

South Carolina Crash Statistics Clock 2002



One
TRAFFIC CRASH
every 4.9 Minutes

One
INJURY OR FATAL CRASH
every 15.7 minutes

One
PROPERTY DAMAGE CRASH
every 7.0 minutes

One **COMMERCIAL VEHICLE COLLISION**
every 2.8 hours

One
PERSON KILLED
every 8.3 hours

One
PERSON INJURED
every 10.1 minutes

One person injured or killed in
an **ALCOHOL RELATED**
crash every 2.0 hours

One fatal or injury crash with
a **DRIVER 19 OR UNDER**
every 1.2 hours

One **UNRESTRAINED PERSON* KILLED**
every 16.7 hours

One **BICYCLIST**
injured or killed
every 16.8 minutes

One **MOTORCYCLIST**
injured or killed
every 4.2 days

One **PEDESTRIAN**
injured or killed
every 4.0 days

One **CHILD UNDER 6**
injured or killed
every 3.4 days

* Occupants of cars, trucks and vans only



The **2002** edition of the South Carolina Traffic Collision Fact Book provides statewide information on traffic crashes, deaths and injuries. With over **130** pages of information covering a wide range of traffic collision information, this publication should serve as a valuable tool for law enforcement, legislators, traffic safety advocates and others striving to improve highway safety.

The highway safety community must continue efforts to make our highways the safest in the country. The challenge is for all citizens who use highways to be safety oriented. This means that safety belt use must increase. Training in the proper use of child restraint seats must be more widespread. Safely sharing the road with all forms of vehicular transportation and being alert to pedestrians must be reemphasized. Drunk driving must be eradicated. And, above all, we must drive responsibly and defensively at all times.

With your help, South Carolina can continue to improve highway safety. Lives can and will be saved.



Dear Highway Safety Advocate:

The South Carolina Department of Public Safety is pleased to present the 2002 edition of the *South Carolina Traffic Collision Fact Book*. It has been produced by our Office of Highway Safety. This report contains information and statewide statistical data regarding traffic crashes, deaths and injuries. Comprising over 130 pages, this report covers a wide range of information and should serve as a valuable tool for law enforcement, legislators, traffic safety advocates and others striving to improve highway safety in our state.

South Carolina's highway safety community must vigorously continue the effort to make our highways the safest in our country. I challenge you and others who use the highways to be safety oriented. This means that safety belt use must be dramatically increased; education regarding compliance with legislation addressing child restraint systems must be conducted on a widespread basis; safely sharing the road with commercial motor vehicles, pedestrians, bicyclists, and others must be emphasized; and driving under the influence must be stopped. The highway safety message must be carried to everyone throughout the state. Above all, we must drive responsibly, courteously and defensively and abide by our laws at all times.

Information about these crashes, such as presented in the tables in this report, will help us better understand the highway safety problems in South Carolina and develop effective solutions.

With your support and assistance, South Carolina can continue to make a positive difference in the area of highway safety. Lives can – and will – be saved!

Sincerely,

B. Boykin Rose
Director

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Part I – General Information

In accordance with Section 56-5-1350 of the South Carolina Code of Laws, a tabulation and analysis of collision reports has been completed for the year 2002 as disclosed in this publication. The cost of printing this publication is on the last page.

The number of traffic fatalities decreased from 1,060 in 2001 to 1,053 in 2002, a 0.7% decrease. This is the fifth year in a row fatalities topped 1,000. The mileage death rate (MDR) decreased to 2.2 deaths per hundred million vehicle miles of travel.

Traffic fatalities are the most severe consequence of motor vehicle collisions, but even in non-fatal collisions, the cost in human suffering can be severe. There were 52,095 reported traffic injuries in 2002, down 0.5% from 2001.

Traffic collisions are responsible for hundreds of millions of dollars in economic losses to South Carolina each year. Economic losses as estimated in this publication include property damage, medical costs and lost productivity, but do not include intangible costs such as grief and suffering. In 2002, \$2.343 billion dollars in estimated losses were incurred which is a 1.5% increase over 2001.

What is responsible for the tragedy of motor vehicle collisions and what strategies should concerned individuals employ in the reduction of collisions in the future? On the following pages, statistics are presented which describe the characteristics, causes and effects of traffic collisions in South Carolina. It is hoped that this information will be useful to all persons interested in fostering a safer operating environment for motorists in South Carolina.

All collision statistics included in this publication are based on the Uniform Traffic Collision Reports (Form TR-310) received from investigating officers. By law, any collision that results in at least \$1,000 in total property damage, or results in injury or death and occurs on a public highway must be reported to the South Carolina Department of Public Safety on the appropriate form. If these collisions occur on private property or are reported on any form other than the TR-310, they are excluded.

The statistics contained in the South Carolina Traffic Collision Fact Book are based on the latest available information at the time that they were compiled. Due to the complex nature of the data, occasionally new information is received after the publication cut-off date. It is therefore possible that some discrepancies may exist between the data published here and other sources.

