Motor Vehicles + (000)
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	234.16	150	5,252	14,073 ²	8,317	862
2001	171	2.04	7,118	17,699	211.43	154	4,888	12,657	8,371	872
2002	180	2.12	6,997	17,335	204.47	159	4,702	12,474	8,478	890
2003	203	2.43	6,944	18,018	215.99	173	4,781	13,064	8,342	909
2004	197	2.38	6,535	17,163	207.33	166	4,581	12,416	8,278	927
2005	186	2.29	6,212	16,254	200.07	158	4,346	11,750	8,124	919
2006	191	2.25	6,015	15,730	185.04	172	4,196	11,362	8,501	972
2007	146	1.72	5,782	16,220	191.25	130	4,071	12,019	8,481	971

FOOTNOTES

¹ Number of deaths per 100 million vehicle miles traveled.

² July 1, 1978 the PDO threshold was increased to \$400 accumulated property damage.
July 1, 1986 the PDO threshold definition changed to \$500 damage to any one person's property or \$1000 accumulated property damage per crash.
July 1, 2000 the PDO threshold definition changed to \$1,000 to any one person's property or \$2,000 accumulated property damage per crash.

³ Miles traveled from years 1980 through 1991 have been revised to agree with the Highway Performance Monitoring System's (HPMS) miles traveled. The revised travel was provided by Data Inventory of the SD Department of Transportation.

⁴ Number of crashes per 100 million vehicle miles traveled.

Source: SD Department of Public Safety – Office of Accident Records

Alcohol Involvement

When comparing records dating back to 1979, 36.7% alcohol involved fatal crashes for 2004 is the lowest. Of the 146 traffic fatalities during 2007, 62 or 42.5% were alcohol related (see Table 2-3). Alcohol statistics dating back to the 1970's show 1993 to have the lowest number of fatalities for any one-year period (55). The highest number is 138 for the year of 1973.

**TABLE 2-3
ALCOHOL INVOLVED CRASHES AS PERCENT OF ALL CRASHES
2001-2007**

	<u>2001</u>	<u>2002</u>	<u>2003</u>	<u>2004</u>	<u>2005</u>	<u>2006</u>	<u>2007</u>
Total Crashes	6.4 (1137)	7.3 (1265)	7.0 (1261)	6.7 (1153)	6.8 (1113)	7.0 (1099)	5.9 (959)
Fatal Crashes	42.2 (65)	47.8 (76)	45.1 (78)	36.7 (61)	39.2 (62)	39.0 (67)	42.3 (55)
Injury Crashes	11.5 (563)	13.5 (635)	13.2 (630)	13.3 (607)	12.7 (552)	13.4 (563)	11.5 (467)
PDO Crashes	4.0 (509)	4.4 (554)	4.2 (553)	3.9 (485)	4.2 (499)	4.1 (469)	3.6 (437)
Fatalities	43.9 (75)	50.6 (91)	46.3 (94)	39.6 (78)	39.8 (74)	37.7 (72)	42.5 (62)
Injuries	12.0 (851)	14.2 (991)	14.4 (1000)	14.3 (936)	13.2 (818)	14.2 (854)	11.5 (666)

NOTE: Alcohol involvement for Fatal Crashes is based upon a positive BAC result and/or Indication of alcohol use by at least one driver, pedestrian or bicycle driver as reported by the investigating officer. For Injury and Property Damage Crashes - It is based upon indication of alcohol use by at least one driver, pedestrian or bicycle driver as reported by the investigating officer.

**TABLE 2-3A
PERSONS KILLED IN ALCOHOL INVOLVED CRASHES BY AGE
2000- 2007**

<u>AGE</u>	<u>2001</u>	<u>2002</u>	<u>2003</u>	<u>2004</u>	<u>2005</u>	<u>2006</u>	<u>2007</u>
0 - 5	0	0	3	3	1	0	0
6 - 12	2	2	1	1	0	0	1
13 - 19	9	15	18	11	10	13	10
20	2	3	0	3	2	1	1
21 - 29	23	19	24	26	20	19	18
30 - 39	16	18	22	15	16	15	13
40 - 49	10	17	10	11	15	11	13
50 - 59	4	9	11	4	5	11	4
60 & OLDER	8	8	5	4	5	2	2
Unknown/Not Stated	1	0	0	0	0	0	0
TOTAL	75	91	94	78	74	72	62

Source: SD Department of Public Safety: Office of Accident Records

FIGURE 2-2 2007 CRASH FATALITIES
Alcohol Related vs Non Alcohol Related

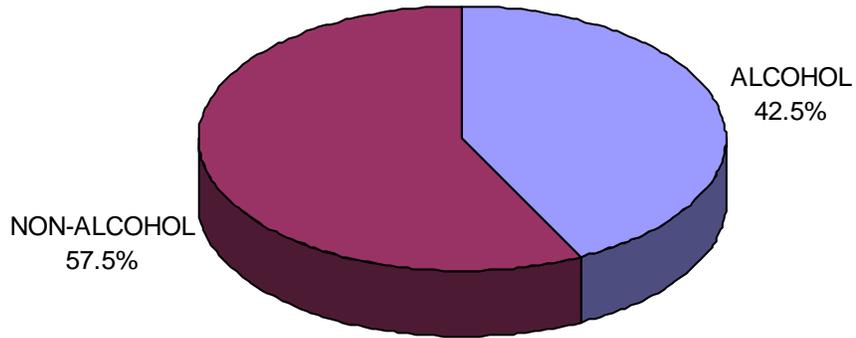
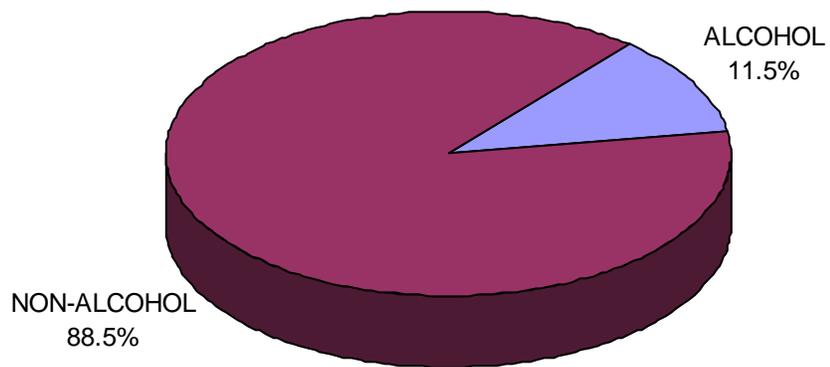


FIGURE 2-3 2007 CRASH INJURIES
Alcohol Related vs Non Alcohol Related



The following crash and arrest data is presented to monitor changes in alcohol-related fatal and injury crashes and to compare changes with non-alcohol related crash experiences (see TABLE 2-4). Alcohol-related fatal and injury crashes decreased by 17.1% while non-alcohol related fatal and injury crashes decreased by 1.6% from the 2006 totals. **The number of DWI arrests increased by 4.2% from 2006.**

**TABLE 2-4
CRASH AND ARREST ACTIVITY
1998 - 2007**

	FATAL CRASHES		FATAL & INJURY CRASHES		DWI ¹ ARRESTS	DWI ¹ CONVICTIONS
	ALCOHOL RELATED	NONALCOHOL RELATED	ALCOHOL RELATED	NONALCOHOL RELATED		
1998	60	89	722	4,539	8,630	5,275
1999	58	78	692	4,476	9,383	5,292
2000	65	85	713	4,689	9,430	5,543
2001	65	89	628	4,414	8,956	5,559
2002	76	83	711	4,150	8,272	4,886
2003	78	95	708	4,246	9,011	5,628
2004	61	105	668	4,079	9,049	5,985
2005	62	96	614	3,890	10,174	6,463
2006	67	105	630	3,738	11,282	6,801
2007	55	75	522	3,679	11,756	7,490

Note: [1] – Based on South Dakota Courts - The State of the Judiciary and 2007 Annual Report of the S. D. Unified Judicial System - January 2007 Based on Fiscal Year statistics.
DWI Convictions are guilty pleas, plus suspended impositions, plus convictions at trial, less dismissals & acquittals at trial.

FIGURE 2-4 presents the annual counts of DWI arrests, alcohol related fatal and injury crashes, and non-alcohol related fatal and injury crashes from 1998 through 2007. FIGURE 2-5 presents the alcohol related and non-alcohol related fatal crash experience for the years of 1998 through 2007.

There were 55 alcohol related fatal crashes during 2007, which compares to 67 in 2006. The previous three-year average was 63 for the years of 2004-2006.

There were 522 alcohol related fatal and injury crashes during 2007, which compares to 630 in 2006. The previous three-year average was 637 or an 18.1 percent decrease in 2007. Non-alcohol related fatal and injury crashes in 2007 decreased (1.6%) when compared to 2006 and decreased 5.7 percent from the previous three-year average (04-06).

There were 11,756 DWI arrests in fiscal year 2007. This level has gone up 4.2% from the previous three-year average (04-06). There were 7,490 DWI convictions in fiscal year 2007. This level has gone up 10.1% from the previous 3-year average (04-06).

FIGURE 2-4 FATAL & INJURY CRASHES AND DWIs

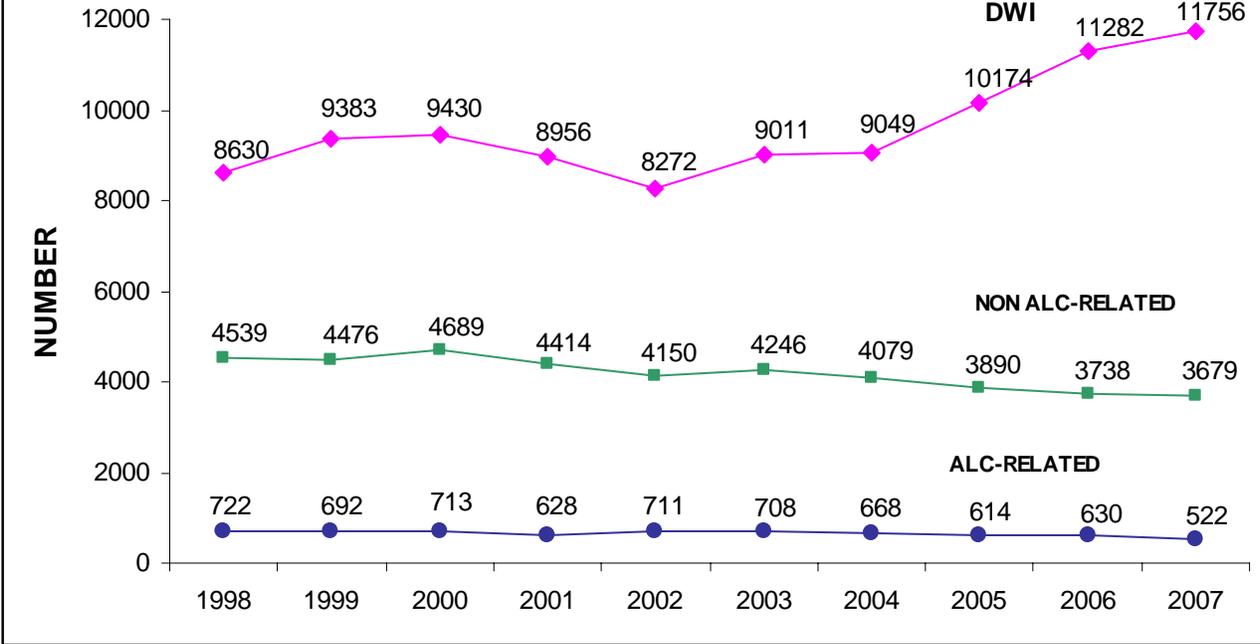
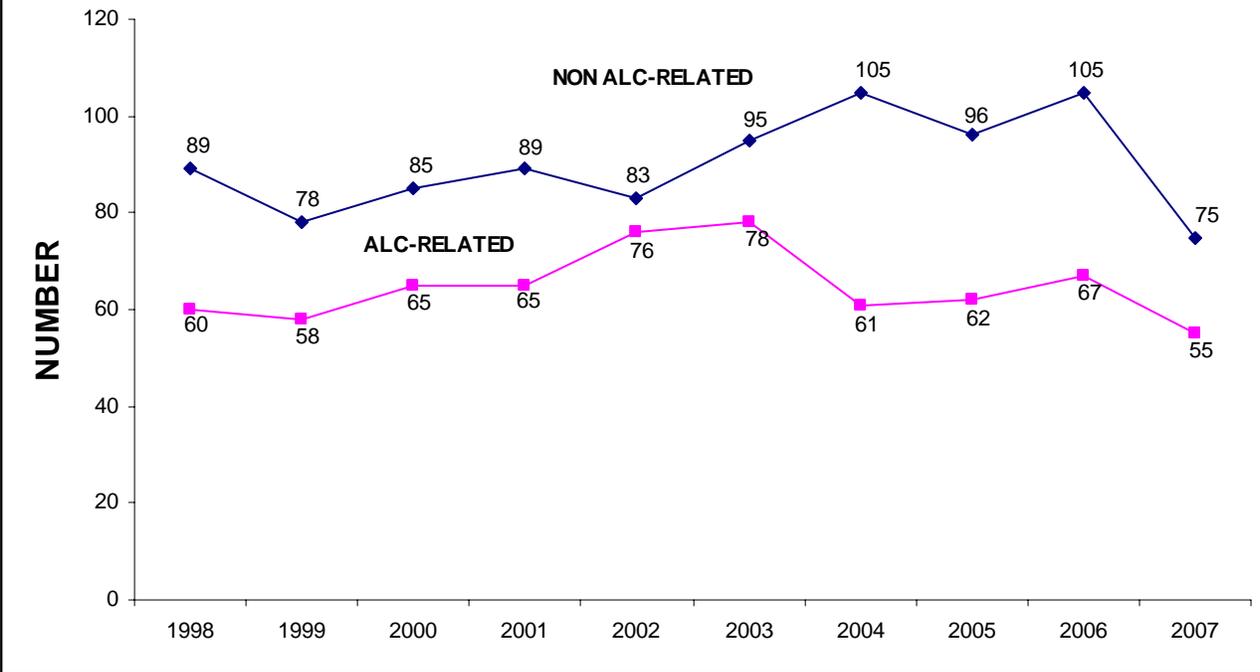


FIGURE 2-5 FATAL CRASHES



Safety Restraint Usage, Ejection And Child Injuries

Front seat occupants have been required to be fastened by a safety belt system since 1995. The use of safety equipment is reported for all motor vehicle drivers and only those passengers that are injured. 75 occupants were killed while not wearing any safety restraint, while 23 occupants killed were wearing lap and shoulder harness, one was wearing a lap belt only. (See TABLE 2-5)

