The State of South Carolina
Highway Safety Plan
Federal Fiscal Year 2023

Submitted by the Office of Highway Safety and Justice Programs
South Carolina Department of Public Safety

July 1, 2022

NATIONAL PRIORITY SAFETY PROGRAM INCENTIVE GRANTS - The State is applying for the following incentive grants:

S. 405(b) Occupant Protection: **Yes**

S. 405(e) Distracted Driving: **No**

S. 405(c) State Traffic Safety Information System Improvements: **Yes**

S. 405(d) Impaired Driving Countermeasures: **Yes**

S. 405(f) Motorcyclist Safety Grants: **Yes**

S. 405(g) State Graduated Driver Licensing Incentive: **No**

S. 405(d) Alcohol-Ignition Interlock Law: **No**

S. 405(h) Nonmotorized Safety: **Yes**

S. 405(d) 24-7 Sobriety Programs: **No**

S. 1906 Racial Profiling Data Collection: **No**

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HIGHWAY SAFETY PLANNING PROCESS

FFY 2023 PROCESS TO IDENTIFY SOUTH CAROLINA'S HIGHWAY SAFETY PROBLEMS

Phase 1

The FFY 2023 Problem Identification process began with a statewide statistical overview conducted by the Statistical Analysis Research Section (SARS) housed within the Office of Highway Safety and Justice Programs (OHSJP) to give a picture of the highway safety problems in general in the state of South Carolina. The overview included an identification of problems and priority counties in the state regarding traffic safety issues and concerns and was presented to the OHSJP management staff and Program Coordinators. The analysis utilized traffic data trends showing all counties in the state of South Carolina in six statistical categories regarding fatal and serious injury collisions (number DUI-related, percentage DUI-related, number speed-related, percentage speed-related, number alcohol and/or speed-related, and percentage alcohol and/or speed-related).

Additional data was provided relative to occupant protection statistics, such as statewide safety belt use, child passenger safety seat use, and unbelted occupant traffic fatalities. In addition, traffic statistics were provided for vulnerable roadway users (motorcyclists, moped riders, pedestrians, and bicyclists). Priority areas for highway safety initiatives for FFY 2023 were tentatively adopted as Impaired Driving Countermeasures; Occupant Protection; Police Traffic Services/Speed Enforcement; Non-motorized Safety (Bicyclists and Pedestrians) and Traffic Records (Statewide Emphasis).

Phase 2

OHSJP management staff met on several occasions to determine funding priorities (programmatic and geographic) and develop a plan for project development for FFY 2023. During these meetings, OHSJP staff identified areas of the state where highway safety problems exist that are void of grant-funded projects or other efforts to reduce collisions and fatalities. The project development plan included, based on an estimate of federal funds being available in FFY 2023, soliciting quality grant applications from entities in those geographic areas where the greatest highway safety problems exist and for the type of projects that are likely to have the most impact.

It was the consensus of the OHSJP staff, based on the meetings outlined above and the review of evidence-based statewide statistical data and project development ideas and efforts, that certain types of projects were strategic to achieving the proposed performance measures by reducing the state's mileage death rate and the number of injury collisions. While project applications were considered from all nationally and state-identified program areas, the group recommended that

projects considered strategic and evidence-based in reducing the number of traffic injuries and fatalities on South Carolina's streets and highways be given priority consideration.

South Carolina Performance Measures

Listed in **Table 14** are South Carolina's Highway Safety Performance Measures which are consistent with the performance measures developed by USDOT in collaboration with the Governor's Highway Safety Association (GHSA). The table contains data points used to determine appropriate targets for success outlined in the Highway Safety Plan (HSP). Data-driven targets for each performance measure have been established and placed in the appropriate corresponding program area within the HSP. These performance targets will allow the OHSJP to track the state's progress toward meeting each target from a specific baseline.

Justification for Performance Targets

A description of the traffic safety performance measures, corresponding goals with established performance targets, justification for the targets, and grant projects selected for South Carolina's FFY 2023 Highway Safety Plan are individually referenced by program area throughout this document. Grant projects identified for funding in this plan will be implemented through local and statewide traffic safety enforcement programs that are proven to be effective in preventing traffic violations, collisions, injuries, and fatalities in areas of South Carolina most at risk for such incidents.

Process for Setting Targets in the HSP

When setting targets in the HSP for the core performance measures, the SARS statisticians performed an extensive analysis of the data related to each measure. South Carolina uses an eight-data-point graphical analysis with a five-year rolling average for all but one of the performance measures. The exception was the seatbelt use rate performance measure, which utilizes a year-to-year analysis. For all the measures, after the data points were plotted and the graphs were created, a trend line was added that could be used to predict future values. Trend lines were reviewed using linear, logarithmic, and polynomial equations with R-squared (best fit measure) values. The statisticians did a thorough examination to determine a best fit, often depending on the normality of data for each performance measure. They also took into account the feasibility of the predicted trend values, the annual fluctuations from year to year, and examined where the 2021 preliminary data lines up in relation to the trend line.

The statisticians then consulted with other OHSJP staff, who provided an evaluation and examination of highway safety projects, proposed countermeasures, and other factors unique to South Carolina which could impact the possibility of reaching a target based solely on trend line data. Unique factors examined included vehicle miles traveled, population changes, economic

impacts, legislative roadblocks, cultural dynamics, billboard campaigns, policy issues, and efforts to spread public awareness. In some cases, the SARS would adjust the target value based on the additional input and information obtained from OHSJP staff.

Performance Targets (Annual Goals)

Annual Goals are individually listed and referenced by program area throughout the HSP.

Table 14. South Carolina Highway Safety Plan Performance Measures and Goals

NHTSA/FHWA Common Core Measures		2009-2013	2010-2014	2011-2015	2012-2016	2013-2017	2014-2018	2015-2019	2016-2020	2019-2023 Goal
C-1	Traffic Fatalities	832	818	852	890	916	969	1,006	1,023	1,119
C-2	Serious Injuries	3,367	3,315	3,241	3,199	3,089	2,965	2,974	2,877	2,868
C-3	Fatalities/VMT	1.70	1.66	1.71	1.75	1.75	1.80	1.82	1.84	1.940
NHTSA Core Measures		**2009-2013**	**2010-2014**	**2011-2015**	**2012-2016**	**2013-2017**	**2014-2018**	**2015-2019**	**2016-2020**	**2023 Goal**
C-3R	Fatalities/VMT - Rural	3.00	2.78	2.73	2.63	2.54	2.54	2.57	2.74	2.73
C-3U	Fatalities/VMT - Urban	0.48	0.66	0.80	0.97	1.08	1.19	1.20	1.09	1.00
C-4	Unrestrained Passenger Vehicle Occupants	301	280	279	291	290	307	312	325	324
C-5	Alcohol Impaired Driving Fatalities	345	336	327	333	325	315	304	306	305
C-6	Speed Related Fatalities	306	300	316	339	358	387	417	443	442
C-7	MC Fatalities	127	129	146	157	157	156	162	152	151
C-8	Unhelmeted MC Fatalities	93	96	107	114	113	112	116	108	107
C-9	Driver Age 20 or Younger Inv in Fatal Crashes	114	112	114	114	113	121	116	117	116
C-10	Pedestrian Fatalities	103	107	113	119	126	139	150	163	162
	Additional State Measures									
C-11	Bicycist Fatalities	14	14	15	17	17	19	21	21	20
C-12	Moped Fatalities	25	28	32	36	34	35	35	30	29
A-1	Number Seatbelt Citations*	239,429	231,485	214,720	194,784	173,756	152,712	138,258	115,337	no goal required
A-2	Number Impaired Driving Arrests*	25,137	24,906	23,902	22,740	21,476	20,847	19,867	18,581	no goal required
A-3	Number Speeding Citations*	427,708	411,676	400,246	392,538	382,033	366,297	353,059	314,971	no goal required

* During grant-funded enforcement activities

Annual Tracking		2013	2014	2015	2016	2017	2018	2019	2020	2023 Goal
B-1	Observed Seatbelt Use	91.7%	90.0%	91.6%	93.9%	92.3%	89.7%	90.3%	90.3%	90.4%

DATA SOURCES AND PROCESSES

The Statistical Analysis and Research Section (SARS) for traffic records and justice programs data in South Carolina is located within the Office of Highway Safety and Justice Programs (OHSJP). The SARS, as part of its responsibilities, collects and analyzes information concerning traffic collisions on South Carolina's roadways. This section performs analysis on traffic data from the Traffic Collision Statistical Database to determine when and where collisions are occurring, the demographics involved in collisions, and the specific causes of collisions. This information is presented to OHSJP staff to be used for the planning and implementation of appropriate countermeasures (e.g., enforcement and education initiatives) and program development efforts to help reduce traffic collisions, injuries, and fatalities. The OHSJP also houses staff who perform data entry services within the Traffic Records section. Responsibilities of this section are far-ranging and encompass programming, consultation, descriptive analysis, inferential statistical analysis, report preparation, etc. The current databases maintained and used for statistical analysis are detailed below:

Traffic Collision Master File

Traffic collisions that occur in South Carolina and are investigated by law enforcement agencies are reported to the SC Department of Public Safety (SCDPS) on the Uniform Traffic Collision Report Form (TR-310). 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 TR-310. The OHSJP is responsible for the design and printing of these forms. Data from the TR-310 is either electronically reported or entered by Traffic Records data entry staff into the Traffic Records Master File. The Traffic Records Master File is maintained by OHSJP's Traffic Records staff and SCDPS Office of Information Technology (OIT).

Traffic Collision Statistical Database

The OHSJP's SARS retrieves the data within the Traffic Records Master File and creates the Traffic Collision Statistical Database. The Traffic Collision Statistical Database contains 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. If these collisions occur on private property or are reported on any form other than the TR-310, they are excluded from this database. Throughout the year, the SARS statisticians perform an extensive data cleaning process by continuously combing through the database in an effort to improve data reporting. This process involves, but is not limited to, reviewing data for consistency, detection of potential discrepancies, and the correction of discrepancies. The SARS statisticians work closely with the Traffic Records staff during this process. This database is used for performing statistical studies for various users, including law enforcement agencies, governmental units, attorneys, engineers, media representatives, and private

users. These studies, conducted upon written request, are primarily descriptive in nature and focus on a specific traffic collision topic. These topics range from collisions at a specific intersection or stretch of road, to collisions during specific months in selected counties, to rankings of specific intersections in a county or jurisdiction. The Traffic Collision Statistical Database is used to create all calculations for state data.

South Carolina Traffic Fatality Register

The OHSJP's SARS maintains the Traffic Fatality Register as an up-to-date preliminary process of counting traffic fatalities. Daily comparisons with previous years up to the same date are required as an ongoing assessment of traffic safety programs. Data for this file is received through the Highway Patrol Communications Office, local law enforcement agency early notification reporting (Fast FARS), and TR-310s received from all investigative agencies.

The Traffic Fatality Register is used on a daily basis to record the latest available information concerning persons such as passengers, pedestrians, and bicyclists who die in traffic collisions in South Carolina. The Traffic Fatality Register is created using the South Carolina Collision and Ticket Tracking System's (SCCATTS) Fatality Application. Through this fatality application, a report is generated on a daily basis and distributed to highway safety committees and program stakeholders, as well as community and constituent groups. The South Carolina Department of Transportation (SCDOT), the South Carolina Law Enforcement Division (SLED), the SC Criminal Justice Academy (SCCJA), the Region 4 office of the National Highway Traffic Safety Administration (NHTSA), and local law enforcement agencies are among the recipients of this fatality and seat belt use data.

South Carolina Online Fatality Count Application

The OHSJP's SARS maintains the South Carolina Online Fatality Count Application with assistance from the SCDPS Office of Information Technology. This online fatality application provides detailed preliminary counts of traffic fatalities in the state to the public similar to the daily report generated by the Traffic Fatality Register. The information displayed on this interactive application is a de-identified dataset derived from the SCCATTS' Fatality Application. In the process of compiling this data, the SARS performs a daily rigorous process of detecting and correcting inaccurate data, including making certain adjustments to the location data where clerical errors are noted, to assist in the proper location of the fatalities on the interactive map. In an effort to be more user-friendly, SARS also included a mobile device version of the interactive map.

South Carolina Department of Public Safety (SCDPS) Weekend Fatality Report Online Application

The OHSJP's SARS maintains the SCDPS Weekend Fatality Report Online Application with assistance from the SCDPS Office of Information Technology. This online weekend fatality application provides detailed preliminary counts of traffic fatalities in the state to the media and public for only the prior weekend. It displays data from 6 PM Friday through 11:59 PM Sunday and is compiled every Monday following the weekend. The fatality information displayed contains the time and date, route type and name, county, seat belt usage, and unit type. It also provides fatality totals for each county by year to the current weekend for all years displayed for comparison purposes. The data displayed on this weekend fatality application is a de-identified dataset derived from the SCCATTS' Fatality Application. In the process of compiling this data, the SARS performs a rigorous process of detecting and correcting inaccurate data prior to notifying the SCDPS Public Affairs Office the weekend fatality application is ready for the media press release.

Fatality Analysis Reporting System (FARS)

FARS was established in the 1970s as a uniform system for gathering information on fatal traffic collisions in the United States. The data collected is used by a large number of organizations in government, academia, and private industry to analyze a wide variety of traffic safety issues.

FARS collects uniform data from each of the 50 states plus the District of Columbia and Puerto Rico. Participation is required and consists of gathering and transmitting fatal collision information to a central data center in Washington, D.C. Currently, data transmittal is performed in each state by means of a personal computer linked, via telephone lines with modems (MDE System), to the headquarters in Washington.

SAFETYNET

SAFETYNET is an automated information management system designed to support Federal and State Motor Carrier Safety Programs by allowing monitoring of the safety performance of Interstate and Intrastate commercial motor carriers. The OHSJP and the State Transport Police (STP) collaborate in maintaining this data. The OHSJP uses the crash data from the Traffic Collision Statistical Database to upload information regarding commercial vehicle activity.

South Carolina Collision and Ticket Tracking System (SCCATTS)

The South Carolina Collision and Ticket Tracking System (SCCATTS) is a collaborative effort among several SCDPS divisions and various external agencies created to address the shortcomings of a system that predominantly generated and processed traffic collision reports and traffic citations manually. The goal of SCCATTS is to enhance highway safety through the timely collection/analysis of, and response to, pertinent data.

PROCESSES PARTICIPANTS

The state receives significant input from its Traffic Records Coordinating Committee (TRCC), which is composed of members from the SC Department of Public Safety (SCDPS), the SC Department of Transportation (SCDOT), the SC Department of Motor Vehicles (SCDMV), the SC Judicial Branch (SCJB), and the SC Department of Health and Environmental Control (SCDHEC), as well as local law enforcement, in the continuous upgrading of its traffic records and data collection systems. The TRCC annually updates the state's Traffic Records Strategic Plan (TRSP), which is recommended by the TRCC Working Group and approved by the TRCC Executive Group. Projects contained in the TRSP are also included in this document. The countermeasure strategies identified in this plan are performance-based and were developed with significant input from the Statistical Analysis and Research Section (SARS), which is housed within the Office of Highway Safety and Justice Programs (OHSJP), as well as with input from a variety of councils/task forces maintained and/or participated in by the SCDPS.

The OHSJP receives input from its Motorcycle Safety Task Force, which is composed of members from SCDPS, SCDOT, the SC Technical College System, AARP, motorcycle advocacy groups, SCDMV, and state and local law enforcement, in regards to its planned motorcycle safety activities for the upcoming year.

In addition, the OHSJP receives significant input from the SC Impaired Driving Prevention Council (SCIDPC), which is a multi-agency, multi-disciplinary task force, seeking to utilize a variety of approaches in attacking the DUI problem in the state. The SCIDPC is made up of representatives from law enforcement, the criminal justice system (prosecution, adjudication, and probation), driver licensing, treatment and rehabilitation, ignition interlock program, data and traffic records, public health, and communication. If, as outlined in 23 CFR § 1300.23, the OHSJP is required to develop a new Impaired Driving Countermeasures Plan (IDCP), the plan is approved by the SCIDPC when it is due. Activities and strategies contained in the IDCP are also contained in the HSP. The SCIDPC is composed of representatives from the following agencies (please note primary agency function[s] indicated by each listed agency):

SCDPS – law enforcement, communication, data/traffic records, OHSJP

SCDOT – data/traffic records

SCDMV – driver licensing, data/traffic records, ignition interlock device program

SC Department of Alcohol and Other Drug Abuse Services (SCDAODAS) – treatment/rehabilitation/prevention, data

SC Legislature – administration, legislation

SC Department of Insurance (SCDOI) – data

SC Commission on Prosecution Coordination (SCCPC) – prosecution

SC Solicitors Association (SCSoA) – prosecution

SC Dept. of Probation, Parole and Pardon Services (SCDPPPS) – criminal justice, ignition interlock device program

SC Criminal Justice Academy (SCCJA) – law enforcement training

SC State Law Enforcement Division (SLED) – law enforcement

SC Judicial Branch (SCJB) – criminal justice, adjudication

SC Attorney General's Office (SCAGO) – criminal justice

SC Sheriffs' Association (SCSA) – law enforcement

SC Law Enforcement Officers' Association (SCLEOA) – law enforcement

SC Summary Court Judges' Association (SCSCJA) – criminal justice, adjudication

SC Coroners' Association (SCCA) – public health, criminal justice

SC Trucking Association (SCTA) – administration, advisory

Behavioral Health Services Association (BHSA) – public health, treatment/rehabilitation

SC Victims Assistance Network (SCVAN) – advocacy, victim services

SC Mothers Against Drunk Driving (SCMADD) – advocacy, victim services

Families of Highway Fatalities (FHF) – advocacy, victim services

State Office of Victim Assistance (SOVA) – advocacy, victim assistance

Safety Council of South Carolina (SC Chapter of National Safety Council) – advocacy, data

Federal Highway Administration (FHWA) – advisory

National Highway Traffic Safety Administration (NHTSA) – advisory

Federal Motor Carrier Safety Administration (FMCSA) - advisory

DESCRIPTION OF HIGHWAY SAFETY PROBLEMS
South Carolina Traffic Fatality Data

Highway safety programs have been successful. In 1966, the motor vehicle death rate in South Carolina was 7.7 fatalities per 100 million vehicle miles of travel; in 2020, the rate was 1.98 fatalities per 100 million vehicle miles of travel. The federally-funded State and Community Highway Safety grant program has been a major contributor to that decline. Despite the improvements, highway safety remains a significant and costly problem.

Table 1. South Carolina Basic Data

	2016	2017	2018	2019	2020	% Change: 2016 vs. 2020	% Change: 2020 vs. prior 4-yr Avg.
Total Fatalities	1,020	989	1,036	1,006	1,064	4.31%	5.06%
VMT*	54.40	55.50	56.84	57.94	53.82	-1.07%	-4.18%
VMT Rate**	1.87	1.78	1.82	1.74	1.98	5.88%	9.85%
Population	4,957,968	5,021,268	5,084,156	5,148,714	5,118,425	3.24%	1.29%
Pop Rate***	20.57	19.70	20.38	19.54	20.79	1.07%	3.70%

NHTSA NCSA FARS: 2016-2019 Final File and 2020 Annual Report File (ARF)
2020 VMT & VMT Rate provided by South Carolina Department of Transportation
Population provided by U.S. Bureau of Census
*Vehicle Miles of Travel (billions)
**Rate per 100 million vehicle miles
***Rate per 100,000 population

Statistical data **Table 1** for calendar year (CY) 2020 shows that 1,064 people were killed in South Carolina traffic collisions. In the period from 2016 through 2020, the recent release of data from the National Highway Traffic Safety Administration's (NHTSA) Fatality Analysis Reporting System (FARS) indicates that there were approximately 5,115 motor vehicle-related fatalities in South Carolina. This resulted in an average of about 1,023 traffic fatalities per year over the five-year period. Over this period, annual traffic fatalities fluctuated around the five-year average, starting with 1,020 in 2016 and ending with 1,064 in 2020. The 2020 count represents a 5.06% increase compared to the average of the prior four years (1,013 fatalities) and a 4.31% increase when compared to the 2016 count. Total fatalities increased from 1,020 in 2016 to 1,036 in 2018 and to 1,064 in 2020. The 2017 and 2019 figures represent the two declines of the five-year period.

A comparison of South Carolina data with the national data (**Table 2**) indicates that South Carolina's average VMT-based fatality rate over the five years 2016 to 2020 (1.84) was higher than the five-year average for the nation (1.19). According to the most recent South Carolina Department of Transportation (SCDOT) data, South Carolina's VMT rate of 1.98 for 2020 is approximately 48% higher than the national VMT rate of 1.34. The VMT rate in South Carolina increased by 5.88% from 2016 to 2020 while the population increased by 3.24% during that period. Increases were observed in the population-based fatality rate (1.07%) and the VMT-based rate (5.88%) from 2016 to 2020, and the actual number of total traffic fatalities increased as well (4.31%).

The state's population-based fatality rate (expressed as the number of deaths per 100,000 population) increased by 3.70% in 2020, as compared to the prior four-year average population-based fatality rate for the years 2016-2019. South Carolina's 2016-2020 average population-based fatality rate (20.20 deaths per 100,000 residents) was greater than the national rate (11.40).

Table 2 shows increases in the number of nationwide traffic fatalities (1.78%) and in the population-based fatality rate (0.04%) in 2020, when compared to the respective 2016-2019 average. The total 2020 nationwide traffic fatalities decreased 0.07% compared to the 2016 total. The VMT-based fatality rate for the nation increased by 12.61% in 2020 compared to the VMT-based fatality rate in 2016.

Table 2. Nationwide Basic Data

	2016	2017	2018	2019	2020	% Change: 2016 vs. 2020	% Change: 2020 vs. prior 4-yr Avg.
Total Fatalities	37,803	37,471	36,830	36,352	37,776	-0.07%	1.78%
VMT*	3,174	3,210	3,240	3,262	2,904	-8.51%	-9.86%
VMT Rate**	1.19	1.17	1.14	1.11	1.34	12.61%	16.27%
Population	322,941,311	324,985,539	326,687,501	328,239,523	331,449,281	2.63%	1.76%
Pop Rate***	11.71	11.53	11.27	11.07	11.40	-2.65%	0.04%

NHTSA NCSA FARS: 2016-2019 Final File and 2020 Annual Report File (ARF)
*Vehicle Miles of Travel (billions)
**Rate per 100 million vehicle miles
***Rate per 100,000 population

As **Table 3** demonstrates, South Carolina saw a 2.36% increase in driver fatalities, when comparing 2016 (679) to 2020 (695). Unrestrained occupant fatalities reflect an 18.10% increase when comparing 2016 (315) to 2020 (372). When comparing the 343 impaired driving fatalities in 2016 to the number of impaired driving fatalities in 2020 (315), the state experienced an 8.16% decrease.

Motorcyclist fatalities decreased in South Carolina by 26.34% in 2020 compared to 2016 (from 186 in 2016 to 137 in 2020), and nationally there was a 1.12% decrease in 2020 compared to 2016 (from 5,337 in 2016 to 5,277 in 2020). It should be noted, however, that NHTSA's FARS data includes moped rider fatality statistics in the motorcyclist category, whereas South Carolina state traffic data does not.

Older-driver-involved fatalities increased in South Carolina by 16.77% in 2020 compared to 2016 (from 161 in 2016 to 188 in 2020). Young-driver-involved fatalities also increased in 2020 by 13.89% compared to 2016 (from 108 in 2016 to 123 in 2020).

Also, as shown in **Table 3**, there were 105 bicyclist fatalities in the five-year period examined in this report, with 14 occurring in 2020, representing a decrease of 38.46% when compared to the average of the previous four-year period (23), and a decrease of 44% when compared to 2016 (25).

The increase in nationwide bicyclist fatalities was significant (7.85%) when comparing 2016 to 2020 (853 in 2016 to 920 in 2020).

Table 3. Fatalities by Type							
	2016	2017	2018	2019	2020	% Change: 2016 vs. 2020	% Change: 2020 vs. prior 4-yr Avg.
Total Fatalities							
South Carolina	1,020	989	1,036	1,006	1,064	4.31%	5.06%
U.S.	37,803	37,471	36,830	36,352	37,776	-0.07%	1.78%
Driver Fatalities							
South Carolina	679	664	693	655	695	2.36%	3.31%
U.S.	23,713	23,756	23,040	22,744	24,130	1.76%	3.50%
Passenger Fatalities							
South Carolina	166	150	152	158	165	-0.60%	5.43%
U.S.	6,820	6,521	6,276	6,127	6,096	-10.62%	-5.28%
Motorcyclist Fatalities							
South Carolina	186	145	141	151	137	-26.34%	-12.04%
U.S.	5,337	5,226	5,037	4,867	5,277	-1.12%	3.13%
Pedestrian Fatalities							
South Carolina	144	155	165	163	187	29.86%	19.30%
U.S.	6,080	6,075	6,374	6,272	6,333	4.16%	2.14%
Bicyclist Fatalities							
South Carolina	25	17	23	26	14	-44.00%	-38.46%
U.S.	853	806	871	859	920	7.85%	8.59%
Impaired Driving Fatalities							
South Carolina	343	305	290	276	315	-8.16%	3.79%
U.S.	10,967	10,880	10,710	10,196	11,654	6.26%	9.04%
Speeding Fatalities							
South Carolina	393	417	450	459	494	25.70%	14.95%
U.S.	10,291	9,947	9,579	9,592	11,258	9.40%	14.27%
Unrestrained Occupant Fatalities							
South Carolina	315	308	331	300	372	18.10%	18.66%
U.S.	10,464	10,116	9,844	9,520	10,606	1.36%	6.21%
Young Driver(20 & under) -Involved Fatalities							
South Carolina	108	121	136	96	123	13.89%	6.72%
U.S.	4,631	4,472	4,219	4,060	4,649	0.39%	6.98%
Older Driver(65+) -Involved Fatalities							
South Carolina	161	190	208	190	188	16.77%	0.40%
U.S.	7,169	7,299	7,370	7,677	6,926	-3.39%	-6.14%

NHTSA NCSA FARS: 2016-2019 Final File and 2020 Annual Report File (ARF)

The total number of pedestrian fatalities in the state increased 29.86% when comparing 2016 to 2020 (from 144 in 2016 to 187 in 2020). The number of national pedestrian fatalities increased 4.16% in 2020 (6,333) as compared to 2016 (6,080). **Table 4** shows that Charleston (10.9%), Horry (10.0%), Greenville (9.8%) and Richland (7.6%) were the counties in the state with the highest percentages of pedestrian fatalities during the five-year period.

Table 4. Pedestrian Fatalities by Top Counties							
County	**2016**	**2017**	**2018**	**2019**	**2020**	**Total 2016-2020**	**% of State**
Charleston	10	14	23	18	24	89	10.9%
Horry	18	19	16	16	12	81	10.0%
Greenville	19	21	10	16	14	80	9.8%
Richland	13	12	8	16	13	62	7.6%
Lexington	6	8	11	15	8	48	5.9%
Spartanburg	3	10	9	12	9	43	5.3%
Anderson	6	8	6	8	12	40	4.9%
Berkeley	7	9	6	3	9	34	4.2%
Florence	3	6	10	4	3	26	3.2%
York	4	4	6	3	7	24	2.9%
Total Top Counties	**89**	**111**	**105**	**111**	**111**	**527**	**64.7%**
All Pedestrian Fatalities	**144**	**155**	**165**	**163**	**187**	**814**	**100.0%**

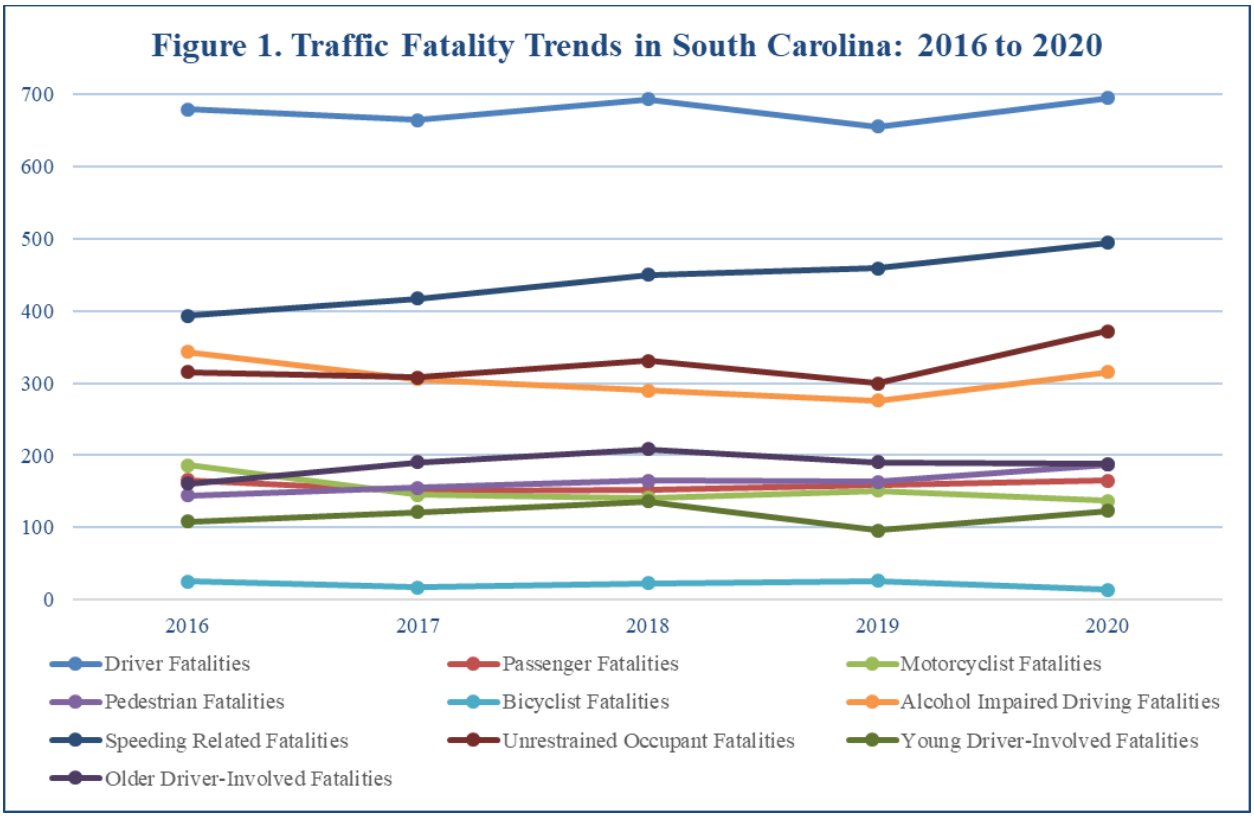
NHTSA NCSA FARS: 2016-2019 Final File and 2020 Annual Report File (ARF)

Major Categories of Traffic Fatalities in South Carolina

Figure 1 demonstrates categories of traffic fatalities in South Carolina from 2016 to 2020.

Driver fatalities accounted for the majority (66.2%) of motor vehicle-related fatalities in South Carolina during 2016-2020. This represents about four times as many traffic fatalities as were accounted for by passengers (15.5%). Overall, driver fatalities have fluctuated since 2016 (679), dropping to 664 in 2017 before rising in 2018 (693), and dropping to 655 in 2019. The 695 driver fatalities in 2020 represented a 2.36% increase when compared to 2016 (679) and an increase of 3.31% when compared to the average of years 2016 to 2019 (673).

The next three largest categories of traffic fatalities (after driver fatalities) from the 2016-2020 time period shared some degree of overlap and were behavior-related. Speeding-related fatalities averaged about 443 per year and accounted for approximately 43% of total traffic fatalities; alcohol-impaired driving fatalities averaged 306 per year and accounted for approximately 30% of total traffic fatalities; and unrestrained occupant fatalities averaged about 325 per year and accounted for approximately 32% of total traffic fatalities.



There were no declines observed in any of the three major behavior-related traffic fatality categories (alcohol-impaired driving, speeding-related, and unrestrained vehicle occupant) in South Carolina. Alcohol-impaired-driving fatalities showed a decline when comparing 2016 to 2020 (-8.16% in 2020 as compared to 2016); however, this category of fatalities showed an increase when comparing 2020 to the prior 4-year average (+3.79% comparing 2020 to the average of 2016-2019). Alcohol-impaired-driving fatalities declined from 2016 to 2017 (-38). The numbers continued to improve in subsequent years with alcohol-impaired driving fatalities experiencing a decline from 2017 to 2018 (-15) and from 2018 to 2019 (-14) in South Carolina. Overall, there was a net decline of 28 alcohol-impaired driving fatalities between 2016 and 2020, but this category of fatalities increased from 2019 to 2020, rising by 39 fatalities, or 14.13% (see **Tables 5** and **3** as well as **Figures 2** and **3** for impaired driving trends).