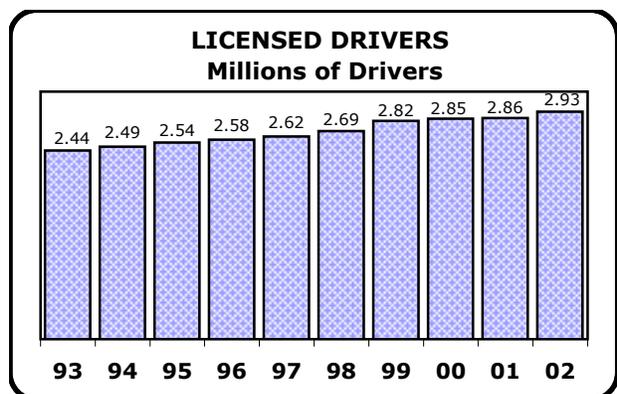
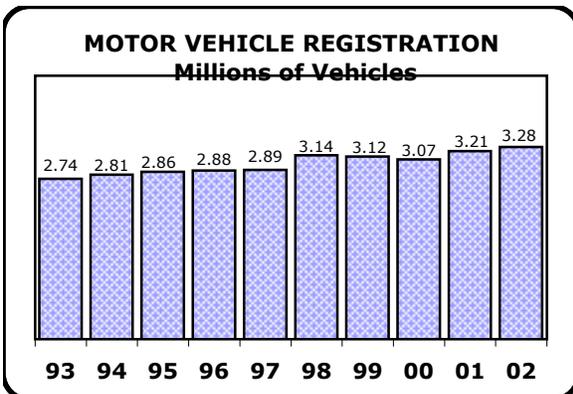
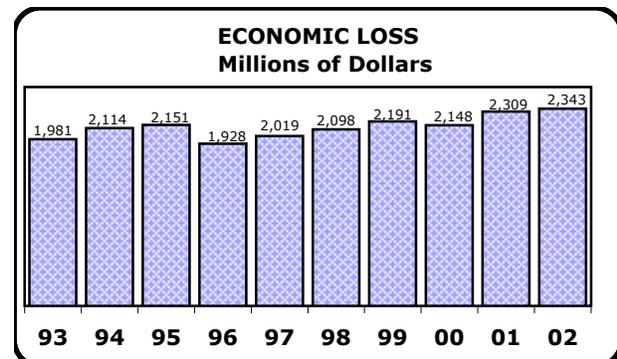
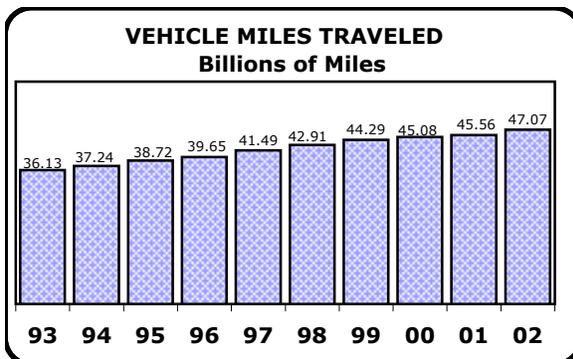
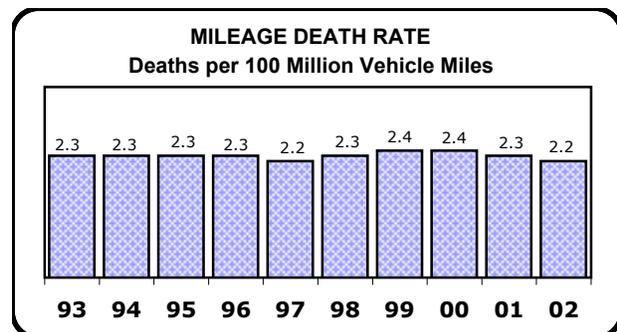
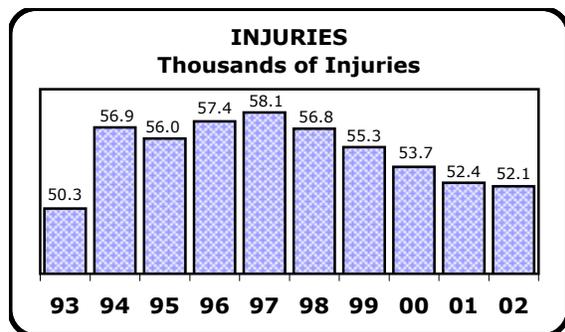
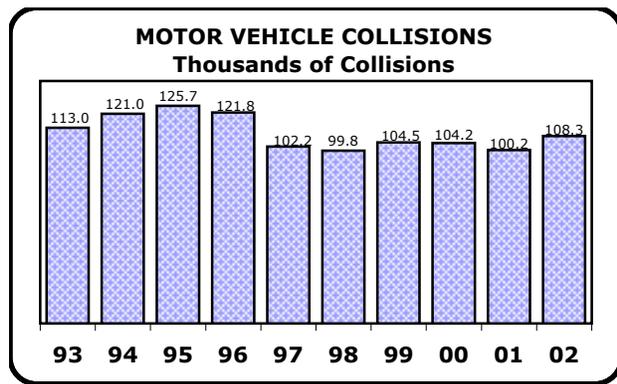
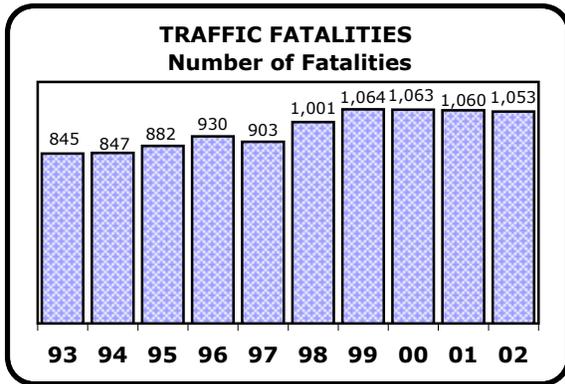
TRAFFIC COLLISION QUICK FACTS