Fifty-two (48.2%) of the 108 killed occupants were either partially or totally ejected from the vehicle. (See TABLE 2-5B)

TABLE 2-5 SAFETY RESTRAINT USAGE - KILLED OCCUPANTS

	<u>2002</u>	<u>2003</u>	<u>2004</u>	<u>2005</u>	<u>2006</u>	<u>2007</u>
No Safety Equipment	103	123	103	96	117	74
Lap Belt Only	1	4	1	1	1	0
Shoulder Harness Only	2	2	2	0	0	0
Lap Belt & Shoulder Harness	32	26	39	33	23	23
Child Restraint Used Properly	0	0	0	0	1	0
Child Restraint Not Properly Used	0	1	0	1	0	1
Other, Not Stated or Unknown	13	15	14	16	16	10
TOTAL	151	171	159	147	158	108

TABLE 2-5A SAFETY RESTRAINT USAGE - INJURED OCCUPANTS

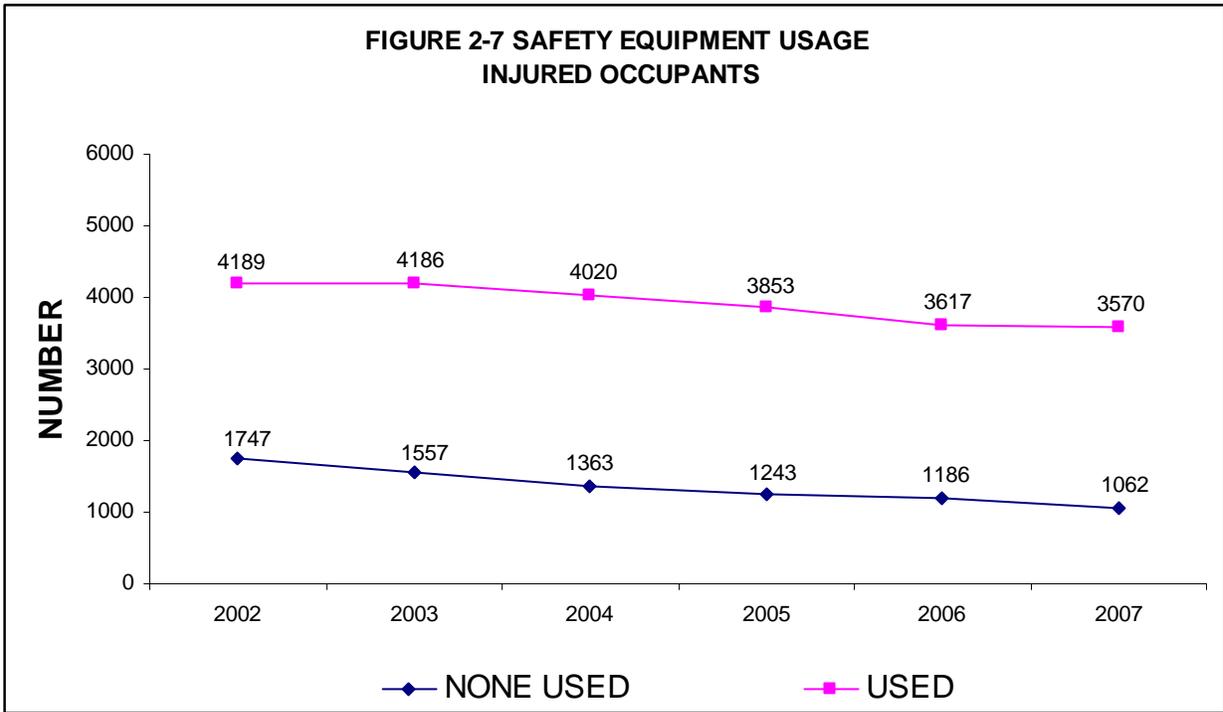
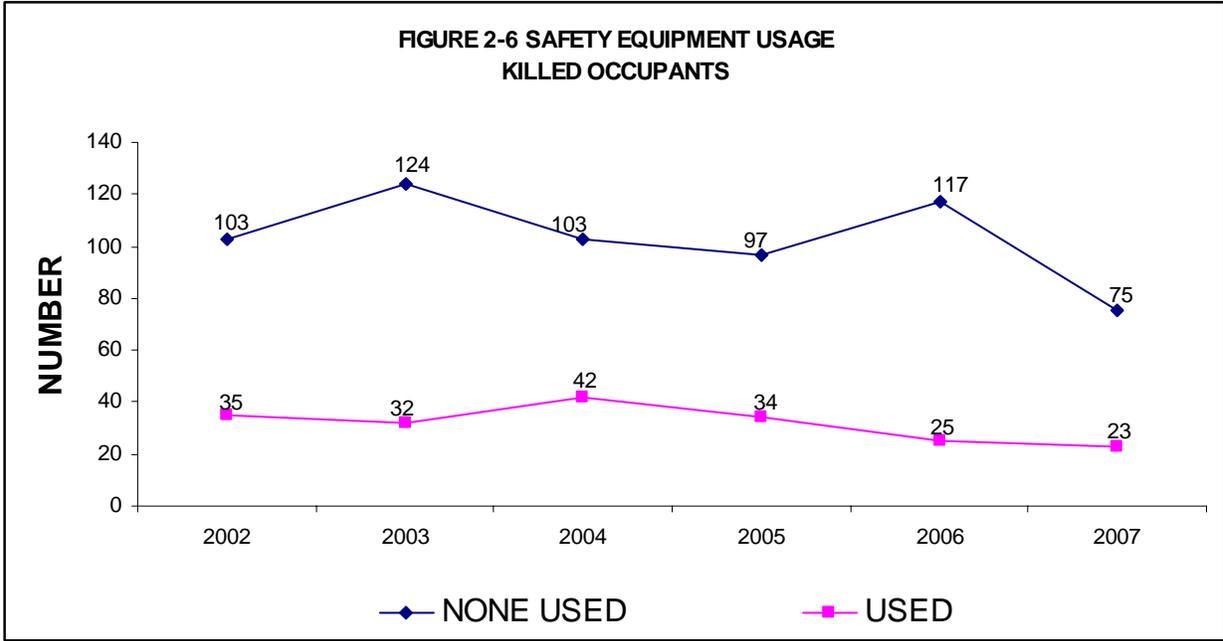
	<u>2002</u>	<u>2003</u>	<u>2004</u>	<u>2005</u>	<u>2006</u>	<u>2007</u>
No Safety Equipment	1,739	1,552	1,361	1,238	1,173	1,058
Lap Belt Only	129	92	81	79	68	52
Shoulder Harness Only	38	34	32	28	21	36
Lap Belt & Shoulder Harness	3,955	3,991	3,847	3,680	3,461	3,423
Child Restraint Used Properly	67	58	60	66	67	59
Child Restraint Not Properly Used	8	5	2	5	13	4
Other, Not Stated or Unknown	443	442	428	373	396	354
TOTAL	6,379	6,174	5,811	5,469	5,199	4,986

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)
2007**

	<u>Killed</u>	<u>Injured</u>
Not Ejected	55	4,811
Partial Ejection	4	15
Total Ejection	48	130
Unknown Ejection	1	30
Not Applicable	0	0
TOTAL	108	4,986

Source: SD Department of Public Safety: Office of Accident Records



The Child Passenger Restraint System (SDCL 32-37) law took effect on July 1, 1984 - since that time there have been 53 deaths to occupants of this age group. Only five have been restrained by a child safety restraint properly used, two were restrained by a lap belt only. No deaths have been reported where a lap and shoulder harness was used to restrain the child.

There was one fatality to motor vehicle occupants from birth through four years of age during 2007, which compares to two fatalities during 2006 (see TABLE 2-6).

There were 76 children (birth through 4 years old) injured in 2007, which compares to 118 for 2005.

Sixty-three of the 76 injured children were restrained by a lap belt, a shoulder harness, a lap and shoulder harness or a child safety restraint used properly (see TABLE 2-6A).

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

<u>YEAR</u>	<u>FATALITIES</u>	<u>SERIOUS INJURY</u>	<u>SLIGHT INJURY</u>	<u>TOTAL NONFATAL INJURIES</u>
1997	2	78	46	124
1998	6	70	48	118
1999	1	76	54	130
2000	1	45	55	100
2001	1	61	52	113
2002	2	56	60	116
2003	5	53	52	105
2004	3	44	57	101
2005	2	43	58	101
2006	2	49	69	118
2007	1	29	47	76

NOTE: Table includes passengers of Motor Vehicles not normally equipped with safety restraints.

**TABLE 2-6A
FATALITIES & INJURIES TO MOTOR VEHICLE OCCUPANTS UNDER 5 YEARS OLD
BY SAFETY EQUIPMENT USAGE - 2007**

	<u>Fatalities</u>	<u>Injuries</u>
No Safety Equipment Used	0	9
Lap Belt Only	0	2
Shoulder Harness Only	0	0
Lap Belt & Shoulder Harness	0	11
Child Restraint Used Properly	0	50
Child Restraint Not Used Properly	1	3
Other, Not Stated or Unknown	0	1
TOTAL	1	76

Source: SD Department of Public Safety - Office of Accident Records

Cycle and Pedestrian Crashes

The following tables provide a yearly comparison of South Dakota's motorcycle, pedestrian, and bicycle crashes, injuries, and fatalities. During the last 10 years, the average number of motorcycle-involved crashes is 464 and 20 deaths per year. Licensed motorcyclists increased 4.1 percent during 2007 while fatalities increased by five to 28 (see Table 2-7). Moped crashes are included with motorcycle crashes. There were no moped fatalities during 2007. Over the years, there have been two moped fatalities and the number of injuries is small. See pages 46-51 for additional motorcycle, pedestrian, and bicycle crash information.

**TABLE 2-7
MOTORCYCLE CRASHES
1983 - 2007**

<u>Year</u>	<u>Motorcycle Crashes</u>			<u>Motorcyclists</u>		<u>Registered Motorcycles</u>	<u>Licensed Motorcyclists</u>
	<u>Total</u>	<u>Fatal</u>	<u>Injury</u>	<u>Fatalities</u>	<u>Injuries</u>		
1983	573	12	489	12	591	39,255	45,544
1984	564	10	488	10	567	38,956	45,763
1985	551	14	469	15	569	37,905	45,805
1986	475	10	405	10	492	36,036	45,210
1987	399	13	347	14	417	33,800	44,956
1988	424	13	371	13	441	31,421	44,058
1989	377	14	329	14	394	29,942	45,844
1990	492	20	432	23	555	23,719	46,184
1991	407	9	359	10	420	24,133	46,986
1992	383	10	317	11	388	23,389	47,906
1993	320	10	267	12	324	26,173	48,822
1994	387	19	326	20	415	25,822	49,492
1995	375	14	320	14	407	25,155	49,932
1996	309	10	264	11	342	24,704	50,013
1997	316	9	261	9	334	24,561	50,205
1998	358	9	307	9	373	25,188	51,307
1999	381	10	326	10	406	25,735	52,641
2000	473	21	404	22	520	29,175	54,066
2001	395	19	336	19	418	31,493	55,658
2002	427	18	353	20	426	33,906	57,471
2003	515	21	448	21	568	37,528	59,971
2004	517	24	435	26	536	41,579	62,805
2005	515	20	439	22	531	46,383	65,019
2006	544	22	461	22	589	53,451	67,513
2007	519	25	428	28	554	58,529	70,270

Source: SD Department of Public Safety – Office of Accident Records

**TABLE 2-8
PEDESTRIAN FATALITIES AND INJURIES
1987 - 2007**

<u>Year</u>	<u>Fatalities</u>	<u>Injuries</u>
1987	7	126
1988	14	149
1989	10	125
1990	15	138
1991	11	165
1992	7	192
1993	18	163
1994	23	176
1995	14	148
1996	11	141
1997	6	124
1998	7	137
1999	11	131
2000	13	115
2001	15	111
2002	8	104
2003	10	91
2004	9	95
2005	15	89
2006	7	113
2007	7	110

Source: SD Department of Public Safety – Office of Accident Records

**TABLE 2-9
BICYCLE FATALITIES AND INJURIES
1987 - 2007**

<u>Year</u>	<u>Fatalities</u>	<u>Injuries</u>
1987	1	157
1988	2	137
1989	2	144
1990	3	135
1991	4	147
1992	1	161
1993	0	179
1994	0	156
1995	1	122
1996	2	139
1997	1	115
1998	2	133
1999	0	102
2000	1	120
2001	1	105
2002	1	87
2003	1	109
2004	1	77
2005	0	99
2006	1	92
2007	0	101

Source: SD Department of Public Safety – Office of Accident Records

Holiday Counts

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

TABLE 2-10 CRASHES DURING HOLIDAYS 1995- 2007						
<u>Holiday</u>	<u>Total Hours</u>	<u>Total Crashes</u>	<u>Fatal Crashes</u>	<u>Injury Crashes</u>	<u>Fatalities</u>	<u>Injuries</u>
<u>MEMORIAL DAY</u>						
1995	78	155	1	49	1	84
1996	78	139	0	33	0	61
1997	78	130	0	33	0	48
1998	78	149	1	35	1	68
1999	78	155	0	44	0	74
2000	78	159	0	39	0	67
2001	78	133	1	33	1	49
2002	78	155	2	28	2	43
2003	78	151	1	27	1	50
2004	78	143	1	27	1	45
2005	78	142	1	34	1	53
2006	78	126	2	38	2	55
2007	78	127	1	31	1	49
<u>FOURTH OF JULY</u>						
1995	102	226	3	69	3	112
1996	102	208	7	59	9	93
1997	78	139	1	53	1	99
1998	78	181	3	57	3	81
1999	78	143	2	37	2	66
2000	102	213	5	67	7	110
2001	30	52	4	15	4	27
2002	102	189	3	64	3	95
2003	78	146	1	57	2	82
2004	78	114	4	27	5	40
2005	78	138	3	42	6	62
2006	102	169	3	39	3	54
2007	30	40	0	13	0	25
<u>LABOR DAY</u>						
1995	78	150	1	45	1	74
1996	78	159	1	51	3	102
1997	78	137	4	37	4	62
1998	78	139	2	35	2	66
1999	78	134	2	38	2	59
2000	78	144	3	45	4	69
2001	78	134	4	42	5	64
2002	78	132	3	38	3	55
2003	78	123	1	39	1	62
2004	78	129	0	37	0	51
2005	78	119	3	39	3	59
2006	78	115	3	29	3	45
2007	78	109	1	40	1	70