Unrestrained occupant fatalities showed an increase during 2016-2020 (+18.10% in 2020 as compared to 2016; +18.66% comparing 2020 to the average of 2016-2019). Unrestrained occupant fatalities declined from 2016 to 2017 (-7) before rising from 2017 to 2018 (+23). The numbers experienced the biggest decline of the five-year period from 2018 to 2019 (-31) and the biggest increase of the five-year-period from 2019 to 2020 (+72). Overall, there was

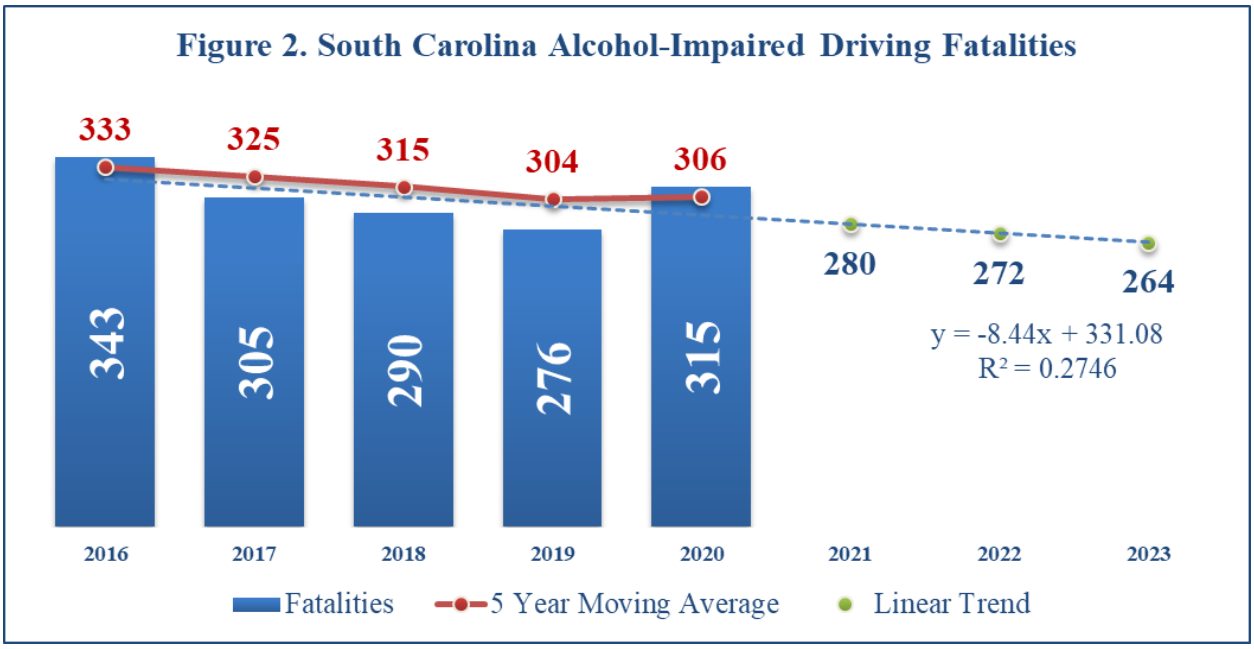
a net increase of fifty-seven (57) unrestrained occupant fatalities between 2016 and 2020 (see **Tables 7** and **3** as well as **Figures 6** and **7** for unrestrained occupant trends).

Finally, speeding-related fatalities steadily increased during 2016-2020, showing a 25.70% increase when comparing 2020 to 2016, as well as a 14.95% increase when comparing 2020 to the prior four year average (430). (See **Tables 6** and **3** as well as **Figures 4** and **5** for speeding-related trends).

Table 5. South Carolina Alcohol-Impaired Driving Fatalities

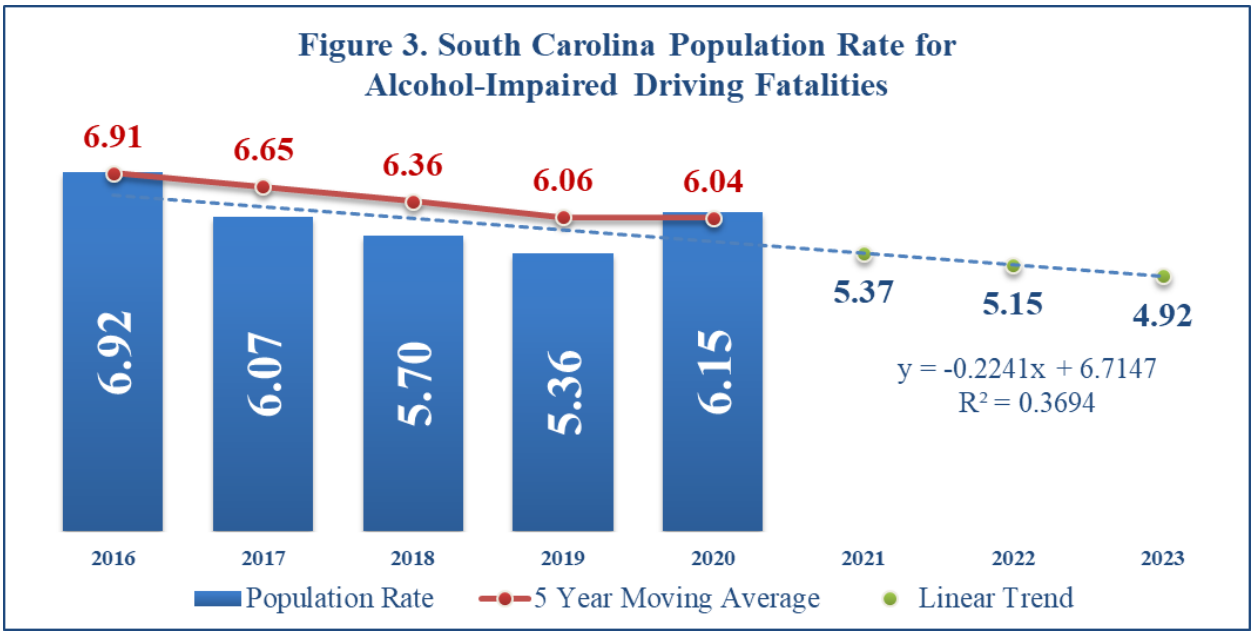
	2016	2017	2018	2019	2020	% Change: 2016 vs. 2020	% Change: 2020 vs. prior 4-yr Avg.
Total Fatalities	343	305	290	276	315	-8.16%	3.79%
VMT Rate**	0.63	0.55	0.51	0.48	0.59	-6.35%	8.76%
Pop Rate***	6.92	6.07	5.70	5.36	6.15	-11.13%	2.29%
Pct. Of Total	33.63%	30.84%	27.99%	27.44%	29.61%	-4.02%	-0.37%

NHTSA NCSA FARS: 2016-2019 Final File and 2020 Annual Report File (ARF)
2020 VMT & VMT Rate provided by South Carolina Department of Transportation
Population provided by U.S. Bureau of Census
**Rate per 100 million vehicle miles
***Rate per 100,000 population



South Carolina's alcohol-impaired population-based fatality rate showed a significant decline from 2016-2019; however, the rate rose 14.74% from 2019 to 2020, with the 2020 rate (6.15 deaths per 100,000 population) representing a 2.29% increase when compared to the 2016-2019 average (6.01) and an 11.13% decrease when compared to the 2016 rate (6.92).

Additionally, alcohol-impaired driving fatalities made up 29.61% of total traffic fatalities in South Carolina in 2020. This is a 4.02% decrease from the 33.63% of alcohol-impaired driving fatalities to total traffic fatalities in 2016 and a 0.37% decrease when comparing the 2020 percentage to the 2016-2019 average percentage (see **Table 5**).



There was a significant increase over the 2016-2020 period in the speeding-related fatalities category as shown in **Table 6**. The 494 speeding-related fatalities in South Carolina in 2020 represented a substantial increase (14.95%) compared to the average of the prior four years, and an even larger increase (25.70%) when compared to the 2016 total (393). The population-based fatality rate was the highest in 2020 (9.65) and was significantly higher than the rate in 2016 (7.93). South Carolina's 2020 speeding-related population-based fatality rate (9.65 deaths per 100,000 population) is 13.56% higher than the 2016-2019 average (8.50) and 21.69% higher than the 2016 rate.

Table 6. South Carolina Speeding Related Fatalities

	2016	2017	2018	2019	2020	% Change: 2016 vs. 2020	% Change: 2020 vs. prior 4-yr Avg.
Total Fatalities	393	417	450	459	494	25.70%	14.95%
VMT Rate**	0.72	0.75	0.79	0.79	0.92	27.78%	20.66%
Pop Rate***	7.93	8.30	8.85	8.91	9.65	21.69%	13.56%
Pct. Of Total	38.53%	42.16%	43.44%	45.63%	46.43%	7.90%	3.99%

NHTSA NCSA FARS: 2016-2019 Final File and 2020 Annual Report File (ARF)
2020 VMT & VMT Rate provided by South Carolina Department of Transportation
Population provided by U.S. Bureau of Census
**Rate per 100 million vehicle miles
***Rate per 100,000 population

Figure 4. South Carolina Speeding-Related Fatalities

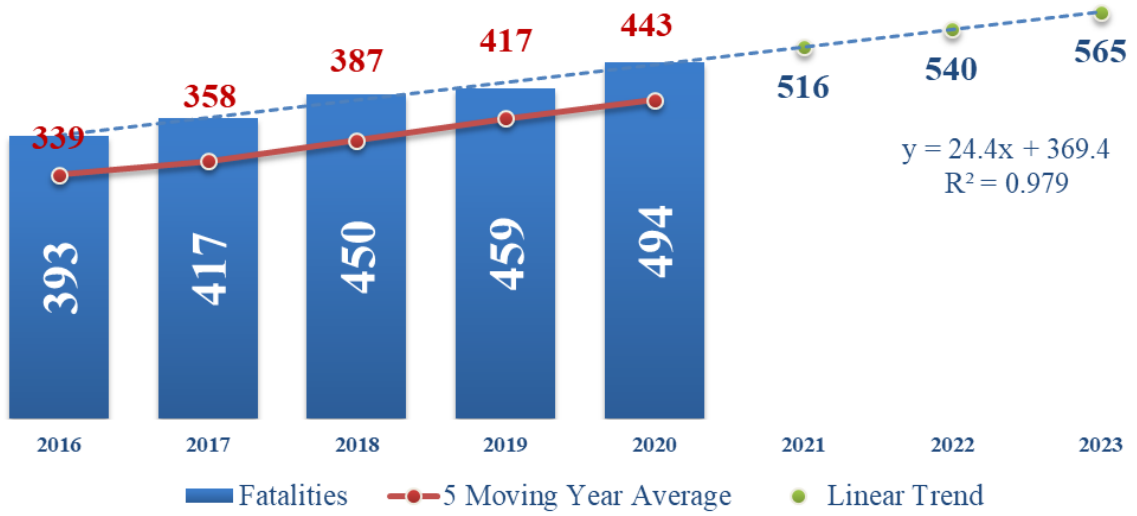
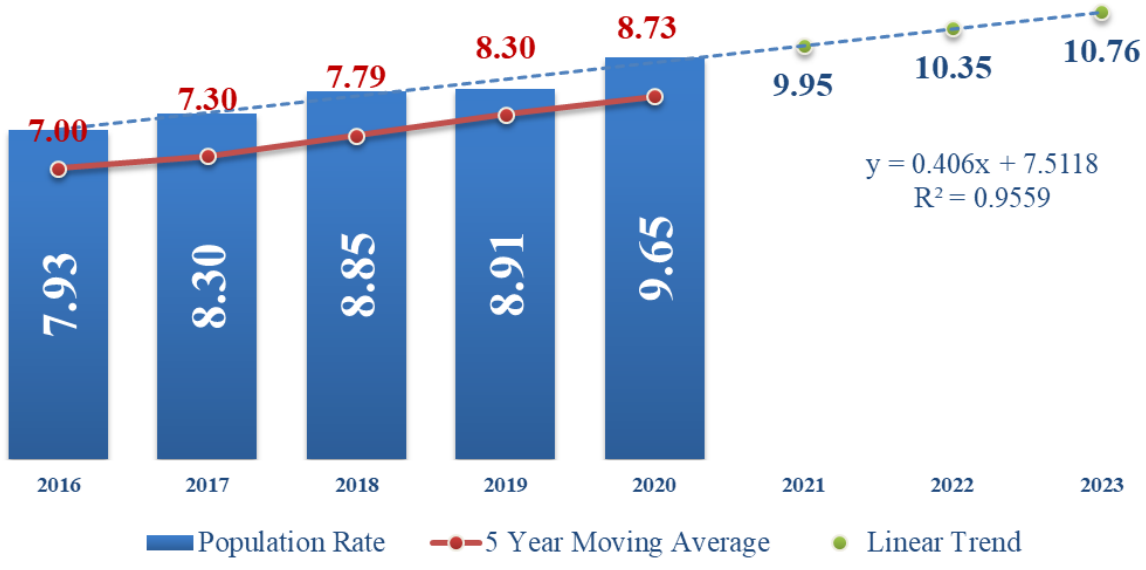


Figure 5. South Carolina Population Rate for Speeding-Related Fatalities

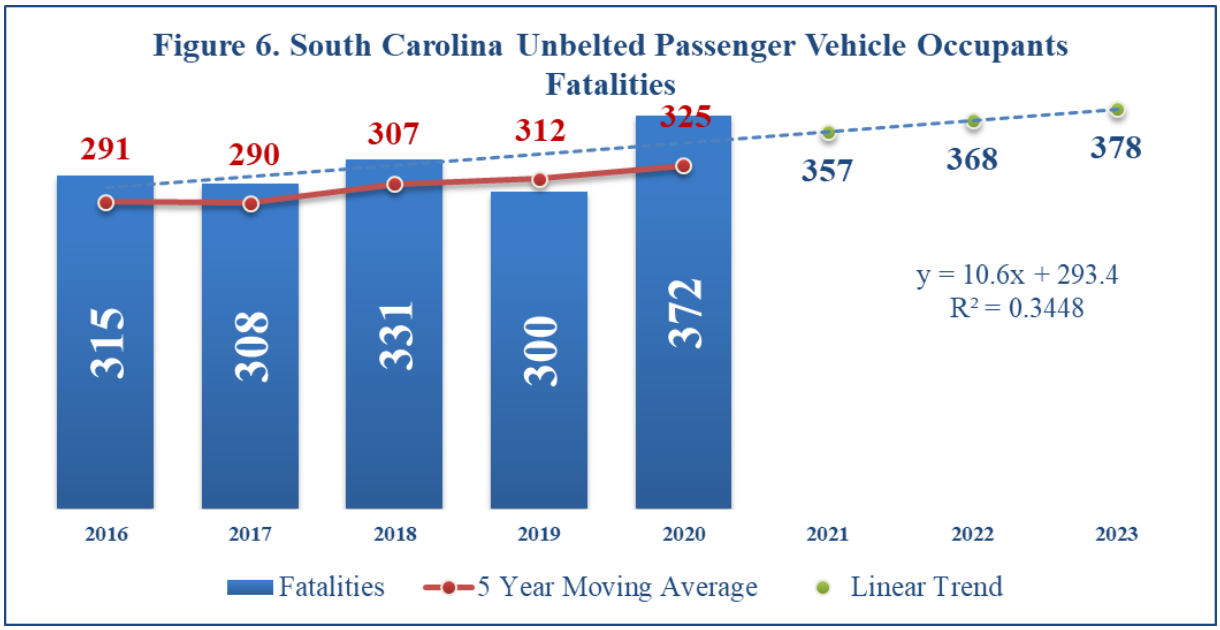


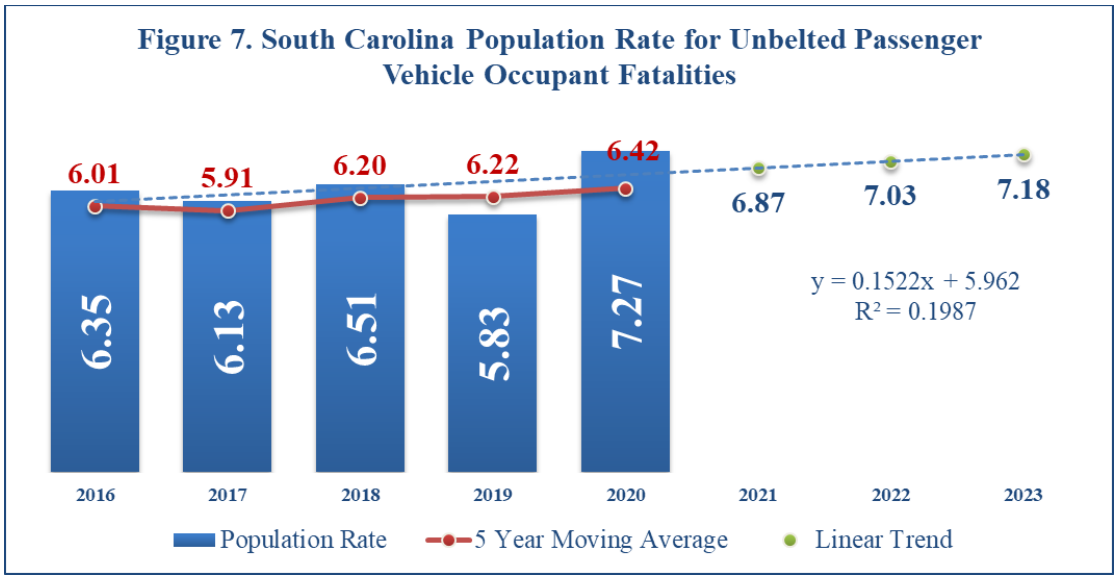
Unbelted passenger vehicle occupant fatalities fluctuated over the 2016-2020 period, and the 2020 count was the highest of the period, as shown in **Figure 6**. The net increase between 2016 and 2020 was 57 unbelted passenger vehicle occupant fatalities (see **Tables 7** and **3**). South Carolina's 2016-2020 population-based unbelted passenger vehicle occupant fatality rate (6.42 deaths per 100,000 population) was much higher than the U.S. as a whole (3.09) during the preceding period (calculated from **Tables 2** and **3** and U.S. population from 2016-2020).

Table 7. South Carolina Unbelted Passenger Vehicle Occupant Fatalities

	2016	2017	2018	2019	2020	% Change: 2016 vs. 2020	% Change: 2020 vs. prior 4-yr Avg.
Total Fatalities	315	308	331	300	372	18.10%	18.66%
VMT Rate**	0.58	0.55	0.58	0.52	0.69	18.97%	23.77%
Pop Rate***	6.35	6.13	6.51	5.83	7.27	14.49%	17.16%
Pct. Of Total	30.88%	31.14%	31.95%	29.82%	34.96%	4.08%	4.01%
Observed Belt Use	93.90%	92.30%	89.70%	90.30%	90.30%	-3.60%	-1.25%

NHTSA NCSA FARS: 2016-2019 Final File and 2020 Annual Report File (ARF)
2020 VMT & VMT Rate provided by South Carolina Department of Transportation
Population provided by U.S. Bureau of Census
**Rate per 100 million vehicle miles
***Rate per 100,000 population





Mid-range Categories of Traffic Fatalities in South Carolina

Five additional categories were associated with more moderate proportions of traffic fatalities, each with 10% to 20% of total fatalities over the five-year period 2016-2020. These categories (and their proportions) were **older (65+) driver-involved** fatalities (18.32%, 187 fatalities annually); **pedestrians** (15.91%, 163 fatalities annually); **passenger** fatalities (15.46%, 158 fatalities annually); **motorcyclists** (14.86%, 152 fatalities annually); and **young (20 & under) driver-involved** fatalities (11.42%, 117 fatalities annually). Three of the five categories (pedestrians, older (65+) driver-involved, and young (20 & under) driver-involved) increased in total fatalities in 2020, with pedestrians having the most significant increase from 2016 (144) to 2020 (187). The remaining two categories (motorcyclists and passenger fatalities) experienced decreases of 26.34% and 0.6%, respectively, when compared to 2016.

As shown in **Table 8**, passenger traffic fatalities declined from 2016 to 2017 before rising from 2018 through 2020. The 165 passenger fatalities in 2020 were 5.43% higher than the average of the previous four years (157) and 0.60% lower than in 2016 (166).

Table 8. South Carolina Passenger Fatalities

	2016	2017	2018	2019	2020	% Change: 2016 vs. 2020	% Change: 2020 vs. prior 4-yr Avg.
Total Fatalities	166	150	152	158	165	-0.60%	5.43%
VMT Rate**	0.31	0.27	0.27	0.27	0.31	0.00%	10.71%
Pop Rate***	3.35	2.99	2.99	3.07	3.22	-3.88%	3.87%
Pct. Of Total	16.27%	15.17%	14.67%	15.71%	15.51%	-0.76%	0.05%

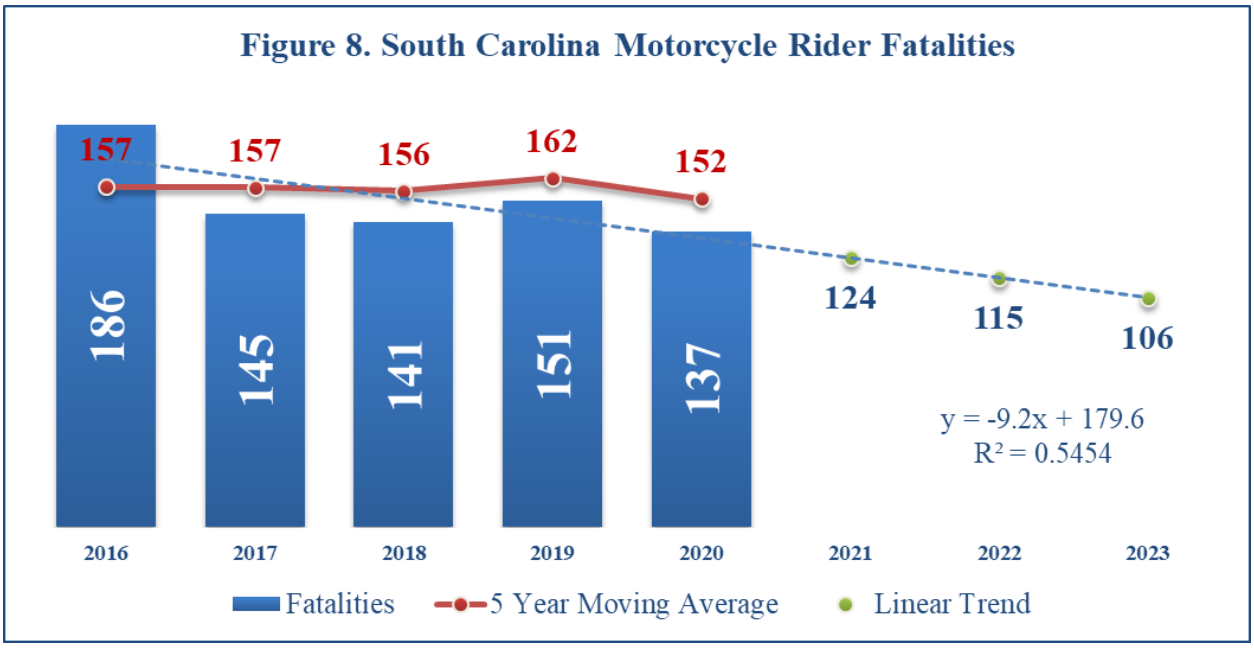
NHTSA NCSA FARS: 2016-2019 Final File and 2020 Annual Report File (ARF)
2020 VMT & VMT Rate provided by South Carolina Department of Transportation
Population provided by U.S. Bureau of Census
**Rate per 100 million vehicle miles
***Rate per 100,000 population

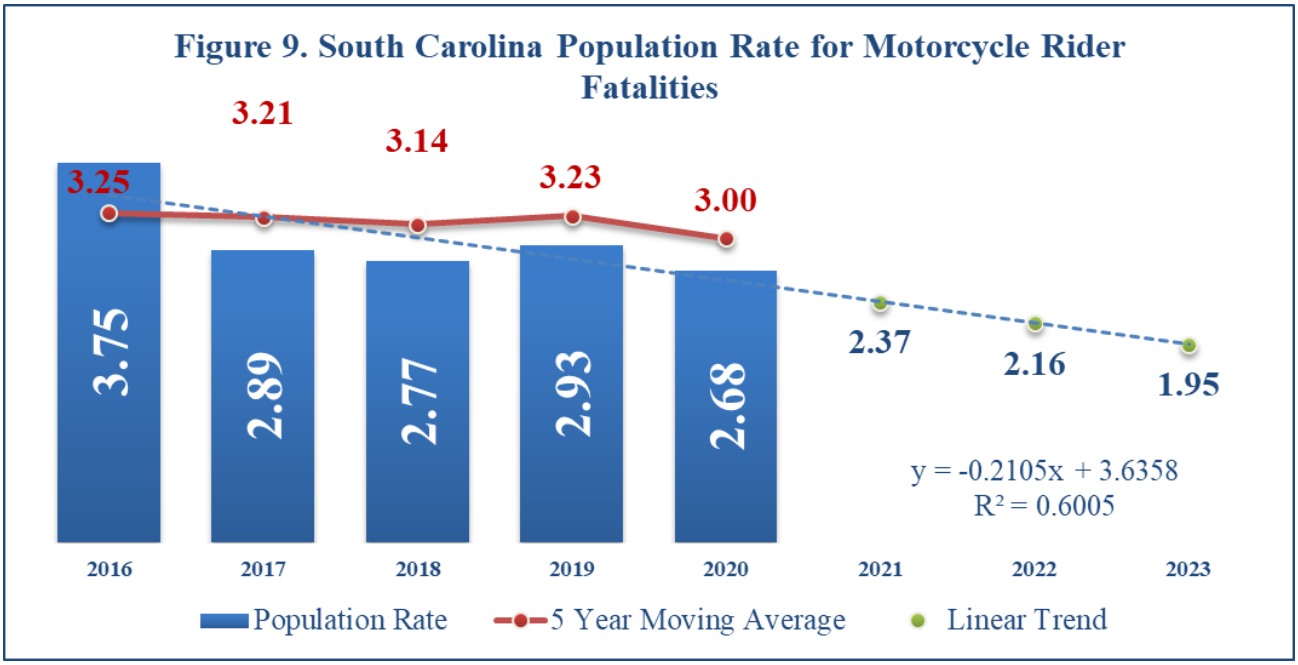
The National Highway Traffic Safety Administration (NHTSA) defines motorcycle riders as both operators and the passengers of the motor vehicle with motive power having a seat or saddle for the use of the rider and designed to travel on not more than three wheels in contact with the ground. **Table 9** shows that in South Carolina, the number of motorcycle rider fatalities experienced a significant decrease from 2016 through 2018, an increase from 2018 to 2019, and a decrease from 2019 to 2020 during the five-year period from 2016-2020. The number of fatalities in 2020 (137) represents a 12.04% decrease from the average of the prior four years (156) and a 26.34% decrease from 2016 (186). However, it should be noted that the statistical information in these charts includes moped operator fatalities, as well as motorcyclist fatalities. Traffic statistical data collection in the state of South Carolina distinguishes between these two categories of motorists.

Table 9. South Carolina Motorcycle Rider Fatalities

	2016	2017	2018	2019	2020	% Change: 2016 vs. 2020	% Change: 2020 vs. prior 4-yr Avg.
Total Fatalities	186	145	141	151	137	-26.34%	-12.04%
VMT Rate**	0.34	0.26	0.25	0.26	0.25	-26.47%	-9.91%
Pop Rate***	3.75	2.89	2.77	2.93	2.68	-28.53%	-13.13%
Pct. Of Total	18.24%	14.66%	13.61%	15.01%	12.88%	-5.36%	-2.50%
Unhelmeted Fat.	134	99	98	116	92	-31.34%	-17.67%
Pct. Unhelmeted Fat.	72.04%	68.28%	69.50%	76.82%	67.15%	-4.89%	-4.51%

NHTSA NCSA FARS: 2016-2019 Final File and 2020 Annual Report File (ARF)
2020 VMT & VMT Rate provided by South Carolina Department of Transportation
Population provided by U.S. Bureau of Census
**Rate per 100 million vehicle miles
***Rate per 100,000 population





Another mid-range traffic fatality category that experienced a significant increase in the overall number of fatalities from 2016 to 2020 was older (65+) driver-involved traffic fatalities. Older (65+) driver-involved traffic fatalities were 16.77% higher in 2020 (188) than in 2016 (161) and 0.40% higher than the average of the prior four years from 2016-2019 (187). See **Tables 10** and **3** as well as **Figures 10** and **11** for older (65+) driver-involved trends.

Table 10. South Carolina Older(65+) Driver-Involved Fatalities

	2016	2017	2018	2019	2020	% Change: 2016 vs. 2020	% Change: 2020 vs. prior 4-yr Avg.
Total Fatalities	161	190	208	190	188	16.77%	0.40%
VMT Rate**	0.30	0.34	0.37	0.33	0.35	16.67%	4.48%
Pop Rate***	3.25	3.78	4.09	3.69	3.67	12.92%	-0.88%
Pct. Of Total	15.78%	19.21%	20.08%	18.89%	17.67%	1.89%	-0.82%

NHTSA NCSA FARS: 2016-2019 Final File and 2020 Annual Report File (ARF)
2020 VMT & VMT Rate provided by South Carolina Department of Transportation
Population provided by U.S. Bureau of Census
**Rate per 100 million vehicle miles
***Rate per 100,000 population

Figure 10. South Carolina Older (65+) Driver-Involved Fatalities

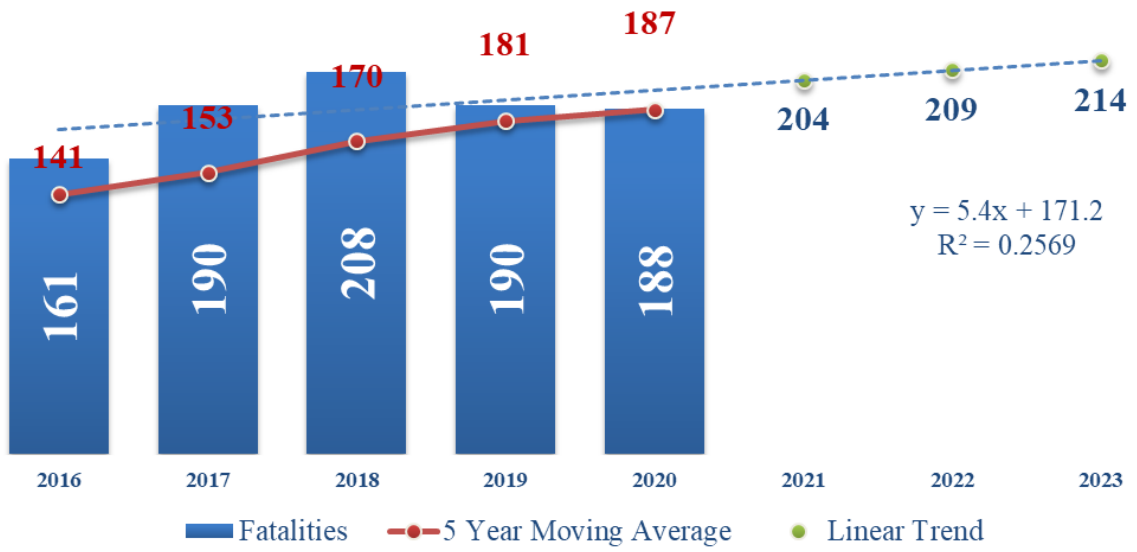
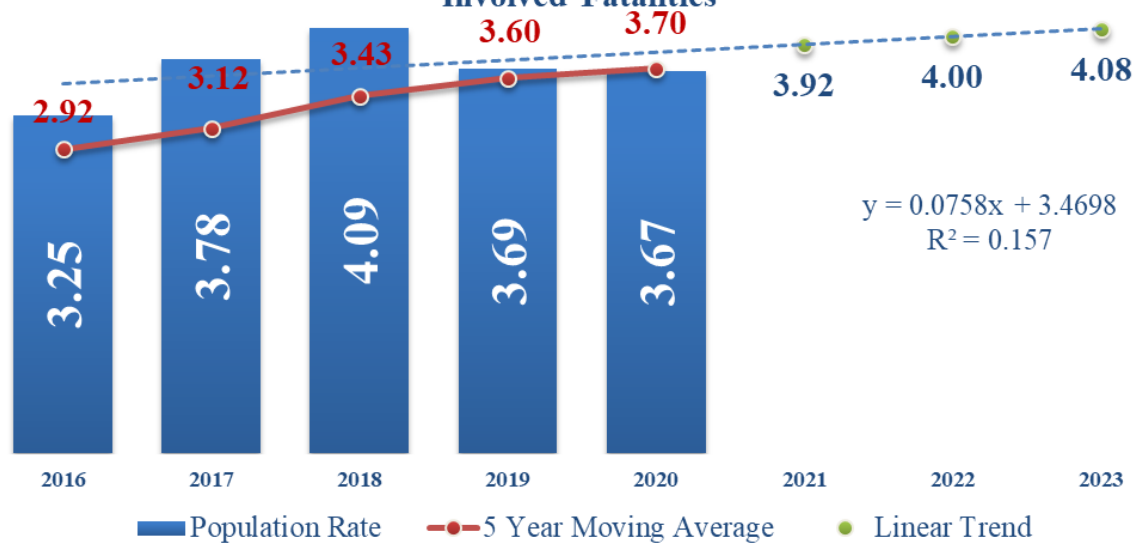


Figure 11. South Carolina Population Rate for Older(65+) Driver-Involved Fatalities

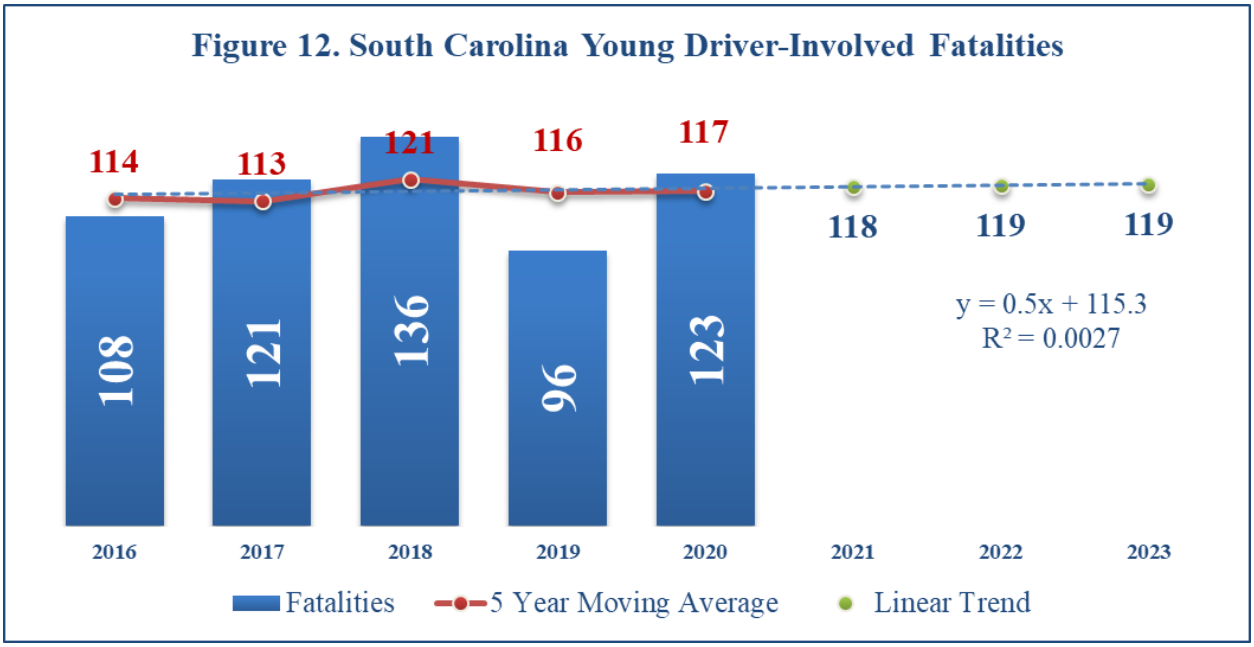


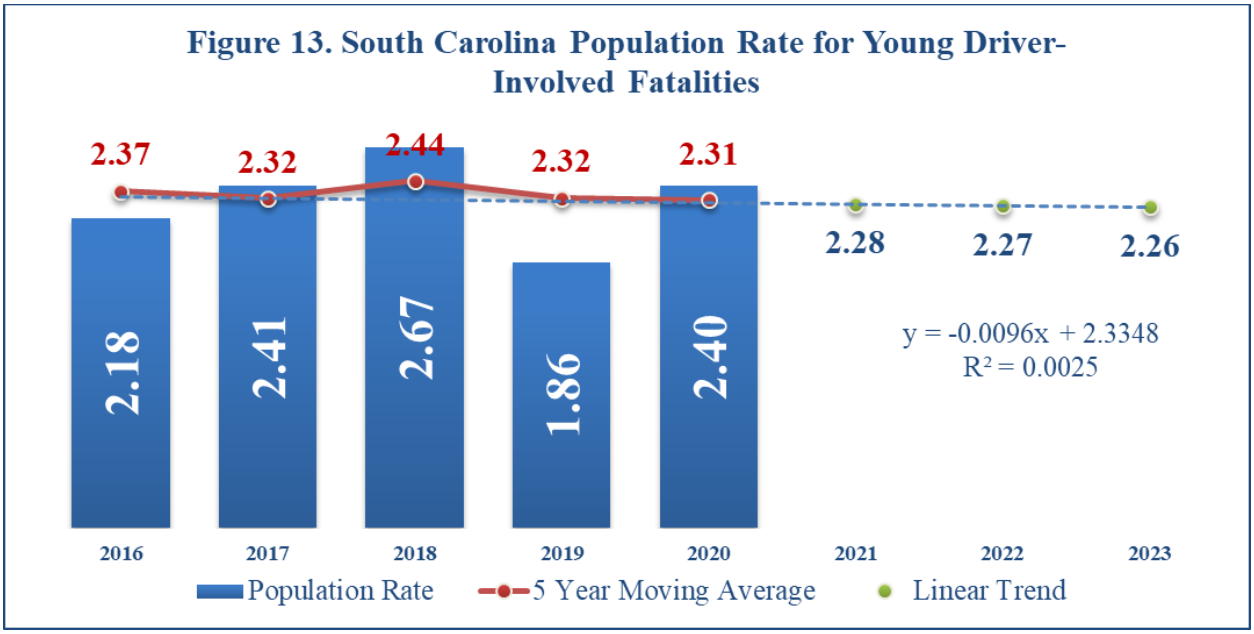
Young (under 21) driver-involved fatalities experienced an upward trend from 2016 through 2018. A considerable decline occurred from 2018 to 2019, followed by a significant increase from 2019 to 2020. The number of fatalities involving young (under 21) drivers in 2020 represented a 6.72% increase compared to the 2016-2019 average (115), and a 13.89% increase compared to the 2016 total (108). In South Carolina, the young (under 21) driver-involved population-based fatality rate followed a similar pattern as the number of fatalities, with the 2020 rate (2.40 deaths per 100,000 population) representing a 5.26% increase when compared to the prior four-year average (2.28) and a 10.09% increase from the 2016 rate (2.18) (see **Tables 11** and **3** as well as **Figures 12** and **13** for young driver-involved trends).