	<u>2002</u>	<u>2001</u>	<u>% CHANGE</u>
FATAL COLLISIONS	949	962	-1.4%
INJURY COLLISIONS	32,427	32,381	0.1%
PROPERTY DAMAGE ONLY COLLISIONS	74,904	66,822	12.1%
TOTAL COLLISIONS	108,280	100,165	8.1%
FATALITIES	1,053	1,060	-0.7%
NON-FATAL INJURIES	52,095	52,350	-0.5%
FATALITIES FROM COLLISIONS INVOLVING:			
TRUCK TRACTOR	86	89	-3.4%
MOTORCYCLE	88	75	17.3%
BICYCLE	16	25	-36.0%
PEDESTRIAN	97	110	-11.8%
RAILWAY TRAIN	6	4	50.0%
MOPED/OTHER MOTORIZED BIKE	4	12	-66.7%
SCHOOL BUS	4	5	-20.0%
SUV	161	133	21.1%
ECONOMIC LOSS	\$2,343,000,000	\$2,309,000,000	1.5%
VEHICLE MILES TRAVELED	47,074,000,000	45,558,000,000	3.3%
ROADWAY MILES	66,195	66,168	0.0%
MOTOR VEHICLE REGISTRATIONS	3,276,722	3,210,578	2.1%
LICENSED DRIVERS	2,931,697	2,855,690	2.7%
MILEAGE INJURY RATE*	111	115	-3.5%
MILEAGE DEATH RATE**	2.2	2.3	-4.3%

*Traffic Injuries per 100 million vehicle miles of travel

**Traffic Fatalities per 100 million vehicle miles of travel

TEN YEAR TRAFFIC TRENDS 1993-2002



TRAFFIC COLLISIONS, FATALITIES, NON-FATAL INJURIES, MILEAGE DEATH RATE & VEHICLE MILES OF TRAVEL (1968 – 2002)

YEAR	COLLISIONS	FATALITIES	NON-FATAL INJURIES	MILEAGE DEATH RATE*	VEHICLE MILES OF TRAVEL**
1968	58,197	997	21,459	7.0	14,191
1969	59,033	996	20,203	6.4	15,512
1970	67,808	1,033	19,864	6.2	16,558
1971	74,607	1,023	19,347	5.8	17,763
1972	81,525	1,099	20,283	5.6	19,472
1973	85,071	967	20,440	4.7	20,428
1974	76,986	873	18,863	4.4	20,012
1975	80,740	821	18,407	4.0	20,603
1976	86,944	820	21,201	3.7	21,961
1977	91,485	949	21,382	4.2	22,689
1978	97,880	898	23,223	3.7	24,254
1979	97,394	900	23,815	3.7	24,074
1980	91,016	859	22,599	3.8	22,658
1981	88,425	846	22,355	3.7	23,056
1982	88,798	730	23,019	3.0	24,222
1983	92,277	845	23,458	3.4	24,978
1984	102,617	915	28,135	3.5	25,900
1985	111,077	949	32,388	3.6	26,679
1986	116,573	1,059	34,689	3.7	28,247
1987	119,344	1,087	37,287	3.6	30,227
***1988	117,723	1,033	50,713	3.3	31,672
1989	123,252	996	49,905	3.0	32,781
1990	118,989	983	48,337	2.9	34,377
1991	110,780	890	47,472	2.6	34,452
1992	110,058	807	47,820	2.3	34,953
1993	112,983	845	50,348	2.3	36,126
1994	120,947	847	56,868	2.3	37,238
1995	125,694	882	56,008	2.3	38,723
****1996	121,791	930	57,387	2.3	39,646
1997	102,226	903	58,057	2.2	40,590
1998	99,817	1,001	56,801	2.3	42,912
1999	104,484	1,064	55,322	2.4	44,287
2000	104,203	1,063	53,721	2.4	45,083
2001	100,165	1,060	52,350	2.3	45,558
2002	108,280	1,053	52,095	2.2	47,074
TOTALS	3,340,909	31,970	1,213,526	NA	981,882