<u>Holiday</u>	<u>Total Hours</u>	<u>Total Crashes</u>	<u>Fatal Crashes</u>	<u>Injury Crashes</u>	<u>Fatalities</u>	<u>Injuries</u>
<u>THANKSGIVING</u>						
1995	102	319	4	68	4	115
1996	102	384	2	75	2	127
1997	102	225	1	41	2	68
1998	102	309	1	53	1	82
1999	102	323	4	45	4	67
2000	102	210	2	36	2	54
2001	102	260	0	49	0	71
2002	102	259	2	48	2	83
2003	102	222	0	42	0	54
2004	102	274	2	53	2	69
2005	102	279	1	49	1	78
2006	102	268	2	51	2	82
2007	102	260	6	32	7	57
<u>CHRISTMAS</u>						
1995	78	151	1	38	2	62
1996	30	101	0	20	0	35
1997	102	130	1	26	1	36
1998	78	182	1	41	1	70
1999	78	137	0	20	0	31
2000	78	126	0	25	0	39
2001	102	160	3	33	3	61
2002	30	31	0	7	0	8
2003	102	195	3	46	3	66
2004	102	85	1	9	1	19
2005	78	98	1	21	4	33
2006	78	112	2	25	2	31
2007	102	239	1	49	1	65
<u>NEW YEARS</u>						
1995-96	78	234	3	60	3	91
1996-97	30	90	1	21	2	33
1997-98	102	169	1	37	1	54
1998-99	78	207	1	37	1	57
1999-00	78	141	3	34	3	51
2000-01	78	152	2	38	2	54
2001-02	102	166	1	34	1	51
2002-03	30	113	2	26	2	39
2003-04	102	173	0	39	0	53
2004-05	102	110	1	30	1	49
2005-06	78	134	4	27	4	47
2006-07	78	146	0	38	0	59
2007-08	102	137	0	26	0	29

Source: SD Department of Public Safety - Office of Accident Records

Severity Of Injuries By Person Type

The following tables provide a yearly comparison of South Dakota's total injuries, driver's injuries, passenger's injuries, bicyclist's injuries and pedestrian's injuries from 1998 through 2007. 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		Non-Incapacitating Injuries		Possible Injuries		Total Injuries	Total Killed
	No.	%	No.	%	No.	%		
1998	1579	20.4	3026	39.2	3118	40.4	7723	165
1999	1638	21.6	2874	37.9	3062	40.4	7574	150
2000	1603	20.3	2975	37.7	3310	42.0	7888	173
2001	1434	20.1	2693	37.8	2991	42.0	7118	171
2002	1466	21.0	2710	38.7	2821	40.3	6997	180
2003	1450	20.9	2688	38.7	2806	40.4	6944	203
2004	1232	18.9	2366	36.2	2937	44.9	6535	197
2005	1167	18.8	2193	35.3	2852	45.9	6212	186
2006	1028	17.1	2178	36.2	2809	46.7	6015	191
2007	883	15.3	2149	37.2	2750	47.6	5782	146

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

Year	Incapacitating Injuries		Non-Incapacitating Injuries		Possible Injuries		Total Injuries	Total Killed
	No.	%	No.	%	No.	%		
1998	954	19.2	1896	38.1	2123	42.7	4973	105
1999	1018	20.3	1836	36.6	2157	43.0	5011	92
2000	1012	19.3	1949	37.3	2269	43.4	5230	97
2001	929	19.3	1786	37.0	2109	43.7	4824	104
2002	946	20.3	1761	37.8	1957	42.0	4664	119
2003	930	19.6	1807	38.0	2018	42.4	4755	124
2004	844	18.3	1586	34.4	2177	47.3	4607	129
2005	778	17.7	1485	33.7	2141	48.6	4404	115
2006	687	16.5	1430	34.3	2058	49.3	4175	134
2007	576	14.2	1441	35.5	2040	50.3	4057	101

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

Year	Incapacitating Injuries		Non-Incapacitating Injuries		Possible Injuries		Total Injuries	Total Killed
	No.	%	No.	%	No.	%		
1998	537	21.6	1007	40.6	937	37.8	2481	51
1999	555	23.8	921	39.5	853	36.6	2329	47
2000	519	21.4	922	38.1	982	40.5	2423	62
2001	442	21.3	802	38.6	834	40.1	2078	51
2002	468	21.8	861	40.2	814	38.0	2143	52
2003	470	23.6	783	39.3	738	37.1	1991	68
2004	346	19.7	691	39.4	715	40.8	1752	58
2005	339	20.9	633	39.1	648	40.0	1620	56
2006	303	18.5	649	39.7	683	41.8	1635	49
2007	270	17.9	600	39.8	639	42.3	1509	38

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

Year	Incapacitating Injuries		Non-Incapacitating Injuries		Possible Injuries		Total Injuries	Total Killed
	No.	%	No.	%	No.	%		
1998	34	25.8	63	47.7	35	26.5	132	2
1999	14	13.7	61	59.8	27	26.5	102	0
2000	29	24.4	56	47.1	34	28.6	119	1
2001	23	21.9	55	52.4	27	25.7	105	1
2002	10	11.8	49	57.6	26	30.6	85	1
2003	17	15.9	59	55.1	31	29.0	107	1
2004	12	15.6	41	53.2	24	31.2	77	1
2005	15	15.5	49	50.5	33	34.0	97	0
2006	10	10.9	49	53.3	33	35.9	92	1
2007	11	10.9	50	49.5	40	39.6	101	0

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

Year	Incapacitating Injuries		Non-Incapacitating Injuries		Possible Injuries		Total Injuries	Total Killed
	No.	%	No.	%	No.	%		
1998	54	39.4	60	43.8	23	16.8	137	7
1999	50	38.2	56	42.7	25	19.1	131	11
2000	42	36.5	48	41.7	25	21.7	115	13
2001	40	36.0	50	45.0	21	18.9	111	15
2002	42	40.4	38	36.5	24	23.1	104	8
2003	33	36.3	39	42.9	19	20.9	91	10
2004	29	30.5	47	49.5	19	20.0	95	9
2005	35	39.3	25	28.1	29	32.6	89	15
2006	28	24.8	50	44.2	35	31.0	113	7
2007	26	23.6	56	50.9	28	25.5	110	7

Sex of Drivers

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

	CRASH INVOLVED DRIVERS				LICENSED DRIVERS			
	MALE		FEMALE		MALE		FEMALE	
	<u>No.</u>	<u>%</u>	<u>No.</u>	<u>%</u>	<u>No.</u>	<u>%</u>	<u>No.</u>	<u>%</u>
1996	20,593	60.6	13,408	39.4	264,207	49.9	265,201	50.1
1997	19,570	60.8	12,628	39.2	266,828	49.9	268,184	50.1
1998	17,969	60.0	11,961	40.0	273,284	49.9	274,049	50.1
1999	18,190	59.8	12,213	40.2	277,345	50.0	277,789	50.0
2000	17,737	60.1	11,751	39.9	277,127	49.9	277,858	50.1
2001	15,774	60.2	10,409	39.8	277,662	49.9	278,369	50.1
2002	14,975	59.7	10,108	40.3	278,283	49.9	279,149	50.1
2003	15,382	59.2	10,586	40.8	282,195	49.9	283,007	50.1
2004	14,614	59.6	9,901	40.4	286,432	49.9	287,931	50.1
2005	13,681	58.1	9,467	40.9	287,841	49.9	289,179	50.1
2006	13,114	58.8	9,111	40.8	291,548	50.0	290,969	50.0
2007	13,529	58.1	9,616	41.3	294,381	50.0	294,165	50.0

Note: Crash Involved Drivers table does not include cases where the sex of the driver was not reported.
Licensed drivers with unknown age not included in totals.

Source: *Crash Involved Drivers: SD Department of Public Safety – Office of Accident Records*

Source: *Licensed Drivers: SD Department of Public Safety – Driver License Issuance*

III. 2007 MOTOR VEHICLE CRASH PROFILE

Introduction

This section profiles the reported motor vehicle traffic crashes for 2007. Information will be given on where the crashes are occurring, when crashes happen, who is involved, and factors that contribute to crashes or why they are occurring. Column percentages may not total 100 percent due to rounding error.

During 2007, there were 16,220 reported motor vehicle traffic crashes, the majority of crashes being property damage only 12,019 (74.1%). Injury crashes accounted for 4,071 (25.1%) of the crashes, while 130 (.8%) were fatal crashes. There were 5,782 persons injured and 146 persons killed in crashes during 2007 (see TABLE 3-1).

**TABLE 3-1
FATALITIES AND SEVERITY OF INJURIES OF DRIVERS,
PASSENGERS, PEDESTRIANS, AND BICYCLE DRIVERS
2007**

	Incapacitating Injuries		Non-Incapacitating Injuries		Possible Injuries		Total Nonfatal Injuries		Total Fatalities	
	No.	%	No.	%	No.	%	No.	%	No.	%
Drivers	576	65.2	1441	67.1	2040	74.2	4057	70.2	101	69.2
Passengers	270	30.6	600	27.9	639	23.2	1509	26.1	38	26.0
Pedestrians	26	2.9	56	2.6	28	1.0	110	1.9	7	4.8
Bicycle Dr	11	1.2	50	2.3	40	1.5	101	1.7	0	0.0
Other*	0	0.0	2	0.1	3	0.1	5	0.1	0	0.0
Total	883	100	2,149	100	2,750	100	5,782	100	146	100

*Other – 5 injuries were sustained by operators of working units.

Definition of Injuries:

Killed: An injury that results in death. An injury caused death that occurs within 30 days of a crash is considered a crash fatality.

Incapacitating: Any injury other than a fatal which prevents the injured person from walking, driving, or normally continuing the activities he/she was capable of performing before the injury occurred (severe lacerations, broken limbs or unable to leave the scene of the crash without assistance).

Non-Incapacitating: Any injury other than a fatal injury or incapacitating injury that is evident to observers at the scene of the crash (minor lacerations, lumps on the head, abrasions and bruises).

Possible Injury: Any injury reported or claimed which is not a fatal injury, incapacitating injury, or non-incapacitating injury (momentary unconsciousness, limping, nausea, or complaint of pain).

Source: SD Department of Public Safety - Office of Accident Records

TABLE 3-2 provides information on persons killed and injured by method or mode of transportation. During 2007, 31.5 percent of the fatalities and 50.2 percent of the injuries occurred to occupants of passenger cars. Occupants of pickups and vans accounted for 28.1 percent of the fatalities and 19.8 percent of the injuries. Additionally, in 2007 twenty-eight motorcyclists and 7 pedestrians were killed. No bicyclists was killed during 2007 (see Table 3-2).

**TABLE 3-2
FATALITIES AND INJURIES BY MODE OF TRANSPORTATION
2007**

	Fatalities		Injuries	
	No.	%	No.	%
Passenger Cars	46	31.5	2,901	50.2
Pickups, Vans	41	28.1	1,146	19.8
Motorcycle, Moped	28	19.2	528	9.1
SUV's (Sports Utility Vehicles)	17	11.6	778	13.5
Pedestrians	7	4.8	110	1.9
ATV's / 4-Wheelers	2	1.4	38	0.7
Trucks (All)*	4	2.7	126	2.2
Bicycle	0	0.0	104	1.8
Other	1	0.7	47	0.8
Farm Machinery	0	0.0	4	0.1
Unknown	0	0.0	0	0.0
TOTAL	146	100	5,782	100

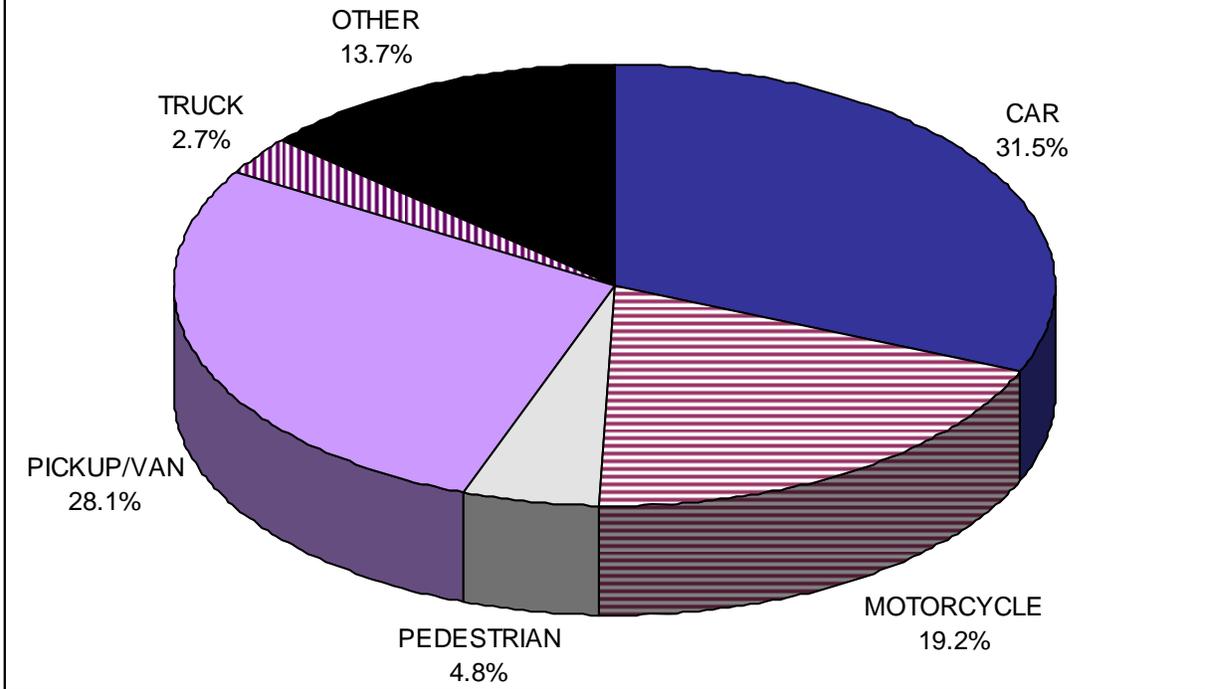
*Trucks Specifics:

	<u>Fatalities</u>	<u>Injuries</u>
Straight Truck	3	59
Straight Truck with Trailer	0	23
Truck Tractor Only	0	1
Truck Tractor with Single Semi Trailer	1	39
Truck Tractor with Two or More Trailers	0	4
TOTAL	4	126