Table 11. South Carolina Young(Under 21) Driver-Involved Fatalities

	2016	2017	2018	2019	2020	% Change: 2016 vs. 2020	% Change: 2020 vs. prior 4-yr Avg.
Total Fatalities	108	121	136	96	123	13.89%	6.72%
VMT Rate**	0.20	0.22	0.24	0.17	0.23	15.00%	10.84%
Pop Rate***	2.18	2.41	2.67	1.86	2.40	10.09%	5.26%
Pct. Of Total	10.59%	12.23%	13.13%	9.54%	11.56%	0.97%	0.19%

NHTSA NCSA FARS: 2016-2019 Final File and 2020 Annual Report File (ARF)
2020 VMT & VMT Rate provided by South Carolina Department of Transportation
Population provided by U.S. Bureau of Census
**Rate per 100 million vehicle miles
***Rate per 100,000 population





Pedestrian traffic fatalities increased steadily from 2016 through 2018, dropped slightly from 2018 to 2019, and increased significantly from 2019 to 2020 (187). Overall, pedestrian fatalities increased by 29.86% when comparing 2020 with 2016, and by 19.30% when compared with the average of the prior four years (157). See **Tables 12** and **3**, as well as **Figures 14** and **15** for pedestrian trends.

Throughout the five years shown in **Table 12**, pedestrians accounted for, on average, 15.91% of all traffic-related fatalities in South Carolina. The 2020 percentage of pedestrian fatalities to total traffic fatalities (17.58%) represents a 2.10% increase in this index when compared to the 2016-2019 average (15.48%), and a 3.46% increase compared to the 2016 proportion.

Table 12. South Carolina Pedestrian Fatalities

	2016	2017	2018	2019	2020	% Change: 2016 vs. 2020	% Change: 2020 vs. prior 4-yr Avg.
Total Fatalities	144	155	165	163	187	29.86%	19.30%
VMT Rate**	0.26	0.28	0.29	0.28	0.35	34.62%	26.13%
Pop Rate***	2.90	3.09	3.25	3.17	3.65	25.86%	17.65%
Pct. Of Total	14.12%	15.67%	15.93%	16.20%	17.58%	3.46%	2.10%

NHTSA NCSA FARS: 2016-2019 Final File and 2020 Annual Report File (ARF)
2020 VMT & VMT Rate provided by South Carolina Department of Transportation
Population provided by U.S. Bureau of Census
**Rate per 100 million vehicle miles
***Rate per 100,000 population

Figure 14. South Carolina Pedestrian Fatalities

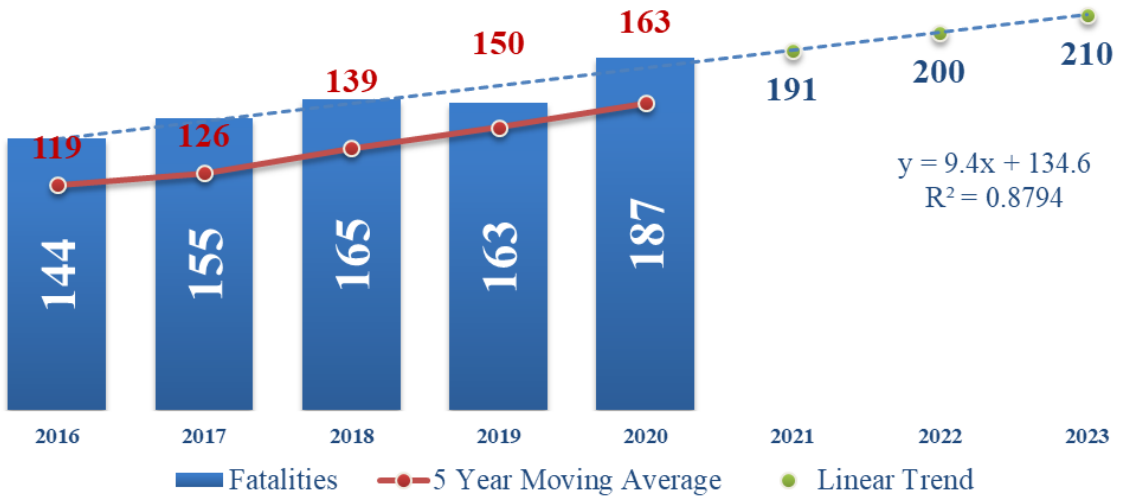
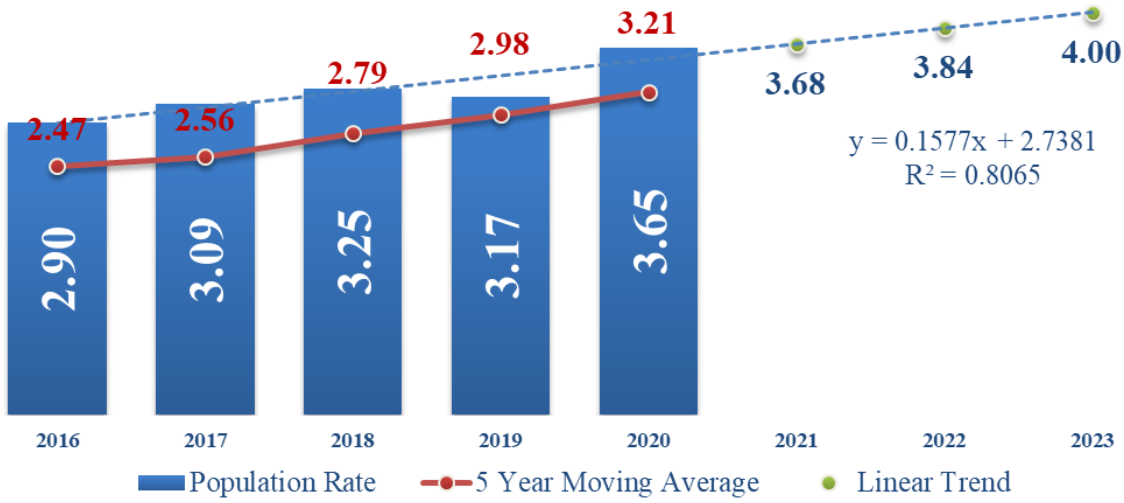


Figure 15. South Carolina Population Rate for Pedestrian Fatalities



The smallest category examined in this report was bicyclist traffic fatalities, accounting for, on average, 2.05% of all traffic-related fatalities in South Carolina over all five years (about 21 fatalities annually). There was a decrease from 2016 to 2017, an increase from 2017 through 2019, and a decrease from 2019 to 2020; the highest number of fatalities (26) was recorded in 2019. The 14 fatalities in 2020 represent a decrease of 38.46% over the prior four-year average and a 44.00% decrease when compared to the 2016 figure (see **Tables 13** and **3** and **Figures 16** and **17** for trends in bicyclist fatalities).

Table 13. South Carolina Bicyclist Fatalities

	2016	2017	2018	2019	2020	% Change: 2016 vs. 2020	% Change: 2020 vs. prior 4-yr Avg.
Total Fatalities	25	17	23	26	14	-44.00%	-38.46%
VMT Rate**	0.05	0.03	0.04	0.04	0.03	-40.00%	-25.00%
Pop Rate***	0.50	0.34	0.45	0.50	0.27	-46.00%	-39.66%
Pct. Of Total	2.45%	1.72%	2.22%	2.58%	1.32%	-1.13%	-0.92%

NHTSA NCSA FARS: 2016-2019 Final File and 2020 Annual Report File (ARF)
2020 VMT & VMT Rate provided by South Carolina Department of Transportation
Population provided by U.S. Bureau of Census
**Rate per 100 million vehicle miles
***Rate per 100,000 population

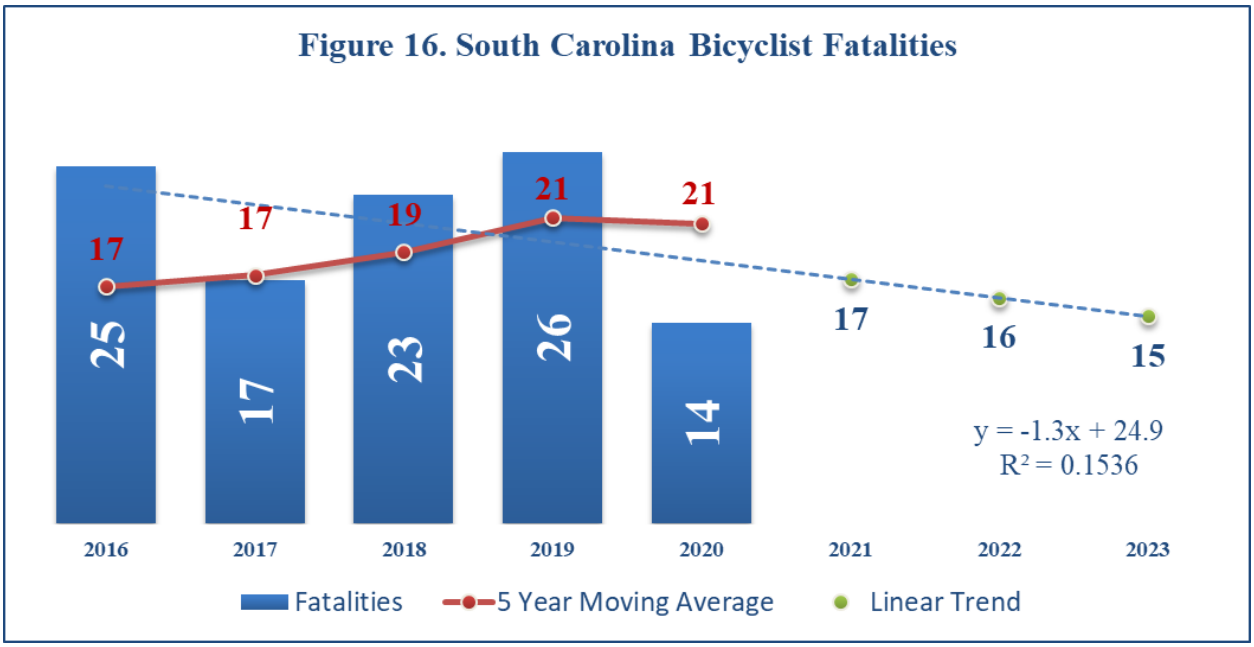
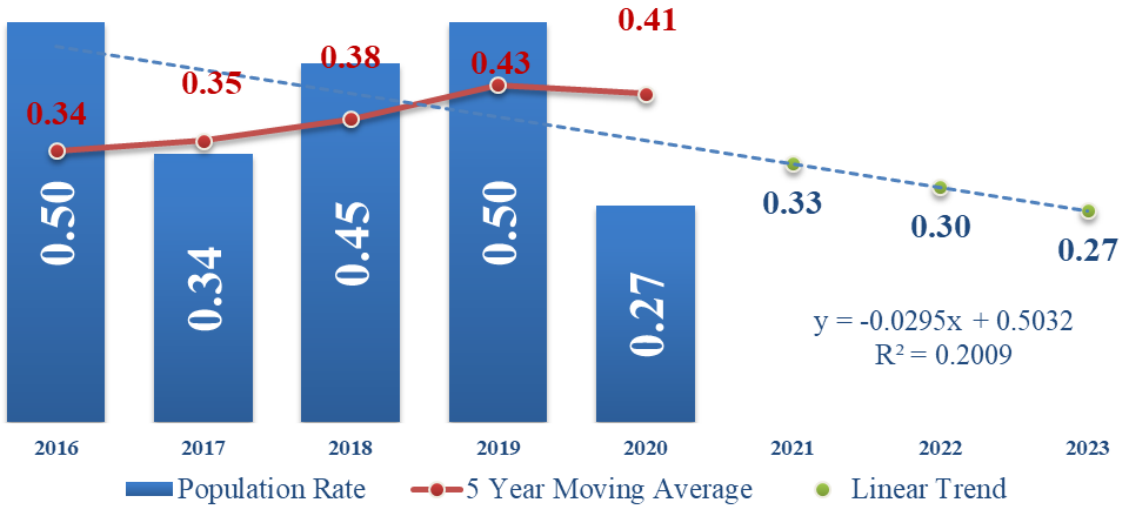


Figure 17. South Carolina Population Rate for Bicyclist Fatalities



SC Traffic Fatality Summary

Total traffic fatalities in South Carolina numbered 768 in 2013 (the third lowest number of fatalities in the prior 50-year state history) before increasing to 823 in 2014. Since 2014, the total number of traffic fatalities in South Carolina has increased considerably. The year 2015 saw 979 traffic fatalities and 1,020 traffic fatalities occurred in 2016. The number of traffic fatalities decreased slightly in 2017 to 989 before increasing to 1,036 in 2018 and then decreasing to 1,001 in 2019. In 2020, the number of traffic fatalities in South Carolina totaled 1,064, which was the record high for the five-year period of 2016-2020. Overall, there was an increase of 44 fatalities from 2016 with 2020.

Significant statistical declines from 2016 through 2020 occurred within the following categories (when comparing the number of related fatalities in 2016 to 2020): alcohol-impaired driving fatalities (-8.16%), motorcyclist fatalities (-26.34%), and bicyclist (-44.00%). A smaller statistical decline was observed in the passenger fatalities category (-0.60%). The remaining categories all saw increases: Driver (2.36%); Young (20 & under) Driver-Involved (13.89%); Older (65+) Driver-Involved (16.77%); Unrestrained Occupant (18.10%); Speeding-Related (25.70%); and Pedestrians (29.86%).

METHODS FOR PROJECT SELECTION

SOUTH CAROLINA'S PROCESS FOR DEVELOPING AND SELECTING EVIDENCE-BASED COUNTERMEASURES AND PROJECTS

Development of the Funding Guidelines

With the completion of the Problem Identification process, staff developed the FFY 2023 Highway Safety Funding Guidelines, which for the first time in many years included overtime enforcement projects. This document set guidelines for the submission of grant applications for highway safety funding in accordance with the priorities established through the problem identification process and basic federal requirements of the Section 402 program. Under the new performance-based process, the guidelines stipulated that "Applicants who do not demonstrate a traffic safety problem/need will not be considered for funding." In order to place funding where the problems exist, the guidelines further specified that "priority consideration will be given to applicants proposing major alcohol countermeasures, occupant protection, non-motorized safety, speed enforcement, and traffic records programs within the counties identified previously as having the highest numbers and percentages of alcohol and/or speed-related traffic collisions, deaths, and injuries during the last three years."

The guidelines:

(1) described the state's identified highway safety problems;

(2) provided information on the priority funding areas and the types of projects desired by OHSJP based on the problem identification process;

(3) described allowable and unallowable activities/program costs;

(4) provided information on project funding eligibility;

(5) provided information on how applications would be reviewed and evaluated;

(6) provided a checklist for grant application completion;

(7) detailed funded applicants responsibilities; and

(8) explained the specific requirements for applications submitted under the various program areas.

Solicitation Process

Once the guidelines were completed, an electronic flyer was sent to approximately 450 recipients, including state and local law enforcement agencies, state agencies, Project Directors of current grant projects, coroners, and Safe Kids coalitions within the state on December 30, 2021. The flyer informed recipients of the grant opportunity and invited them to attend the Grant Solicitation

Workshop. It also referred recipients to the OHSJP's website at https://scdps.sc.gov/ohsjp which contained instructions for the preparation of the grant application document. The application deadline was Friday, February 25, 2022 at 11:59 p.m. Applicants were provided names and telephone numbers of highway safety staff to contact for assistance.

Workshops for Potential Applicants

A virtual Grant Solicitation Workshop was held via WebEx on January 19, 2022, with approximately 95 participants. During the workshop, participants were provided with a description of the various program areas eligible for funding; an explanation of allowable costs; a description of the types of projects for which priority consideration would be given; a description of the criteria by which applications would be reviewed; specific instructions on the proper completion of the grant application; and a presentation on how to write a winning grant proposal. Participants were informed that samples of completed grant applications in the eligible areas for funding would be available on the SCDPS website to assist in the preparation of their applications.

Highway Safety Strategies and Projects

Each countermeasure strategy and project South Carolina plans to implement to reach the performance targets utilizing Section 402 and Section 405 funding streams during the FFY 2023 grant year is described. The systematic data collection and analysis used in the project selection process supports the successful implementation of an evidence-based traffic safety enforcement program in this state.

Strategies for Project Selection

The deadline for Highway Safety grant applications for FFY 2023 funding was Friday, February 25, 2022, at 11:59 p.m. Grant applications moved through a multi-stage review process. The first stage of the review process involved the Highway Safety Grant Program Manager, Highway Safety Planning and Evaluation Coordinator, Occupant Protection/Police Traffic Services Program Coordinator, Impaired Driving Countermeasures Program Coordinator and members of the Highway Safety Grants Accounting Team reviewing and discussing the applications submitted by the due date and time. A second stage of the review process involved additional meetings to discuss grant applications in detail and included the OHSJP Director, the Grants Administration Manager, the Business Manager, the Highway Safety Grants Accounting Manager, and the Highway Safety Grant Program Manager. Applications for continued and new highway safety activities received from state agencies, political subdivisions, and private, non-profit organizations were reviewed at both stages in accordance with the review criteria listed below:

1. The degree to which the proposal addressed a national or state-identified problem area. Primary consideration was granted to those projects which addressed major alcohol-impaired driving countermeasures, occupant protection, non-motorized safety, speed enforcement, and

traffic records programs within the counties identified previously as having the highest numbers and percentages of alcohol and/or speed-related traffic collisions, deaths, and injuries during the last three years.

2. The extent to which the proposal met the published criteria within the specific guidelines.

3. The degree to which the applicant identified, analyzed, and comprehended the local or state problems. Applicants who did not demonstrate a traffic safety problem/need were not recommended for funding.

4. The extent to which the proposal sought to provide a realistic and comprehensive approach toward problem solution, including documenting coordination with local and state agencies necessary for successful implementation.

5. The assignment of specific and measurable objectives with performance indicators capable of assessing project activity.

6. The extent to which the estimated cost justified the anticipated results.

7. The ability of the proposed efforts to generate additional identifiable highway safety activity in the program area; the ability of the applicant to become self-sufficient and to continue project efforts once federal funds are no longer available.

8. The ability of the applicant to successfully implement the project based on the experience of the agency in implementing similar projects; the capability of the agency to provide necessary administrative support to the project. For projects funded in previous fiscal years, the quality of work and the responsiveness to grant requirements demonstrated in past funding years; current or past grant performance; results of past monitoring visits; and the timeliness and thoroughness of required reports.

9. Applicants must not be delinquent in the submission of fines, fees, and surcharges to the State Treasurer's Office.

10. Law enforcement applicants must be current in the reporting of Public Contact Information to the SCDPS pursuant to Section 56-5-6560 of the South Carolina Code of Laws.

The first segment of the staffing allowed for the individual to review the application against established criteria and determine the written quality of the grant application. Individual proposals were discussed based on supplemental considerations, such as current or past grant performance; success in attaining self-sufficiency (if a past subgrantee); likelihood of project to significantly reduce collisions, injuries, and fatalities; the multijurisdictional nature of the project; letters of support from interested parties; and other factors which could affect funding consideration. Once all reviewers had completed their individual reviews, a multi-day staffing review was established.

A formal process for discussion of every application was implemented. The presenting Program Coordinator first outlined the highway safety problem identified in the application and discussed the approach proposed to resolve the problem. At the close of the discussion and/or information gathering, a vote of all reviewers was taken as to whether to recommend denial or approval.

The second stage of the grant review process was held to reach a general consensus on each of the grant applications. Upon the conclusion of the two stages of staffing meetings, the third portion of the review process began. Each project was further reviewed and evaluated to ensure that all projects recommended for funding met the established criteria and the final recommendation would reflect the best use of grant funds to address a highway safety issue. Ranking priority for projects recommended for funding was given to (1) ongoing grant applications for the overall management and administration of the Highway Safety grant program; (2) continuation of statewide training grant applications; (3) law enforcement grant applications in priority county order; (4) prosecutorial grant applications in priority county order; and 5) all other meritorious grant applications addressing Funding Guidelines priority areas which demonstrated a highway safety problem.

LIST OF INFORMATION AND DATA SOURCES

Data Sources Consulted:

Venkatraman, V., Richard, C.M., Magee, K., & Johnson, K. (2021, July). *Countermeasures that work: A highway safety countermeasures guide for State Highway Safety Offices*, 10th edition, 2020. (Report No. DOT HS 813 097). National Highway Traffic Safety Administration.

South Carolina /SCDPS Crash Statistics OHSJP Statistical Analysis and Research Section.

SCDPS and SC Department of Transportation (2020, December). S.C. Strategic Highway Safety Plan. Retrieved from: https://scdps.sc.gov/sites/default/files/Documents/accountability/BR1_SC_SHSP_Dec20-LoRes.pdf

Fatality Analysis Reporting System, National Highway Traffic Safety Administration.

DESCRIPTION OF OUTCOMES REGARDING SHSP & HSIP COORDINATION

Coordination with HSP and the Strategic Highway Safety Plan (SHSP)/State Highway Safety Improvement Program (HSIP)

The state views the coordination of the HSP with the SHSP as an effort to build a unified state approach to highway safety. This coordination is evidenced by the performance measures meetings with Metropolitan Planning Organizations (MPO) and SCDOT, which are conducted by the

OHSJP and SCDOT. The coordination is also evidenced by joint enforcement efforts, such as the continuation of the dedicated Safety Improvement Teams (SIT) for work zones, funded by SCDOT, and SCDOT's and the SCDPS' collaborative plan which allows all SCDPS law enforcement personnel the opportunity to work in an off-duty capacity in work zones.

South Carolina completed the update of its Strategic Highway Safety Plan (SHSP) in December 2020. The updated plan, titled "Target Zero" (https://scdps.sc.gov/sites/default/files/Documents/accountability/BR1_SC_SHSP_Dec20-LoRes.pdf) was developed in consultation and coordination with federal, state, and local safety partners with the goal of eliminating traffic fatalities and reducing serious traffic-related injuries.

The emphasis areas for Target Zero were identified using a data-driven process and include performance measures such as the number and rate of fatalities and serious injuries. The major problem areas for SC remain similar to those identified in the 2015 SHSP. The 12 emphasis areas are: roadway departure; intersections; unrestrained driving; impaired driving; speeding; distracted driving; young drivers; mature drivers; pedestrians; motorcycles/mopeds; bicycles; and work zones (highway workers). In an effort to coordinate the SHSP with the HSP, the OHSJP Director was actively involved in the development of the SHSP. Data analyses performed by the SARS for the purpose of identifying the emphasis areas for the updated SHSP were also utilized in the setting of performance measures and targets in the FFY 2023 HSP.

Performance Measures Common to the HSP, SHSP and State Highway Safety Improvement Program

The performance measures that are common to South Carolina's HSP, SHSP and the state's HSIP are the number of traffic fatalities, number of serious traffic injuries, and the traffic fatality VMT rate. The Federal Highway Administration (FHWA) and SCDOT are responsible for the development of the HSIP. The SCDPS, SCDOT, FHWA, and other local, state and federal agencies and safety advocates collaborated on the creation of the SHSP. The state's HSP, though developed by OHSJP, reflects multiple partnerships among a variety of federal, state, and local agencies. The number of traffic fatalities, number of serious traffic injuries, and the traffic fatality VMT rate performance measures are mutually identified in the HSP and SHSP by emphasis areas that were developed through extensive data analysis. The performance measure targets common between SCDPS and SCDOT are reported by SCDOT in the Highway Safety Improvement Program (HSIP) Annual Report. The HSIP Annual Report is submitted by SCDOT to FHWA and is due by August 31st each year. After both the HSP and the HSIP have been submitted, FHWA will perform a review of both documents to ensure the targets are identical. States are notified of any discrepancies. Additionally, the performance measures and goals contained within this HSP were mutually agreed upon by SCDPS OHSJP Director, Grants Administration Manager, Highway Safety Grant Program Manager, SCDOT SHSP Manager and State Safety Engineer, and

the Federal Highway Administration's (FHWA) Safety and Operations Engineer for South Carolina, most of whom serve on the state's SHSP steering committee. The SCDOT State Safety Engineer and the FHWA-SC Safety and Traffic Engineer also are involved in the development of the Highway Safety Improvement Program for South Carolina. It is understood that the performance measures common to the state's HSP, SHSP and HSIP are and will be defined identically and appropriately aligned.

PERFORMANCE REPORT

	2023 HSP				
Performance Measure:	**Target Period**	**Target Year(s)**	**Target Value FY22 HSP**	**Data Source*/ FY22 Progress Results**	**On Track to Meet FY22 Target YES/NO/In-Progress (Must be Accompanied by Narrative**)**
C-1) Total Traffic Fatalities	5 year	2018-2022	1,061	2016-2020 FARS & Preliminary State 2021 Data 1,058	No
C-2) Serious Injuries in Traffic Crashes	5 year	2018-2022	2,850	2016-2020 FARS & Preliminary State 2021 Data 2,860	Yes
C-3) Fatalities/VMT	5 year	2018-2022	1.82	2016-2020 FARS Preliminary State 2021 Data 1.88	No

Note: For each of the Performance Measures C-4 through C-11, the State should indicate the Target Period which they used in the FY22 HSP.

C-4) Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions	Annual	2022	311	Preliminary State 2021 Data 378	No
C-5) Alcohol-Impaired Driving Fatalities	Annual	2022	305	Preliminary State 2021 Data 401	No
C-6) Speeding-Related Fatalities	Annual	2022	416	Preliminary State 2021 Data 459	No
C-7) Motorcyclist Fatalities	Annual	2022	160	Preliminary State 2021 Data 187	No
C-8) Unhelmeted Motorcyclist Fatalities	Annual	2022	114	Preliminary State 2021 Data	No

				121	
C-9) Drivers Age 20 or Younger Involved in Fatal Crashes	Annual	2022	115	Preliminary State 2021 Data 147	No
C-10) Pedestrian Fatalities	Annual	2022	148	Preliminary State 2021 Data 192	No
C-11) Bicyclist Fatalities	Annual	2022	20	Preliminary State 2021 Data 24	Yes
B-1) Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey)	Annual	2022	90.4%	2021 State Survey 90.1%	Yes
C-12) Number of Moped Fatalities	Annual	2022	34	Preliminary State 2021 Data 28	Yes
C-3R) Fatalities/VMT (Rural) (FARS, FHWA)	Annual	2022	2.56	Preliminary State 2021 Data 3.42	No
C-3U) Fatalities/VMT (Urban) (FARS, FHWA)	Annual	2022	1.18	Preliminary State 2021 Data 0.96	Yes

Listed below is a program level performance report of the state's success in meeting the core performance targets identified in the FFY 2022 HSP for each program area. South Carolina uses the most up-to-date annual information available for each measure to report on the state's success in meeting the core performance targets. South Carolina uses preliminary 2021 state data and 2020 FARS Annual Report File (ARF) data to report on the anticipated success of meeting the core performance targets unless otherwise noted.

Performance Measure: C-1) Number of traffic fatalities (FARS): *Traffic fatalities will increase by 5.6% from a five year baseline moving average of 1,005 in 2015-2019 to a five year moving average of 1,061 for 2018-2022.*

Program-Area-Level Report: Preliminary state data compiled by the OHSJP's Statistical Analysis & Research Section (SARS) indicates there were 1,194 traffic fatalities in 2021, with an estimated five year average of 1,058 for 2017-2021. This is an increase of 12% from the 1,066 traffic fatalities in 2020. If this trend continues, the state does not anticipate meeting its goal of a five year moving average of 1,061 traffic deaths for 2018-2022.

Performance Measure: C-2) Number of serious injuries in traffic crashes (State crash data files): *To decrease serious traffic injuries by 4.2% from the 2015-2019 baseline average of 2,974 to 2,850 for 2018-2022.*

Program-Area-Level Report: Preliminary state data compiled by the OHSJP's Statistical Analysis & Research Section (SARS) indicates there were 2,961 serious traffic injuries in 2021, with an estimated five year average of 2,860 for 2017-2021. This is an increase of 13.6% from the 2,607 serious traffic injuries in 2020, but an 8.5% decrease from 2019 to 2021. The data from 2009 to 2018 reflects a general downward trend. Based on prior year overall trends, the state expects the number of serious traffic injuries for 2022 to be around 2,800. If the general downward trend continues, the state does anticipate meeting its goal of a five year moving average of 2,850 serious traffic injuries for 2018-2022.

Performance Measure: C-3) Fatalities/VMT (FARS, FHWA): *To decrease traffic fatalities/VMT by 0% from a five year baseline moving average of 1.82 in 2015-2019 to a five year moving average of 1.82 for 2018-2022.*

Program-Area-Level Report: Preliminary state data compiled by the OHSJP's Statistical Analysis & Research Section (SARS) indicates there were 2.08 traffic fatalities/VMT in 2021, with an estimated five year average of 1.88 for 2017-2021. This is an increase of 5.1% from the 1.98 traffic fatalities/VMT in 2020. If this trend continues, the state does not anticipate meeting its goal of a five year moving average of 1.82 traffic fatalities/VMT in 2018-2022.