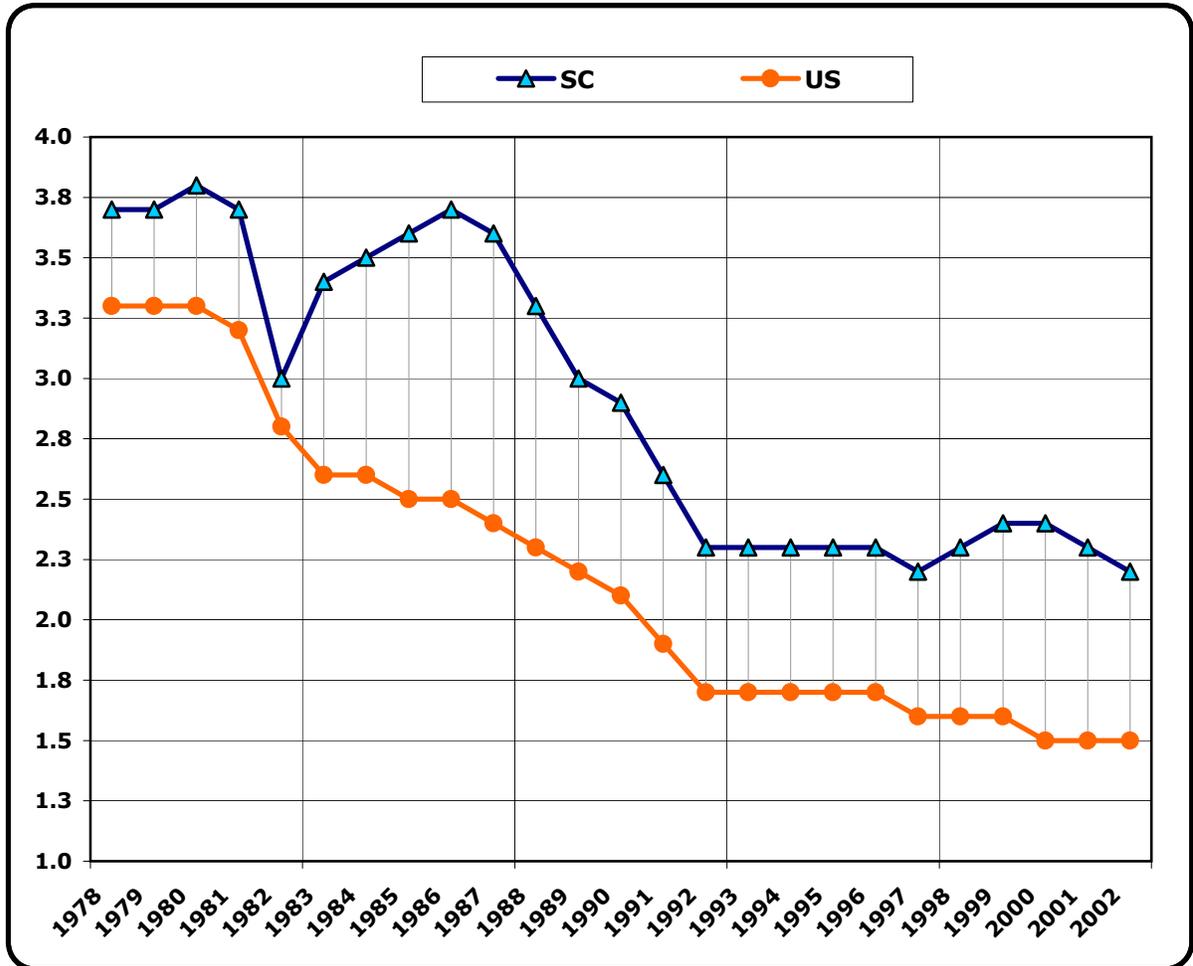
*Mileage Death Rate per 100 million vehicle miles of travel.