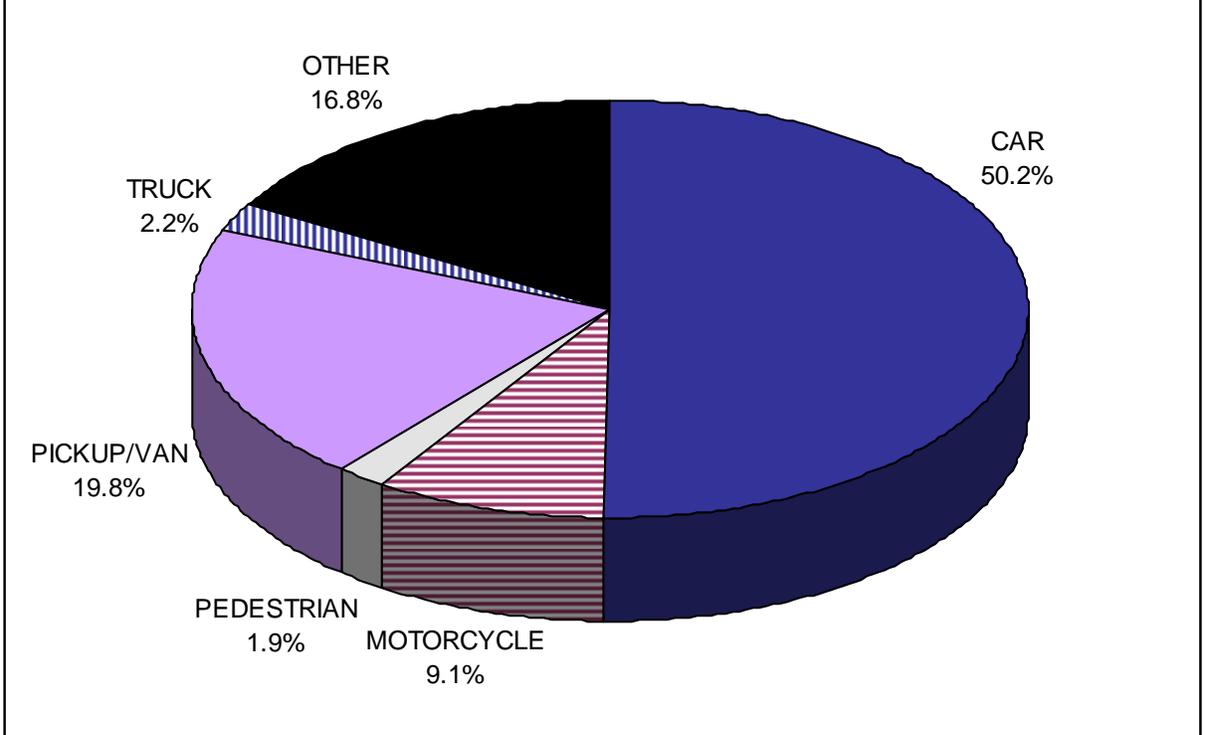
Note: Other includes Bus, Motor Home, Snowmobile, Heavy Equipment, Train, Animal Drawn Vehicle and Other Types of Motor Vehicles.

Source: SD Department of Public Safety – Office of Accident Records

**FIGURE 3-1 FATALITIES BY TRAVEL MODE
2007**



**FIGURE 3-2 INJURIES BY TRAVEL MODE
2007**



** Other includes ATVs, SUVs, Bicycle, Farm Machinery, Bus, Motor Home, Snowmobile, Heavy Equipment, Train, Animal Drawn Vehicle and Other Types of Motor Vehicles.

TABLE 3-3 provides information on all crash-involved vehicles by type. Passenger cars made up 30.9 percent of the vehicles involved in fatal crashes and 52.5 percent of those involved in injury crashes. Pickups and vans made up 28.1 percent of the vehicles involved in fatal crashes.

**TABLE 3-3
VEHICLE TYPES INVOLVED IN CRASHES
2007**

	All Crashes		Fatal Crashes		Injury Crashes		PDO Crashes	
	No.	%	No.	%	No.	%	No.	%
Passenger Cars	1,2560	52.1	55	30.9	3,576	52.5	8,929	52.2
Pickups, Vans	6,054	25.1	50	28.1	1,470	21.6	4,534	26.5
SUV's (Sports Utility Vehicles)	3,597	14.9	22	12.4	946	13.9	2,629	15.4
Trucks (All)*	1,040	4.3	18	10.1	253	3.7	769	4.5
Motorcycle	550	2.3	28	15.7	450	6.6	72	0.4
Farm Machinery	38	0.2	0	0.0	9	0.1	29	0.2
Bus	119	0.5	0	0.0	28	0.4	91	0.5
Motor Home	19	0.1	1	0.6	4	0.1	14	0.1
ATV's / 4-wheelers	41	0.2	2	1.1	38	0.6	1	0.0
Moped	16	0.1	0	0.0	15	0.2	1	0.0
Snowmobile	12	0.0	2	1.1	7	0.1	3	0.0
Other or Unknown	55	0.2	0	0.0	15	0.2	40	0.2
TOTAL	24,101	100	178	100	6,811	100	17,112	100

* Trucks Specifics:

	All Crashes	Fatal Crashes	Injury Crashes	PDO Crashes
Straight Truck	430	6	116	308
Straight Truck with Trailer	157	2	34	121
Truck Tractor Only	8	0	3	5
Truck Tractor with Single Semi Trailer	412	9	92	311
Truck Tractor with Two or More Trailers	33	1	8	24
TOTAL	1,040	18	253	769

Source: SD Department of Public Safety – Office of Accident Records

TABLE 3-4 provides information on the ages of persons killed and injured. A total of 23 people (15.8%) of the persons killed were under 20 years of age and a total of 916 or (15.8%) of the persons injured were from 25 through 34 years of age. Two children ages 0-5 were killed during 2007 (see Table 3-4).

**TABLE 3-4
FATALITIES AND INJURIES BY AGE GROUP
2007**

	Fatalities		Injuries	
	<u>No.</u>	<u>%</u>	<u>No.</u>	<u>%</u>
0 - 5	2	1.4	103	1.8
6 - 13	4	2.7	263	4.5
14 - 15	2	1.4	305	5.3
16 - 17	6	4.1	449	7.8
18	6	4.1	263	4.5
19	3	2.1	216	3.7
20	2	1.4	134	2.3
21 - 24	17	11.6	564	9.8
25 - 34	19	13.0	916	15.8
35 - 44	24	16.4	774	13.4
45 - 54	21	14.4	798	13.8
55 - 64	16	11.0	481	8.3
65 - Over	24	16.4	511	8.8
Unknown	0	0.0	5	0.1
Total	146	100.0	5,782	100.0

Source: SD Department of Public Safety - Office of 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 40 percent of the fatal crashes and only 9.8 percent of the total crashes, while 30.8 percent of the fatal crashes and 40 percent of all crashes represented a collision between 2 or more vehicles (see TABLE 3-5).

**TABLE 3-5
FIRST HARMFUL EVENT
2007**

First Harmful Event	Total Crashes		Fatal Crashes		Injury Crashes		PDO Crashes	
	No.	%	No.	%	No.	%	No.	%
Motor Vehicle Collision With:								
MV in Transport	6,490	40.0	40	30.8	2,262	55.6	4,188	34.8
A Fixed or Other Object	2,258	13.9	24	18.5	597	14.7	1,637	13.6
An Animal	4,990	30.8	3	2.3	98	2.4	4,889	40.7
A Pedestrian	104	0.6	7	5.4	96	2.4	1	0.0
A Bicyclist	101	0.6	0	0.0	100	2.5	1	0.0
A Parked Motor Vehicle	637	3.9	2	1.5	98	2.4	537	4.5
A Railroad Vehicle	13	0.1	1	0.8	3	0.1	9	0.1
Equipment in Roadway	37	0.2	1	0.8	6	0.1	30	0.2
Non-Collision (Overturning or Other)	1,590	9.8	52	40.0	811	19.9	727	6.0
Total	16,220	100	130	100	4,071	100	12,019	100

Source: SD Department of Public Safety – Office of Accident Records

Manner of Collision

The most common type of manner of collision between two or more vehicles is an angle collision. Angle collisions constitute 60 percent of the fatal crashes, 53.2 percent of the injury crashes, and 56.6 percent of the property damage only crashes. Angle collisions are the most prevalent for severe crashes, accounting for 60 percent of the fatal crashes and 55.4 percent of the total crashes. Head-on collisions are second in prevalence for fatal crashes accounting for 27.5 percent of the fatal crashes and only 1.6 percent of the total crashes involving two or more motor vehicles. (See TABLE 3-6).

**TABLE 3-6
MANNER OF COLLISION FOR CRASHES INVOLVING A COLLISION
BETWEEN TWO OR MORE MOTOR VEHICLES
2007**

<u>Manner of Collision</u>	Total Crashes		Fatal Crashes		Injury Crashes		PDO Crashes	
	No.	%	No.	%	No.	%	No.	%
Rear-End	2,352	36.2	4	10.0	932	41.2	1,416	33.8
Head-On	104	1.6	11	27.5	56	2.5	37	0.9
Angle	3,599	55.4	24	60.0	1,203	53.2	2,372	56.6
Sideswipe-Same Direction	350	5.4	1	2.5	50	2.2	299	7.1
Sideswipe-Opposite Dir.	79	1.2	0	0.0	21	0.9	58	1.4
Rear-Rear	4	0.1	0	0.0	0	0.0	4	0.1
Unknown	3	0.0	0	0.0	0	0.0	3	0.1
Total	6,491	100	40	100	2,262	100	4,189	100
No Collision Between 2 or more MV	9729		90		1809		7830	
Total Crashes	16,220		130		4,071		12,019	

NOTE: Beginning in 2004, South Dakota developed its Crash Data System to conform to the standards established by the Model Minimum Uniform Crash Criteria (MMUCC) guidelines. These guidelines have changed the way the data is collected, such as Manner of Collision. This element will be based on the impact location (i.e. front, side or rear) and vehicle orientation (i.e. facing the same or opposite direction) of the contact vehicles in the First Harmful Event. The data element Turning Movement collected in past years is currently reported as Angle.

Source: SD Department of Public Safety - Office of Accident Records

Highway System

The number of reported crashes by “type of highway system” is presented in TABLE 3-7. **Fatal and PDO crashes happen predominately in rural areas.** City streets and alleys experienced 27.3 percent of the PDO crashes and 45.6 percent of the injury crashes while accounting for 8.5 percent of the fatal crashes.

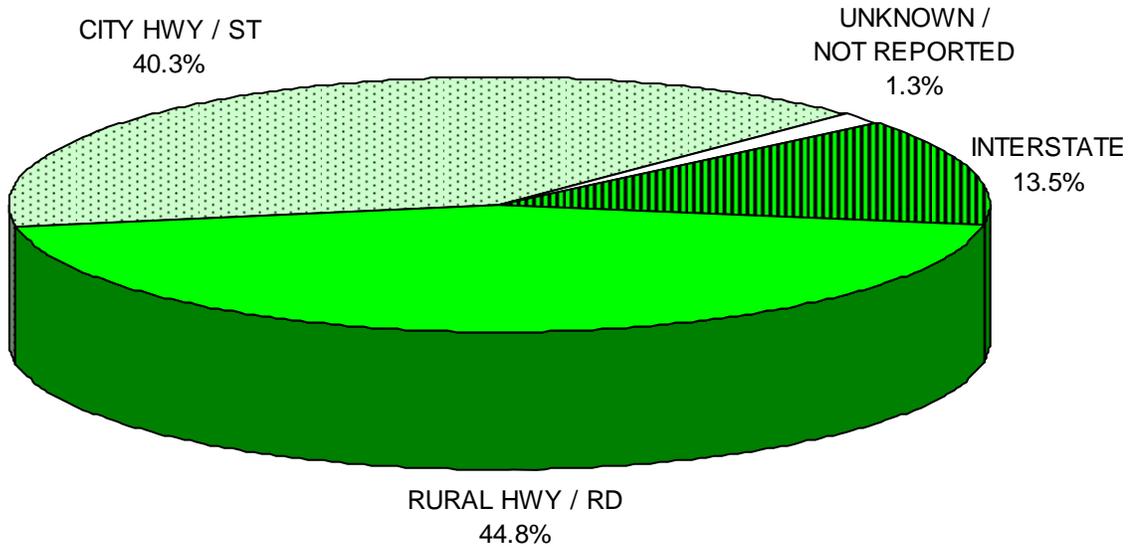
Non-interstate rural roads tallied 73.8 percent of the fatal crashes. The Interstate system experienced 2,196 (13.5%) of the total crashes while accounting for an estimated 20.1 percent of the vehicle miles traveled in 2007. Twenty-one (16.2%) of the fatal crashes happened on the interstate system. (See FIGURES 3-3 and 3-4)

**TABLE 3-7
CRASHES BY TYPE OF HIGHWAY
2007**

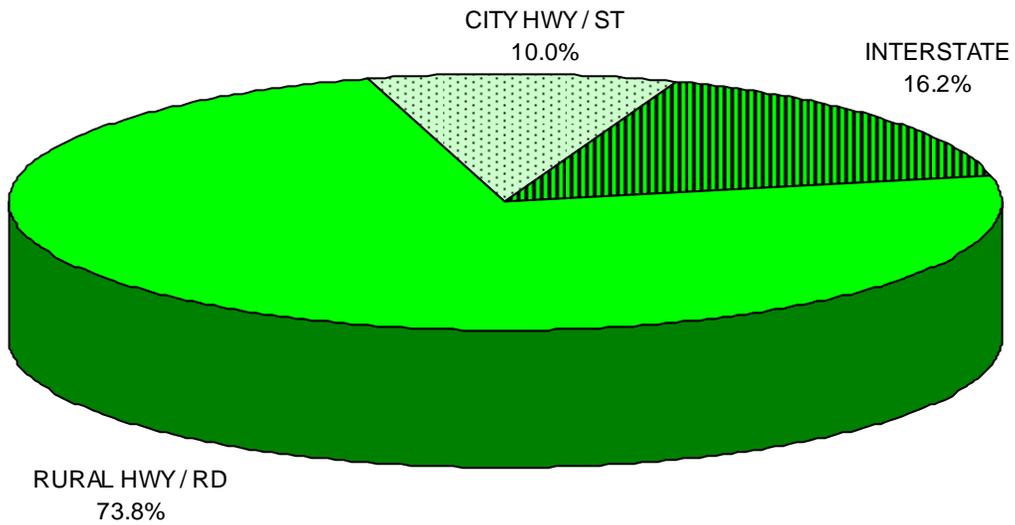
Type of Highway	Total Crashes		Fatal Crashes		Injury Crashes		PDO Crashes		No. Killed	No. Injured
	Number	%	Number	%	Number	%	Number	%		
Interstate - Rural	1,468	9.1	16	12.3	224	5.5	1,228	10.2	18	304
US/State Hwys.-Rural	4,234	26.1	51	39.2	666	16.4	3,517	29.3	56	1,097
Co./Local Rds.-Rural	3,039	18.7	45	34.6	726	17.8	2,268	18.9	49	1,044
Interstate - City	728	4.2	5	4.2	145	3.6	578	4.4	5	176
US/State Hwys.-City	1,055	6.1	2	1.5	407	10.0	648	4.9	5	574
City Streets/Alleys	5,472	31.4	11	8.5	1,856	45.6	3,614	27.3	13	2,529
Unknown/Not Reported	213	1.2	0	0.0	47	1.2	166	1.3	0	58
Total	16,209	100	130	100	4,071	100	12,019	100	146	5,782

Source: SD Department of Public Safety – Office of Accident Records

**FIGURE 3-3 2007
TRAFFIC CRASHES
BY SYSTEM TYPE**



**FIGURE 3-4 2007
FATAL TRAFFIC CRASHES
BY SYSTEM TYPE**



County Summary

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

Rural fatal and injury crashes occurred predominately in ten counties (see TABLE 3-9). Each of these counties reported over two percent of all rural fatal and injury crashes. The ten accounted for 52.1 percent of rural fatal and injury crashes and 21.7 percent of all fatal and injury crashes in South Dakota. Pennington County has 11 percent of all rural fatal and injury crashes with Minnehaha and Lawrence counties each accounting for 7.8 percent. FIGURE 3-5 presents the percentage involvement of rural fatal and injury crashes and compares this to the percentage of rural vehicle miles traveled in these counties.