Performance Measure: C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS): *To decrease unrestrained motor vehicle occupant fatalities by 0.3% from the 2015-2019 baseline average of 312 to 311 by December 31, 2022.*

Program-Area-Level Report: Preliminary state data compiled by the OHSJP's Statistical Analysis & Research Section (SARS) indicates there were 378 unrestrained motor vehicle occupant fatalities in 2021, with an estimated five year average of 338 for 2017-2021. This is an increase of 1.6% from the 372 unrestrained motor vehicle occupant fatalities in 2020. If this trend continues, the state does not anticipate meeting its goal of 311 unrestrained motor vehicle occupant fatalities in 2022.

Performance Measure: C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS): *To decrease alcohol-impaired driving fatalities by 0.3% from the 2015-2019 baseline average of 306 to 305 by December 31, 2022.*

Program-Area-Level Report: Preliminary state data compiled by the OHSJP's Statistical Analysis & Research Section (SARS) indicates there were 401 drug and/or alcohol-impaired

driving fatalities in 2021, with an estimated five year average of 317 for 2017-2021. This is an increase of 27.3% from the 315 drug and/or alcohol-impaired driving fatalities in 2020. If this trend continues, the state does not anticipate meeting its goal of 305 alcohol-impaired driving fatalities in 2022.

Performance Measure: C-6) Number of speeding-related fatalities (FARS): *To decrease speeding-related traffic fatalities by 0.2% from the 2015-2019 baseline average of 417 to 416 by December 31, 2022.*

Program-Area-Level Report: Preliminary state data compiled by the OHSJP's Statistical Analysis & Research Section (SARS) indicates there were 459 speeding-related traffic fatalities in 2021, with an estimated five year average of 456 for 2017-2021. This is a decrease of 7.1% from the 494 speeding-related traffic fatalities in 2020. Even if this trend continues, the state does not anticipate meeting its goal of 416 speeding-related traffic fatalities in 2022.

Performance Measure: C-7) Number of motorcyclist fatalities (FARS): *To decrease motorcyclist fatalities by 1.2% from the 2015-2019 baseline average of 162 to 160 by December 31, 2022.*

Program-Area-Level Report: Preliminary state data compiled by the OHSJP's Statistical Analysis & Research Section (SARS) indicates there were 187 motorcyclist fatalities (including moped operators) in 2021, with an estimated five year average of 152 for 2017-2021. This is an increase of 36.5% from the 137 motorcyclist fatalities (including moped operators) in 2020. The state does not anticipate meeting its goal of 160 motorcyclist fatalities (including moped operators) in 2022.

Performance Measure: C-8) Number of unhelmeted motorcyclist fatalities (FARS): *To decrease unhelmeted motorcyclist fatalities by 0.9% from the 2015-2019 baseline average of 115 to 114 by December 31, 2022.*

Program-Area-Level Report: Preliminary state data compiled by the OHSJP's Statistical Analysis & Research Section (SARS) indicates there were 121 unhelmeted motorcyclist fatalities (includes moped operators) in 2021, with an estimated five year average of 105 for 2017-2021. This is an increase of 31.5% from the 92 unhelmeted motorcyclist fatalities (includes moped operators) in 2020. The state does not anticipate meeting its goal of 114 unhelmeted motorcyclist fatalities (includes moped operators) in 2022.

Performance Measure: C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS): *To decrease the number of drivers age 20 and under involved in fatal crashes by 0.9% from the 2015-2019 baseline average of 116 to 115 by December 31, 2022.*

Program-Area-Level Report: Preliminary state data compiled by the OHSJP's Statistical Analysis & Research Section (SARS) indicates there were 147 drivers age 20 and under involved in fatal collisions in 2021, with an estimated five year average of 125 for 2017-2021. This is an increase of 19.5% from the 123 drivers age 20 and under involved in fatal collisions in 2020. If this trend continues, the state does not anticipate meeting its goal of 115 drivers age 20 and under involved in fatal collisions in 2022.

Performance Measure: C-10) Number of pedestrian fatalities (FARS): *To decrease pedestrian traffic fatalities by 0.7% from the 2015-2019 baseline average of 149 to 148 by December 31, 2022.*

Program-Area-Level Report: Preliminary state data compiled by the OHSJP's Statistical Analysis & Research Section (SARS) indicates there were 192 pedestrian traffic fatalities in 2021, with an estimated five year average of 172 for 2017-2021. This is an increase of 2.7% from the 187 pedestrian traffic fatalities in 2020. If this trend continues, the state does not anticipate meeting its goal of 148 pedestrian traffic fatalities in 2022.

Performance Measure: C-11) Number of bicyclists fatalities (FARS): *To decrease bicyclist traffic fatalities by 4.8 % from the 2015-2019 baseline average of 21 to 20 by December 31, 2022.*

Program-Area-Level Report: Preliminary state data compiled by the OHSJP's Statistical Analysis & Research Section (SARS) indicates there were 24 bicyclist traffic fatalities in 2021, with an estimated five year average of 21 for 2017-2021. This is an increase of 71.4% from the 14 bicyclist traffic fatalities in 2020, but a 7.7% decrease from 2019. Despite the 2021 increase, the state anticipates meeting its goal of 20 bicyclist traffic fatalities in 2022.

Performance Measure: B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey): *To increase observed seatbelt usage rate by 0.1 percentage points from the 2019 baseline average of 90.3% to 90.4% by December 31, 2022.*

Program-Area-Level Report: Due to a waiver granted by NHTSA as a result of the COVID-19 Pandemic, the annual seatbelt observational study was not conducted during calendar year 2020. Therefore, the state used the observed rate for 2019 to estimate the 2020 rate for this performance target. The annual seatbelt observational study indicated a 90.1% observed seatbelt usage rate in 2021, with an estimated five year average of 90.5% for 2017-2021. This is a decrease of 0.2 percentage points from the 90.3% observed seatbelt usage rate for 2020. The state anticipates meeting its goal of 90.4% observed seatbelt usage rate in 2022.

Performance Measure: C-12) Number of moped fatalities (State): *To decrease moped traffic fatalities by 2.9% from the 2015-2019 baseline average of 35 to 34 by December 31, 2022.*

Program-Area-Level Report: Preliminary state data compiled by the OHSJP's Statistical Analysis & Research Section (SARS) indicates there were 28 moped traffic fatalities in 2021, with an estimated five year average of 28 for 2017-2021. This is an increase of 27.3% from the 22 moped traffic fatalities in 2020. If this trend continues, the state anticipates meeting its goal of 34 moped traffic fatalities in 2022.

Performance Measure: C-3R) Fatalities/VMT (Rural) (FARS, FHWA): *To decrease traffic fatalities/VMT (Rural) by 0.4% from the 2015-2019 baseline average of 2.57 to 2.56 by December 31, 2022.*

Program-Area-Level Report: Preliminary state data compiled by the OHSJP's Statistical Analysis & Research Section (SARS) indicates there were 3.42 traffic fatalities/VMT (Rural) in 2021, with an estimated five year average of 2.93 for 2017-2021. This is an increase of 6.5% from the 3.21 traffic fatalities/VMT (Rural) in 2020. If this trend continues, the state does not anticipate meeting its goal of 2.56 traffic fatalities/VMT (Rural) in 2022.

Performance Measure: C-3U) Fatalities/VMT (Urban) (FARS, FHWA): *To decrease traffic fatalities/VMT (Urban) by 1.7% from the 2015-2019 baseline average of 1.20 to 1.18 by December 31, 2022.*

Program-Area-Level Report: Preliminary state data compiled by the OHSJP's Statistical Analysis & Research Section (SARS) indicates there were 0.96 traffic fatalities/VMT (Urban) in 2021, with an estimated five year average of 1.01 for 2016-2020. There was no change from the number of traffic fatalities/VMT (Urban) in 2020. If this trend continues, the state anticipates meeting its goal of 1.18 traffic fatalities/VMT (Urban) in 2022.

PERFORMANCE PLAN

			BASE YEARS				
	GHSA/NHTSA Recommended/Optional PERFORMANCE PLAN CHART FY 23 Highway Safety Plan		**2016**	**2017**	**2018**	**2019**	**2020**
C-1	Traffic Fatalities	FARS Annual	1,020	989	1,036	1,006	1,064
	We expect total fatalities to increase to 1,119 (2019 - 2023 rolling average) by 2023	5-Year Rolling Avg.	890	916	969	1,006	1,023
C-2	Serious Injuries in Traffic Crashes	State	3,049	2,851	2,642	3,237	2,607
	Reduce serious traffic injuries to 2,868 (2019 – 2023 rolling average) by 2023	5-Year Rolling Avg.	3,199	3,089	2,965	2,974	2,877
C-3	Fatalities/100M VMT	FARS Annual	1.87	1.78	1.82	1.74	1.98
	We expect fatalities/100 MVMT to increase to 1.940 (2019 -2023 rolling average) by 2023.	5-Year Rolling Avg.	1.75	1.75	1.80	1.82	1.84
C-4	Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions	FARS Annual	315	308	331	300	372
	Reduce unrestrained passenger vehicle occupant fatalities, all seat positions 0.3 percent from 325 (2016-2020	5-Year Rolling Avg.	291	290	307	312	325

	GHSA/NHTSA Recommended/Optional PERFORMANCE PLAN CHART FY 23 Highway Safety Plan		BASE YEARS 2016	2017	2018	2019	2020
	rolling average) to 324 (2019 – 2023 rolling average) by 2023.						
C-5	Alcohol-Impaired Driving Fatalities	FARS Annual	343	305	290	276	315
	Reduce alcohol impaired driving fatalities 0.3 percent from 306 (2016-2020 rolling average) to 305 (2019 – 2023 rolling average) by 2023.	5-Year Rolling Avg.	333	325	315	304	306
C-6	Speeding-Related Fatalities	FARS Annual	393	417	450	459	494
	Reduce speeding-related fatalities by 0.2 percent from 443 (2016-2020 rolling average) to 442 (2019 – 2023 rolling average) by 2023.	5-Year Rolling Avg.	339	358	387	417	443
C-7	Motorcyclist Fatalities	FARS Annual	186	145	141	151	137
	Reduce motorcyclist fatalities by 0.7 percent from 152 (2016-2020 rolling average) to 151 (2019 – 2023 rolling average) by 2023.	5-Year Rolling Avg.	157	157	156	162	152

			BASE YEARS				
	GHSA/NHTSA Recommended/Optional PERFORMANCE PLAN CHART FY 23 Highway Safety Plan		**2016**	**2017**	**2018**	**2019**	**2020**
C-8	Unhelmeted Motorcyclist Fatalities	FARS Annual	134	99	98	116	92
	Reduce unhelmeted, motorcyclist fatalities 0.9 percent from 108 (2016-2020 rolling average) to 107 (2019 – 2023 rolling average) by 2023.	5-Year Rolling Avg.	114	113	112	116	108
C-9	Drivers Age 20 or Younger involved in Fatal Crashes	FARS Annual	108	121	136	96	123
	Reduce drivers age 20 and younger involved in fatal crashes by 0.9 percent from 117 (2016-2020 rolling average) to 116 (2019 - 2023 rolling average) by 2023.	5-Year Rolling Avg.	114	113	121	116	117
C-10	Pedestrian Fatalities	FARS Annual	144	155	165	163	187
	Reduce pedestrian fatalities by 0.6 percent from 163 (2016-2020 rolling average) to 162 (2019 – 2023 rolling average) by 2023.	5-Year Rolling Avg.	119	126	139	150	163
C-11	Bicyclist Fatalities	FARS Annual	25	17	23	26	14

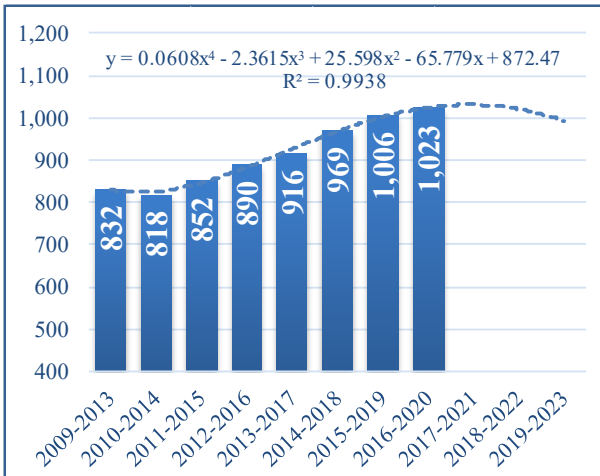
			BASE YEARS				
	GHSA/NHTSA Recommended/Optional PERFORMANCE PLAN CHART FY 23 Highway Safety Plan		**2016**	**2017**	**2018**	**2019**	**2020**
	Reduce bicyclist fatalities 4.8 percent from 21 (2016-2020 rolling average) to 20 (2019 – 2023 rolling average) by 2023.	5-Year Rolling Avg.	17	17	19	21	21
			2016	**2017**	**2018**	**2019**	**2020**
B-1	Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey) Increase observed seat belt use for passenger vehicles, front seat outboard occupants by 0.1 percentage points from 90.3 percent in 2020 to 90.4 percent by 2023.	State	93.9	92.3	89.7	90.3	90.3
C-3R	To decrease traffic fatalities/VMT (Rural) by 0.4 percent from the 2016-2020 baseline average of 2.74 to 2.73 by December 31, 2023.	FARS Annual	2.48	2.72	2.65	2.65	3.21
		5-Year Rolling Avg.	2.63	2.54	2.54	2.57	2.74
C-3U	To decrease traffic fatalities/VMT (Urban) by 8.3 percent from the 2016-2020	FARS Annual	1.37	1.00	1.14	0.99	0.96

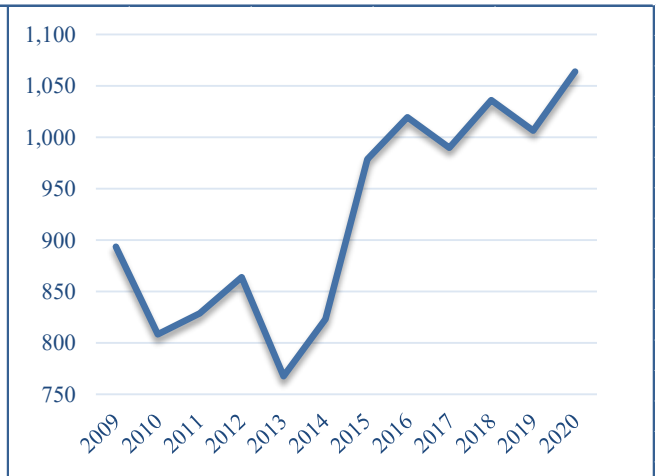
			BASE YEARS				
	GHSA/NHTSA Recommended/Optional PERFORMANCE PLAN CHART FY 23 Highway Safety Plan		**2016**	**2017**	**2018**	**2019**	**2020**
	baseline average of 1.09 to 1.00 by December 31, 2023.	5-Year Rolling Avg.	0.97	1.08	1.19	1.20	1.09
C-12	To decrease moped traffic fatalities by 3.3 percent from the 2016-2020 baseline average of 30 to 29 by December 31, 2023.	FARS Annual	39	29	30	32	22
		5-Year Rolling Avg.	35	34	35	35	30

Performance Measure: C-1) Number of traffic fatalities (FARS): We expect traffic fatalities will increase by 9.4% from a five-year average of 1,023 for 2016-2020 to a five year moving average of 1,119 for 2019-2023.

Figure C-1: South Carolina Total Traffic Fatalities

5 Year Moving Average with Trend Analysis





Polynomial Projection =	2016 = 1020
$0.0608(11)^4$-$2.3615(11)^3$ + $25.598(11)^2$ - 65.779(11) + 872.47	2017 = 989
= 993	2018 = 1036
2015-2019 Average = 1006	2019 = 1006
2016-2020 Average = 1023	2020 = 1066 (6% increase from 2019, Prelim. State Data)
2017-2021 Average = 1058	2021 = 1194 (12% increase from 2020, Prelim. State Data)

Note: 2009-2019 Final FARS and 2020-2021 Preliminary State Data from SCCATTS Fatality Application.

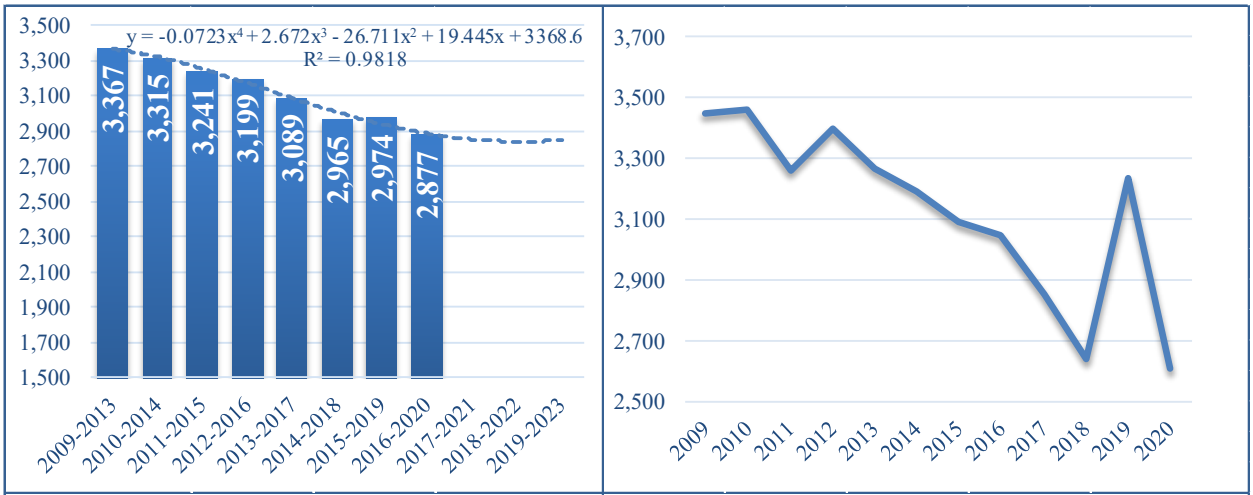
As shown in Figure C-1 above, a polynomial trend analysis projects South Carolina will experience a five-year average of 993 traffic fatalities for 2019-2023. Preliminary state data compiled by the OHSJP's Statistical Analysis & Research Section indicate there were 1,194 traffic fatalities in 2021, an increase of 12% from 1,066 in 2020. Given the general upward trend since 2014 and the spikes in fatalities in 2016, 2018, and 2020, as well as the negative impact on driver behavior due to the COVID-19 pandemic, the South Carolina Department of Transportation and the OHSJP mutually set a goal of 1,119 average traffic fatalities for 2019-2023.

During the initial wave of the COVID-19 pandemic period in 2020, law enforcement reduced contact with drivers. This attempt to slow the spread of COVID-19 had a negative impact on driver behavior. While law enforcement has returned to normal operation for 2022, it appears that driver behavior has not. The SCDOT and the SCDPS also have concerns that the negative image of law enforcement as a result of recent, major events is also having a negative impact on driver behavior.

Performance Measure: C-2) Number of serious injuries in traffic crashes (State crash data files): To decrease serious traffic injuries by 0.3% from the 2016-2020 baseline average of 2,877 to 2,868 for 2019-2023.

Figure C-2: South Carolina Serious Traffic Injuries

5 Year Moving Average with Trend Analysis



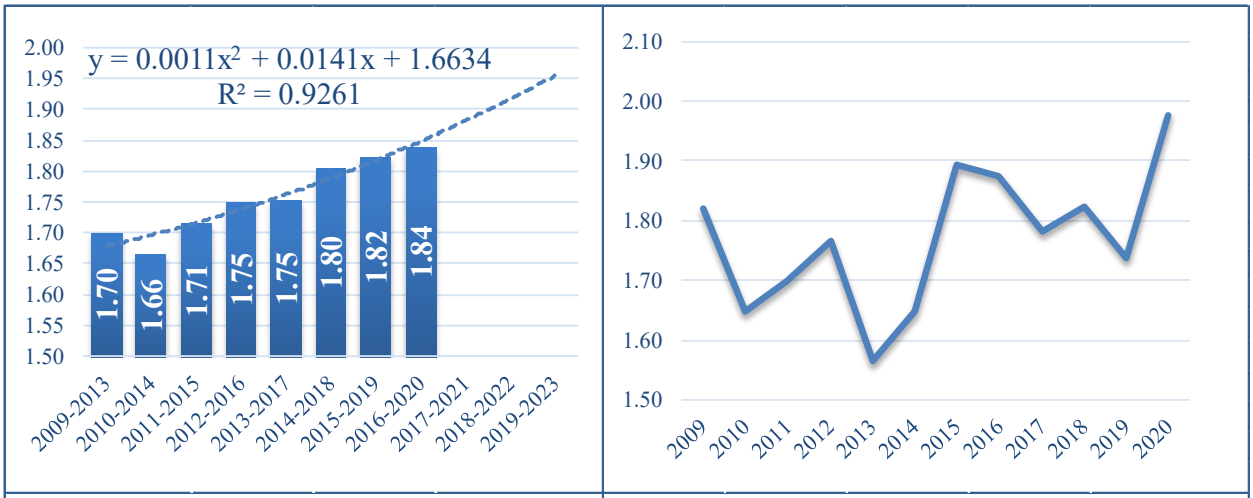
Polynomial Projection =	2016 = 3049
$-0.0723(11)^4+2.672(11)^3 - 26.711(11)^2 + 19.445(11) + 3368.6$	2017 = 2851
= 2848	2018 = 2642
2015-2019 Average = 2974	2019 = 3237
2016-2020 Average = 2877	2020 = 2607 (19.5% decrease from 2019, 2020 FARS ARF)
2017-2021 Average = 2860	2021 = 2961 (13.6% increase from 2020, Prelim. State Data)

As shown in Figure C-2 above, a polynomial trend analysis projects South Carolina will experience a five-year average of 2,848 serious traffic injuries for 2019-2023. Preliminary state data compiled by the OHSJP's Statistical Analysis & Research Section indicate there were 2,961 serious traffic injuries in 2021, an increase of 13.6% from 2,607 in 2020. Given the decreases in serious injuries since 2013 (with a spike in 2019) and the change in serious injury definition on the South Carolina traffic report form in 2018, the South Carolina Department of Transportation and the OHSJP mutually set the goal of a five-year average of 2,868 serious injuries for 2019-2023.

Performance Measure: C-3) Fatalities/VMT (FARS, FHWA): We expect that the traffic fatalities/VMT rate will increase by 5.4% from a five-year average of 1.84 in 2016-2020 to a five-year average of 1.940 for 2019-2023.

Figure C-3: South Carolina Traffic Fatalities/VMT

5 Year Moving Average with Trend Analysis



SCDOT VMT Est. Growth: 2% & 2% for 2021 & 2022	2016 = 1.87
Estimated Fatality Increase: 1.5% annually for 2021-2022	2017 = 1.78
Polynomial Projection (x = 11) = 1.95	2018 = 1.82
2015-2019 Average = 1.82	2019 = 1.74
2016-2020 Average = 1.84	2020 = 1.98 (13.8% increase from 2019, 2020 FARS ARF)
2017-2021 Average = 1.88	2021 = 2.08 (5.1% increase from 2020, Prelim. State Data)

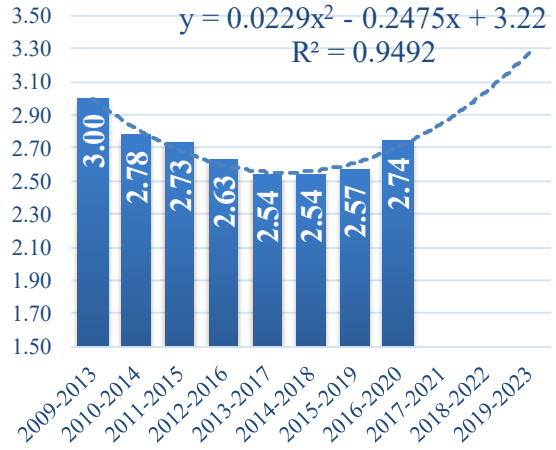
Note: 2009-2019 Final FARS, 2020 FARS ARF, and 2021 Preliminary State Data from SCCATTS Fatality Application.

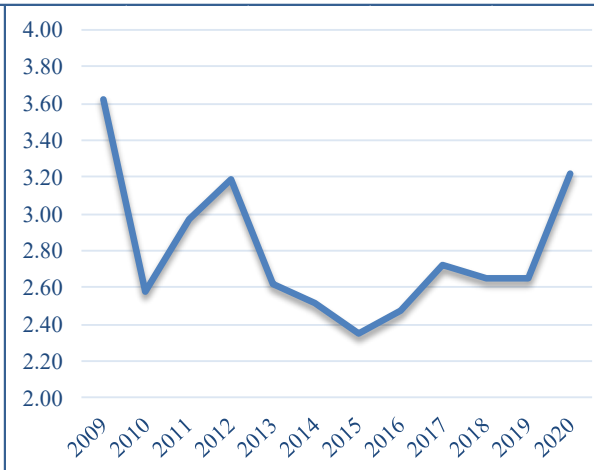
As shown in Figure C-3 above, a polynomial trend analysis projects South Carolina will experience a five-year average of 1.95 traffic fatalities/VMT for 2019-2023. Preliminary state data compiled by the OHSJP's Statistical Analysis & Research Section indicate there were 2.08 traffic fatalities/VMT in 2021, an increase of 5.1% from 2020. After analyzing traffic fatality projections, the estimated fatality goal, and VMT projections, the South Carolina Department of Transportation and the OHSJP mutually set a goal of a five-year average of 1.940 traffic fatalities/VMT for 2019-2023.

Vehicle miles traveled in South Carolina significantly increased in 2015 (3.6%) and 2016 (5.2%) compared with previous years. From 2017 to 2019, VMT stabilized at an approximate growth rate per year of 2%. For 2020, VMT dropped by 7.1% due to the COVID-19 pandemic. For the most part, VMT rebounded in 2021 to the pre-COVID-19 pandemic figures. Moreover, the US Energy Information Administration is projecting a higher average cost of regular gas for 2022 than in 2020, but slightly lower in 2023 (https://www.eia.gov/analysis/). This may have an effect on vehicle miles traveled.

Performance Measure: C-3R) Fatalities/VMT (Rural) (FARS, FHWA): To decrease traffic fatalities/VMT (Rural) by 0.4% from the 2016-2020 baseline average of 2.74 to 2.73 by December 31, 2023.

Figure C-3R: South Carolina Traffic Fatalities/VMT(Rural)
5 Year Moving Average with Trend Analysis





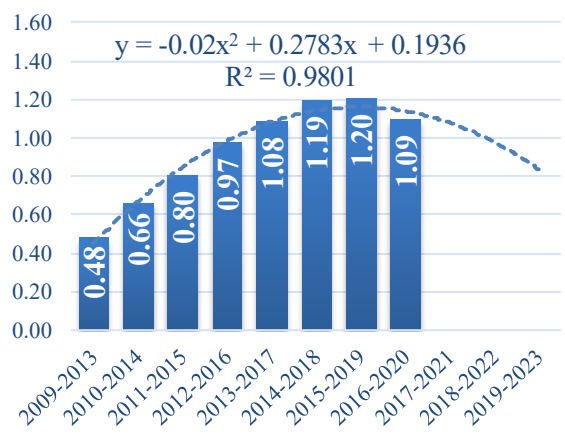
SCDOT VMT Est. Growth: 2% & 2% for 2021 & 2022	2016 = 2.48
Estimated Fatality Increase: 1.5% annually for 2021-2022	2017 = 2.72
Polynomial Projection (x = 11) =3.27	2018 = 2.65
2015-2019 Average = 2.57	2019 = 2.65
2016-2020 Average = 2.74	2020 = 3.21 (21.1% increase from 2019, 2020 FARS ARF)
2017-2021 Average = 2.93	2021 = 3.42 (6.5% increase from 2020, Prelim. State Data)

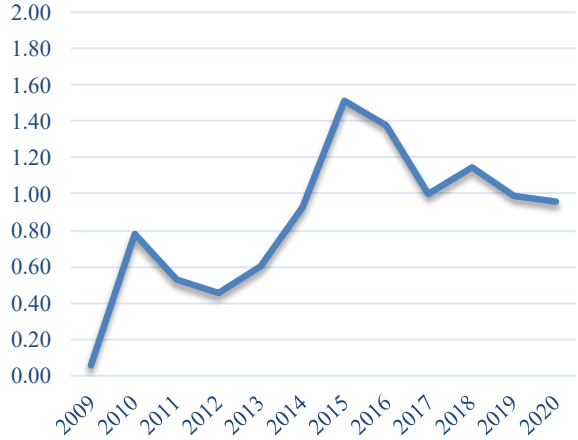
As shown in Figure C-3R above, a polynomial trend analysis projects South Carolina will experience a five-year average of 3.27 traffic fatalities/VMT in rural areas for 2019-2023. Preliminary state data compiled by the OHSJP's Statistical Analysis & Research Section indicate there were 1,194 traffic fatalities in 2021, an increase of 12% from 1,066 in 2020. Based on the information available, the OHSJP will set a target of 2.73 annual traffic fatalities/VMT in rural areas by December 31, 2023.

Vehicle miles traveled in South Carolina significantly increased in 2015 (3.6%) and 2016 (5.2%) compared to previous years. From 2017 to 2019, vehicle miles traveled stabilized at an approximate growth rate per year of 2%. For 2020, vehicle miles traveled dropped by 7.1% due to the COVID-19 pandemic. For the most part, vehicle miles traveled rebounded in 2021 to the pre-COVID-19 pandemic figures. The SCDOT projects an increase of 2% for 2022 and 2023. Moreover, the US Energy Information Administration is projecting a higher average cost of regular gas for 2022 than in 2020, but slightly lower in 2023 (https://www.eia.gov/analysis/). This may have an effect on vehicle miles traveled.

Performance Measure: C-3U) Fatalities/VMT (Urban) (FARS, FHWA): To decrease traffic fatalities/VMT (Urban) by 8.3% from the 2016-2020 baseline average of 1.09 to 1.00 by December 31, 2023.

Figure C-3U: South Carolina Traffic Fatalities/VMT(Urban)
5 Year Moving Average with Trend Analysis





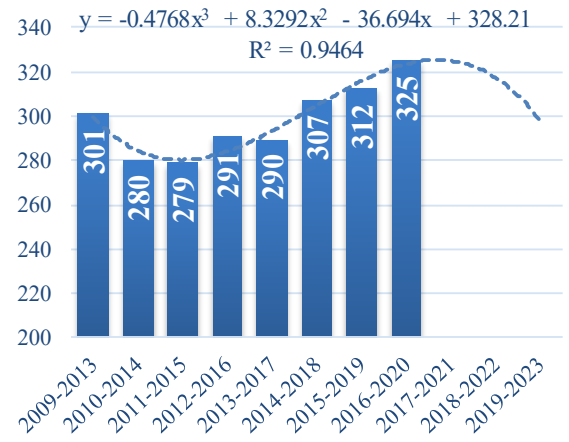
SCDOT VMT Est. Growth: 2% & 2% for 2021 & 2022	2016 = 1.37
Estimated Fatality Increase: 1.5% annually for 2021-2022	2017 = 1
Polynomial Projection (x = 11) = 0.83	2018 = 1.14
2015-2019 Average = 1.2	2019 = 0.99
2016-2020 Average = 1.09	2020 = 0.96 (3.0% decrease from 2019, 2020 FARS ARF)
2017-2021 Average = 1.01	2021 = 0.96 (0.0% increase from 2020, Prelim. State Data)

As shown in Figure C-3U above, a polynomial trend analysis projects South Carolina will experience a five-year average of 0.83 traffic fatalities/VMT in urban areas for 2019-2023; however, preliminary state data compiled by the OHSJP's Statistical Analysis & Research Section indicate there were 1,194 traffic fatalities in 2021, an increase of 12% from 1,066 in 2020. Based on available information, the OHJSP will set its 2023 goal at 1.00 for traffic fatalities/VMT in urban areas.

Vehicle miles traveled in South Carolina significantly increased in 2015 (3.6%) and 2016 (5.2%) compared to previous years. From 2017 to 2019, vehicle miles traveled stabilized at an approximate growth rate per year of 2%. For 2020, vehicle miles traveled dropped by 7.1% due to the COVID-19 pandemic. For the most part, vehicle miles traveled rebounded in 2021 to the pre-COVID-19 pandemic figures. The SCDOT projects an increase of 2% for 2022 and 2023. Moreover, the US Energy Information Administration is projecting a higher average cost of regular gas for 2022 than in 2020, but slightly lower in 2023 (https://www.eia.gov/analysis/). This may have an effect on vehicle miles traveled.

Performance Measure: C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS): To decrease unrestrained motor vehicle occupant fatalities by 0.3% from the 2016-2020 baseline average of 325 to 324 by December 31, 2023.