**Vehicle Miles of Travel in millions of miles.

***Due to a new reporting format, more 'possible injuries' were reported than in previous years.

****Reporting threshold changed midyear to \$1,000 from \$400.

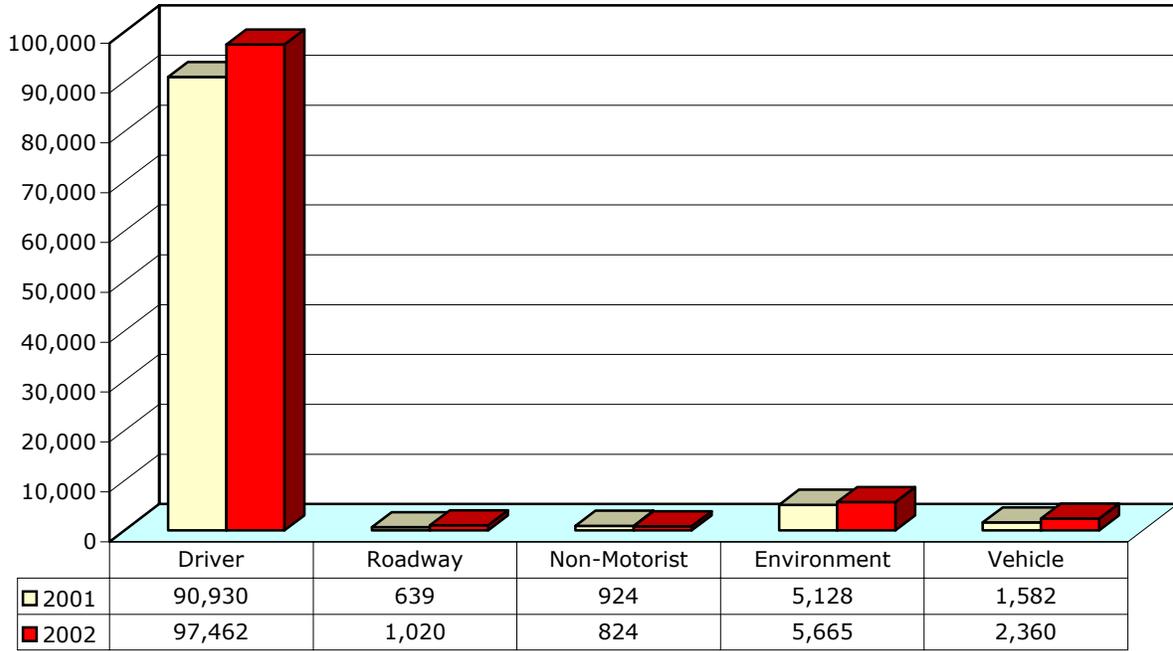
MILEAGE DEATH RATE SOUTH CAROLINA vs. NATIONAL AVERAGE 1978-2002



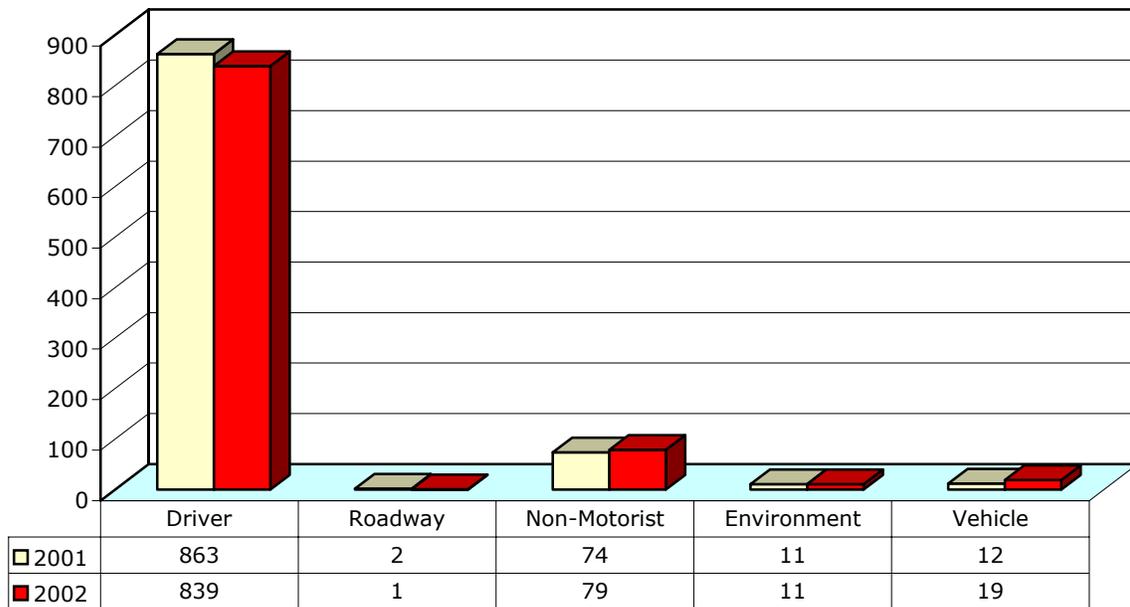
Source for U.S. data: Fatality Analysis Reporting System. (FARS)

South Carolina's mileage death rate, MDR, (defined as the number of traffic fatalities per 100 million vehicle miles of travel) shows a declining trend similar to the national trend. In 2002, the MDR for South Carolina tied the all time low of 2.2 (1997 had a 2.2 MDR). This is the second consecutive year that there has been a decrease in South Carolina's mileage death rate.