City Summary

Reported traffic crashes within South Dakota's cities (population of 2,500 and more) are presented in TABLE 3-10. These cities reported 56.2 percent of the statewide injury crashes and 11.5 percent of the fatal crashes. The two largest cities (Sioux Falls, Rapid City) accounted for 69.1 percent of fatal and injury crashes and 61.9 percent of the property damage only crashes that occurred in cities with populations of 2,500 or more.

Roadway Surface Conditions

The majority of the crashes occurred on dry roads, including fatal and injury crashes (see TABLE 3-11). Combining similar "bad" road conditions, ice, snow, frost, and slush accounts for 17.1 percent of all reported property damage crashes and 14 percent of all fatal and injury crashes. Dry roads were reported in 77.7 percent of all fatal and injury crashes.

Contributing Circumstances (Vision Obscurement and Road)

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

Vision Obscurement - refers to conditions such as: weather condition; physical obstruction; windshield or window obscured by frost, snow, mud, etc.; snow bank; trees, crops, bushes or other vegetation; guardrail barrier; motor vehicle; building; signs, billboards, etc.; glare; and other. Weather condition was the most frequently reported vision obscurement and was indicated as a problem in 2.8 percent of all crashes.

Road Contributing Circumstances - These contributing circumstances include road surface condition (wet, icy, snow, slush, etc.); road shoulder conditions; objects or animals in the road; phantom vehicle; pedestrians, bicyclists, other non-occupant in roadway; work zone conditions, rough roads; and faulty or missing traffic control devices. The most common condition reported was road surface condition, and it was reported as a factor in 13 percent of all crashes.

TABLE 3-8
MOTOR VEHICLE TRAFFIC CRASHES BY SD COUNTIES
2007

County	Total Crashes	Fatal Crashes	Injury Crashes	PDO Crashes	Fatalities	Injuries
AURORA	100	1	18	81	1	24
BEADLE	283	0	73	210	0	114
BENNETT	25	2	6	17	2	12
BON HOMME	116	1	14	101	1	21
BROOKINGS	535	2	137	396	4	183
BROWN	789	0	163	626	0	221
BRULE	113	0	21	92	0	31
BUFFALO	12	3	1	8	4	6
BUTTE	246	0	49	197	0	69
CAMPBELL	44	0	7	37	0	8
CHARLES MIX	79	0	21	58	0	30
CLARK	107	1	11	95	1	15
CLAY	216	1	47	168	1	66
CODINGTON	488	7	144	337	7	197
CORSON	43	3	10	30	3	25
CUSTER	228	4	69	155	4	101
DAVISON	465	0	79	386	0	104
DAY	60	3	22	35	3	34
DEUEL	98	2	18	78	2	22
DEWEY	49	4	6	39	6	15
DOUGLAS	53	0	10	43	0	11
EDMUNDS	89	1	12	76	1	20
FALL RIVER	153	2	40	111	2	67
FAULK	78	1	8	69	1	8
GRANT	139	2	25	112	2	29
GREGORY	36	2	10	24	2	14
HAAKON	62	1	9	52	1	11
HAMLIN	185	0	22	163	0	33
HAND	105	0	15	90	0	21
HANSON	93	2	17	74	3	30
HARDING	51	3	5	43	5	10
HUGHES	292	2	74	216	2	117
HUTCHINSON	137	4	22	111	6	45
HYDE	13	1	2	10	1	2
JACKSON	103	4	19	80	4	36
JERAULD	68	0	10	58	0	15
JONES	54	2	7	45	2	11
KINGSBURY	162	0	18	144	0	26
LAKE	201	0	25	176	0	39
LAWRENCE	757	6	200	551	6	289
LINCOLN	611	2	157	452	2	228
LYMAN	129	0	21	108	0	30
MARSHALL	70	1	10	59	1	15
MC COOK	158	1	26	131	1	43
MC PHERSON	39	0	11	28	0	12
MEADE	512	8	133	371	9	200
MELLETTTE	4	2	1	1	2	1
MINER	74	1	12	61	1	15
MINNEHAHA	3,605	10	1,203	2,392	12	1,648
MOODY	249	2	37	210	2	57
PENNINGTON	2,119	15	667	1,437	16	932
PERKINS	67	1	11	55	1	18
POTTER	45	0	8	37	0	10
ROBERTS	105	0	35	70	0	55
SANBORN	112	0	9	103	0	13
SHANNON	22	3	7	12	4	19
SPINK	267	4	39	224	4	58
STANLEY	92	2	13	77	2	22
SULLY	42	0	5	37	0	5
TODD	12	5	1	6	5	11
TRIPP	99	0	16	83	0	24
TURNER	116	0	29	87	0	39
UNION	261	2	55	204	2	72
WALWORTH	85	2	13	70	2	19
YANKTON	371	1	86	284	2	104
ZIEBACH	27	1	0	26	1	0
Total:	16,220	130	4,071	12,019	146	5,782

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

County	Total Crashes	Fatal Crashes	Injury Crashes	PDO Crashes	Fatalities	Injuries
AURORA	4	0	3	1	0	4
BEADLE	18	0	8	10	0	13
BENNETT	2	1	0	1	1	3
BON HOMME	5	1	3	1	1	3
BROOKINGS	22	0	12	10	0	15
BROWN	25	0	12	13	0	13
BRULE	6	0	5	1	0	8
BUFFALO	4	3	1	0	4	6
BUTTE	17	0	9	8	0	11
CAMPBELL	3	0	2	1	0	2
CHARLES MIX	10	0	8	2	0	11
CLARK	1	0	1	0	0	1
CLAY	8	1	4	3	1	5
CODINGTON	35	3	17	15	3	24
CORSON	3	1	1	1	1	6
CUSTER	12	2	7	3	2	12
DAVISON	19	0	8	11	0	9
DAY	5	1	3	1	1	4
DEUEL	5	1	3	1	1	3
DEWEY	8	4	0	4	6	7
DOUGLAS	5	0	1	4	0	1
EDMUNDS	4	0	4	0	0	10
FALL RIVER	9	0	7	2	0	12
FAULK	2	1	1	0	1	1
GRANT	4	1	0	3	1	0
GREGORY	1	0	1	0	0	1
HAAKON	1	0	1	0	0	1
HAMLIN	4	0	2	2	0	2
HAND	4	0	4	0	0	6
HANSON	1	1	0	0	2	0
HARDING	1	1	0	0	1	0
HUGHES	24	2	10	12	2	18
HUTCHINSON	8	2	4	2	2	10
HYDE	3	1	1	1	1	1
JACKSON	6	3	1	2	3	6
JERAULD	2	0	1	1	0	4
JONES	0	0	0	0	0	0
KINGSBURY	2	0	1	1	0	1
LAKE	8	0	7	1	0	14
LAWRENCE	43	1	25	17	1	31
LINCOLN	30	0	15	15	0	22
LYMAN	5	0	3	2	0	4
MARSHALL	8	0	5	3	0	7
MC COOK	8	0	0	8	0	0
MC PHERSON	2	0	2	0	0	2
MEADE	37	3	20	14	3	25
MELLETTTE	1	1	0	0	1	0
MINER	2	0	1	1	0	1
MINNEHAHA	253	5	117	131	7	149
MOODY	11	1	2	8	1	2
PENNINGTON	164	6	72	86	7	100
PERKINS	2	0	1	1	0	1
POTTER	3	0	3	0	0	3
ROBERTS	12	0	11	1	0	14
SANBORN	4	0	2	2	0	2
SHANNON	5	1	3	1	1	8
SPINK	9	1	6	2	1	8
STANLEY	5	0	1	4	0	1
SULLY	0	0	0	0	0	0
TODD	4	4	0	0	4	10
TRIPP	5	0	3	2	0	5
TURNER	8	0	7	1	0	7
UNION	10	1	4	5	1	4
WALWORTH	4	0	2	2	0	2
YANKTON	22	0	9	13	0	10
ZIEBACH	1	1	0	0	1	0
Total:	959	55	467	437	62	666

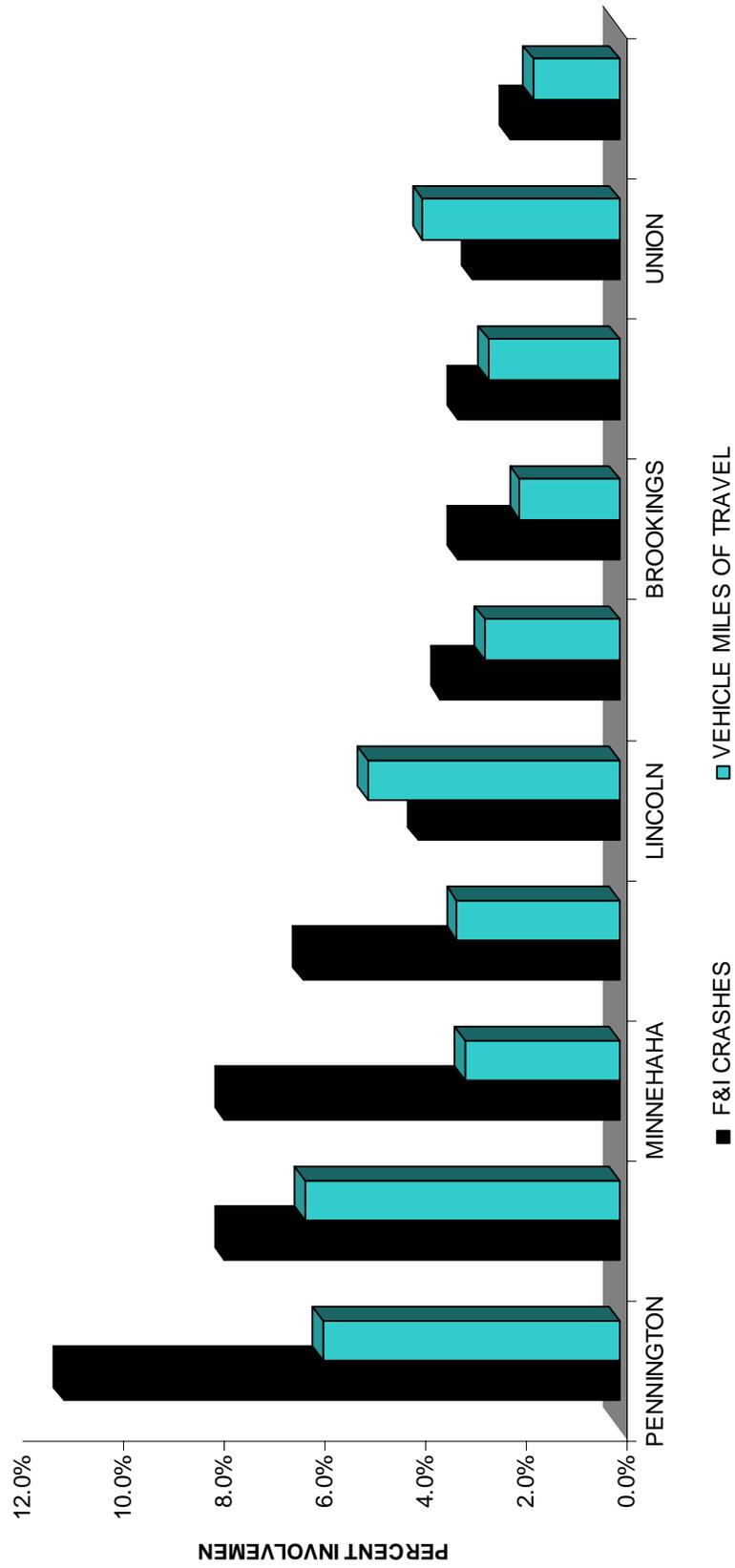
**TABLE 3-9
COUNTIES HAVING MORE THAN TWO PERCENT OF THE
RURAL FATAL & INJURY CRASHES
2007**

<u>County</u>	<u>Rural Fatal & Injury Crashes</u>	<u>Percent of All Rural Fatal & Injury Crashes</u>	<u>Percent of Rural VMTS</u>
PENNINGTON	193	11.0	5.9
LAWRENCE	137	7.8	6.3
MINNEHAHA	137	7.8	3.1
MEADE	110	6.3	3.2
LINCOLN	70	4.0	5.0
CUSTER	62	3.5	2.7
BROOKINGS	56	3.2	2.0
BROWN	56	3.2	2.6
UNION	51	2.9	3.9
YANKTON	38	2.2	1.7

Note: Total Rural Fatal and Injury Crashes: 1,747
S.D. Vehicle Miles of Travel Report (2006 data)