Figure C-4: South Carolina Unrestrained Motor Vehicle Occupant Fatalities
5 Year Moving Average with Trend Analysis



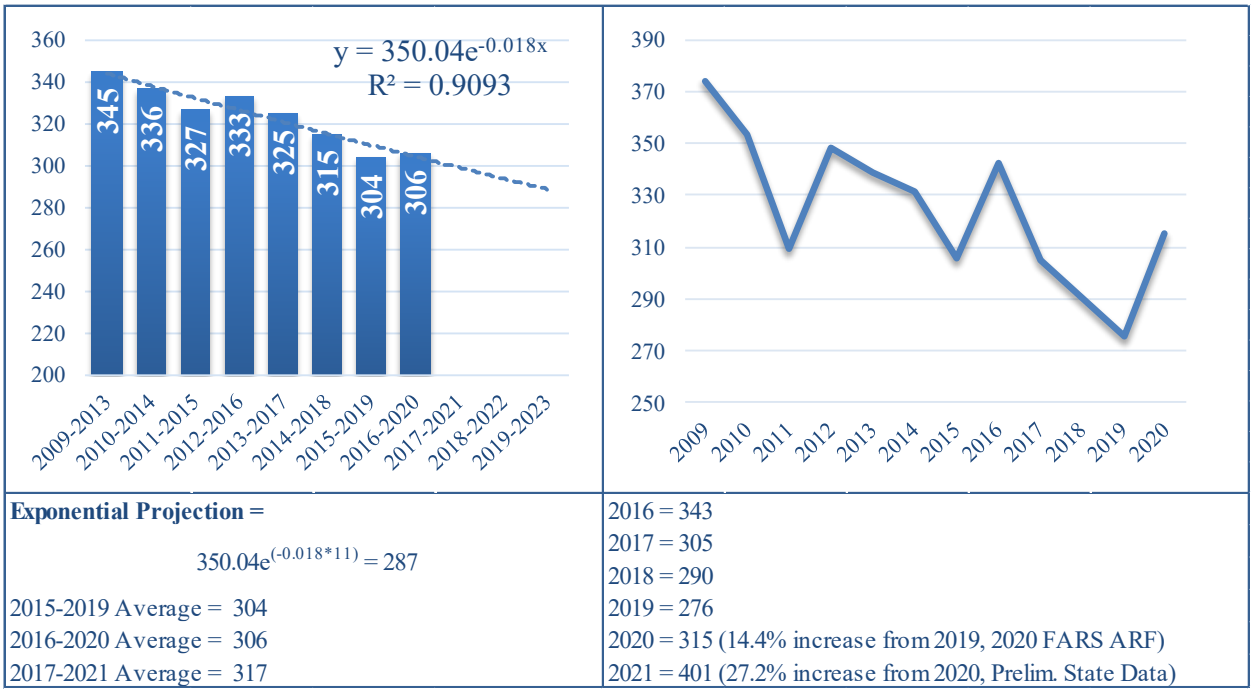
Polynomial Projection = $-0.4768(11)^3+8.3292(11)^2 - 36.694(11) + 328.21 = 298$	2016 = 315
2015-2019 Average = 312	2017 = 308
2016-2020 Average = 325	2018 = 331
2017-2021 Average = 338	2019 = 300
	2020 = 372 (24.0% increase from 2019, 2020 FARS ARF)
	2021 = 378 (1.6% increase from 2020, Prelim. State Data)

As shown in Figure C-4 above, a polynomial trend analysis projects South Carolina will experience a five-year average of 298 unrestrained motor vehicle occupant fatalities for 2019-2023. Preliminary state data compiled by the OHSJP's Statistical Analysis & Research Section indicate there were 378 unrestrained motor vehicle occupant fatalities in 2021, an increase of 1.6% from 372 in 2020. The OHSJP has set a goal of 324 unrestrained motor vehicle occupant fatalities by December 31, 2023.

Performance Measure: C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS): To decrease alcohol-impaired driving fatalities by 0.3% from the 2016-2020 baseline average of 306 to 305 by December 31, 2023.

Figure C-5: South Carolina Alcohol-Impaired Driving Fatalities

5 Year Moving Average with Trend Analysis



Exponential Projection = $350.04e^{(-0.018*11)} = 287$	2016 = 343
2015-2019 Average = 304	2017 = 305
2016-2020 Average = 306	2018 = 290
2017-2021 Average = 317	2019 = 276
	2020 = 315 (14.4% increase from 2019, 2020 FARS ARF)
	2021 = 401 (27.2% increase from 2020, Prelim. State Data)

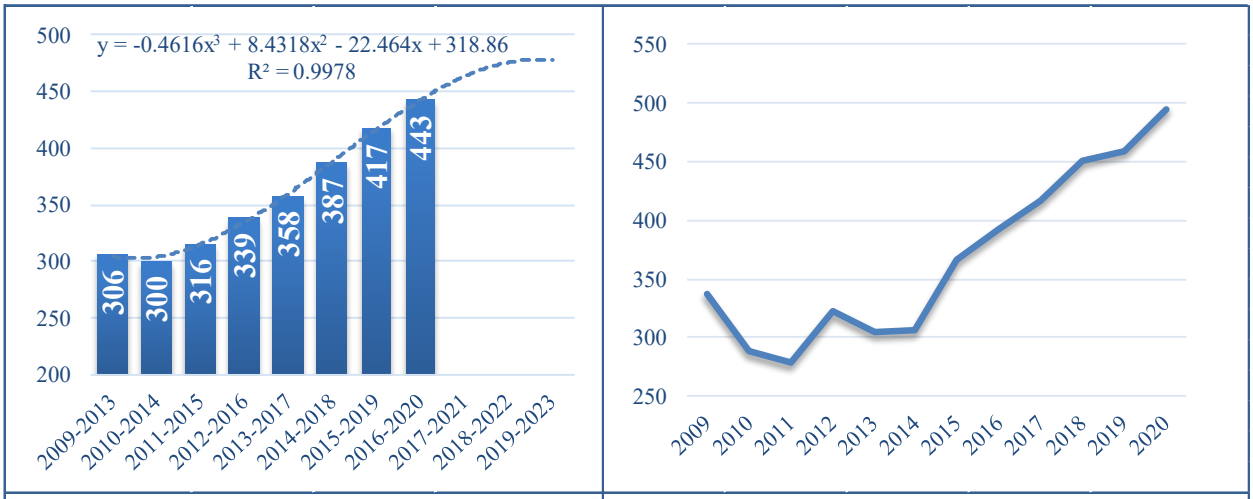
As shown in Figure C-5 above, an exponential trend analysis projects South Carolina will experience a five-year average of 287 alcohol-impaired driving fatalities for 2019-2023. Preliminary state data compiled by the OHSJP's Statistical Analysis & Research Section indicate there were 401 alcohol-impaired driving fatalities in 2021, an increase of 27.2% from 315 in 2020. Based on state preliminary data and state projections, OHSJP will set an annual goal of 305 alcohol-impaired driving fatalities by December 31, 2023.

South Carolina faces unique factors including the following: the state's current DUI law, though stronger than previous years, still has major flaws; the expansion of alcoholic beverage sales to Sunday; and an annual per capita beer consumption that is significantly higher than the state's population rank among the fifty states.

Performance Measure: C-6) Number of speeding-related fatalities (FARS): To decrease speeding-related traffic fatalities by 0.2% from the 2016-2020 baseline average of 443 to 442 by December 31, 2023.

Figure C-6: South Carolina Speed Related Traffic Fatalities

5 Year Moving Average with Trend Analysis



Polynomial Projection =

$-0.4616(11)^3+8.4318(11)^2 - 22.464(11) + 318.86 = 478$

2015-2019 Average = 417
2016-2020 Average = 443
2017-2021 Average = 456

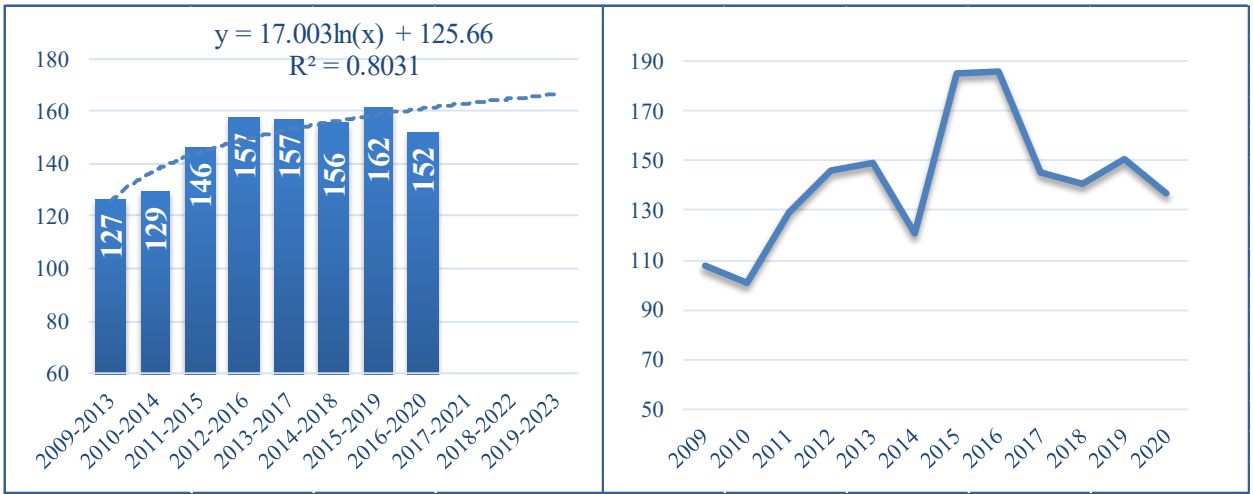
2016 = 393
2017 = 417
2018 = 450
2019 = 459
2020 = 494 (7.6% increase from 2019, 2020 FARS ARF)
2021 = 459 (7.1% decrease from 2020, Prelim. State Data)

As shown in Figure C-6 above, a polynomial trend analysis projects South Carolina will experience a five-year average of 478 speeding-related traffic fatalities for 2019-2023. Preliminary state data compiled by the OHSJP's Statistical Analysis & Research Section (SARS) indicate there were 459 speeding-related traffic fatalities in 2021, a decrease of 7.1% from 2020. Based on the state preliminary data and state projections, the OHSJP will set an annual goal of 442 speeding-related traffic fatalities by December 31, 2023.

Performance Measure: C-7) Number of motorcyclist fatalities (FARS) :
To decrease motorcyclist fatalities by 0.7% from the 2016-2020 baseline average of 152 to 151 by December 31, 2023.

Figure C-7: South Carolina Motorcyclist Fatalities

5 Year Moving Average with Trend Analysis



Logarithmic Projection = 17.003ln(11) + 125.66 = 166 2015-2019 Average = 162 2016-2020 Average = 152 2017-2021 Average = 152	2016 = 186 2017 = 145 2018 = 141 2019 = 151 2020 = 137 (9.3% decrease from 2019, 2020 FARS ARF) 2021 = 187 (36.5% increase from 2020, Prelim. State Data)

Note: Moped operators and motorcyclists are included in the FARS count of motorcyclist fatalities

As shown in Figure C-7 above, a logarithmic trend analysis projects South Carolina will experience a five-year average of 166 motorcyclist fatalities for 2019-2023. Preliminary state data compiled by the OHSJP's Statistical Analysis & Research Section indicate there were 187 motorcyclist fatalities (including moped operators) in 2021, a 36.5% increase in motorcyclist fatalities from 2020. OHSJP believes the efforts to spread public awareness through the new public facing South Carolina Department of Public Safety's Traffic Fatality Count Dashboard, which includes a focus on motorcyclist fatalities, will have a significant impact on motorcyclist fatalities (https://fatality-count-scdps.hub.arcgis.com/). Therefore, the OHSJP will set an annual goal of 151 motorcyclist fatalities by December 31, 2023.

It should be noted that there are factors in South Carolina that may impact, both negatively and positively, the selected target. For instance, the state's helmet law is only applicable to individuals under the age of 21, and the state endures tremendous legislative lobbying efforts from advocacy groups, such as ABATE, which have been successful in derailing attempts to enact a universal helmet law. However, a recent move by the SC Department of Motor Vehicles (SCDMV) has potentially improved motorcycle safety in the state. Supported by the South Carolina Motorcycle

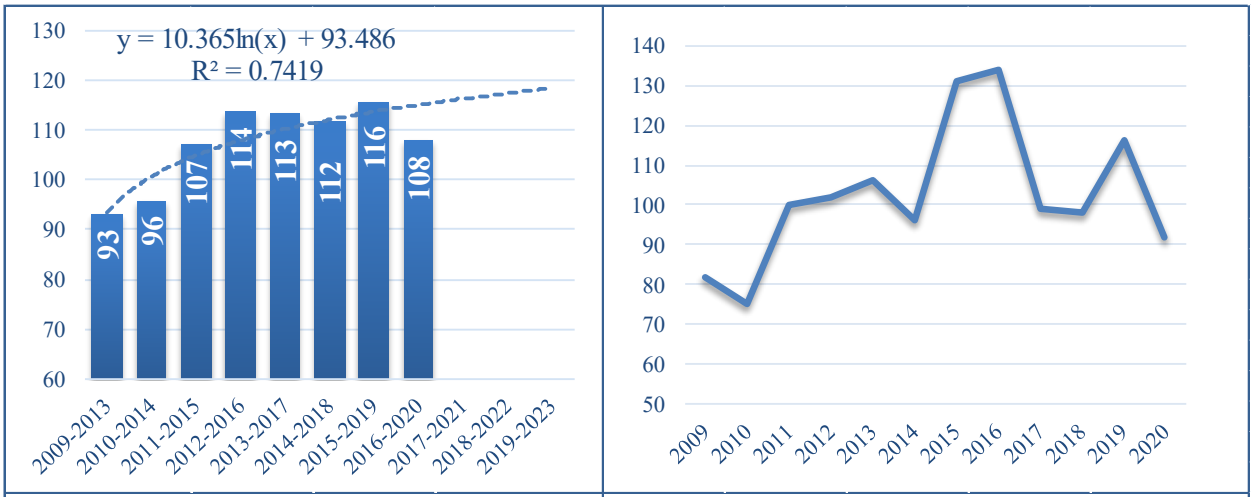
Safety Task Force, the SCDMV is no longer issuing automatic renewals of motorcycle beginner's permits but instead is requiring that individuals seeking permit renewals make an effort to pass the motorcycle operator skills test in order to receive a motorcycle endorsement on their driver's license. The SC Motorcycle Safety Task Force believes that this policy implementation exerts some pressure to seek motorcycle safety training in order to acquire skills necessary for passing the SCDMV motorcycle rider skills test.

On May 19, 2018, the legislature passed several changes to the laws regarding mopeds. These changes to the SC law took effect in late November 2018. The changes classify a moped as a motor vehicle while subjecting the moped operator to motor vehicle laws and regulations. The moped operator is required to have a regular motor vehicle license or a moped license to operate a moped and the moped must be registered with the SCDMV. A registration card must be carried by the moped operator, and vehicle tags must be displayed on the moped. The moped is exempt from insurance or tax requirements for motor vehicles. Moped operators can obtain a moped license without regard to his/her eligibility for or status of any other driver's license, but this license can be revoked, suspended, or canceled by SCDMV as any other license. Also, mopeds are limited to public roadways with a speed limit no greater than 55 MPH. Unfortunately, only moped operators and riders under the age of 21 are required to wear a helmet.

Performance Measure: C-8) Number of unhelmeted motorcyclist fatalities (FARS): To decrease unhelmeted motorcyclist fatalities by 0.9% from the 2016-2020 baseline average of 108 to 107 by December 31, 2023.

Figure C-8: South Carolina Unhelmeted Motorcyclist Fatalities

5 Year Moving Average with Trend Analysis



Logarithmic Projection = 10.365ln(11) + 93.486 = 118 2015-2019 Average = 116 2016-2020 Average = 108 2017-2021 Average = 105	2016 = 134 2017 = 99 2018 = 98 2019 = 116 2020 = 92 (20.7% decrease from 2019, 2020 FARS ARF) 2021 = 121 (31.5% increase from 2020, Prelim. State Data)

Note: Moped operators and motorcyclists are included in the FARS count of motorcyclist fatalities

As shown in Figure C-8 above, a logarithmic trend analysis projects South Carolina will experience a five-year average of 118 unhelmeted motorcyclist fatalities for 2019-2023. Preliminary state data compiled by the OHSJP's Statistical Analysis & Research Section indicate there were 121 unhelmeted motorcyclist fatalities (moped operators included) in 2021, an increase of 31.5% from 2020. OHSJP believes the efforts to spread public awareness through the new public facing South Carolina Department of Public Safety's Traffic Fatality Count Dashboard, which includes a focus on motorcyclists on helmet and safety gear use, will have a significant impact on unhelmeted motorcyclist fatalities (https://fatality-count-scdps.hub.arcgis.com/). Therefore, OHSJP has set an annual goal of 107 unhelmeted motorcyclist fatalities by December 31, 2023.

The state of South Carolina does not have a universal helmet law and has strong legislative lobbying efforts in place to fight against helmet law changes. This presents challenges in improving motorcycle safety in general and in saving motorcyclists' lives in particular. Other states that have a universal helmet law are experiencing a decrease in unhelmeted motorcyclist

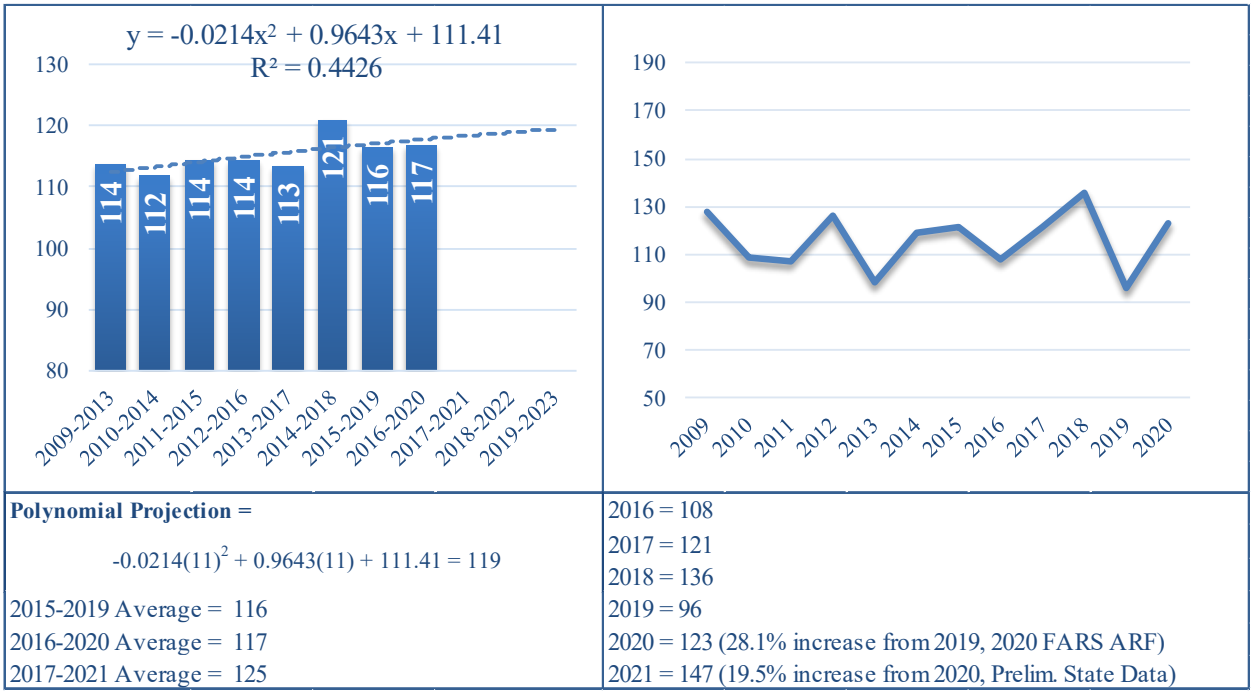
fatalities. With no legislation in place to require the use of helmets for individuals 21 and over, it is expected that this problem will continue to present a challenge for the state to decrease the number of unhelmeted motorcyclist fatalities.

On May 19, 2018, the legislature passed several changes to the laws regarding mopeds. These changes to the SC law took effect in late November 2018. The changes classify a moped as a motor vehicle while subjecting the moped operator to motor vehicle laws and regulations. The moped operator is required to have a regular motor vehicle license or a moped license to operate a moped and the moped must be registered with the SCDMV. A registration card must be carried by the moped operator, and vehicle tags must be displayed on the moped. The moped is exempt from insurance or tax requirements for motor vehicles. Moped operators can obtain a moped license without regard to his/her eligibility for or status of any other driver's license, but this license can be revoked, suspended, or canceled by SCDMV as any other license. Also, mopeds are limited to public roadways with a speed limit no greater than 55 MPH. Unfortunately, only moped operators and riders under the age of 21 are required to wear a helmet.

Performance Measure: C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS): To decrease the number of drivers age 20 and under involved in fatal crashes by 0.9% from the 2016-2020 baseline average of 117 to 116 by December 31, 2023.

Figure C-9: South Carolina Drivers Age 20 and Under Involved in Fatal Collisions

5 Year Moving Average with Trend Analysis



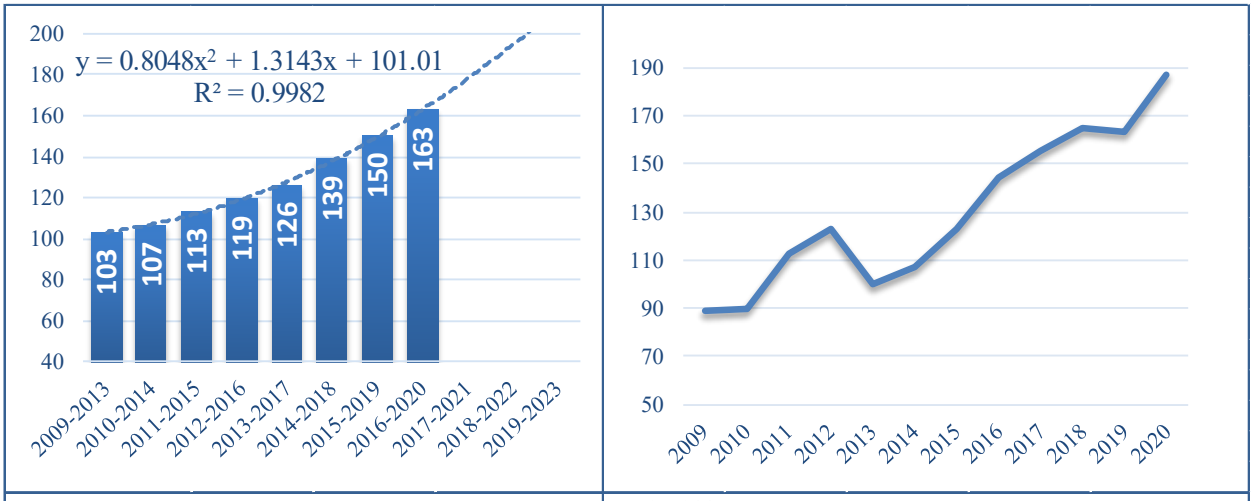
Polynomial Projection = $-0.0214(11)^2 + 0.9643(11) + 111.41 = 119$	2016 = 108 2017 = 121 2018 = 136 2019 = 96 2020 = 123 (28.1% increase from 2019, 2020 FARS ARF)
2015-2019 Average = 116 2016-2020 Average = 117 2017-2021 Average = 125	2021 = 147 (19.5% increase from 2020, Prelim. State Data)

As shown in Figure C-9 above, a polynomial trend analysis projects South Carolina will experience a five-year average of 119 drivers age 20 and under involved in fatal collisions for 2019-2023. Preliminary state data compiled by the OHSJP's Statistical Analysis & Research Section indicate there were 147 drivers age 20 and under involved in fatal collisions in 2021, an increase of 19.5% from 2020. Based on the preliminary state data, OHSJP will set an annual goal of 116 drivers age 20 and under involved in fatal collisions by December 31, 2023.

Performance Measure: C-10) Number of pedestrian fatalities (FARS): To decrease pedestrian traffic fatalities by 0.6% from the 2016-2020 baseline average of 163 to 162 by December 31, 2023.

Figure C-10: South Carolina Pedestrian Traffic Fatalities

5 Year Moving Average with Trend Analysis



Polynomial Projection = $0.8048(11)^2 - 1.3143(11) + 101.01 = 213$	2016 = 144
	2017 = 155
	2018 = 165
2015-2019 Average = 150	2019 = 163
2016-2020 Average = 163	2020 = 187 (14.7% increase from 2019, 2020 FARS ARF)
2017-2021 Average = 172	2021 = 192 (2.7% increase from 2020, Prelim. State Data)

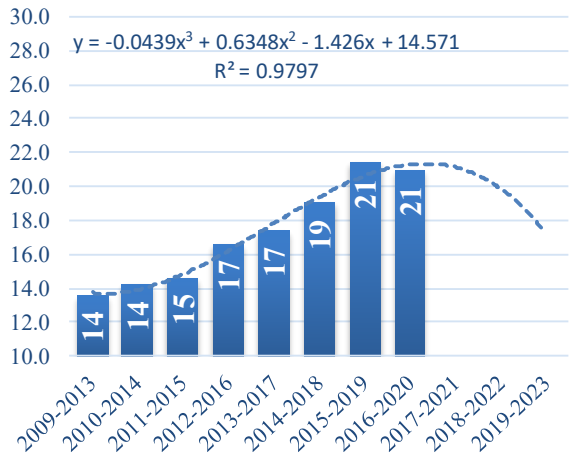
As shown in Figure C-10 above, a polynomial trend analysis projects South Carolina will experience a five-year average of 213 pedestrian traffic fatalities for 2019-2023. Preliminary state data compiled by the OHSJP's Statistical Analysis & Research Section indicate there were 192 pedestrian traffic fatalities in 2021, an increase of 2.7% from 2020. The state continues its compelling Vulnerable Roadway Users billboard campaign in hopes that it will have a positive impact on the rising negative traffic statistics associated with pedestrians. The OHSJP will also spread public awareness through the new public facing South Carolina Department of Public Safety's Traffic Fatality Count Dashboard, which includes a focus on pedestrians (https://fatality-count-scdps.hub.arcgis.com/). The OHSJP will participate in National Pedestrian Safety Month in October. Pedestrian safety messaging will be uploaded to agency-owned social media accounts, and Law Enforcement Liaison staff will discuss the campaign at LEN meetings to encourage officers to make contact with pedestrians who are in violation of laws pertaining to pedestrians and/or are not highly-visible and safe; the officers will be directed to use educational and also enforcement actions if necessary to keep pedestrians safe on our roads. Additionally, FFY 2023 Police Traffic Services enforcement subgrantees will be required to conduct enforcement and/or educational activities in conjunction with the national campaign. Finally, in FFY 2023, the OHSJP

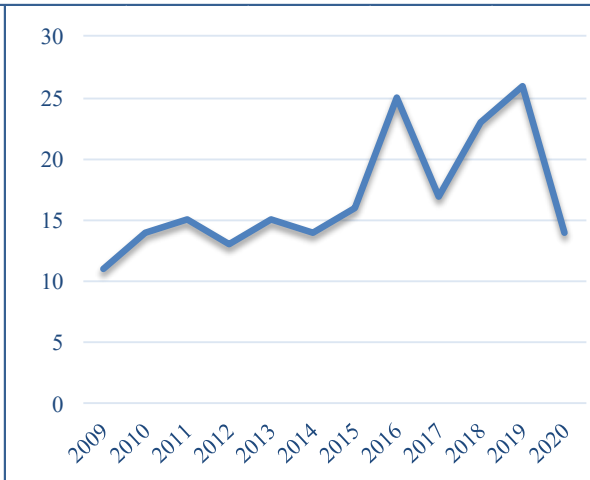
will begin planning for a paid media campaign focused on safety issues related to vulnerable roadway users, with an increased focus on pedestrians and bicyclists, to launch in FFY 2024. OHSJP staff will discuss paid media strategies with the agency contractor to target focus counties that experienced high rates of fatalities and serious injuries among vulnerable roadway user groups. The media campaign would support public outreach and enforcement efforts by the SC Highway Patrol, and utilize paid social media, digital advertising, and outdoor media. Based on the new Traffic Fatality Count Dashboard, the social media campaign, and the educational and enforcement activities related to pedestrians and other vulnerable roadway users planned for FFY 2023, the OHSJP has set an annual goal of 162 pedestrian traffic fatalities by December 31, 2023.

Performance Measure: C-11) Number of bicyclists fatalities (FARS): To decrease bicyclist traffic fatalities 4.8% from the 2016-2020 baseline average of 21 to 20 by December 31, 2023.

Figure C-11: South Carolina Bicyclist Traffic Fatalities

5 Year Moving Average with Trend Analysis





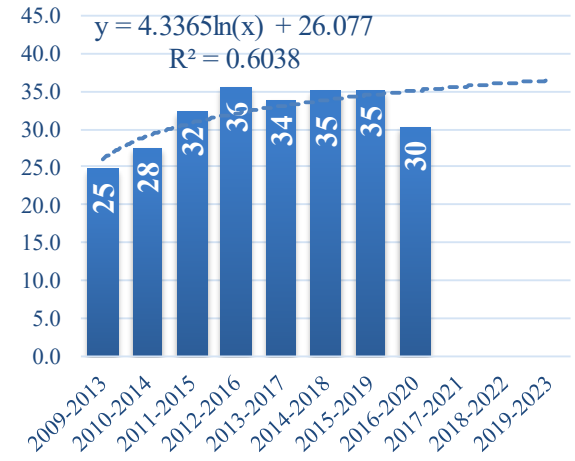
Polynomial Projection = $-0.0439(11)^3+0.6348(11)^2 - 1.426(11) + 14.571 = 17$	2016 = 25
	2017 = 17
	2018 = 23
2015-2019 Average = 21	2019 = 26
2016-2020 Average = 21	2020 = 14 (46.2% decrease from 2019, 2020 FARS ARF)
2017-2021 Average = 21	2021 = 24 (71.4% increase from 2020, Prelim. State Data)

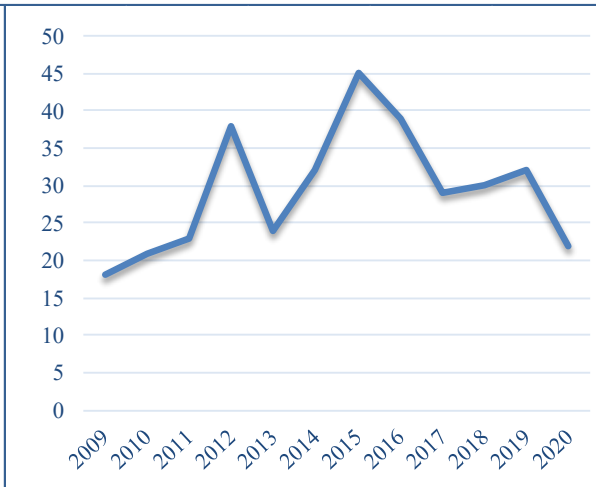
As shown in Figure C-11 above, a polynomial trend analysis projects South Carolina will experience a five-year average of 17 bicyclist traffic fatalities for 2019-2023. Preliminary state data compiled by the OHSJP's Statistical Analysis & Research Section indicate there were 24 bicyclist traffic fatalities in 2021, an increase of 71.4% from 2020. The state continues its compelling Vulnerable Roadway Users billboard campaign in hopes that it will have a positive impact on the rising negative traffic statistics associated with bicyclists. Based on the preliminary state data and through campaign efforts, the OHSJP will set an annual goal of 20 bicyclist traffic fatalities by December 31, 2023.

Performance Measure: C-12) Number of moped traffic fatalities (State): To decrease moped traffic fatalities by 3.3% from the 2016-2020 baseline average of 30 to 29 by December 31, 2023.

Figure C-12: South Carolina Moped Traffic Fatalities

5 Year Moving Average with Trend Analysis





Polynomial Projection =	2016 = 39
4.3365ln(11) + 26.077 = 36	2017 = 29
	2018 = 30
2015-2019 Average = 35	2019 = 32
2016-2020 Average = 30	2020 = 22 (31.3% decrease from 2019, 2020 FARS ARF)
2017-2021 Average = 28	2021 = 28 (27.3% increase from 2020, Prelim. State Data)

As shown in Figure C-12 above, a polynomial trend analysis projects South Carolina will experience a five-year average of 36 moped traffic fatalities for 2019-2023. Preliminary state data compiled by the OHSJP's Statistical Analysis & Research Section indicate there were 28 moped traffic fatalities in 2021, an increase of 27.3% from 2020. The state continues its compelling Vulnerable Roadway Users billboard campaign in hopes that it will have a positive impact on the rising negative traffic statistics associated with moped operators. Based on the polynomial trend analysis, the OHSJP's continued campaign efforts, and the 2016-2020 baseline average, the OHSJP will set an annual goal of 29 moped traffic fatalities by December 31, 2023.

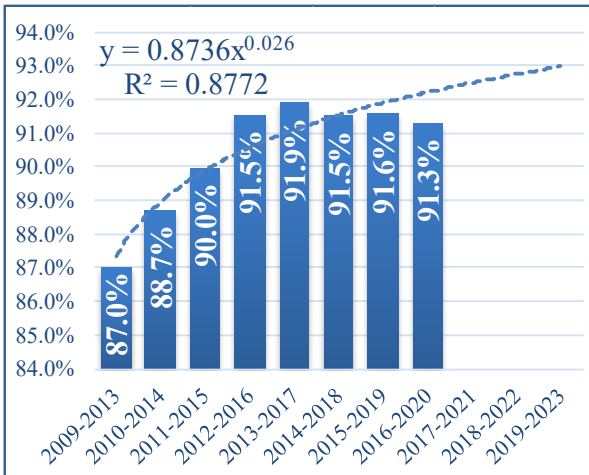
On May 19, 2018, the legislature passed several changes to the laws regarding mopeds. These changes to the SC law took effect in late November 2018. The changes classify a moped as a motor vehicle while subjecting the moped operator to motor vehicle laws and regulations. The moped operator is required to have a regular motor vehicle license or a moped license to operate a moped and the moped must be registered with the SCDMV. A registration card must be carried by the moped operator, and vehicle tags must be displayed on the moped. The moped is exempt from insurance or tax requirements for motor vehicles. Moped operators can obtain a moped license without regard to his/her eligibility for or status of any other driver's license, but this license can be revoked, suspended, or canceled by SCDMV as any other license. Also, mopeds are limited to

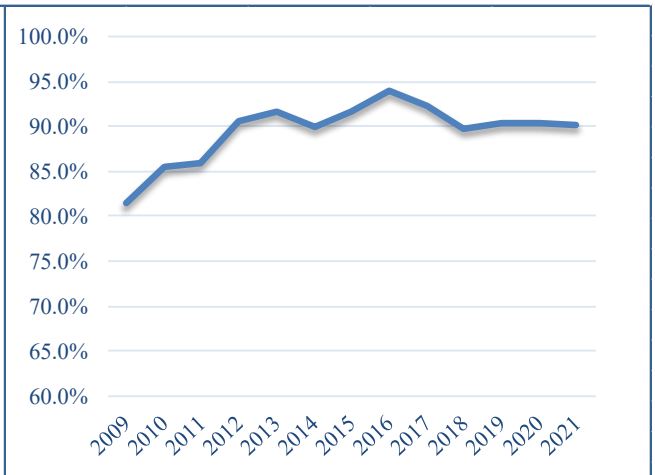
public roadways with a speed limit no greater than 55 MPH. Unfortunately, only moped operators and riders under the age of 21 are required to wear a helmet.