NON FATAL COLLISIONS BY PRIMARY CONTRIBUTING FACTOR



FATAL COLLISIONS BY PRIMARY CONTRIBUTING FACTOR

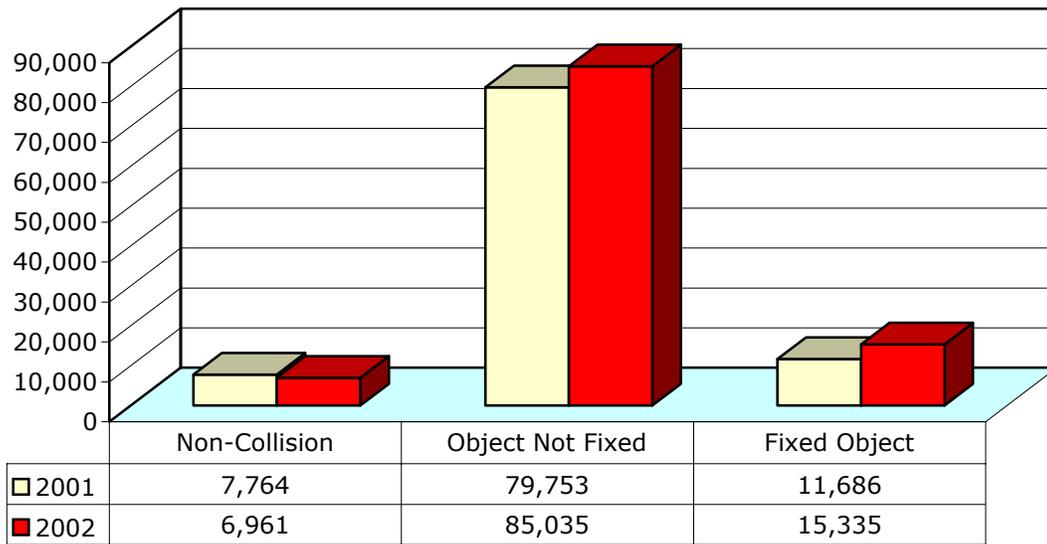


TRAFFIC COLLISIONS BY PRIMARY CONTRIBUTING FACTOR

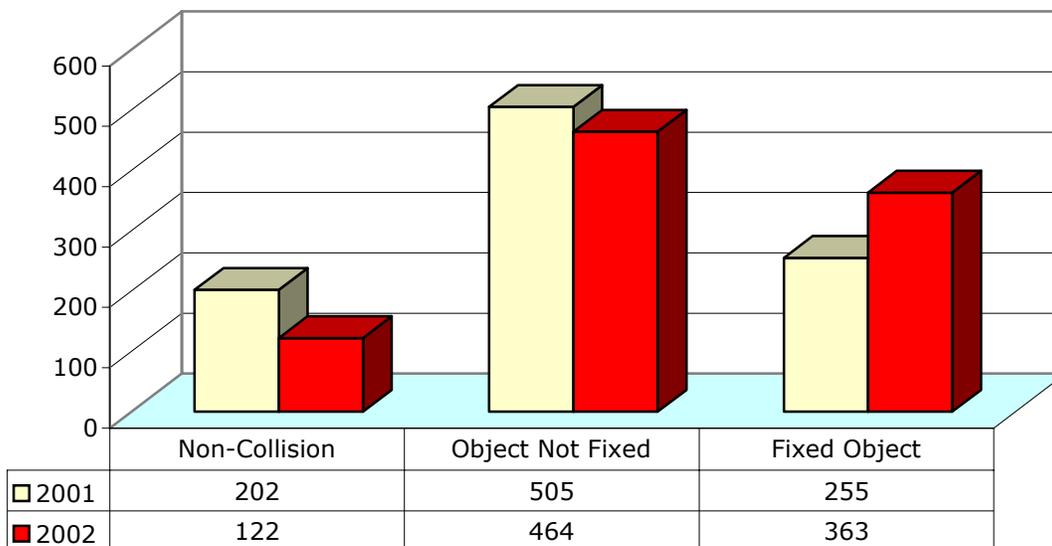
PRIMARY CONTRIBUTING FACTOR	COLLISION TYPE				PERSONS	
	Fatal	Injury	PDO*	Total	Killed	Injured
Disregarded Signs, Signals	37	2,276	3,268	5,581	47	4,215
Distracted / Inattention	23	3,155	8,308	11,486	26	4,782
Driving Too Fast for Conditions	185	7,496	17,855	25,536	205	11,502
Exceeded Authorized Speed Limit	78	343	458	879	84	535
Failed to Yield Right-of-Way	100	7,189	15,029	22,318	111	12,952
Ran Off Road	54	584	930	1,568	57	785
Fatigued/Asleep	21	402	559	982	23	595
Followed Too Closely	1	1,912	5,023	6,936	1	2,980
Made an Improper Turn	2	426	1,755	2,183	2	682
Medical Related	18	389	194	601	18	511
Aggressive Operation of Vehicle	20	318	578	916	22	498
Over-correcting/Over-steering	10	103	265	378	12	157
Swerving to Avoid Object	3	134	299	436	3	195
Wrong Side or Wrong Way	66	611	864	1,541	80	1,226
Under the Influence	162	2,293	1,967	4,422	174	3,513
Vision Obscured (within Unit)	1	33	120	154	1	62
Improper Lane Usage/Change	13	758	4,318	5,089	15	1,203
Cell Phone	0	6	15	21	0	6
Other Improper Action	10	718	3,130	3,858	10	1,002
Unknown	35	963	2,418	3,416	46	1,536
DRIVER SUBTOTAL	839	30,109	67,353	98,301	937	48,937
Debris	0	57	208	265	0	86
Non-Highway Work	0	1	3	4	0	1
Obstruction In Road	1	35	151	187	1	43