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

**FIGURE 3-5 RURAL F&I CRASHES/VMTS
SELECTED COUNTIES - 2007**



**TABLE 3-10
TRAFFIC CRASHES SOUTH DAKOTA CITIES
POPULATION 2500 AND OVER
2007**

<u>City</u>	<u>Total Crashes</u>	<u>Fatal Crashes</u>	<u>Injury Crashes</u>	<u>PDO Crashes</u>	<u>Fatalities</u>	<u>Injuries</u>
Aberdeen	350	0	103	247	0	133
Belle Fourche	71	0	20	51	0	26
Box Elder	56	0	24	32	0	46
Brandon	34	0	13	21	0	17
Brookings	236	1	79	156	3	101
Canton	24	0	3	21	0	4
Dell Rapids	21	0	4	17	0	4
Hot Springs	39	0	10	29	0	16
Huron	110	0	45	65	0	71
Lead	14	1	5	8	1	7
Madison	39	0	5	34	0	7
Milbank	26	0	10	16	0	11
Mitchell	297	0	51	246	0	68
Mobridge	29	0	10	19	0	16
Pierre	194	0	53	141	0	82
Rapid City	1,357	4	454	899	4	621
Redfield	28	0	6	22	0	7
Sioux Falls	2,961	6	1,128	1,827	8	1,517
Sisseton	26	0	7	19	0	9
Spearfish	196	0	46	150	0	53
Sturgis	102	2	29	71	2	38
Vermillion	81	0	16	65	0	21
Watertown	259	1	116	142	1	162
Winner	13	0	2	11	0	2
Yankton	145	0	49	96	0	56

Source: SD Department of Public Safety – Office of Accident Records

**TABLE 3-11
ROADWAY SURFACE CONDITIONS
2007**

	Total Crashes		Fatal Crashes		Injury Crashes		PDO Crashes	
	No.	%	No.	%	No.	%	No.	%
Dry	11,892	73.3	101	77.7	2,991	73.5	8,800	73.2
Wet	1,297	8.0	8	6.2	377	9.3	912	7.6
Snow	1,195	7.4	6	4.6	240	5.9	949	7.9
Slush	311	1.9	0	0.0	81	2.0	230	1.9
Ice	1,047	6.5	6	4.6	230	5.6	811	6.7
Frost	94	0.6	1	0.8	23	0.6	70	0.6
Water	23	0.1	0	0.0	7	0.2	16	0.1
Sand,mud,dirt,gravel	272	1.7	6	4.6	104	2.6	162	1.3
Oil	6	0.0	0	0.0	1	0.0	5	0.0
Other	11	0.1	1	0.8	7	0.2	3	0.0
Unknown / Not reported	72	0.5	1	0.8	10	0.2	61	0.5
Total	16,220	100	130	100	4,071	100	12,019	100

Source: SD Department of Public Safety – Office of Accident Records

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

The peak three-hour period for fatal crashes was 6:00-8:59 p.m. Twenty-three (17.7%) of the fatal crashes occurred during this three hour period. The peak three hour period for injury crashes was 3:00-5:59 p.m. with 1,071 (26.3%) of the injury crashes occurred. The peak three hour period for property damage only crashes was 5:00-7:59 when 2,592 (21.6%) of the property damage only crashes occurred (see TABLE 3-12).

Sixteen fatal crashes or 12.3 percent of the fatal crashes in 2007 occurred during August. The month of August also shows 473 injury crashes or 11.6 percent of the injury crashes for 2007. The 1,674 property damage only crashes during November represent 13.9 percent of the property damage only crashes for 2007 (see TABLE 3-13).

The day of the week Friday accounts for 17 percent of the total crashes (2,760), with 17.5 percent of the injury crashes (711) and 16.9 percent of the property damage only crashes (2,760). Monday and Saturday both accounted for 23 fatal crashes or 17.7 percent of the total for 2007 (see TABLE 3-14).

FIGURES 3-6 through 3-8 illustrate the distributions by time of day, month, and day of week.

**TABLE 3-12
CRASHES BY TIME OF DAY
2007**

<u>Time</u>	<u>Total Crashes</u>	<u>Fatal Crashes</u>	<u>Injury Crashes</u>	<u>PDO Crashes</u>	<u>Fatalities</u>	<u>Injuries</u>
Midnight	272	5	53	214	6	78
1:00 AM	302	4	82	216	4	98
2:00 AM	205	8	55	142	10	80
3:00 AM	149	3	41	105	4	55
4:00 AM	194	1	44	149	1	56
5:00 AM	388	0	49	339	0	56
6:00 AM	635	1	72	562	1	90
7:00 AM	1047	9	239	799	11	324
8:00 AM	677	3	188	486	3	246
9:00 AM	532	4	150	378	4	187
10:00 AM	517	5	146	366	5	224
11:00 AM	652	6	220	426	6	322
12:00 PM	782	8	269	505	9	375
1:00 PM	714	7	251	456	7	369
2:00 PM	780	6	250	524	6	373
3:00 PM	1044	6	350	688	8	507
4:00 PM	990	8	339	643	9	504
5:00 PM	1360	8	382	970	9	542
6:00 PM	1114	5	255	854	5	375
7:00 PM	932	10	154	768	13	224
8:00 PM	828	8	144	676	8	197
9:00 PM	934	4	133	797	5	205
10:00 PM	674	8	108	558	9	150
11:00 PM	406	2	76	328	2	116
Unknown	92	1	21	70	1	29
Total	16,220	130	4,071	12,019	146	5,782

Source: SD Department of Public Safety – Office of Accident Records

**TABLE 3-13
CRASHES BY MONTH
2007**

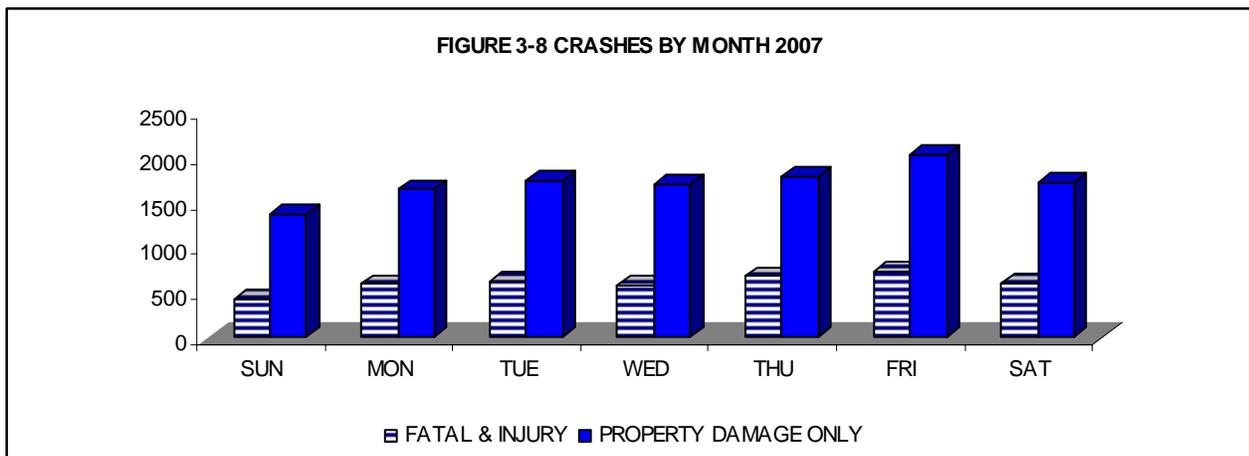
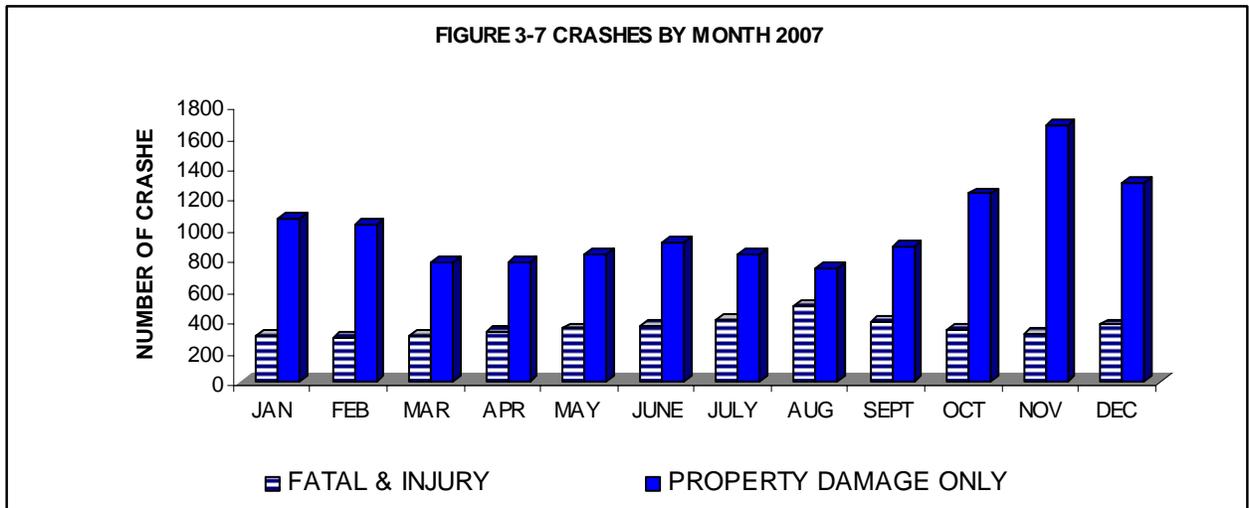
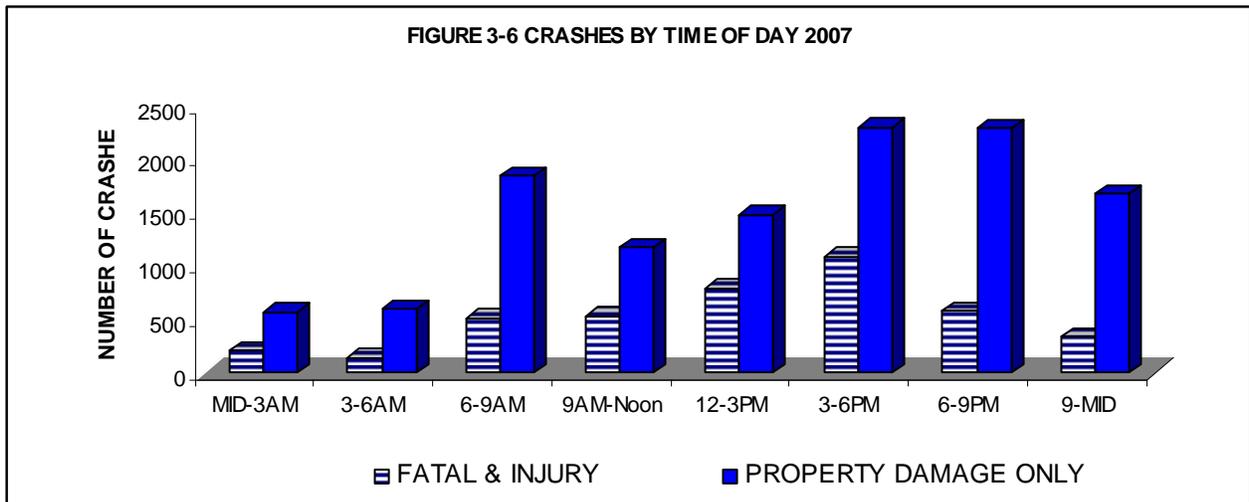
<u>Month</u>	<u>Total Crashes</u>	<u>Fatal Crashes</u>	<u>Injury Crashes</u>	<u>PDO Crashes</u>	<u>Fatalities</u>	<u>Injuries</u>
JANUARY	1,353	10	285	1,058	10	399
FEBRUARY	1,306	12	275	1,019	14	379
MARCH	1,078	5	291	782	8	395
APRIL	1,099	10	310	779	12	429
MAY	1,168	9	333	826	9	476
JUNE	1,272	13	353	906	16	503
JULY	1,233	14	392	827	16	588
AUGUST	1,232	16	473	743	18	677
SEPTEMBER	1,270	12	372	886	13	546
OCTOBER	1,557	8	325	1,224	8	451
NOVEMBER	1,989	15	300	1,674	16	438
DECEMBER	1,663	6	362	1,295	6	501
Total	16,220	130	4,071	12,019	146	5,782

Source: SD Department of Public Safety – Office of Accident Records

**TABLE 3-14
CRASHES BY DAY OF WEEK
2007**

<u>Day</u>	<u>Total Crashes</u>	<u>Fatal Crashes</u>	<u>Injury Crashes</u>	<u>PDO Crashes</u>	<u>Fatalities</u>	<u>Injuries</u>
SUNDAY	1,799	18	410	1,371	21	602
MONDAY	2,236	23	565	1,648	24	762
TUESDAY	2,361	11	604	1,746	11	828
WEDNESDAY	2,272	14	556	1,702	14	770
THURSDAY	2,472	21	654	1,797	25	925
FRIDAY	2,760	20	711	2,029	23	1013
SATURDAY	2,320	23	571	1,726	28	882
Total	16,220	130	4,071	12,019	146	5,782

Source: SD Department of Public Safety – Office of Accident Records



Drivers

There were 23,273 motor vehicle drivers in the 16,220 reported motor vehicle crashes, including 175 drivers in fatal crashes and 6,654 drivers in injury crashes. One hundred and one drivers were killed, which is 69.2 percent of all persons killed in motor vehicle crashes and 70.2 percent or 4,057 of the 5,782 injured persons were drivers (see TABLE 3-1).

Young drivers are involved in more crashes than any other age group (see TABLE 3-15). In reported crashes, 30.4 percent of the drivers were under 25 years of age and 48.1 percent are under 35. Age of drivers involved in fatal and injury crashes follow the pattern of drivers in all crashes. Those drivers under 25 represent 25.1 percent of the drivers involved in fatal crashes and 33 percent of the drivers in injury crashes. Drivers under the age of 35 make up 39.4 percent of the drivers in fatal crashes and 50.5 percent of the drivers in injury crashes. Forty-five (25.7%) of the drivers in fatal crashes were 21-34 years of age (see TABLE 3-15).