Performance Measure: B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey): To increase observed seatbelt usage rate by 0.1 percentage points from the 2019 baseline of 90.3% to 90.4% by December 31, 2023.

Figure B-1: South Carolina Observed Seatbelt Usage Rate

5 Year Moving Average with Trend Analysis





Power Projection = $0.8736(11)^{0.026} = .930$	2016 = 93.9%
	2017 = 92.3%
	2018 = 89.7%
2015-2019 Average = 91.6%	2019 = 90.3%
2016-2020 Average = 91.3%	2020 = 90.3% (0.0% points increase from 2019)
2017-2021 Average = 90.5%	2021 = 90.1% (0.2% points decrease from 2020)

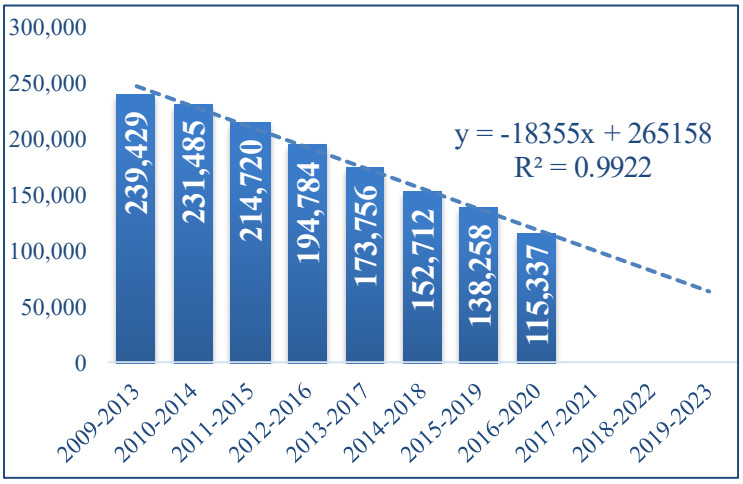
Note: Waiver obtained for 2020 for observational seatbelt survery. 2020 rate estimated by 2019 rate.

As shown in Figure B-1 above, a power trend analysis projects South Carolina will experience a five-year average of 93.0% for the observed seatbelt usage rate for 2019-2023. The annual seatbelt observational study was canceled in 2020 due to COVID. The 2020 observed seatbelt usage rate was estimated to be the same as 2019. The 2021 observed seatbelt usage rate was 90.1%. OHSJP will set an observed seatbelt usage rate of 90.4% by December 31, 2023.

GRANT PROGRAM ACTIVITY REPORTING

Figure A-1: South Carolina Number of Seatbelt Citations Issued

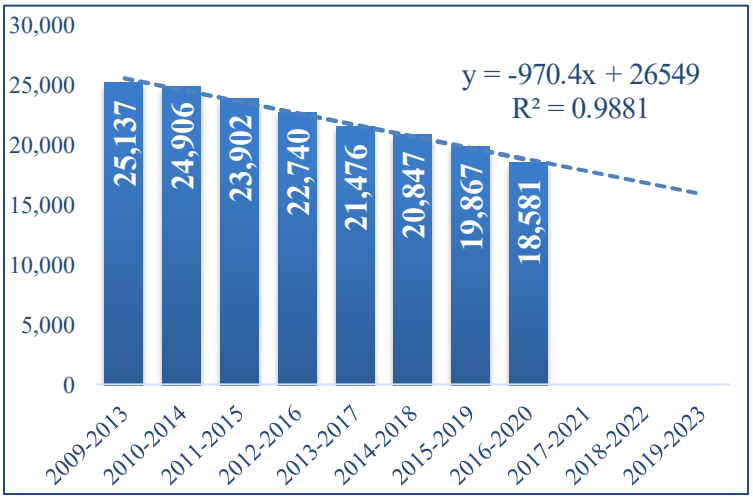
5 Year Moving Average



A-1) Number of seat belt citations issued during grant-funded enforcement activities
Seat belt citations: 66,245
Calendar Year A-1: 2021

Figure A-2: South Carolina Number of Impaired Driving Arrests

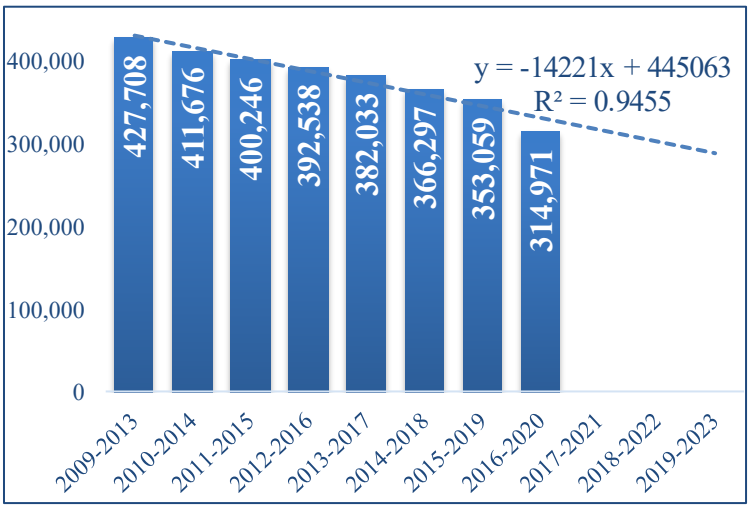
5 Year Moving Average



A-2) Number of impaired driving arrests made during grant-funded enforcement activities
Impaired driving arrests: 17,996
Calendar Year A-2: 2021

Figure A-3: South Carolina Number of Speeding Citations Issued

5 Year Moving Average



A-3) Number of speeding citations issued during grant-funded enforcement activities
Speeding citations: 299,269
Calendar Year A-3: 2021

PROGRAM AREA: PLANNING & ADMINISTRATION

DESCRIPTION OF HIGHWAY SAFETY PROBLEMS

Traffic Collision Fatalities

The National Highway Traffic Safety Administration's (NHTSA) Fatality Analysis Reporting System (FARS) indicates that there were 1,064 traffic fatalities in South Carolina in 2020. This figure represents an increase of 5.77% from the 1,006 traffic fatalities reported for 2019. Overall, from 2016 to 2020, fatalities increased by 4.31% compared to a decrease of 0.07% nationwide.

Table 1. South Carolina Basic Data

	2016	2017	2018	2019	2020	% Change: 2016 vs. 2020	% Change: 2020 vs. prior 4-yr Avg.
Total Fatalities	1,020	989	1,036	1,006	1,064	4.31%	5.06%
VMT*	54.40	55.50	56.84	57.94	53.82	-1.07%	-4.18%
VMT Rate**	1.87	1.78	1.82	1.74	1.98	5.88%	9.85%
Population	4,957,968	5,021,268	5,084,156	5,148,714	5,118,425	3.24%	1.29%
Pop Rate***	20.57	19.70	20.38	19.54	20.79	1.07%	3.70%

NHTSA NCSA FARS: 2016-2019 Final File and 2020 Annual Report File (ARF)
2020 VMT & VMT Rate provided by South Carolina Department of Transportation
Population provided by U.S. Bureau of Census
*Vehicle Miles of Travel (billions)
**Rate per 100 million vehicle miles
***Rate per 100,000 population

Table 2. Nationwide Basic Data

	2016	2017	2018	2019	2020	% Change: 2016 vs. 2020	% Change: 2020 vs. prior 4-yr Avg.
Total Fatalities	37,803	37,471	36,830	36,352	37,776	-0.07%	1.78%
VMT*	3,174	3,210	3,240	3,262	2,904	-8.51%	-9.86%
VMT Rate**	1.19	1.17	1.14	1.11	1.34	12.61%	16.27%
Population	322,941,311	324,985,539	326,687,501	328,239,523	331,449,281	2.63%	1.76%
Pop Rate***	11.71	11.53	11.27	11.07	11.40	-2.65%	0.04%

NHTSA NCSA FARS: 2016-2019 Final File and 2020 Annual Report File (ARF)
*Vehicle Miles of Travel (billions)
**Rate per 100 million vehicle miles
***Rate per 100,000 population

Traffic Collision Injuries

Figure S-1 contains South Carolina state data which indicates there were 286,913 persons injured in motor vehicle collisions during the five-year period (2016-2020). The traffic collision data compiled by the OHSJP's Statistical Analysis & Research Section (SARS) indicates that the number of annual motor vehicle injuries sustained during traffic collisions decreased from 61,899 in 2016 to 47,985 in 2020. The 2020 data represents a 22.48% decrease when compared to the number of people injured in traffic collisions in 2016. When compared to the average of the four-year period 2016-2019 (59,732 injuries), the 2020 figure represents a 19.67% decrease.

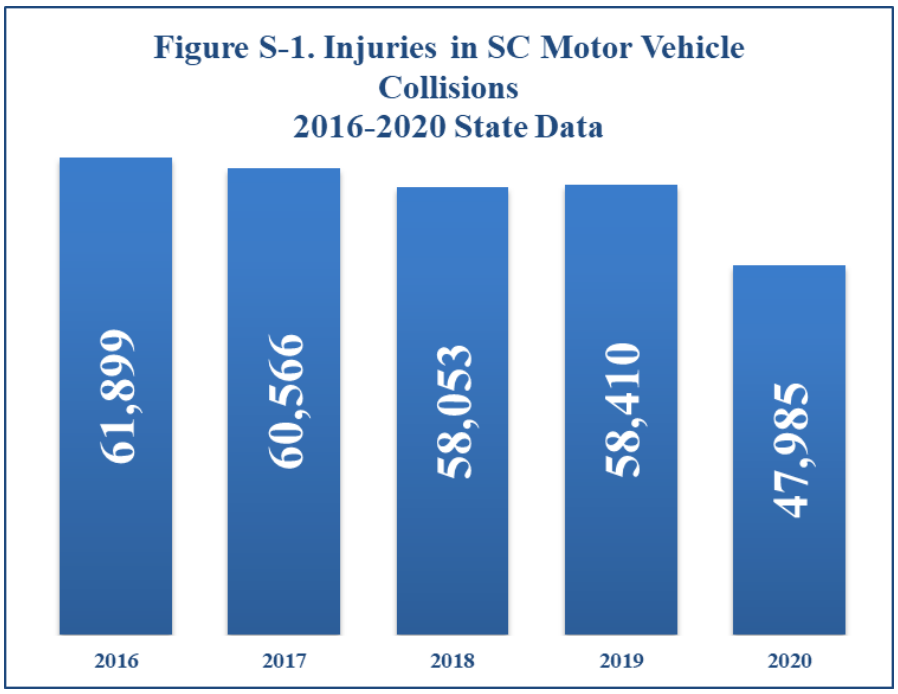
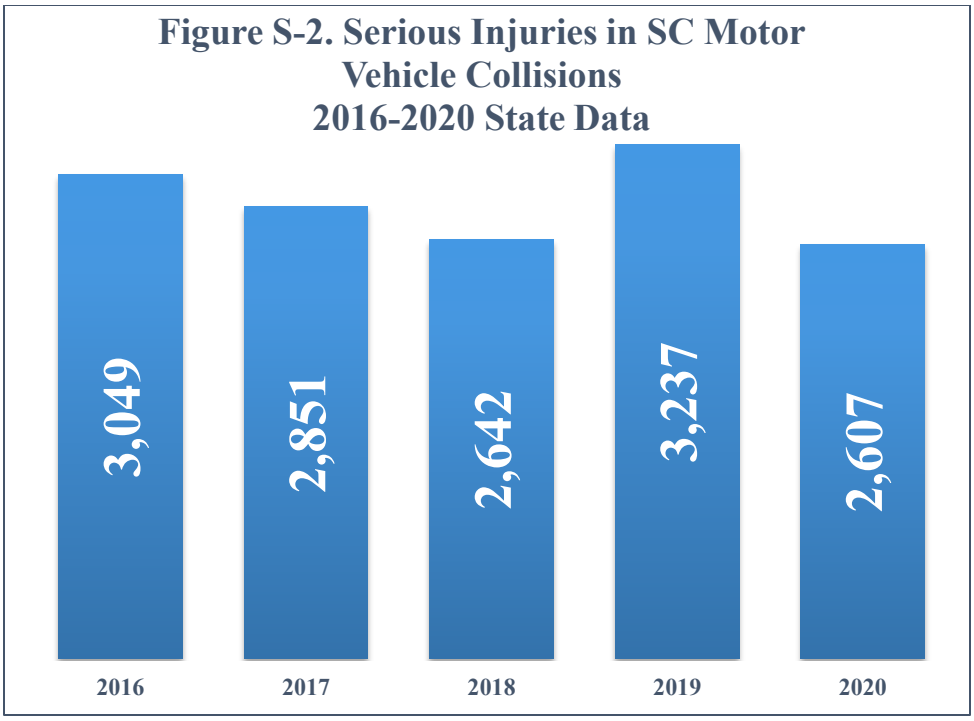


Figure S-2 contains data regarding serious traffic collision injuries in the state from the years 2016-2020. Of the 286,913 traffic collision injuries that occurred during this time period, 14,386 were serious injuries. There were 2,607 traffic-related serious injuries in 2020, a decrease of 14.50% when compared to 2016. The 2020 figure of 2,607 serious traffic collision injuries represents a decrease of 11.48% as compared to the average of the four-year period 2016-2019 (2,945 serious injuries).



Traffic Collisions

State data shows that a total of 688,210 vehicle collisions occurred in South Carolina during the five-year period from 2016 to 2020 (**Figure S-3**). Of the 688,210 vehicle collisions reported during this time period, 16,588 **(Figure S-4**), were fatal or serious-injury collisions. From 2016 to 2020, the state experienced a 14.38% decrease in the number of reported vehicle collisions. When compared to the four-year average of traffic collisions from 2016 to 2019 (141,744 collisions), the 2020 figure represents a 14.47% decrease. The leading counties for fatal and serious injury collisions from 2016 to 2020 were, in decreasing order, Greenville, Charleston, Horry, Spartanburg, Richland, Anderson, Lexington, York, Berkeley, Orangeburg, Florence, Beaufort, Aiken, Dorchester, Pickens, Sumter, Laurens, Lancaster, Oconee, and Colleton.

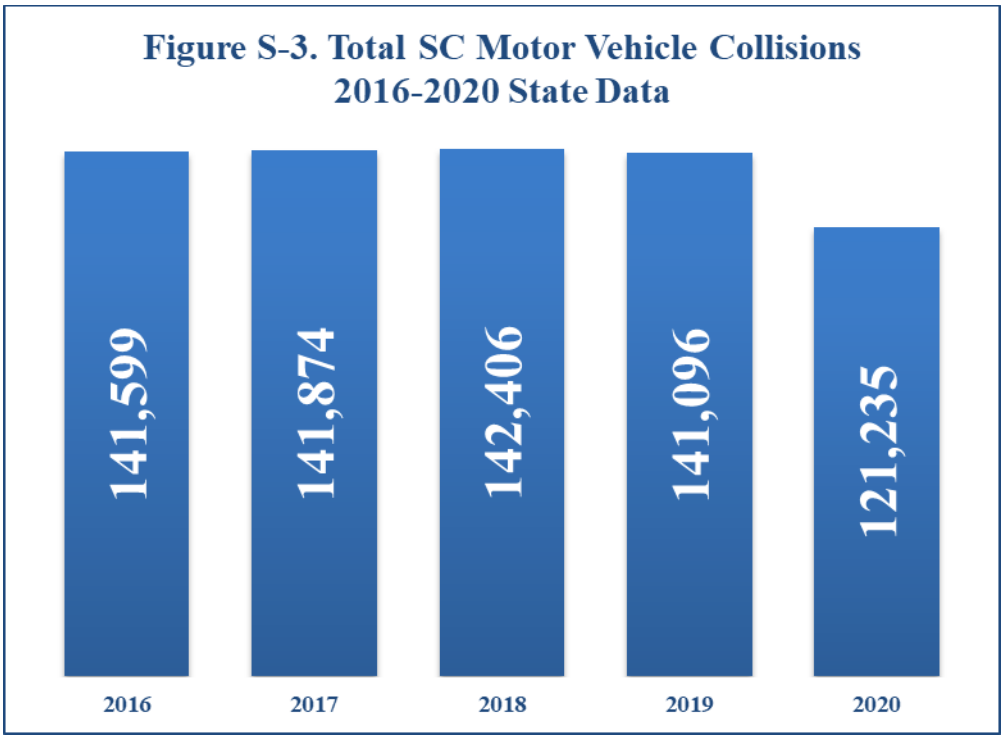


Figure S-3. Total SC Motor Vehicle Collisions
2016-2020 State Data
141,599
141,874
142,406
141,096
121,235
2016
2017
2018
2019
2020

Figure S-4. All SC Fatal and Serious Injury Collisions by County, State Data 2016-2020

County	2016	2017	2018	2019	2020	Total
Greenville	300	292	272	335	257	**1,456**
Charleston	272	280	263	306	302	**1,423**
Horry	269	278	241	242	206	**1,236**
Spartanburg	201	175	220	213	206	**1,015**
Richland	214	168	143	201	174	**900**
Anderson	192	174	148	152	135	**801**
Lexington	142	165	176	171	123	**777**
York	143	128	125	157	141	**694**
Berkeley	102	109	102	124	109	**546**
Orangeburg	96	76	103	112	118	**505**
Florence	91	79	97	132	91	**490**
Beaufort	102	105	78	82	83	**450**
Aiken	88	108	86	74	77	**433**
Dorchester	75	68	65	71	72	**351**
Pickens	61	69	78	81	57	**346**
Sumter	68	59	50	85	80	**342**
Laurens	66	65	70	69	64	**334**
Lancaster	85	65	43	58	59	**310**
Oconee	51	55	58	70	61	**295**
Colleton	66	50	47	45	55	**263**
Georgetown	43	67	61	44	41	256
Cherokee	48	59	47	53	48	255
Kershaw	56	49	48	47	49	249
Darlington	64	38	38	56	35	231
Greenwood	47	46	43	49	46	231
Jasper	60	31	36	55	46	228
Williamsburg	38	41	33	43	36	191
Chesterfield	38	44	28	44	34	188
Chester	39	40	42	37	27	185
Clarendon	33	36	22	46	28	165
Newberry	35	32	26	28	22	143
Fairfield	29	28	32	20	31	140
Dillon	21	27	24	28	24	124
Union	21	16	21	26	30	114
Marion	13	20	19	35	24	111
Marlboro	21	15	13	29	27	105
Hampton	17	16	12	23	30	98
Lee	13	13	25	18	19	88
Abbeville	17	24	14	19	13	87
Calhoun	13	17	15	14	20	79
Edgefield	20	14	13	14	15	76
Barnwell	15	16	19	13	12	75
Bamberg	16	11	18	9	10	64
Saluda	13	18	9	11	8	59
Allendale	9	7	12	9	10	47
McCormick	8	5	8	6	5	32
Total	**3,431**	**3,298**	**3,143**	**3,556**	**3,160**	**16,588**

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2023	C-1) Number of traffic fatalities (FARS)	2023	5 Year	1,119
2023	C-2) Number of serious injuries in traffic crashes (State crash data files)	2023	5 Year	2,868
2023	C-3) Fatalities/VMT (FARS, FHWA)	2023	5 Year	1.940
2023	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	2023	Annual	324
2023	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	2023	Annual	305
2023	C-6) Number of speeding-related fatalities (FARS)	2023	Annual	442
2023	C-7) Number of motorcyclist fatalities (FARS)	2023	Annual	151
2023	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	2023	Annual	107
2023	C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	2023	Annual	116
2023	C-10) Number of pedestrian fatalities (FARS)	2023	Annual	162
2023	C-11) Number of bicyclists fatalities (FARS)	2023	Annual	20
2023	B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	2023	Annual	90.4
2023	C-12) South Carolina Moped Fatalities, with Five Year Trend Analysis	2023	Annual	29
2023	C-3R) South Carolina Traffic Fatalities/VMT (Rural), 5 Year Moving Average with Trend Analysis	2023	Annual	2.73
2023	C-3U) South Carolina Traffic Fatalities/VMT (Urban), 5 Year Moving Average with Trend Analysis	2023	Annual	1.00

Countermeasure Strategy: Highway Safety Office Program Management

Program Area: Planning and Administration

Project Safety Impacts

The Highway Safety Program Management countermeasure strategy enables the provision of staff and resources necessary for the implementation and management of highway safety programs intended to meet the state's goals of reducing collisions, injuries, and fatalities on South Carolina's roadways. Planned activities to be funded under this countermeasure strategy include the following projects: Highway Safety Planning and Administration; Occupant Protection Program Management; Police Traffic Services Program Management; Impaired Driving Countermeasures Program Management; Public Information, Outreach, and Training (PIOT); Law Enforcement Coordination; and Traffic Records Improvements. Staff identify their respective highway safety problems using data, evaluate safety programs and activities, and provide technical assistance and training to grantees across the state.

Linkage between Program Area

Highway Safety Program Management is essential within the State Highway Safety Office (SHSO), and each individual project plays a pivotal role in the planning, implementation, and coordination of highway safety programs and efforts intended to reduce problematic driving behaviors and promote safe driving practices. The primary purpose of the Planning and Administration section is to provide the necessary leadership, planning, guidance, and cooperation in order to achieve an effective and efficient highway safety program. The Public Information, Outreach and Training (PIOT) project addresses various highway safety emphasis areas through a comprehensive approach that includes the dissemination of traffic safety information to the general public and the law enforcement community. This project utilizes marketing campaigns, training for highway safety professionals, and sharing information at public events to help the state meet performance measures and goals related to occupant protection, police traffic services/speeding, DUI, and vulnerable roadway users. The Law Enforcement Coordination project encourages widespread participation in national and state traffic safety campaigns and mobilizations, which is of benefit given that increased traffic enforcement positively impacts driver awareness and driving behaviors. Occupant Protection, Police Traffic Services, and Impaired Driving Countermeasures Program Management serve as centralized sources enabling the program planning, implementation and coordination of programs intended to achieve and sustain positive highway safety impacts related to these respective program areas. Lastly, Traffic Records Improvements is a necessary project given that timely, accurate, and efficient collection and analysis of appropriate traffic records data are essential to highway safety and are critical in the development, implementation, and evaluation of appropriate countermeasures to reduce traffic collisions and injuries.

Rationale

Centralized program planning, development, implementation, and coordination, along with monitoring, evaluating, and auditing projects are necessary to reduce problematic driving behaviors. Highway Safety Office Program Management enables the provision of staff and resources necessary for the implementation and management of highway safety programs. Allocating funds to allow for the implementation of highway safety programming, which utilizes comprehensive strategies, within the state will facilitate the achievement of the state's performance targets and goals and lead to reduced collisions, serious injuries, and fatalities.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name	Description Located on Page No.
PA	Highway Safety Planning & Administration	78
OP-INT	OHSJP Occupant Protection Program Management	79
PTS-INT	OHSJP Police Traffic Services Program Management	80
PTS-LEC	Law Enforcement Coordination	81
M1*ALM4HVE	Impaired Driving Countermeasures Program Management	82
TR	OHSJP Traffic Records Management	83
PIOT-SA	Public Information, Outreach, & Training	84

Planned Activity: Highway Safety Planning and Administration

Planned activity number: PA

Primary Countermeasure Strategy ID: Highway Safety Office Program Management

Planned Activity Description:

The 402 State and Community Highway Safety Program in South Carolina is administered by the Office of Highway Safety and Justice Programs (OHSJP) of the SC Department of Public Safety (SCDPS). The mission of the OHSJP is to develop and implement comprehensive strategies aimed at reducing the number and severity of traffic collisions on the state's streets and highways. The Planning and Administration planned activity provides the administrative functions for the

operation of the Section 402 program. These functions include all tasks necessary for the preparation of the annual Highway Safety Plan; the preparation of the annual Evaluation Report of projects funded during the previous fiscal year; project development activities; ongoing problem identification; preparation of the annual Funding Guidelines and grant project solicitation; monitoring; planning and conducting training programs for subgrantees; providing technical assistance; disseminating technical materials; responding to grant revision requests and other correspondence; notification and awarding of grants; and the development and coordination of numerous public awareness activities with particular emphasis on impaired driving, occupant protection, speed reduction, and other similar efforts.

Specifically, the Planning and Administration project will coordinate highway safety programming focused on public outreach and education, as well as, aggressive traffic law enforcement through collaboration with safety and business organizations; the integration of public health strategies and techniques; the implementation of engineering-related countermeasures; and cooperation with state and local governments. Programming resources will be directed to the nationally and state-identified priority areas outlined in this document.

Intended Subrecipient(s): The South Carolina Department of Public Safety

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	BIL NHTSA 402	Planning and Administration	$248,814	$248,814	$0

Planned Activity: OHSJP Occupant Protection Program Management

Planned Activity Number: OP-INT

Primary Countermeasure Strategy ID: Highway Safety Office Program Management

Planned Activity Description:

Efforts to improve occupant protection issues in the state of South Carolina with an ultimate goal of reducing traffic collisions, injuries, and fatalities must have an administrative component. This project will attempt to increase safety belt and child safety seat usage during the project period through the continued coordination of occupant protection programs statewide. The project will fund an Occupant Protection/Police Traffic Services Program Coordinator (OP/PTSPC) who will be involved in planning and coordinating special public information events during the National

Child Passenger Safety Week in September 2023. The OP/PTSPC will also assist in planning, coordinating, and implementing, with the assistance of the SCDPS Contractor and Public Affairs Coordinator, the *Buckle up, South Carolina. It's the law and it's enforced.* public information, education and enforcement campaign during the Memorial Day holiday of 2023. The OP/PTSPC will continue to administer all Section 402 and Section 405b-funded occupant protection programs. The OP/PTSPC will also be responsible for reviewing and monitoring grant projects and providing technical assistance to project personnel. The OP/PTSPC will also prepare the Occupant Protection sections of the annual Summaries and Recommendations for Highway Safety Projects, the Highway Safety Plan, and the Annual Evaluation Report by the required deadlines. The OP/PTSPC will work with the South Carolina Department of Health and Environmental Control to coordinate Child Safety Seat (CSS) Presentations and Child Passenger Safety (CPS) Technician training classes. The OP/PTSPC will implement a comprehensive approach to increase the overall safety belt usage rate statewide and will be available to provide education to the public on occupant protection through presentations at health fairs, special interest groups, and businesses. Additionally, the OP/PTSPC will oversee the increasing of permanent inspection stations within South Carolina by the end of the grant year.

Intended Subrecipient(s): The South Carolina Department of Public Safety

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	BIL NHTSA 402	Occupant Protection	$207,058	$51,764.50	$0

Planned Activity: OHSJP Police Traffic Services Program Management

Planned activity number: PTS-INT

Primary Countermeasure Strategy ID: Highway Safety Office Program Management

Planned Activity Description:

The Office of Highway Safety and Justice Programs (OHSJP) will fund a Police Traffic Services (PTS) project which will include an Occupant Protection/Police Traffic Services Program Coordinator (OP/PTSPC) who will assist in establishing funding priorities and strategies for implementing Police Traffic Services projects. The OP/PTSPC will develop projects for funding with prospective applicants and prepare the PTS section of the annual Highway Safety Plan, the annual Summaries and Recommendations for Highway Safety Projects, and the Annual Evaluation Report by the required deadlines. The OP/PTSPC will administer assigned grant-funded projects

to include scheduling/conducting on-site monitoring, monthly desk monitoring, and providing technical assistance. The OP/PTSPC will give law enforcement agencies the ability to start effective selective traffic enforcement programs (STEPs), including training relative to, speed enforcement, DUI enforcement, and enforcing occupant restraint laws. The OP/PTSPC will review the grants' goals and objectives and focus task activity towards the accomplishment of the goals and objectives. The OP/PTSPC will work with the Law Enforcement Liaisons (LELs) to alert the Law Enforcement Network (LEN) circuits of the importance of assisting the OHSJP in its efforts to reduce speeding-related collisions, injuries, and fatalities in the state of South Carolina. Additionally, the OP/PTSPC will coordinate with the Highway Safety Grant Program Manager and Grants Administration Manager of the OHSJP to develop appropriate strategies for traffic enforcement to be included in the annual Highway Safety Funding Solicitation document and the Highway Safety Plan.

Intended Subrecipient(s): The South Carolina Department of Public Safety

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	BIL NHTSA 402	Police Traffic Services	$229,230	$57,307.50	$0

Planned Activity: Law Enforcement Coordination

Planned activity number: PTS-LEC

Primary Countermeasure Strategy ID: Highway Safety Office Program Management

Planned Activity Description:

The Law Enforcement Coordination project proposes to continue funding the Law Enforcement Manager, who serves as a Law Enforcement Liaison (LEL), and one additional LEL. The LELs will work with the Law Enforcement Network (LEN) to enforce traffic safety throughout the state in priority areas. The priorities of the project are to develop and maintain the LEN system, to work to establish and maintain relationships between the OHSJP and law enforcement agencies around the state, and to garner law enforcement support for participation in statewide enforcement mobilization campaigns.

The Law Enforcement Coordination internal grant project will also provide LEN support grants to the sixteen (16) LENs established around the state. The sixteen networks correspond to the sixteen judicial circuits in the state. The support grants will be provided through the Law Enforcement Coordination grant to assist the networks with meeting room costs, recognition awards for traffic officers, the costs to attend highway safety training and/or conferences, and educational materials. The LEN system, which includes both state and local law enforcement agencies, will allow

statewide coverage and implementation of law enforcement activity, including multijurisdictional enforcement activities.

Intended Subrecipient(s): The South Carolina Department of Public Safety

Funding Sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	BIL NHTSA 402	Police Traffic Services	$629,058	$157,264.50	$160,000

Planned Activity: Impaired Driving Countermeasures Program Management

Planned activity number: M1*ALM4HVE

Primary Countermeasure Strategy ID: Highway Safety Office Program Management

Planned Activity Description:

The project will maintain the employment of an Impaired Driving Countermeasures Program Coordinator (IDCPC) to administer impaired-driving highway safety grants during the course of the grant year. The IDCPC will assist the Public Affairs Coordinator (PAC) of the OHSJP with the development and implementation of a statewide public information and education campaign for the FFY 2023 grant period. The IDCPC will also be responsible for the ongoing administration of impaired driving projects funded through the Highway Safety program, including providing technical assistance, making monthly phone calls to project personnel regarding project status, desk monitoring relative to implementation schedules, and on-site monitoring, as well as responding to requests for grant revisions.

The IDCPC will complete pertinent sections of state and federal documents to include quarterly progress reports; the Annual Report; the Highway Safety Plan; the Summaries and Recommendations; and the Impaired Driving Countermeasures grant application.

Intended Subrecipient(s): The South Carolina Department of Public Safety

Funding Sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	BIL 405d ID Mid	Impaired Driving Mid/HVE	$220,344	$55,086	$0

Planned Activity: OHSJP Traffic Records Management

Planned Activity Number: TR

Primary Countermeasure Strategy ID: Highway Safety Office Program Management

Planned Activity Description:

The project will maintain the positions necessary to facilitate the requirements of the SC Traffic Records System (TRS). The project funds the Traffic Records Coordinating Committee (TRCC) Coordinator, who is responsible for managing the TRCC, the South Carolina Collision and Ticket Tracking System (SCCATTS) and the Crash Reporting Sampling System (CRSS). The position is also responsible for Data Quality Control and other tasks associated with South Carolina's Traffic Records Systems. Other positions funded under this project include, but are not limited to, Data Entry Operators, Fatality Analysis Reporting System (FARS) Analysts, the SAFETYNET Coordinator, Information Technology, and Statistical Services Technician.

The project will continue the implementation of SCCATTS and assist the South Carolina Department of Motor Vehicles (SCDMV) in the integration of SCCATTS to the South Carolina Uniform Traffic Ticket Information Exchange System (SCUTTIES) and Case Management System (CMS) interfaces. The project will continue to expand the SCCATTS e-reporting system and phase out as much of the manual data entry process as possible. This will be achieved through the provision of appropriate training for staff, law enforcement officers, and court personnel on the use of the state's electronic forms program. The project will also assist any agency or court with the e-Citation interfaces to ultimately achieve 100% electronic submission of all reports (citations, collisions, and public contacts) to SCDMV. Lastly, the project will provide for continued facilitation of the joint effort between the South Carolina Department of Transportation (SCDOT), South Carolina Judicial Branch (SCJB), South Carolina Department of Public Safety (SCDPS), and SCDMV in the development of the centralized citation database and associated systems.

This project addresses TRS Goal #3 of improving management and coordination of traffic records systems and affects the following Core Traffic Records System Components: Collision; Citation/Adjudication; Roadway; Injury Surveillance; Driver; and Vehicle. The project addresses

each of the core Traffic Records Systems Performance Measures: Timeliness; Accuracy; Completeness; Uniformity; Accessibility; and Data Integration.

Intended Subrecipient(s): The South Carolina Department of Public Safety

Funding Sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	BIL NHTSA 402	Traffic Records	$64,450	$16,112.50	$0

Planned Activity: Public Information, Outreach, & Training

Planned activity number: PIOT-SA

Primary Countermeasure Strategy ID: Highway Safety Office Program Management

Planned Activity Description:

The OHSJP will upgrade the quality of highway safety efforts in the state of South Carolina utilizing a multi-faceted approach, which will include marketing campaigns, training for highway safety professionals and sharing information at public events. These are key strategies to help meet performance measures and goals related to issues with occupant protection, police traffic services, DUI, and vulnerable roadway users.