Road Surface Condition (i.e., Wet)	0	96	285	381	0	139
Rut Holes, Bumps	0	7	18	25	0	9
Shoulders (None, Low, Soft, High)	0	4	9	13	0	4
Traffic Control Device (i.e., Missing)	0	11	25	36	0	21
Work Zone (Constr./Maint./Utility)	0	6	12	18	0	7
Worn Travel-Polished Surface	0	1	2	3	0	7
Other	0	16	73	89	0	24
ROADWAY SUBTOTAL	1	234	786	1,021	1	341
Inattentive	8	78	106	192	8	105
Lying &/or Illegally in Roadway	31	112	12	155	33	118
Failed to Yield Right-of-Way	7	69	35	111	7	80
Not Visible (Dark Clothing)	7	23	4	34	7	23
Disregarded Sign/Signal	1	16	6	23	1	20
Improper Crossing	9	101	4	114	9	115
Darting	8	81	10	99	8	84
Wrong Side of Road	3	25	3	31	3	29
Other	5	37	56	98	5	45
Unknown	0	15	31	46	0	21
NON-MOTORIST SUBTOTAL	79	557	267	903	81	641
Animal in Road	5	664	4,121	4,790	6	863
Glare	0	29	67	96	0	45
Obstruction	1	27	103	131	1	39
Weather Condition	3	136	407	546	4	201
Under the Influence	1	6	2	9	1	8
Other	0	23	76	99	0	31
Unknown	1	2	2	5	1	3
ENVIRONMENTAL SUBTOTAL	11	887	4,778	5,676	13	1,190
Brakes	1	145	306	452	1	239
Steering	0	29	57	86	0	43
Power Plant	0	14	36	50	0	15
Tires/Wheels	5	166	453	624	6	272
Lights	1	23	40	64	1	47
Signals	0	2	4	6	0	3
Windows/Shield	0	2	7	9	0	2
Restraint Systems	0	2	7	9	0	2
Truck Coupling	1	2	49	52	1	6
Cargo	1	18	151	170	1	23
Fuel System	0	9	15	24	0	12
Other	5	40	164	209	5	59
Unknown	5	188	431	624	6	263
VEHICLE DEFECT SUBTOTAL	19	640	1,720	2,379	21	986
TOTALS	949	32,427	74,904	108,280	1,053	52,095