**TABLE 3-15
AGE OF DRIVERS IN CRASHES
2007**

Age	Drivers In All Crashes		Drivers In Fatal Crashes		Drivers In Injury Crashes		Drivers In PDO Crashes	
	No.	%	No.	%	No.	%	No.	%
6 - 13	16	0.1	0	0.0	10	0.2	6	0.0
14 - 15	642	2.8	3	1.7	211	3.2	428	2.6
16 - 17	1,659	7.1	8	4.6	534	8.0	1,117	6.8
18	892	3.8	7	4.0	291	4.4	594	3.6
19	780	3.4	5	2.9	239	3.6	536	3.3
20	665	2.9	1	0.6	189	2.8	475	2.9
21 - 24	2,416	10.4	20	11.4	722	10.9	1,674	10.2
25 - 34	4,120	17.7	25	14.3	1,162	17.5	2,933	17.8
35 - 44	3,659	15.7	31	17.7	995	15.0	2,633	16.0
45 - 54	3,644	15.7	31	17.7	999	15.0	2,614	15.9
55 - 64	2,446	10.5	18	10.3	665	10.0	1,763	10.7
65 - Over	2,167	9.3	26	14.9	595	8.9	1,546	9.4
Unknown	167	0.7	0	0.0	42	0.6	125	0.8
Total	23,273	100	175	100	6,654	100	16,444	100

Source: SD Department of Public Safety – Office of Accident Records

TABLE 3-16 provides information on the age of drinking drivers in motor vehicle crashes. There were a reported 951 drinking drivers in all crashes which is 4.1 percent of all drivers in crashes. Fifty-five or 31.4 percent of drivers in fatal crashes had been drinking while 454 or 6.8 percent of the drivers involved in injury crashes had been drinking.

Young drivers are predominantly the drinking drivers in all crashes. Those drivers under 25 years of age accounted for 38.2 percent of the drinking drivers in fatal crashes and 36.6 percent of the drinking drivers in injury crashes. Those drivers under 35 years of age accounted for 56.4 percent of the drinking drivers in fatal crashes and 63 percent of the drinking drivers in all crashes.

**TABLE 3-16
AGE OF DRINKING DRIVERS IN CRASHES
2007**

<u>Age</u>	<u>Drivers In All Crashes</u>		<u>Drivers In Fatal Crashes</u>		<u>Drivers In Injury Crashes</u>		<u>Drivers In PDO Crashes</u>	
	<u>No.</u>	<u>%</u>	<u>No.</u>	<u>%</u>	<u>No.</u>	<u>%</u>	<u>No.</u>	<u>%</u>
6 - 13	1	0.1	0	0.0	0	0.0	1	0.2
14 - 15	8	0.8	0	0.0	5	1.1	3	0.7
16 - 17	34	3.6	0	0.0	19	4.2	15	3.4
18	48	5.0	3	5.5	24	5.3	21	4.8
19	45	4.7	4	7.3	16	3.5	25	5.7
20	26	2.7	0	0.0	12	2.6	14	3.2
21 - 24	207	21.8	14	25.5	90	19.8	103	23.3
25 - 34	230	24.2	10	18.2	108	23.8	112	25.3
35 - 44	154	16.2	13	23.6	80	17.6	61	13.8
45 - 54	127	13.4	8	14.5	70	15.4	49	11.1
55 - 64	55	5.8	2	3.6	23	5.1	30	6.8
65 - Over	15	1.6	1	1.8	7	1.5	7	1.6
Unknown	1	0.1	0	0.0	0	0.0	1	0.2
Total	951	100	55	100	454	100	442	100

Source: SD Department of Public Safety – Office of Accident Records

TABLE 3-17 compares age of drivers in fatal and injury crashes, drinking drivers in fatal and injury crashes, and speeding drivers in fatal and injury crashes with licensed drivers by age. The young driver is over represented as those drivers in fatal and injury crashes, drinking drivers in fatal and injury crashes, and speeding drivers in fatal and injury crashes. Licensed drivers in South Dakota under 25 years of age represent 16.9 percent of the total licensed drivers, 36.7 percent of the drinking drivers in fatal and injury crashes and 49.3 percent of the speeding drivers in fatal and injury crashes. 59.9 percent of the drinking drivers and 67.8 percent of the speeding drivers in fatal and injury crashes were under 35 years of age while drivers under 35 years of age constitute 33.1 percent of all licensed drivers (also see FIGURES 3-9 and 3-10).

**TABLE 3-17
LICENSED DRIVERS AND FATAL AND INJURY CRASH-INVOLVED DRIVERS BY AGE
2007**

Age	Licensed Drivers		Drivers In Fatal & Injury Crashes		Drinking Drivers In Fatal & Injury Crashes		Speeding Drivers In Fatal & Injury Crashes	
	No.	%	No.	%	No.	%	No.	%
0 - 13	0.0		10	0.1	0	0.0	1	0.1
14 - 15	1.8		214	3.1	5	1.0	34	5.1
16 - 17	3.0		542	7.9	19	3.7	94	14.1
18	1.6		298	4.4	27	5.3	44	6.6
19	1.7		244	3.6	20	3.9	27	4.0
20	1.7		190	2.8	12	2.4	30	4.5
21 - 24	7.2		742	10.9	104	20.4	99	14.8
25 - 34	16.2		1187	17.4	118	23.2	123	18.4
35 - 44	15.5		1026	15.0	93	18.3	92	13.8
45 - 54	19.0		1030	15.1	78	15.3	58	8.7
55 - 64	15.2		683	10.0	25	4.9	36	5.4
65 - Over	17.2		621	9.1	8	1.6	29	4.3
Unknown	0.0		42	0.6	0	0.0	2	0.3
TOTAL	100		6,829	100	509	100	669	100

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

FIGURE 3-9 DRIVERS BY AGE GROUP 2007
Fatal and Injury Crash Involved Drivers

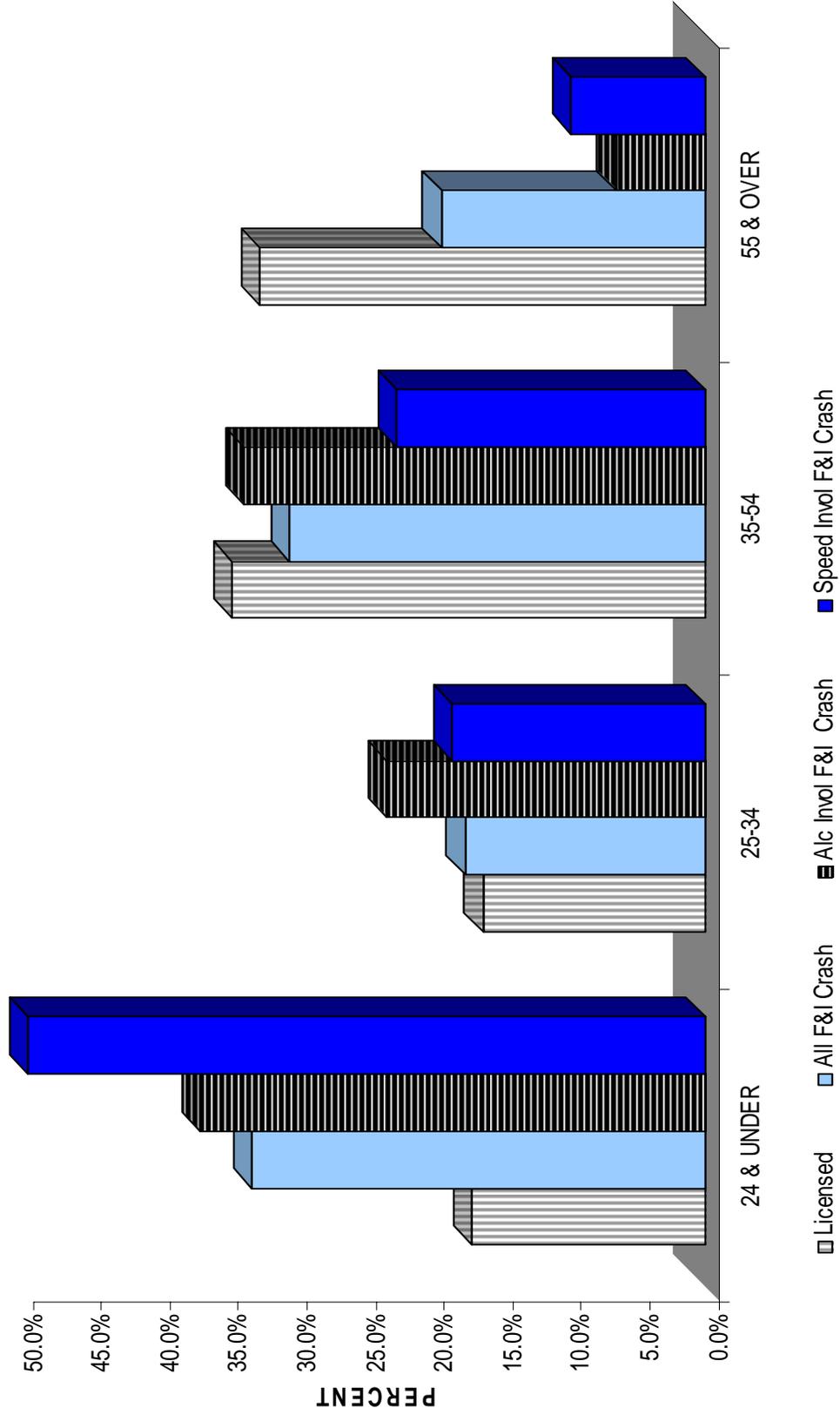
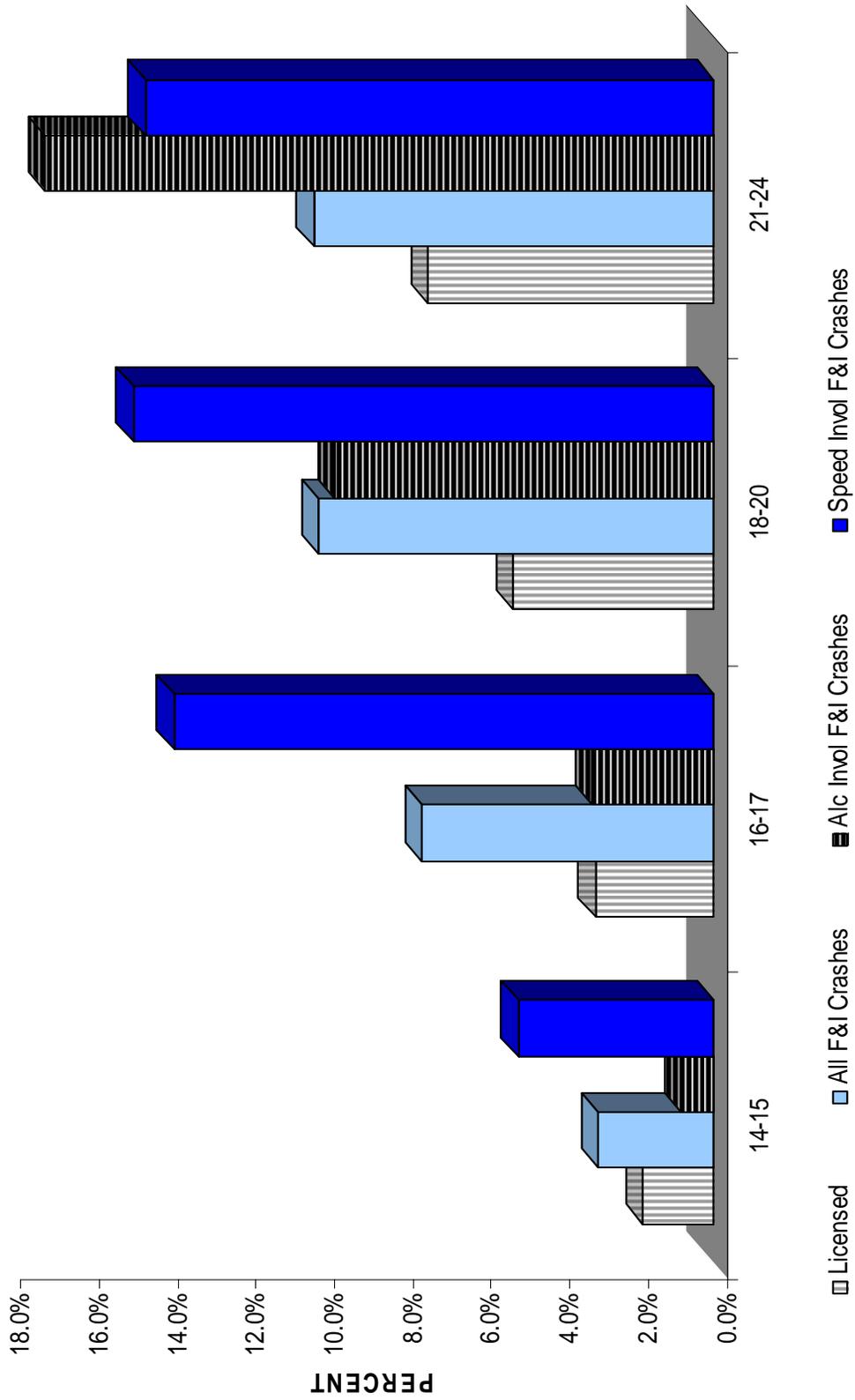


FIGURE 3-10 YOUNG DRIVERS 2007
Fatal & Injury Crash Involved Drivers



Driver actions are reported to indicate possible factors that may have contributed to the crashes. These factors are referred to as driver contributing circumstances. Drinking was the leading driver contributing circumstance in fatal crashes during 2007. It was indicated that the drinking of 32 or 18.3 percent of the drivers in fatal crashes contributed to the crash. Exceeding the Speed Limit and Running off Road were other leading driver contributing circumstances in fatal crashes. Failing to Yield to Another Vehicle was the leading contributing circumstance in injury crashes. Running off Road, Driving too Fast for Conditions and Following Too Close were other leading driver contributing circumstances in injury crashes (see TABLE 3-18).