This project will maintain the positions necessary to work in conjunction with Program Coordinators and assist a paid contractor in the development of statewide enforcement campaigns, such as *Buckle Up, South Carolina. It's the law and it's enforced.* and *Sober or Slammer!*, which is South Carolina's version of the national *Drive Sober or Get Pulled Over* campaign. The aforementioned campaigns will contain enforcement, education, community involvement, diversity outreach, and media components in an effort to reduce collisions, injuries, and fatalities related to DUI on South Carolina's roadways and increase occupant protection usage. Other public information initiatives coordinated under this project include Child Passenger Safety, Distracted Driving, Motorcycle Safety, Speed Enforcement (*Operation Southern Slow Down*), and Vulnerable Roadway Users.

The OHSJP will continue to use a full-service marketing firm to assist with such efforts as media buying, creative production, and evaluation of campaigns. However, the OHSJP, with the help of

the agency's Communications Office and SC Highway Patrol Community Relations Officers (CROs), will oversee earned media efforts, such as issuing news releases, conducting press events, and coordinating media interviews. The marketing firm will continue to assist with campaigns such as *Sober or Slammer!* and *Buckle Up, SC. It's the law and it's enforced.*

In the coming year, the OHSJP must increase efforts to reach out to underserved audiences and hard-to-reach populations. The OHSJP already incorporates Hispanic-owned media (mainly TV and radio) into its media buys. However, efforts must be made to ensure that Spanish-speaking residents are getting in-depth information on printed collateral regarding traffic laws and safe driving. Additionally, the OHSJP must increase efforts to reach young men, ages 18-34, in areas where they live, work, and play. The OHSJP is also doing more to incorporate the *Target Zero* campaign by way of social media using SCDPS' Facebook, Instagram, and Twitter pages and YouTube channel, as well as continuing to expand upon and explore paid social media advertising opportunities.

NHTSA promotes the importance of combining high-visibility enforcement with heightened public awareness as the best way to approach key problem areas and produce behavioral change. Therefore, the OHSJP will continue to offer a media mix for enforcement-based and non-enforcement-based campaigns to meet stated goals. The OHSJP will employ key strategies to promote its mission and core message of public safety.

Intended Subrecipient(s): The South Carolina Department of Public Safety

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	BIL NHTSA 402	Safe Communities	$1,085,425	$271,356.25	$0

PROGRAM AREA: OCCUPANT PROTECTION (ADULT AND CHILD PASSENGER SAFETY)

DESCRIPTION OF HIGHWAY SAFETY PROBLEMS

South Carolina has made significant strides in improving safety belt usage rates since the passage and enactment of a primary enforcement safety belt law in 2005. At the time the law was enacted, the state's observed safety belt usage rate stood at 69.7%. Based on the results of the statewide safety belt survey, conducted in August – October 2021 by Bason Research, the state's usage rate was 90.1%. The 2021 usage rate represents a 0.2 percentage point decrease from 2019, when the usage rate was 90.3%. The state remains committed to increasing restraint usage in an effort to reduce motor vehicle crash injuries and fatalities, particularly in the light of the state's relatively high unbelted fatality rate (see **Table 7**).

Table 7. South Carolina Unbelted Passenger Vehicle Occupant Fatalities

	2016	2017	2018	2019	2020	% Change: 2016 vs. 2020	% Change: 2020 vs. prior 4-yr Avg.
Total Fatalities	315	308	331	300	372	18.10%	18.66%
VMT Rate**	0.58	0.55	0.58	0.52	0.69	18.97%	23.77%
Pop Rate***	6.35	6.13	6.51	5.83	7.27	14.49%	17.16%
Pct. Of Total	30.88%	31.14%	31.95%	29.82%	34.96%	4.08%	4.01%
Observed Belt Use	93.90%	92.30%	89.70%	90.30%	90.30%*	-3.60%	-1.25%

NHTSA NCSA FARS: 2016-2019 Final File and 2020 Annual Report File (ARF)
2020 VMT provided by South Carolina Department of Transportation
Population provided by U.S. Bureau of Census
**Rate per 100 million vehicle miles
***Rate per 100,000 population
*Waiver obtained for 2020; 2019 results have been utilized for 2020

In South Carolina's FFY 2020 HSP, the focus for occupant protection was to increase the observed seatbelt usage rate by 0.1 percentage points from the 2020 base of 90.3% to 90.4% by December 31, 2022. Because the state utilized the National Highway Traffic Safety Administration's (NHTSA) waiver of the requirement for states to conduct an annual seatbelt use survey during calendar year 2020, the state utilized the 2019 results for 2020. The state will strive to increase the safety belt usage rate through educational programs aimed at the state's citizens, particularly minority groups who lag behind their non-minority counterparts in belt usage rates, enforcement of the safety belt law, and the continuation of the *Buckle Up, South Carolina. It's the law, and it's is enforced.* mobilization (BUSC). The mobilization occurs during the weeks leading up to and including Memorial Day and conforms to the national Click it or Ticket model. The state also desires to see an increase in the correct usage of child passenger safety seats. Occupant Protection Programs funded by the highway safety program will train NHTSA Child Passenger Safety technicians and instructors, conduct child passenger safety seat check events, certify child passenger safety fitting stations, conduct educational presentations, target minority groups, and emphasize child passenger safety seat use and enforcement during the statewide Memorial Day occupant protection enforcement mobilization.

As indicated previously, the state of South Carolina has seen a steady increase in safety belt use rates since the passage and enactment of a primary safety belt law, from 69.7% in 2005 to 90.3% in 2020. **Figure 20** demonstrates this increase compared to the national rate for the time period 2016-2020. As seen in **Figure 20**, South Carolina's observed seat belt usage rate was above the national rate for the 2016-2018 period and slightly lower than the national rate in 2019.

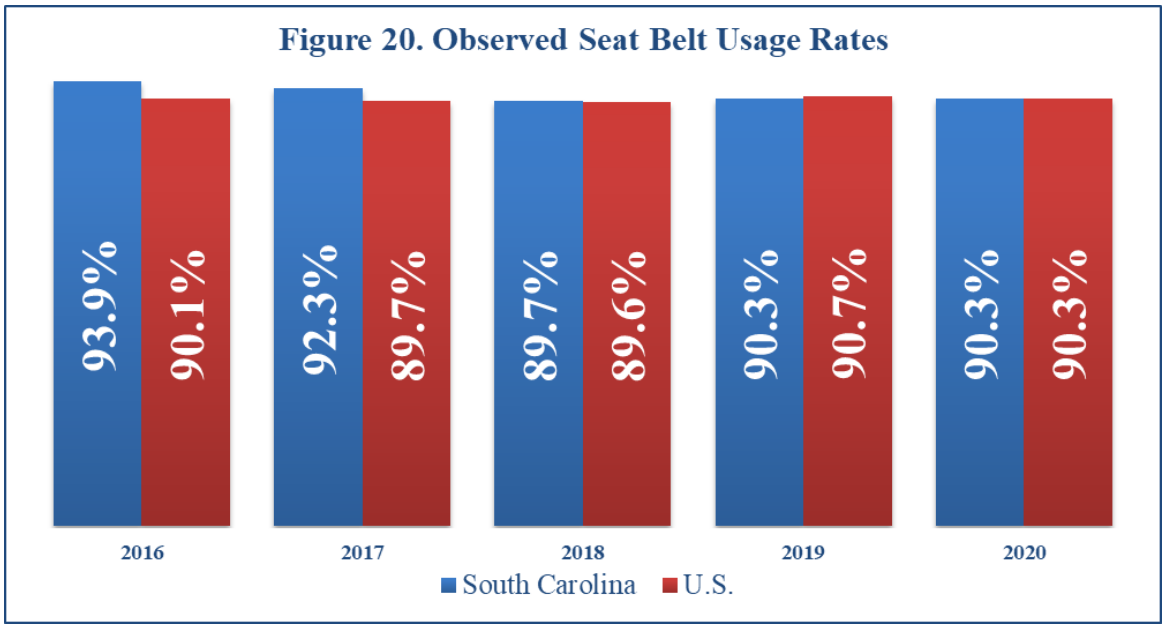
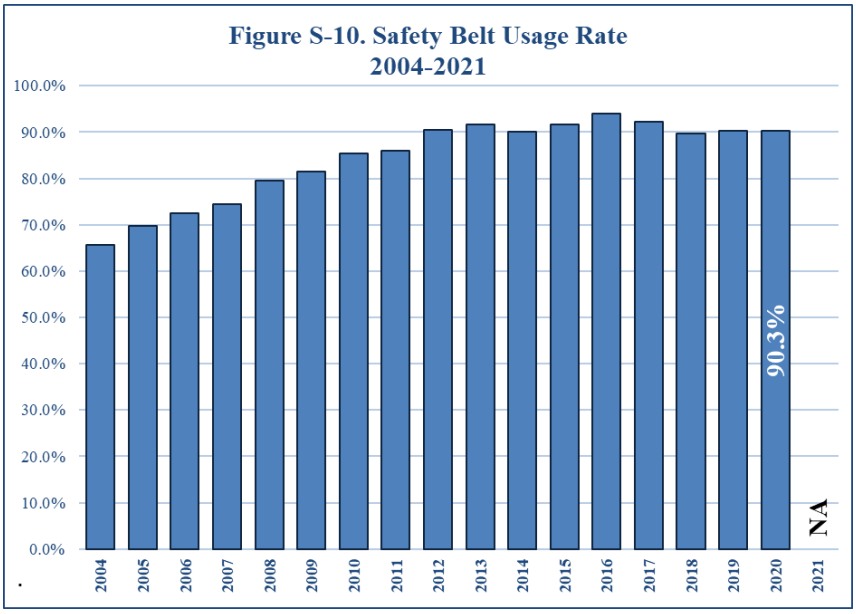


Figure S-10 demonstrates the increase in the state's safety belt usage rate since 2004.



As shown in Table S-8, surveys conducted by the University of South Carolina show that South Carolina has made tremendous progress towards improving the statewide belt usage rate. The progress has been significant since 2010, with non-white belt use moving from 80.6% in CY 2010 to 87.5% in 2020 compared to 88.5% and 92% in 2010 and 2020 respectively for whites. This represents noteworthy forward momentum. Over a 10-year period, non-white belt use moved from 8.9% below that of the majority population's belt use, to only 4.9% below the majority population. Additionally, from 2018 to 2020, belt usage among non-white drivers increased by 1.4 percentage points. The progress over the years can be attributed to the state of South Carolina's efforts to maintain a diverse approach to messaging along with maintaining safety belt law enforcement efforts. Obviously, there remains a need to continuously educate the public as to the benefits of safety belt usage, but existing efforts to address this issue have been beneficial.

Table S-8 South Carolina Observed Seatbelt Use Rate, 2010-2020

	6/10	6/11	6/12	6/13	6/14	6/15	6/16	6/17	6/18	6/19	6/20*
Male	82.3	81.8	87.6	89.8	88.3	88.6	92.5	89.7	88.2	87.8	87.8
Female	90.6	89.4	93.3	93.9	91.6	95.0	95.5	94.9	91.6	92.8	92.8
Driver	86.0	86.4	90.0	91.0	89.9	91.5	93.4	91.6	89.5	90.6	90.6
Passenger	85.4	85.6	90.0	94.6	89.3	91.3	95.8	95.7	90.5	88.2	88.2
Urban	87.4	85.6	91.4	91.0	89.0	91.7	93.7	91.7	89.5	90.1	90.1
Rural	80.5	87.0	88.5	94.2	93.1	91.3	94.2	94.3	90.3	91.0	91.0
White	88.5	86.5	91.3	93.1	91.6	92.6	93.9	94.1	91.7	92.0	92.0
Non-white	80.6	82.2	87.8	87.5	85.1	87.5	93.6	86.8	86.1	87.5	87.5
Cars	86.6	88.2	92.0	92.3	90.7	93.1	94.5	92.8	89.9	91.2	91.2
Trucks	81.7	78.7	86.0	90.0	86.9	85.0	90.4	89.7	89.4	86.9	86.9
Overall	85.4	86.0	90.5	91.7	90.0	91.6	93.9	92.3	89.7	90.3	90.3

*Waiver obtained for 2020; 2019 results have been utilized for 2020

The following data sections outline specifically the problems being faced by the state of South Carolina in terms of occupant protection and demonstrate the foundation upon which the state has built its response to the problems for its FFY 2023 Highway Safety Plan.

Traffic Collision Fatalities

In 2020, traffic collisions claimed 37,776 lives throughout the nation, an increase of 1,424 lives when compared to the 36,352 lives lost nationally in 2019. In 2020, vehicle miles traveled (VMT) decreased to 2,904 from 3,262 billion in 2019 (**see Table 2**). Traffic fatalities in the United States increased by 3.92% in 2020 as compared to the prior year. The VMT decreased by 8.51% from 2016 to 2020.

A comparison of South Carolina data (**Table 1**) with national data (**Table 2**) indicates that South Carolina's 2016-2020 average population-based traffic fatality rate (20.20 per 100,000 persons) was higher than the national rate (11.40) during the same time period. South Carolina's VMT decreased by 1.07% from 2016 to 2020, and there was a decrease of 4.18% in 2020 compared to the prior four-year average. Additionally, in 2020, the Rural traffic fatalities/VMT in the state increased by 21.13%, 3.21 versus 2.65 in 2019. Total fatalities in 2020 increased from the previous year.

Table 1. South Carolina Basic Data

	2016	2017	2018	2019	2020	% Change: 2016 vs. 2020	% Change: 2020 vs. prior 4-yr Avg.
Total Fatalities	1,020	989	1,036	1,006	1,064	4.31%	5.06%
VMT*	54.40	55.50	56.84	57.94	53.82	-1.07%	-4.18%
VMT Rate**	1.87	1.78	1.82	1.74	1.98	5.88%	9.85%
Population	4,957,968	5,021,268	5,084,156	5,148,714	5,118,425	3.24%	1.29%
Pop Rate***	20.57	19.70	20.38	19.54	20.79	1.07%	3.70%

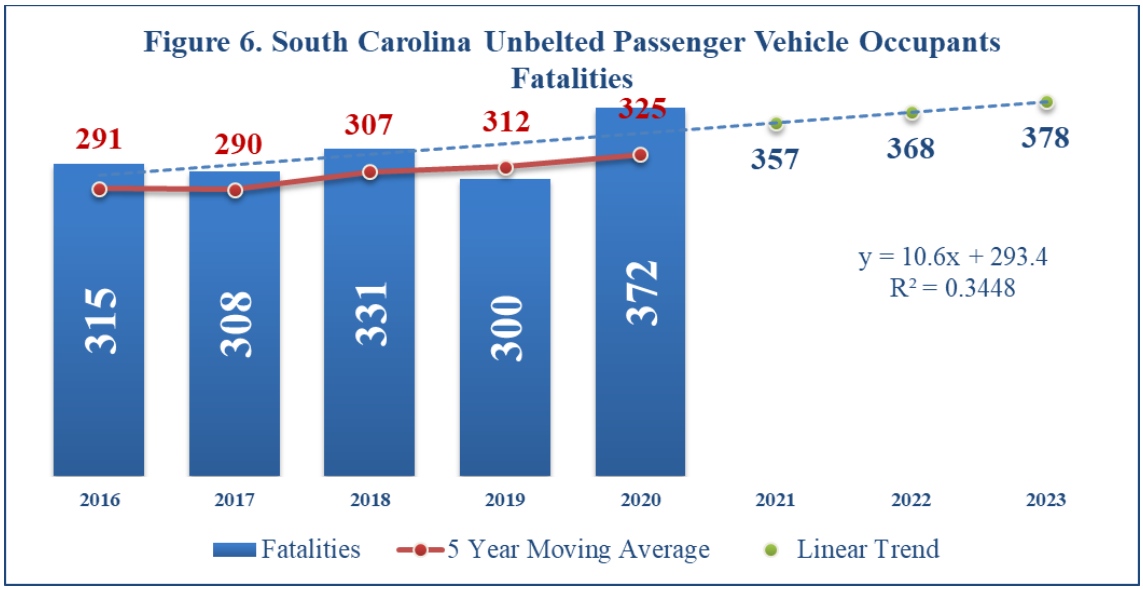
NHTSA NCSA FARS: 2016-2019 Final File and 2020 Annual Report File (ARF)
2020 VMT & VMT Rate provided by South Carolina Department of Transportation
Population provided by U.S. Bureau of Census
*Vehicle Miles of Travel (billions)
**Rate per 100 million vehicle miles
***Rate per 100,000 population

Table 2. Nationwide Basic Data

	2016	2017	2018	2019	2020	% Change: 2016 vs. 2020	% Change: 2020 vs. prior 4-yr Avg.
Total Fatalities	37,803	37,471	36,830	36,352	37,776	-0.07%	1.78%
VMT*	3,174	3,210	3,240	3,262	2,904	-8.51%	-9.86%
VMT Rate**	1.19	1.17	1.14	1.11	1.34	12.61%	16.27%
Population	322,941,311	324,985,539	326,687,501	328,239,523	331,449,281	2.63%	1.76%
Pop Rate***	11.71	11.53	11.27	11.07	11.40	-2.65%	0.04%

NHTSA NCSA FARS: 2016-2019 Final File and 2020 Annual Report File (ARF)
2020 VMT & VMT Rate provided by South Carolina Department of Transportation
Population provided by U.S. Bureau of Census
*Vehicle Miles of Travel (billions)
**Rate per 100 million vehicle miles
***Rate per 100,000 population

Figure 6 shows the numbers of unbelted passenger vehicle occupants (i.e. occupants of passenger cars, light trucks, and vans) killed in South Carolina from 2016 through 2020. The number of unbelted passenger-vehicle-occupant fatalities was at its highest in 2020 (372 fatalities) and at its lowest in 2019 (300). The 2020 data point represents an 18.47% increase compared to the 2016-2019 average (314 fatalities) and an 18.10% decrease from the 2016 total.



In South Carolina, observed safety belt use decreased 1.42% in 2020 (90.3%) compared to the 2016-2019 average (91.6%). The observed seat belt usage rate was at its lowest in 2018 (89.7%) during the five-year period and at its highest in 2016 (93.9%).

In South Carolina, unbelted passenger vehicle fatalities accounted for 34.96% of all traffic-related fatalities in 2020. This is a 4.01% increase when compared to the prior four-year average (30.95%) and a 4.08% increase compared to 2016.

According to NHTSA's FARS data, in South Carolina, restraint use among fatally-injured passenger-vehicle occupants was below that of the nation for the past five (5) years (Table 27). The 2020 restraint use percentage for fatally-injured passenger vehicle occupants in South Carolina represents an 8.04% decrease compared to the average of the previous four years (46%). The US as a whole also saw a decrease (9.37%) in this index compared to the average of the previous four years (48.33%).

Table 7. South Carolina Unbelted Passenger Vehicle Occupant Fatalities

	2016	2017	2018	2019	2020	% Change: 2016 vs. 2020	% Change: 2020 vs. prior 4-yr Avg.
Total Fatalities	315	308	331	300	372	18.10%	18.66%
VMT Rate**	0.58	0.55	0.58	0.52	0.69	18.97%	23.77%
Pop Rate***	6.35	6.13	6.51	5.83	7.27	14.49%	17.16%
Pct. Of Total	30.88%	31.14%	31.95%	29.82%	34.96%	4.08%	4.01%
Observed Belt Use	93.90%	92.30%	89.70%	90.30%	90.30%	-3.60%	-1.25%

NHTSA NCSA FARS: 2016-2019 Final File and 2020 Annual Report File (ARF)
2020 VMT & VMT Rate provided by South Carolina Department of Transportation
Population provided by U.S. Bureau of Census
**Rate per 100 million vehicle miles
***Rate per 100,000 population

Table 27. Restraint Use of Fatally-Injured Passenger Vehicle Occupants					
Restraint Use	**2016**	**2017**	**2018**	**2019**	**2020**
South Carolina	45.0%	46.3%	46.4%	46.3%	42.3%
U.S.	47.7%	48.5%	48.4%	48.7%	43.8%

NHTSA NCSA FARS: 2016-2019 Final File and 2020 Annual Report File (ARF)

In 2020 in South Carolina, as indicated in **Table S-9**, 491 motor vehicle occupants were totally ejected from the motor vehicles in which they were riding during traffic collisions, and of those, 132, or 26.88%, were fatally injured. In addition, 301 occupants were partially ejected and 40 of those, or 13.29%, were fatally injured. Of the 279,387 occupants not ejected, 540, or 0.19%, were fatally injured.

Table S-9 Ejection Status of Motor Vehicle Occupants by Injury, State Data 2020							
Ejection Status	**Fatal Injury**	**Serious Injury**	**Minor Injury**	**Possible Injury**	**No Apparent Injury**	**Total**	**Percent**
Not Ejected	540	1,688	9,242	32,877	235,040	279,387	97.72%
Partially Ejected	40	21	36	33	171	301	0.11%
Totally Ejected	132	160	118	52	29	491	0.17%
Not Applicable	2	5	25	69	4,111	4,212	1.47%
Unknown	2	8	32	117	1,343	1,502	0.53%
Total	**716**	**1,882**	**9,453**	**33,148**	**240,694**	**285,893**	**100.0%**

As indicated in **Table S-10**, during the period 2016-2020, there were 2,610 individuals totally ejected from the motor vehicles in which they were riding during traffic collisions, and of those, 616, or 23.60%, were fatally injured. In addition, 1,173 were partially ejected, and 159 of those, or 13.55%, were fatally injured. Of the 1,663,411 occupants not ejected, 2,593 or 0.16% were fatally injured.

Table S-10 Ejection Status of Motor Vehicle Occupants by Injury, State Data 2016-2020							
Ejection Status	**Fatal Injury**	**Serious Injury**	**Minor Injury**	**Possible Injury**	**No Apparent Injury**	**Total**	**Percent**
Not Ejected	2,593	9,432	49,920	202,791	1,398,675	1,663,411	97.94%
Partially Ejected	159	134	144	149	587	1,173	0.07%
Totally Ejected	616	804	596	287	307	2,610	0.15%
Not Applicable	4	21	100	335	21,448	21,908	1.29%
Unknown	7	52	99	852	8,364	9,374	0.55%
Total	**3,379**	**10,443**	**50,859**	**204,414**	**1,429,381**	**1,698,476**	**100.0%**

As shown in **Table S-11**, estimates indicate that, of the 687 occupant fatalities with known restraint usage in 2020, 382 (55.60%) were not restrained, and 305 (44.40%) were restrained. According to State Data, from 2016 to 2020 there were 3,202 fatalities in which the restraint use was known in South Carolina. Of this number, 1,682, or 52.53%, were unrestrained.

Table S-11 Restraint Usage of Vehicle Occupant Fatalities, State Data 2016-2020			
Year	Known Restraint Use	Unrestrained	Percent Unrestrained
2016	619	328	52.99%
2017	623	322	51.69%
2018	665	342	51.43%
2019	608	308	50.66%
2020	687	382	55.60%
Total	**3,202**	**1,682**	**52.53%**

County data shows interesting trends in terms of unrestrained traffic collision fatalities, particularly at night. As shown in **Table 28**, for the years 2016-2020, 56.97% of South Carolina's passenger vehicle occupant fatalities that occurred at night were unrestrained. The following six counties accounted for the highest percentages of unrestrained nighttime passenger vehicle occupant fatalities: Newberry (13 fatalities, 12 [92.31%] unrestrained); Edgefield (12 fatalities, 10 [83.33%] unrestrained); Marion (12 fatalities, 10 [83.33%] unrestrained); Sumter (17 fatalities, 13 [76.47%] unrestrained); Abbeville (12 fatalities, 9 [75%] unrestrained); and Colleton (50 fatalities, 34 [68%] unrestrained).

Of the 46 counties in the state, Chester, Laurens, and Union had the smallest percentages of unrestrained night-time fatalities (23 fatalities, 9 [39.13%] unrestrained); (50 fatalities, 20 [40%] unrestrained); and (10 fatalities, 4 [40%] unrestrained).

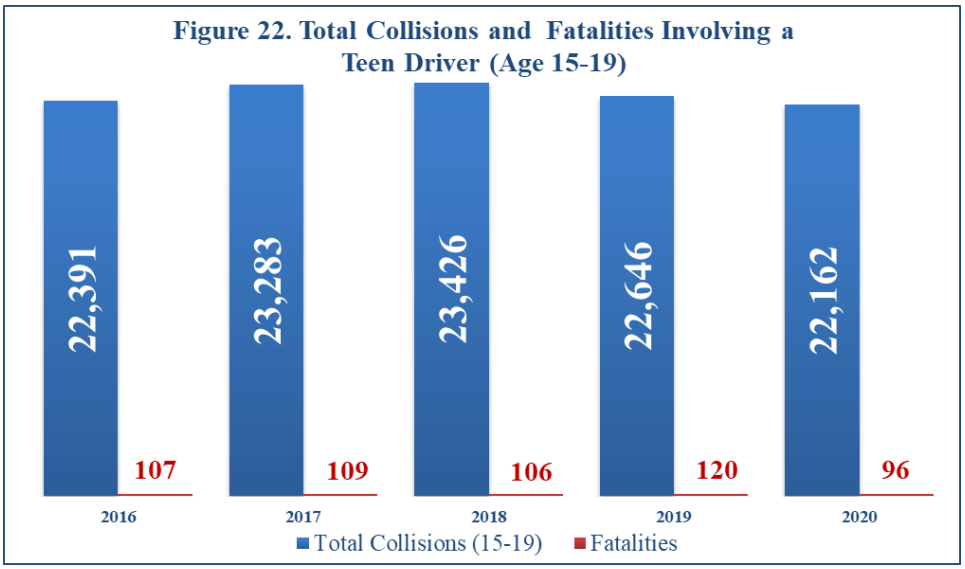
Table 28. Unrestrained Passenger Vehicle Occupant Fatalities at Night(8pm-6am) by County									
County	2016	2017	2018	2019	2020	2020 Total Passenger Vehicle Occupant Fatalities at Night	2016-2020 Unrestrained Vehicle Occupant Fatalities at Night	2016-2020 Total Passenger Vehicle Occupant Fatalities at Night	% Unrestrained at Night
Abbeville	1	3	2	1	2	3	9	12	75.00%
Aiken	2	12	6	5	8	10	33	53	62.26%
Allendale	0	2	1	2	1	2	6	10	60.00%
Anderson	9	7	5	7	12	17	40	66	60.61%
Bamberg	2	0	2	0	1	2	5	10	50.00%
Barnwell	2	3	1	0	0	2	6	12	50.00%
Beaufort	2	6	4	2	1	4	15	29	51.72%
Berkeley	7	3	7	5	14	20	36	66	54.55%
Calhoun	4	1	2	0	1	2	8	14	57.14%
Charleston	10	12	14	16	14	19	66	119	55.46%
Cherokee	0	4	2	3	2	4	11	24	45.83%
Chester	5	0	1	0	3	3	9	23	39.13%
Chesterfield	3	4	2	2	5	5	16	25	64.00%
Clarendon	4	2	4	3	2	4	15	29	51.72%
Colleton	6	4	5	3	16	18	34	50	68.00%
Darlington	7	3	3	4	4	6	21	34	61.76%
Dillon	1	1	0	2	6	8	10	22	45.45%
Dorchester	5	4	4	4	2	7	19	36	52.78%

Table 28. Unrestrained Passenger Vehicle Occupant Fatalities at Night(8pm-6am) by County									
County	2016	2017	2018	2019	2020	2020 Total Passenger Vehicle Occupant Fatalities at Night	2016-2020 Unrestrained Vehicle Occupant Fatalities at Night	2016-2020 Total Passenger Vehicle Occupant Fatalities at Night	% Unrestrained at Night
Edgefield	1	4	2	0	3	5	10	12	83.33%
Fairfield	1	3	4	1	4	6	13	21	61.90%
Florence	6	5	11	3	5	10	30	49	61.22%
Georgetown	1	3	4	2	2	7	12	23	52.17%
Greenville	14	10	9	16	12	27	61	122	50.00%
Greenwood	0	0	3	1	3	4	7	15	46.67%
Hampton	0	0	0	3	3	5	6	10	60.00%
Horry	12	16	10	11	16	25	65	98	66.33%
Jasper	7	3	2	6	1	4	19	33	57.58%
Kershaw	4	8	0	1	3	7	16	28	57.14%
Lancaster	2	1	2	5	2	2	12	18	66.67%
Laurens	2	4	1	3	10	12	20	50	40.00%
Lee	1	1	3	0	1	2	6	10	60.00%
Lexington	8	9	13	6	12	13	48	80	60.00%
McCormick	1	0	0	2	0	0	3	5	60.00%
Marion	3	4	1	2	0	0	10	12	83.33%
Marlboro	0	1	4	1	1	2	7	12	58.33%
Newberry	3	2	1	3	3	4	12	13	92.31%
Oconee	2	2	2	3	1	3	10	20	50.00%
Orangeburg	2	3	10	8	8	15	31	66	46.97%
Pickens	3	6	4	5	5	9	23	37	62.16%
Richland	13	9	11	8	13	21	54	85	63.53%
Saluda	0	1	2	0	2	3	5	8	62.50%
Spartanburg	10	9	12	11	5	19	47	85	55.29%
Sumter	6	1	2	2	2	3	13	17	76.47%
Union	3	0	0	0	1	4	4	10	40.00%
Williamsburg	8	1	2	4	3	5	18	29	62.07%
York	3	3	5	5	7	10	23	55	41.82%
Total	**186**	**180**	**185**	**171**	**222**	**363**	**944**	**1,657**	**56.97%**

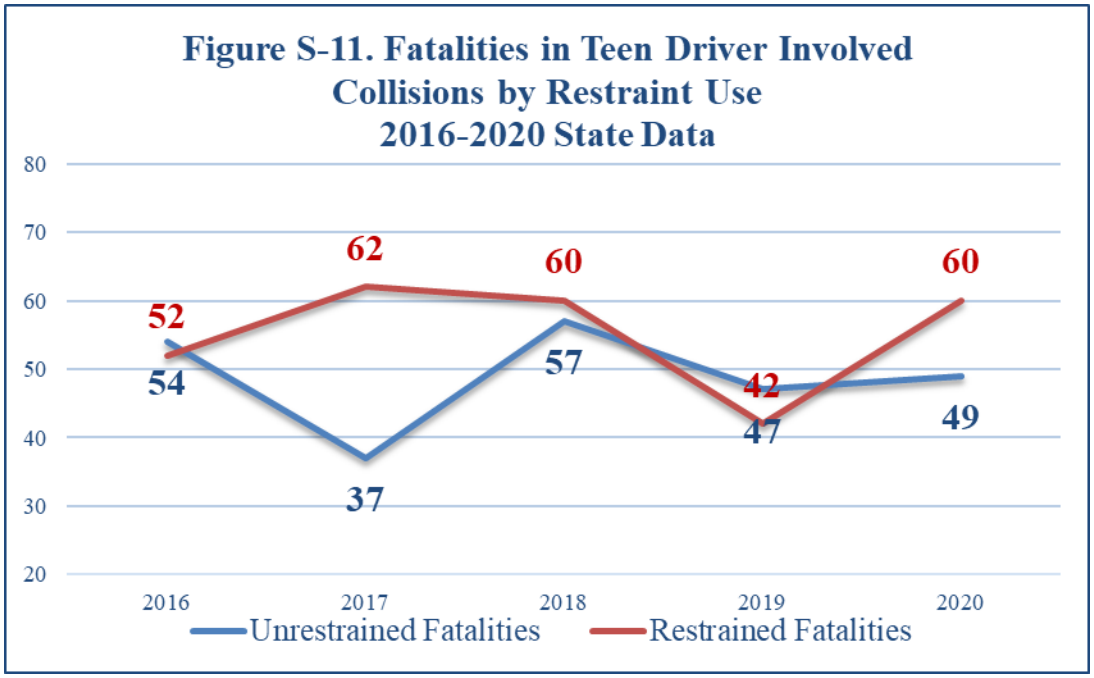
NHTSA NCSA FARS: 2016-2019 Final File and 2020 Annual Report File (ARF)

Analyzing teen driver data shows challenging statistics for this age group relative to safety belt use, particularly in terms of traffic fatalities. As shown in **Table S-12** and **Figure 22**, state data from 2016 to 2020 indicates that drivers between the ages of 15 and 19 were involved in 110,710 traffic collisions, or 16.1% of the total number of collisions during that time period. The number of collisions involving a teen driver decreased 17.6% in 2020 compared to the year 2016.

Table S-12 South Carolina Collisions (Involving Teen Drivers Age 15-19), 2016-2020 - SC				
Year	Total Collisions	Involving a Teen Driver (age 15-19)	Percent	# of Fatalities involving a Teen Driver
2016	141,599	23,283	16.4%	109
2017	141,874	23,426	16.5%	106
2018	142,406	22,646	15.9%	120
2019	141,096	22,162	15.7%	96
2020	121,235	19,193	15.8%	116
Total	**688,210**	**110,710**	**16.1%**	**547**



Also, shown in **Figure S-11,** are the number of fatalities in teen driver-involved collisions by restraint usage. There were a total of 538 such fatalities from 2016 to 2020. Of those in which restraint usage was known (520), 244, or 46.92% were unrestrained.