*Property Damage Only

NON FATAL COLLISIONS BY FIRST HARMFUL EVENT



FATAL COLLISIONS BY FIRST HARMFUL EVENT



TRAFFIC COLLISIONS BY FIRST HARMFUL EVENT

FIRST HARMFUL EVENT (FHE)	COLLISION TYPE				PERSONS	
	Fatal	Injury	PDO*	Total	Killed	Injured
Cargo/Equip Loss or Shift	1	27	154	182	1	39
Cross Median/Center	1	89	128	218	1	153
Downhill Runaway	0	5	14	19	0	6
Equipment Failure	3	52	118	173	4	88
Fire/Explosion	0	2	25	27	0	6
Immersion	1	20	44	65	1	25
Jackknife	1	17	73	91	1	35
Overturn/Rollover	82	1,075	1,099	2,256	87	1,527
Ran off Road Left	4	462	793	1,259	6	585
Ran off Road Right	16	786	1,193	1,995	17	1,046
Separation of Units	0	10	40	50	0	14
Spill (Two-Wheeled Vehicle)	10	145	21	176	10	162
Other Non-collision	2	196	256	454	2	249
Unknown Non-collision	1	34	83	118	1	50
NON-COLLISION SUBTOTAL	122	2,920	4,041	7,083	131	3,985
Animal (Deer Only)	2	264	3,207	3,473	2	351
Animal (All Other)	1	103	373	477	1	139
Motor Vehicle (In Transport)	361	20,287	49,505	70,153	422	35,223
Motor Vehicle (Stopped)	12	2,360	6,332	8,704	13	3,789
Motor Vehicle (Other Roadway)	4	207	355	566	5	394
Motor Vehicle (Parked)	3	127	690	820	5	170
Pedalcycle	11	225	16	252	11	237
Pedestrian	64	447	24	535	66	502
Railway Vehicle	3	15	15	33	3	20
Work Zone Maint. Equipment	0	7	18	25	0	9
Other Movable Object	3	68	349	420	4	100
Unknown Movable Object	0	7	34	41	0	9
OBJECT NOT FIXED SUBTOTAL	464	24,117	60,918	85,499	532	40,943
Bridge Overhead Structure	0	8	41	49	0	11
Bridge Parapet End	1	9	11	21	1	11
Bridge Pier or Abutment	3	16	26	45	3	23
Bridge Rail	4	59	172	235	4	78
Culvert	22	152	170	344	25	203
Curb	5	143	212	360	5	184
Ditch	59	1,446	2,395	3,900	61	1,926
Embankment	26	459	621	1,106	26	589
Equipment	0	16	23	39	0	21
Fence, Other Than Median	5	144	486	635	5	187
Guardrail End	4	64	119	187	4	92
Guardrail Face	7	162	534	703	7	244
Highway Traffic Sign Post	8	113	344	465	8	140
Impact Attenuator/Crash Cushion	0	9	31	40	0	19
Light/Luminaire Support	0	11	35	46	0	21
Mailbox	12	120	281	413	12	155
Median Barrier	1	171	850	1,022	1	211
Overhead Sign Support	2	7	8	17	2	14
Other (Post, Pole, Support, etc..)	13	122	284	419	14	152
Other (Wall, Building, Tunnel, etc..)	4	91	222	317	4	131
Tree	163	1,498	2,019	3,680	184	2,049
Utility Pole	19	417	571	1,007	19	522
Work Zone Maint. Equipment	0	6	8	14	0	6
Other	5	127	427	559	5	152
Unknown	0	20	55	75	0	26
FIXED OBJECT SUBTOTAL	363	5,390	9,945	15,698	390	7,167
YEAR TOTALS	949	32,427	74,904	108,280	1,053	52,095

*Property Damage Only

PRIMARY CONTRIBUTING FACTOR

The 2002 South Carolina Traffic Collision Fact Book reports on the primary contributing factor in a traffic collision. This information comes directly from the collision report form filled out by the investigating officer. It is important to realize that while the report form has a field for primary contributing factor; it can also report up to four (4) other contributing factors for each collision (see appendix page 130). Thus we rely on the investigating officer's judgment as to the primary contributing factor for a collision.

Some action (or inaction) by one or more of the drivers was cited as the primary contributing factor in 98,301 of the 108,280 reported traffic collisions in 2002. This accounted for 90.8% of all primary contributing factors, a percentage slightly lower than the previous year of 91.6%. In fact, of the nine leading primary contributing factors, eight were driver-related. Environmental factors accounted for the next largest category of collision causes with 5,676 or 5.2% of the total. The vast majority of these (4,790) involved an "Animal in the Roadway," which was the seventh leading primary contributing factor overall with 4.4% of all collisions. The "Non-Motorist", "Road" and "Vehicle" categories together accounted for only 4.0% of all reported traffic collisions in 2002.

For fatal collisions in 2002, some type of driver error was considered the primary contributing factor in 839 of the 949 collisions, accounting for 88.4% of all collisions in which someone was killed. This percentage is lower than that of all collisions, which is 90.8%. The specific causes of fatal collisions were quite different from all collisions. The leading primary contributing factor of fatal collisions was "Driving too Fast for Conditions" with 185 collisions (19.5%) and "Driving Under the Influence" was a close second with 162 collisions (17.1%). The next leading factors were "Failed to Yield Right of Way," "Exceeded Speed Limit," and "Wrong Side of Road" with 100, 78, and 66 fatal collisions respectively. The proportion of "Non-Motorist" (mostly "Pedestrian in Roadway") causes was much higher in fatal (8.3%) compared to property damage only collisions (0.4%).

FIRST HARMFUL EVENT

The first harmful event (FHE) in a traffic collision is defined by the National Safety Council as the first occurrence of injury or damage in a collision. In 2002, the FHE in 85,499 of the 108,280 reported traffic collisions (79.0%) involved some type of collision between a motor vehicle in transit and an object not fixed. The top two FHEs, both involving a collision with an object not fixed, were "Collision with Motor Vehicle in Transport," 70,153 (64.8%) and "Collision with Stopped Vehicle," 8,704 (8.0%). The third FHE was "Ditch" in the "Collision with Fixed Object" group, with 3,900 collisions (3.6%). Combined, these three accounted for more than 3/4 of all reported collisions.

"Collisions with an Object not Fixed" accounted for a substantially smaller percentage of the fatal collisions (46.6%) than the property damage only collisions (81.3%). Collisions involving a "Collision with a Fixed Object" accounted for a substantially greater percentage of the fatal collisions (38.3%) than for property damage only (13.3%). The leading FHE in fatal collisions was "Collision with Motor Vehicle in Transport" with 361 (38.0%); the second leading FHE in fatal collisions was "Collision with Tree" 163 (17.2%).