**TABLE 3-18
MOTOR VEHICLE DRIVER CONTRIBUTING CIRCUMSTANCES
2007**

	Total Crashes		Fatal Crashes		Injury Crashes		PDO Crashes	
	No.	%	No.	%	No.	%	No.	%
Disregarded Traffic Signs or Signals	658	2.8	4	2.3	274	4.1	380	2.3
Distracted	878	3.8	3	1.7	358	5.4	517	3.1
Drinking	665	2.9	32	18.3	329	4.9	304	1.8
Driving Too Fast for Condition	1,631	7.0	18	10.3	466	7.0	1,147	7.0
Exceeded Speed Limit	437	1.9	28	16.0	206	3.1	203	1.2
Fail to Yield to Vehicle	2,753	11.8	15	8.6	963	14.5	1,775	10.8
Failure to Keep in Proper Lane	426	1.8	15	8.6	144	2.2	267	1.6
Fatigued/Fell Asleep	223	1.0	1	0.6	99	1.5	123	0.7
Following Too Closely	1,130	4.9	4	2.3	445	6.7	681	4.1
Improper Backing	286	1.2	0	0.0	20	0.3	266	1.6
Improper Passing	117	0.5	4	2.3	36	0.5	77	0.5
Improper Turn	367	1.6	0	0.0	99	1.5	268	1.6
Not Stated**	4,673	20.1	0	0.0	4	0.1	4,669	28.4
Other*	1,201	5.2	10	5.7	472	7.1	719	4.4
Over-correcting/Over-steering	557	2.4	11	6.3	220	3.3	326	2.0
Running Off Road	1,187	5.1	33	18.9	499	7.5	655	4.0
Swerving or Avoiding due to wind, slippery surface, vehicle, object, non-motorist, etc.	545	2.3	10	5.7	184	2.8	351	2.1
Unknown	715	3.1	11	6.3	242	3.6	462	2.8
Wrong Side of Road	109	0.5	9	5.1	46	0.7	54	0.3
Total Drivers	23,273		175		6,654		16,444	

Note: The investigating officer may assign from zero to two contributing circumstances to each driver, therefore, the number of drivers in motor vehicle crashes does not equal the number of contributing circumstances.

*Other includes cell phones, drugs-medication, drugs-other, failed to yield to pedestrian, illegally in roadway, illness, improper lane change, improper parking, improper signal or failure to signal, improper start from parked position, other electronic devices, and physical impairment.

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

Source: SD Department of Public Safety - Office of Accident Records

Motorcycles

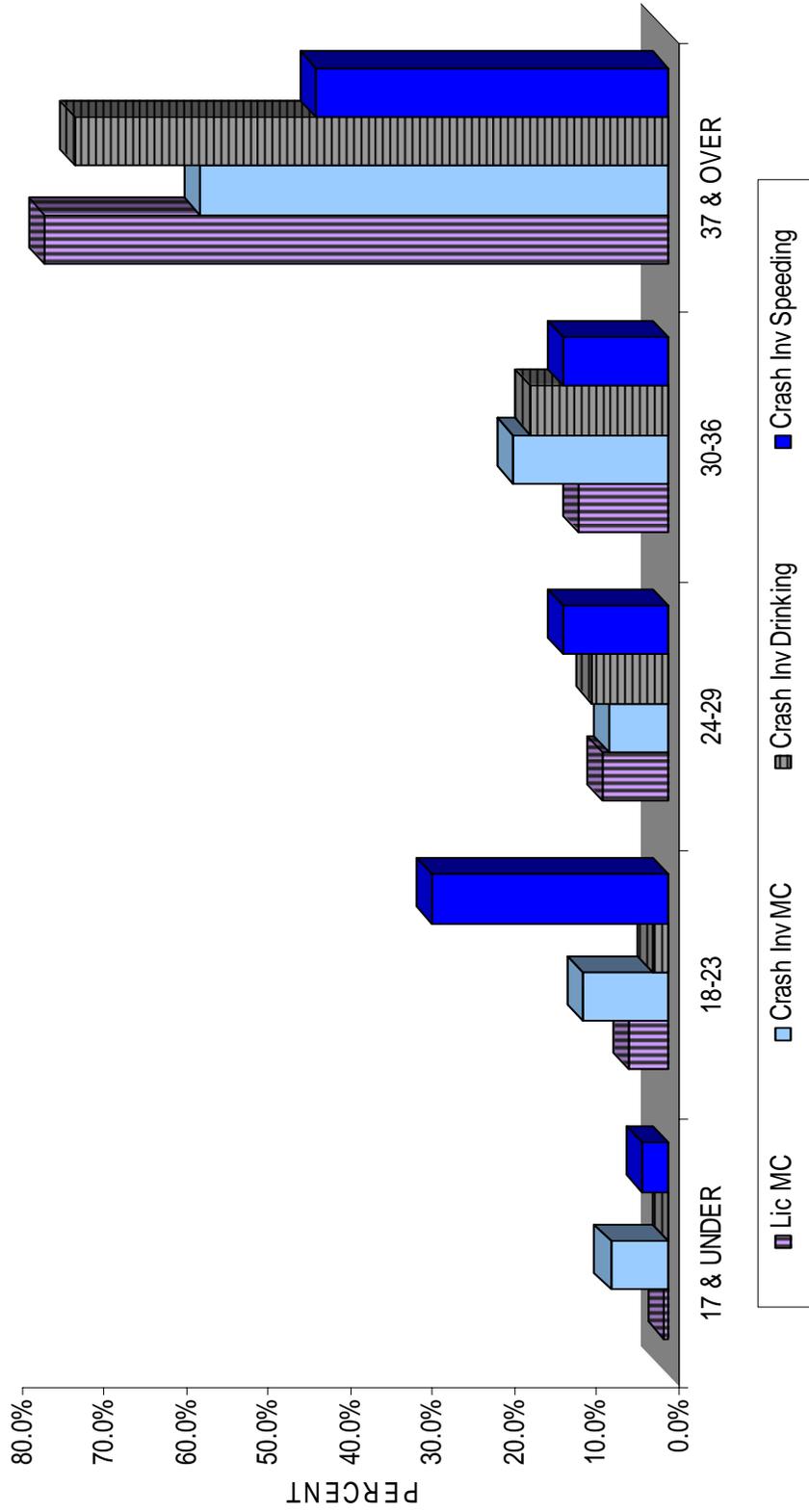
Motorcycle crashes constitute 3.2 percent of all crashes, 19.2 percent of all fatal crashes, and 10.5 percent of all injury crashes. There were 28 people killed and 554 injured on motorcycles in the 519 reported motorcycle crashes during 2007 (see TABLE 2-7). The young motorcycle driver is over represented in crashes when compared to their portion of licensed motorcycle operators. The licensed drivers under 20 years of age represent 1.5 percent of the licensed motorcycle drivers, 10.5 percent of drivers involved in motorcycle crashes, and 20.6 percent of the speeding drivers involved in motorcycle crashes (see TABLE 3-19 and FIGURE 3-11).

**TABLE 3-19
MOTORCYCLISTS BY AGE GROUP
2007**

Age Group	Licensed Motorcyclists		Motorcycle Drivers In Crashes		Drinking Motorcycle Drivers In Crashes		Speeding Motorcycle Drivers In Crashes	
	No.	%	No.	%	No.	%	No.	%
0 - 13	0	0.0	0	0.0	0	0.0	0	0.0
14 - 15	67	0.1	3	0.5	0	0.0	0	0.0
16 - 17	286	0.4	5	0.9	0	0.0	2	3.2
18 - 19	712	1.0	31	5.5	0	0.0	11	17.5
20 - 21	1,054	1.5	20	3.6	0	0.0	2	3.2
22 - 23	1,559	2.2	17	3.0	1	1.9	5	7.9
24 - 25	1,764	2.5	20	3.6	0	0.0	1	1.6
26 - 27	1,868	2.7	19	3.4	4	7.4	4	6.3
28 - 29	1,954	2.8	11	2.0	1	1.9	3	4.8
30 - 31	1,990	2.8	10	1.8	2	3.7	2	3.2
32 - 36	5,683	8.1	36	6.4	7	13.0	6	9.5
37 - 41	7,014	10.0	69	12.3	13	24.1	10	15.9
42 - 51	20,348	29.0	145	25.9	17	31.5	8	12.7
52 - Over	25,971	37.0	174	31.1	9	16.7	9	14.3
Unknown	0	0.0	0	0.0	0	0.0	0	0.0
Total	70,270	100	560	100	54	100	63	100

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

FIGURE 3-11 MOTORCYCLISTS 2007
Crash Involved Motorcycle & Moped Drivers



There were 28 motorcyclist fatalities during 2007. Twenty-four were motorcycle drivers. Four drivers wore helmet and eye protection, two wore helmet only, ten wore eye protection only and eight did not use safety equipment. Helmets were used by 152 or 29 percent of the motorcycle drivers in crashes while 373 or 71 percent did not wear a helmet (see TABLE 3-20).

**TABLE 3-20
HELMET USE BY MOTORCYCLE DRIVERS IN CRASHES
2007**

<u>Age</u>	Helmet Used		Helmet Not Used	
	<u>No.</u>	<u>%</u>	<u>No.</u>	<u>%</u>
6 - 13	0	0.0	0	0.0
14 - 15	3	100.0	0	0.0
16 - 17	4	80.0	1	20.0
18 - 20	14	36.8	24	63.2
21 - 24	12	32.4	25	67.6
25 - 34	12	17.6	56	82.4
35 - 44	23	19.3	96	80.7
45 - Over	84	32.9	171	67.1
Unknown	0	0.0	0	0.0
Total	152	29.0	373	71.0

Note: Percentages are row percents. Excludes unknown, not stated and other helmet usage.
 Helmet only and helmet and eye protection counted as used.
 Eye protection only counted as not used.

Source: SD Department of Public Safety – Office of Accident Records

Pedestrians

There were 7 pedestrian deaths and 110 injuries in motor vehicle crashes during 2007 (see TABLE 3-21). The youngest pedestrian killed was eighteen years old, while the oldest was 84. Of the injured pedestrians, 14.5 percent were between the ages of 5-13. Cities accounted for 88.2 percent of the pedestrian injuries, while 100 percent of the fatalities were rural (see TABLE 3-23). Of the 7 pedestrians killed, 5 were male and 2 female. Of the 110 injured, 63 were male and 47 female.

Officers reported that 4 of the 7 pedestrians killed had been drinking alcohol (see TABLE 3-22).

**TABLE 3-21
AGE OF PEDESTRIANS IN TRAFFIC CRASHES
2007**

<u>Age</u>	<u>Fatalities</u>		<u>Injuries</u>	
	<u>No.</u>	<u>%</u>	<u>No.</u>	<u>%</u>
0 - 4	0	0.0	6	5.5
5 - 13	0	0.0	16	14.5
14 - 19	2	28.6	15	13.6
20 - 24	0	0.0	7	6.4
25 - 34	1	14.3	14	12.7
35 - 44	1	14.3	17	15.5
45 - 54	1	14.3	14	12.7
55 - 64	0	0.0	9	8.2
65 - Over	2	28.6	12	10.9
Total	7	100	110	100

Source: SD Department of Public Safety – Office of Accident Records

**TABLE 3-22
ALCOHOL INVOLVEMENT BY PEDESTRIANS
2007**

<u>Alcohol Involvement</u>	<u>Fatalities</u>		<u>Injuries</u>	
	<u>No.</u>	<u>%</u>	<u>No.</u>	<u>%</u>
Alcohol or Drugs	4	57.1	20	18.2
No Alcohol	3	42.9	90	81.8
Unknown	0	0.0	0	0.0
Total	7	100	110	100

Source: SD Department of Public Safety – Office of Accident Records

**TABLE 3-23
RURAL vs. CITY PEDESTRIAN CRASHES
2007**

	<u>Fatalities</u>		<u>Injuries</u>	
	<u>No.</u>	<u>%</u>	<u>No.</u>	<u>%</u>
Rural	7	100.0	13	11.8
City	0	0.0	97	88.2
Total	7	100	110	100

Source: SD Department of Public Safety – Office of Accident Records

Bicycles

During 2007 there were no bicyclists killed (see TABLE 2-9). There were 101 bicycle drivers injured in reported motor vehicle crashes during 2007 (see TABLE 3-24). The leading factor in bicycle-involved crashes was improper crossing which was reported for 24.8 percent of the injured bicycle drivers. Sixty of the bicycle drivers in crashes had no contributing circumstances. The yearly 1987-2007 trend of bicycle fatalities and injuries is provided in TABLE 2-9.

**TABLE 3-24
AGE OF BICYCLE DRIVERS IN TRAFFIC CRASHES
2007**

<u>Age</u>	<u>Fatalities Number</u>	<u>Injuries Number</u>	<u>%</u>
0 - 4	0	1	1.0
5 - 13	0	41	40.6
14 - 19	0	21	20.8
20 - 24	0	7	6.9
25 - 34	0	6	5.9
35 - 44	0	12	11.9
45 - 54	0	8	7.9
55 - 64	0	4	4.0
65 - Over	0	1	1.0
Total	0	101	100

Source: SD Department of Public Safety – Office of Accident Records

IV. IMPORTANT EVENTS AND DATES

- March 1, 1974** - Speed limit lowered to 55 miles per hour.
- July 1, 1976** - Right turn on red is allowed unless prohibited by a sign reading "No right turn on red".
- July 1, 1977** - Helmet law repealed for motorcycle drivers and passengers age 18 and over.
- April 1, 1979** - Motor Vehicle Safety Inspection repealed.
- March 1, 1982** - Driving While Intoxicated Enforcement campaign began.
- July 1, 1984** - Child safety restraints became a law for children under age 5.
- April 15, 1987** - Speed limit on rural interstate raised to 65 miles per hour.
- April 1, 1988** - Drinking age raised to 21.
- April 1, 1992** - Commercial drivers license required for commercial vehicle operators.
- January 1, 1995** - Safety belt law became effective for front seat occupants.
- April 1, 1996** - Speed limit raised to 75 miles per hour on rural Interstate and 65 on most US and State Highways.
- January 1, 1999** - Graduated Driver License law implemented.
- July 1, 2001** - Safety belt primary law for all occupants age 17 and under.
- July 1, 2002** - BAC Level changed from .10 to .08.
- January 1, 2004** - South Dakota Accident Records System (SDARS) was implemented.
- July 20, 2007** - Highway Patrol begins testing TraCS (Traffic and Criminal Software) in nine vehicles. Full implementation of computerized in-vehicle accident reporting expected in early 2008.

V. GLOSSARY OF TERMS

Reportable Traffic Crash

Motor vehicle traffic crash which involves death, injury or property damage to an apparent extent of one thousand dollars or more to any one person's property or accumulated property damage of two thousand dollars per crash.

Fatal Crash

Motor vehicle traffic crash in which at least one person dies as the result of the crash and dies within 30 days of the date of the crash.

Injury Crash

Motor vehicle crash in which at least one person was injured and no one was killed.

Property Damage Only (PDO) Crash

Motor vehicle crashes in which no one was killed or injured but there was property damage to an apparent extent of one thousand dollars or more to any one person's property or accumulated property damage of two thousand dollars per crash.

Fatality Rate

Number of traffic fatalities per 100 million vehicle miles traveled.

Alcohol Involved Crash

At least one driver, pedestrian, or bicycle driver had been drinking in the opinion of the investigating officer.

Economic Loss

The calculable costs of motor vehicle crashes are wage loss, medical expense, insurance administration cost, and property damage. (Source: Estimating the Costs of Unintentional Injuries, 2006, National Safety Council)

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