Restraint usage among fatally-injured persons in traffic collisions in which a teen was driving is shown in **Table S-11, Table S-13** and **Figure S-11.** There were 104,698 traffic collisions that involved a teen driver in which restraint devices were used by all occupants from 2016 to 2020. These collisions resulted in the deaths of 276 persons. Conversely, there were 3,093 collisions that

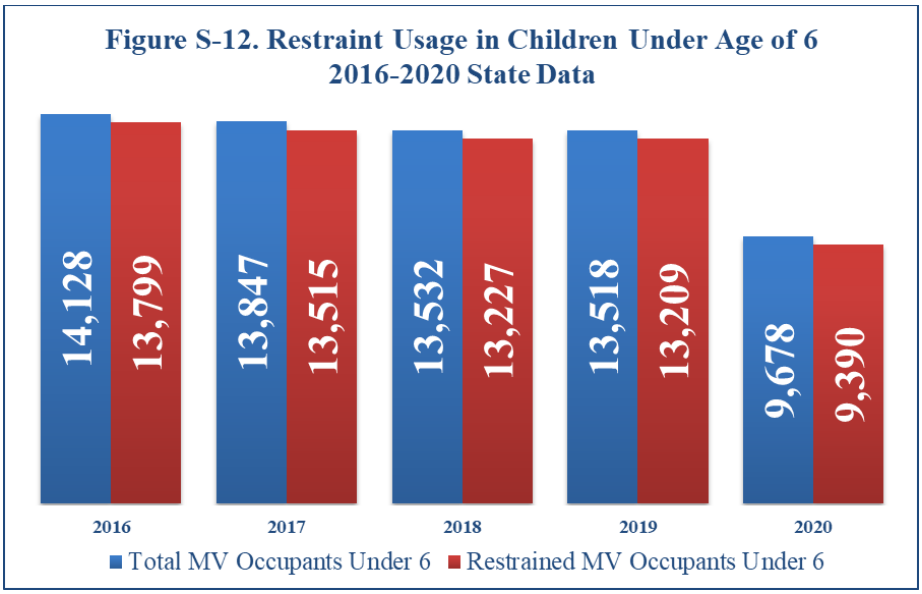
involved a teen driver in which restraint devices were not used for at least one occupant, resulting in the deaths of 244 persons.

Table S-11 Restraint Usage of Vehicle Occupant Fatalities, State Data 2016-2020			
Year	Known Restraint Use	Unrestrained	Percent Unrestrained
2016	619	328	52.99%
2017	623	322	51.69%
2018	665	342	51.43%
2019	608	308	50.66%
2020	687	382	55.60%
Total	**3,202**	**1,682**	**52.53%**

Table S-13. Collisions Involving a Teen Driver (Age 15-19) and Restraint Usage, State Data 2016-2020						
Year	All Occupants Restrained Collision	Restraint Collision Fatalities	At Least One Occupant Unrestrained Collision	Unrestrained Collision Fatalities	Unknown Restraint Collision	Unknown Restraint Collision Fatalities
2016	21,983	52	705	54	595	3
2017	22,257	62	622	37	547	7
2018	21,534	60	570	57	542	3
2019	20,953	42	577	47	632	7
2020	17,971	60	619	49	603	7
Total	**104,698**	**276**	**3,093**	**244**	**2,919**	**27**

After analyzing the traffic data relative to the use of appropriate restraints by children, there is a slightly more promising outlook for the state than for teen drivers. During the calendar years 2016-2020, 64,703 children under six years of age were motor vehicle occupants involved in traffic collisions in South Carolina (**Table S-15)**. During this five-year period, 63,140 of those children were restrained by a safety restraint device (**Figure S-12**). These figures show that 4.8% of children injured in South Carolina traffic collisions during the five-year period, 2016-2020, were unrestrained.

Table S-15 Passenger Vehicle Occupants Under Age Six, Fatalities, Injuries and Restraint Usage, State Data 2016-2020					
Year	Under 6 MV Occupants	Under 6 Fatalities	Under 6 Injured	Under 6 Injured Unrestrained	Percent Injured Unrestrained
2016	14,128	10	2,030	90	4.4%
2017	13,847	8	1,906	95	5.0%
2018	13,532	8	1,800	80	4.4%
2019	13,518	6	1,718	76	4.4%
2020	9,678	9	1,197	71	5.9%
Total	**64,703**	**41**	**8,651**	**412**	**4.8%**



Traffic Collision Injuries

The state data listed in **Figure S-3** shows that in 2020 there were 121,235 motor vehicle collisions in South Carolina. **Figure S-1** for 2020 also indicates that there were 47,985 reported traffic collision injuries during the year, compared to 61,899 reported in 2016. State data in **Figure S-1** shows a decrease of 22.48% in total traffic collision injuries since 2016, from 61,899 total injuries to 47,985 in 2020; also, the 2020 figure is lower than the average of the four prior years 2016-2019 (59,732). The number of total traffic collision injuries in 2020 (47,985) decreased by 17.85% compared to the number of total injuries in 2019 (58,410).

State data listed in **Table S-14** shows that during the five-year period from 2016 to 2020 in South Carolina, there were 1,698,476 motor vehicle occupants (i.e. occupants of passenger cars, trucks, vans, and SUVs) involved in collisions; of these, 269,155 were injured and of those, 14,488**,** or 5.4%, were unrestrained.

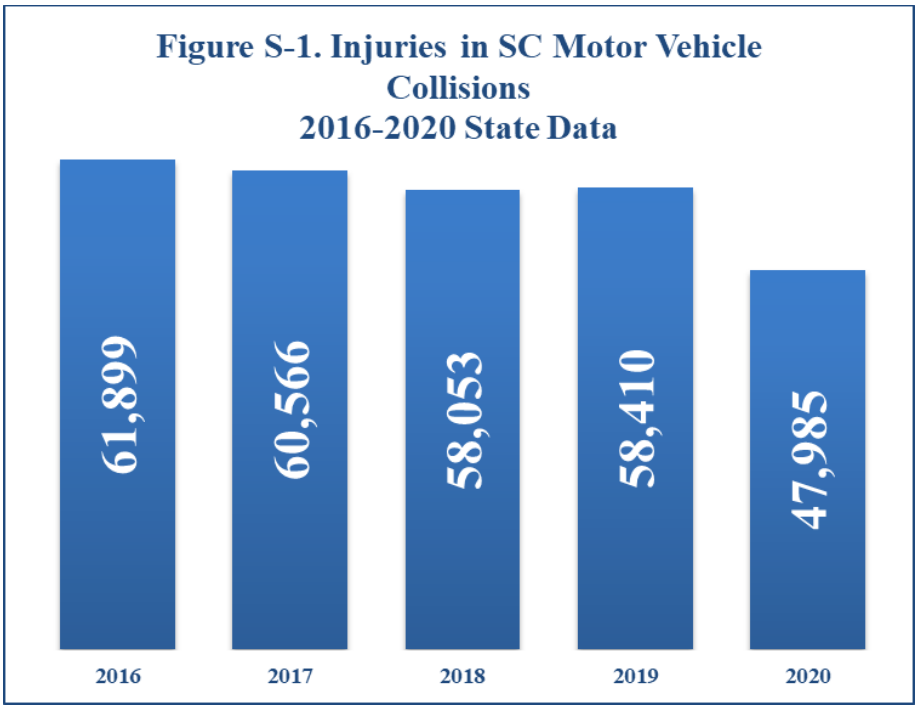


Figure S-1. Injuries in SC Motor Vehicle Collisions
2016-2020 State Data
61,899
60,566
58,053
58,410
47,985
2016
2017
2018
2019
2020

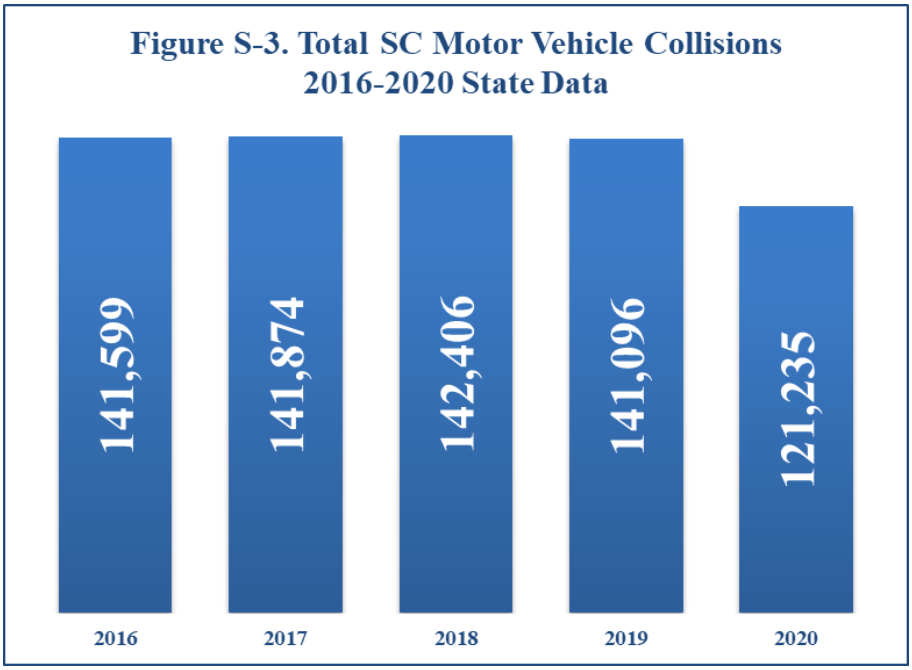


Figure S-3. Total SC Motor Vehicle Collisions
2016-2020 State Data
141,599
141,874
142,406
141,096
121,235
2016
2017
2018
2019
2020

Table S-14 Passenger Vehicle Occupant Injuries* and Restraint Usage, State Data 2016-2020				
Year	Total MV Occupants	Total MV Occupants Injured	Total MV Injured Occupants Unrestrained	Percent Injured Unrestrained
2016	354,521	57,922	2,967	5.1%
2017	354,103	56,521	2,828	5.0%
2018	353,375	54,694	2,805	5.1%
2019	350,584	54,819	2,789	5.1%
2020	285,893	45,199	3,099	6.9%
Total	**1,698,476**	**269,155**	**14,488**	**5.4%**

*Includes fatally injured occupants.

Figure S-13 provides a graphical representation of the total number of passenger vehicle occupants injured and the percentage unrestrained during collisions that occurred from 2016 to 2020.

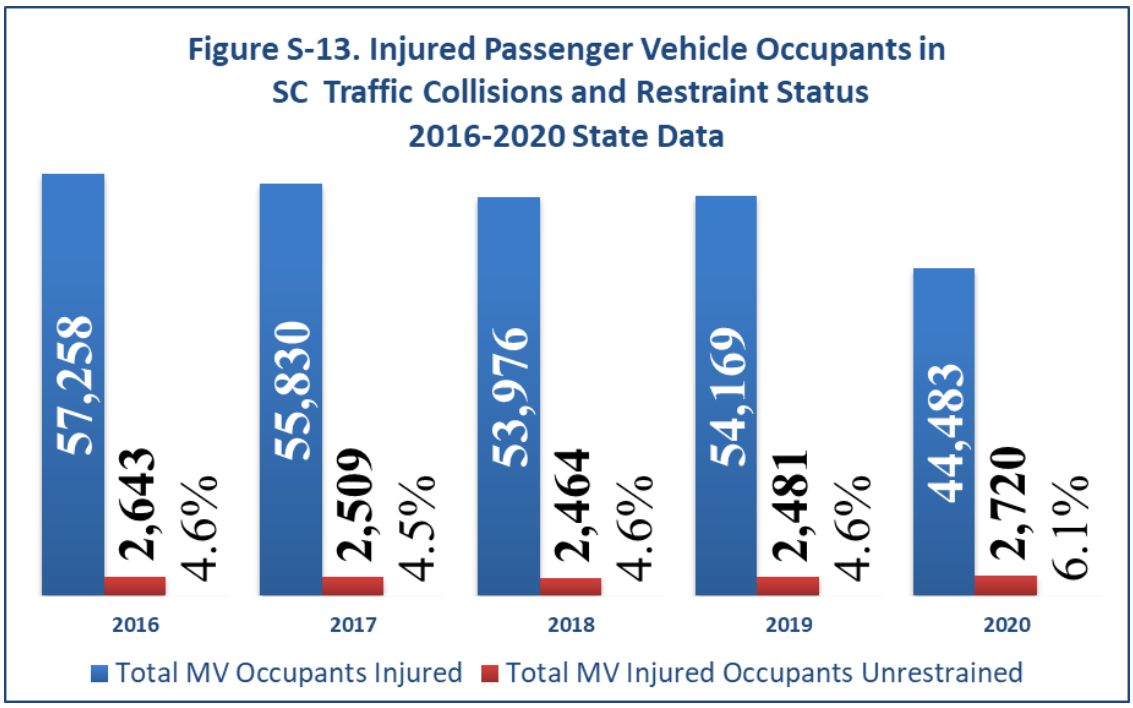


Table S-15 displays information related to passenger vehicle occupants under the age of six who sustained injuries in passenger vehicle collisions. During the calendar years 2016-2020, 64,703 children under six years of age were passenger vehicle occupants involved in traffic collisions in South Carolina. Of those children, 8,651, or 13.4%, suffered some type of injury. Of the 8,651 injured, 412, or 4.8%, were unrestrained. During the five-year period, 41 occupants under the age of six were killed in traffic collisions. Informal surveys conducted at seat check events by the SC Department of Health and Environmental Control (SCDHEC), indicate that proper usage of child safety seats is historically less than 15% in South Carolina. These statistics indicate a continued

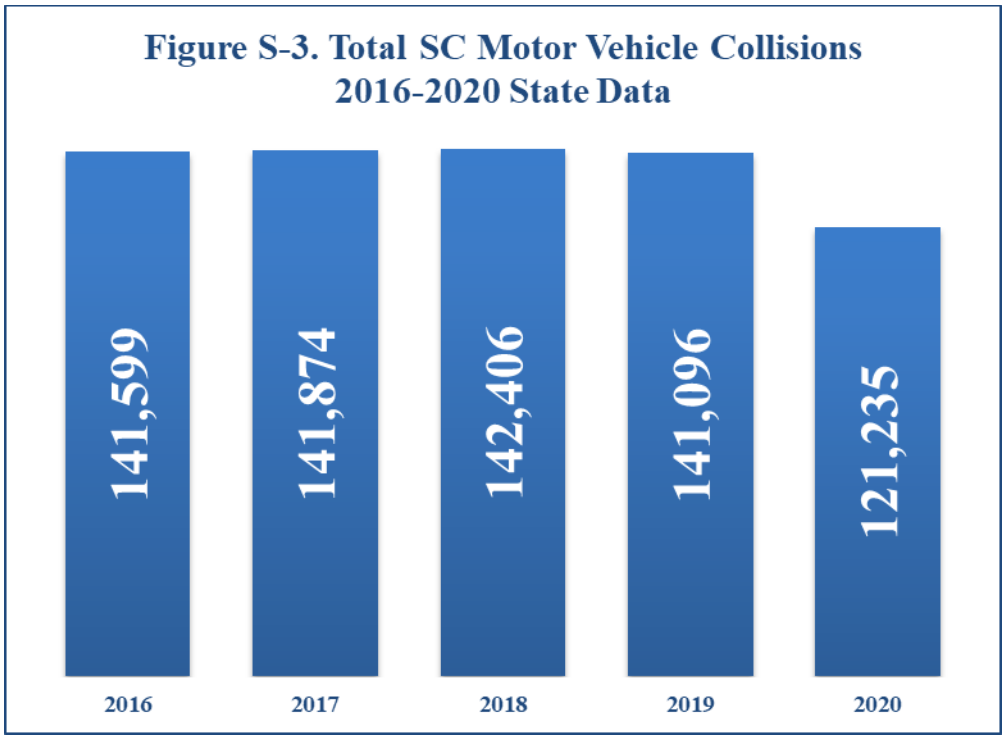
need for the development and implementation of occupant restraint programs statewide, since misuse of safety seats may result in death or serious injury to a child.

Table S-15 Passenger Vehicle Occupants Under Age Six, Fatalities, Injuries and Restraint Usage, State Data 2016-2020					
Year	**Under 6 MV Occupants**	**Under 6 Fatalities**	**Under 6 Injured**	**Under 6 Injured Unrestrained**	**Percent Injured Unrestrained**
2016	14,128	10	2,030	90	4.4%
2017	13,847	8	1,906	95	5.0%
2018	13,532	8	1,800	80	4.4%
2019	13,518	6	1,718	76	4.4%
2020	9,678	9	1,197	71	5.9%
Total	**64,703**	**41**	**8,651**	**412**	**4.8%**

Traffic Collisions

There were 688,210 total traffic collisions in South Carolina from 2016 to 2020 (**Figure S-3**). This total includes fatal collisions, injury collisions, and property-damage-only collisions. State data in **Figure S-3** shows a decrease of 14.08% in total collisions from 2019 (141,096) compared to 2020 (121,235). The 2020 figure represents a decrease of 14.47% as compared to the average of the previous four years of 2016-2019 (141,744). From 2016 to 2020, the 688,210 total collisions involved 1,698,476 passenger vehicle occupants (see **Table S-16**). Of those occupants, 25,858, or 1.5%, were unrestrained. These figures indicate that 98.5% of all occupants involved in traffic collisions during this time period were utilizing some sort of safety restraint device.

Table S-16 Total Passenger Vehicle Occupants in SC Crashes and Restraint Status, State Data 2016-2020		
Year	**Total MV Occupants**	**Total MV Occupants Unrestrained**
2016	354,521	5,197
2017	354,103	5,142
2018	353,375	4,859
2019	350,584	4,913
2020	285,893	5,747
Total	**1,698,476**	**25,858**



During the calendar years 2016-2020 (see **Table S-17**), 64,703 children under six years of age were passenger vehicle occupants involved in traffic collisions in South Carolina. During this five-year period, 63,140 of those children were restrained by a safety restraint device. These figures indicate that approximately 98% of children involved in 2016-2020 traffic collisions were utilizing some sort of safety restraint device.

Table S-17 Passenger Vehicle Occupants Under Age Six in SC Crashes and Restraint Usage, State Data 2016-2020

Year	Under 6 MV Occupants	Under 6 Number Restrained	Under 6 Injured Unrestrained
2016	14,128	13,799	90
2017	13,847	13,515	95
2018	13,532	13,227	80
2019	13,518	13,209	76
2020	9,678	9,390	71
Total	**64,703**	**63,140**	**412**

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2023	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	2023	Annual	324
2023	B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	2023	Annual	0.904
2023	C-3R) South Carolina Traffic Fatalities/VMT (Rural), 5 Year Moving Average with Trend Analysis	2023	Annual	2.73
2023	C-3U) South Carolina Traffic Fatalities/VMT (Urban), 5 Year Moving Average with Trend Analysis	2023	Annual	1.00

Countermeasure Strategies in Program Area

Countermeasure Strategy	Description Located on Page No.
Highway Safety Office Program Management	77
Child Passenger Safety Technicians	101
Child Restraint System Inspection Station(s)	106
OP Communication and Outreach	113
Short-term, High Visibility Seat Belt Law Enforcement	115

Countermeasure Strategy: Child Passenger Safety Technicians
Program Area: Occupant Protection (Adult and Child Passenger Safety)

Project Safety Impacts
The overall traffic safety impact of the chosen countermeasure strategy will be a greater number of children who survive automobile collisions without serious injuries because this countermeasure

strategy will increase the number of Child Passenger Safety (CPS) technicians certified to educate the public on proper child restraint use.

Linkage Between Program Area

State data indicates that during the years 2016-2020, 64,703 children under six years of age were occupants involved in traffic collisions in South Carolina. During this five-year period, 63,140 of those children were restrained by a safety restraint device. These figures indicate that approximately 98% of children involved in 2016-2020 traffic collisions were utilizing some sort of safety restraint device. Although approximately 98% of children were utilizing some sort of safety restraint device, informal studies conducted by the South Carolina Department of Environmental Control (SCDHEC) indicate that only 15% of child safety seats are properly installed. Given that 85% of child safety seats are improperly installed, there is a significant need for increased opportunities to educate the public on the proper use of child safety seats. By increasing the number of technicians trained to educate the public in the proper use of child restraints and to provide caregivers with "hands on" assistance, the number of parents/caregivers who properly restrain the children under their care will also increase.

The Occupant Protection/Police Traffic Services Program Coordinator (OP/PTSPC) will work with the SCDHEC to coordinate Child Safety Seat (CSS) Presentations and Child Passenger Safety (CPS) Technician training classes. The OP/PTSPC will implement a comprehensive approach to increase the overall safety belt usage rate above 90% with a target of 100% safety belt usage. The OP/PTSPC will be available to provide education to the public on occupant protection through presentations at health fairs, special interest groups, and businesses. The OP/PTSPC will also oversee efforts aimed at increasing the number of permanent fitting stations within South Carolina, especially in underserved areas of the state. In 2023, SCDHEC will augment its child restraint efforts by continuing its Diversity Outreach Project for high-risk populations (children of Hispanic and African-American descent), spearheaded by the agency’s Emergency Management Services and Trauma Division, and will include collaboration and coordination with their Office of Minority Health Division and SCDHEC's Public Health Regional professionals. The Diversity Outreach Project will target non-white children and their parents who are less likely than their white counterparts to use safety restraints. The county areas of Cherokee, Union, Edgefield, Newberry, Abbeville, Allendale, Bamberg, Colleton, Dillon, Lee, and McCormick are targeted for development of Occupant Protection safety education and CPS fitting stations since these counties serve the at-risk population of drivers on rural roadways and do not currently have CPS fitting stations. The efforts of the Diversity Outreach Project will be supplemented using communications and outreach statewide. These activities will occur throughout the grant year.

Rationale

The state currently complies with countermeasures deemed highly effective by the *Countermeasures that Work* guide, such as statewide primary safety belt enforcement, short-term high-visibility belt law enforcement following the national *Click it or Ticket* model, combined nighttime seat belt and alcohol enforcement, and communications and outreach strategies for lower belt use groups. South Carolina also implements countermeasures that have been deemed effective in specific situations, such as sustained enforcement. In addition, the state has implemented countermeasures that have not clearly been demonstrated as effective overall but may have an impact in specific areas, such as the development of inspection stations for child safety seats.

Planned activity in countermeasure strategy

Unique Identifier	Planned Activity Name	Description Located on HSP Page No.
OP-2	Recruiting, Training, and Maintaining Child Passenger Safety Technicians	103

Planned Activity: Recruiting, Training, and Maintaining Child Passenger Safety Technicians

Planned activity number: OP-2

Primary Countermeasure Strategy ID: Child Passenger Safety Technicians

Planned Activity Description:

Recruiting of Technicians

The typical audience for the NHTSA Child Passenger Safety Technician training is composed of law enforcement, firefighters, and emergency medical personnel. Recruitment of agencies to participate in the SC Fitting Station Network is accomplished through a number of avenues. Word-of-mouth advertising about the program from agency to agency in areas surrounding currently staffed fitting stations generates a great deal of interest in the training. As SCDHEC Vehicle Occupant Protection project staff travel throughout the state, visits are made to agencies that do not currently have CPS Technicians trained. Focus is concentrated on areas of the state that have few or no fitting stations. For law enforcement agencies that are members of the South Carolina Law Enforcement Network (SCLEN), funding is sometimes available through the SCLEN to pay the registration fee associated with the CPS Technician certification course, enabling an agency with a tight budget to train personnel, with the only investment required being time away from the office. Law enforcement officers attending the CPS Technician training also earn Continuing Law

Enforcement Education units (CLEEs). Fire and rescue agencies are quickly becoming the predominant agency requesting training, and efforts are under way to secure continuing education credit for firefighters as well. The state also trains a large number of SC Highway Patrol Troopers as CPS Technicians.

SCDHEC will continue to recruit CPS technicians through partnerships with public health agency staff, law enforcement, fire departments, EMS, Safe Kids Coalitions, health educators in the private sector, and various community organizations.

Training of Technicians

In order to ensure that the state addresses the identified highway safety challenges of the high rural fatality rate and low seatbelt usage rate among minority populations, in FFY 2023, the SCDHEC's South Carolina Buckles Occupant Protection project will increase the number of certified CPS Technicians throughout the state. Targeted efforts to certify technicians in the 11 counties in which there are currently no CPS fitting stations will be made; however, the South Carolina Buckles program typically hosts certification courses as requested by local agencies/organizations. When requests are received, project staff consult the available statistical data to assess the likelihood of expanding its reach to the identified at-risk populations. Requests are then prioritized so as to ensure that resources are being directed towards the areas of greatest need. During FFY 2023, twelve (12) Child Passenger Safety Technician courses will be held. SCDHEC's target is to certify 120 new CPS technicians in FFY 2023, and to provide three (3) continuing education classes to recertify 30 CPS technicians. These technicians will add to the list of the state's child passenger safety technicians who will staff inspection stations and participate in inspection events held in FFY 2023.

As of June 2022, course offerings for the entire grant period have not been finalized; however, the chart below contains a tentative listing of four courses to be held during FFY 2023.

FFY 2023 CPS Technician Courses	
Location:	**Number of courses to be held:**
York County	1
Oconee County	1
Aiken County	1
Sumter County	1

Child Passenger Safety (CPS) Technician training is conducted at the site of the host agency, and invitations are sent to surrounding agencies requesting that they also send personnel. Agencies sending personnel to the CPS Technician training are encouraged to become a part of the South Carolina Child Passenger Safety (SCCPS) Fitting Station Network. Agencies participating in the

SCCPS Fitting Station Network must list themselves on the NHTSA website as a permanent fitting station. Once an agency becomes a NHTSA-recognized fitting station, they are eligible to receive both convertible child restraint and booster seats from the SCDHEC. The seats are kept on hand so that if a seat is deemed unsafe during an inspection, a replacement can be offered as a trade for the unsafe seat. The child must be present so the seat can be fitted to the child, and the parent receives education on the proper use and installation of the child restraint. The Lower Anchors and Tethers for Children (LATCH) Restraint System manual is also provided to the fitting station.

Retention of Technicians

South Carolina's average recertification rate for FFY 2022, from October 2021 through April 2022, is 45.47%. After a class is held, technicians are encouraged to contact SCDHEC staff with any needs the agency may have for daily operation or recertification. SCDHEC staff offer a one-day training that provides six continuing education units (CEUs) and verification of seat installations. A copy of the CEU curriculum is provided to CPS Technician Instructors, allowing the technician to offer the class in their area. Continuing education is offered at the SCCPS Summit held in September of every other year and also provides an opportunity for seat installation verification. The next course will be held at the end of FFY 2022 on September 13, 2022. SCDHEC staff sends an email to technicians a few months before their certification expires, offering assistance with any aspect of the recertification process. The OHSJP also pays the initial technician and renewal fees of the Occupant Protection/Police Traffic Services Program Coordinator (OP/PTSPC) and Troopers of the SC Highway Patrol in order to certify as many individuals as possible.

Intended Subrecipient(s): South Carolina Department of Health and Environmental Control

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	BIL NHTSA 402	Occupant Protection	$199,860 (entire grant)	$49,965	$199,860

Countermeasure Strategy: Child Restraint System Inspection Station(s)

Program Area: Occupant Protection (Adult and Child Passenger Safety)

Project Safety Impacts

The overall projected traffic safety impact of the chosen countermeasure strategy will be a greater number of children who survive automobile collisions without serious injuries because this countermeasure strategy will increase the availability of locations in which parents/guardians may receive education from certified CPS technicians on proper child restraint use.

Linkage Between Program Area

The linkage is detailed in greater depth in the state's HSP; however, informal surveys conducted by SCDHEC indicate that only 15% of child safety seats are properly, indicating the need for enhanced access to education on proper child restraint use.

Rationale

The rationale for selecting this countermeasure strategy is detailed in greater depth in the state's HSP; however, it is clear that enhanced access to education on proper child restraint use is needed in this state. This may be achieved, in part, through the development of inspection stations for child safety seats.

Planned activity in countermeasure strategy

Unique Identifier	Planned Activity Name	Description Located on HSP Page No.
OP-1	Increasing the number of Inspection Stations	106

Planned Activity: Increasing the number of Inspection Stations

Planned Activity Number: OP-1

Primary Countermeasure Strategy ID: Child Restraint System Inspection Station(s)

Planned Activity Description:

A partnership between the SC Department of Public Safety (SCDPS) and the SC Department of Health and Environmental Control (SCDHEC) will continue in FFY 2023 with the implementation

of the South Carolina Vehicle Occupant Protection grant project. The main focus of the project will be to educate and train local law enforcement and other first responders, public health agency staff, and parents/caregivers concerning the proper usage of Child Passenger Safety (CPS) and occupant restraint devices. Two full-time Child Passenger Safety (CPS) Technician Instructors with the SCDHEC will be funded to ensure that training is taking place statewide to certify new CPS technicians and recertify current technicians. The project will seek to increase all forms of vehicle occupant protection, particularly among the state's identified at-risk populations of minorities and drivers on rural roadways, by educating the public about the importance of safety belt use and supporting national and statewide emphases. The project will also provide staff to serve as the state contacts for National Safe Kids in terms of CPS certification and will continue to coordinate diversity outreach efforts with the Office of Highway Safety and Justice Programs. With the OHSJP's partnerships with SCDHEC, Safe Kids, and highway safety subgrantees, thirty-five (35) of the forty-six (46) counties in the state currently have at least one Child Restraint Inspection Station. This represents 94.4% of the statewide population, according the US Census (2020), having access to a Child Restraint Inspection Station. At each child safety seat inspection station and during seat check events, educational material is distributed to better educate parent/guardians on the proper way to ensure the safety of their children while riding as passengers in automobiles. Presentations are also conducted across the state at churches, day care centers, schools, and civic organizations by the SCDHEC CPS Technician Instructors, Safe Kids coalitions, and South Carolina Highway Patrol's Community Resource Officers (CROs).

In an effort to curtail the misuse of child safety seats, South Carolina has established an active network of child inspection stations across the state in order for the public to have access to someone who will assist with properly installing child safety seats. Each child restraint inspection station is staffed with nationally-certified child passenger safety technicians who are available during official posted hours and/or by appointment. According to the most recent US Census (2020), South Carolina has a population of 5,118,425 people within 46 counties. Inspection stations are located in 35 of the 46 counties. Using data from the census, counties containing inspection stations have a total population of 4,832,991. Based on both the census data and locations of fitting stations, SC fitting stations reach 94.4% of the state's population. Still, more efforts are needed, especially for the state's high risk populations.

In 2023, the state will continue its efforts to address equity in its highway safety programs and services in a variety of ways. The state will participate in NHTSA's national tribal traffic safety initiative to reduce motor-vehicle-related, crashes, injuries and fatalities in tribal communities by partnering with the Catawba Indian Nation to provide marketing materials and resources regarding applicable highway safety grant funding opportunities, and potentially sponsoring a CPS inspection event and/or establishing a fitting station on the reservation. In addition, the Diversity Outreach Project will continue its work to increase fitting stations in areas where Hispanic and African American individuals reside. The project is a collaboration between SCDPS, SCDHEC's

EMS and Trauma Division, SCDHEC's Office of Minority Health, and SCDHEC's Public Health Regional professionals.

The table below contains a listing of each of the inspection stations in South Carolina that are staffed with a certified CPS technician and includes the total number of inspection stations that service rural and urban areas and high risk populations (minority and low income). As of June 7, 2022, South Carolina has 792 nationally certified child passenger safety technicians, and 28 of those are certified instructors. It is important to note that this number changes regularly as new technicians are certified and others' certifications lapse.

In an effort to provide services to underserved areas within the state, the OHSJP provides child safety seats and educational materials to the SC Highway Patrol's Occupant Protection Division. The SC Highway Patrol has CROs throughout the state who currently handle all CPS events and provide installation of child safety seats. In addition, safety materials, law cards, and fitting station listings are placed in all health districts (one health department is located in each county) and pediatricians' offices across the state.

Based on the 2020 Safe Kids Annual Report (the most recent year for which a report has been completed), South Carolina's technician to child ratio ranks sixth nationally and fourth nationally in classes taught per population.

South Carolina's Child Restraint Inspection Stations Serving Urban and Rural Populations Staffed with a Nationally Certified Child Passenger Safety Technician

Fitting Stations Statewide staffed with a Nationally Certified Passenger Safety Technician As of 5/2/2022				
	Organization Name	**County**	**Rural/Urban**	**Car seat distribution site?**
1	Aiken Department of Public Safety	Aiken	Urban	
2	Safe Kids Aiken County/Tri-Development Center	Aiken	Rural	Yes
3	Alicia Stephenson	Anderson	Urban	
4	Anderson City Fire Department Station 1	Anderson	Urban	
5	Anderson City Fire Department Station 2	Anderson	Urban	
6	Anderson City Fire Department Station 3	Anderson	Urban	
7	Anderson County DHEC Office	Anderson	Urban	
8	Safe Kids Anderson County	Anderson	Rural	
9	LCHCS/Barnwell Pediatrics	Barnwell	Rural	
10	Beaufort County First Steps	Beaufort	Urban	Yes
11	Beaufort Fire Department Station 1	Beaufort	Urban	
12	Beaufort Fire Department Station 2	Beaufort	Urban	
13	Beaufort/Port Royal Fire Station	Beaufort	Urban	
14	Port Royal Fire Station	Beaufort	Rural	
15	Town of Hilton Head Fire and Rescue	Beaufort	Urban	Yes
16	Bluffton Township Fire District	Beaufort	Urban	
17	Berkeley County Sheriff's Office	Berkeley	Urban	
18	Goose Creek Police Department	Berkeley	Urban	Yes
19	Hanahan Fire/EMS	Berkeley	Rural	
20	Calhoun County EMS	Calhoun	Urban	Yes
21	Charleston County EMS	Charleston	Urban	
22	Charleston Fire Department	Charleston	Urban	
23	Isle of Palms Fire Department	Charleston	Urban	Yes
24	Isle of Palms Police Department	Charleston	Urban	
25	Mt. Pleasant Fire Department	Charleston	Rural	
26	North Charleston City Hall	Charleston	Urban	
27	North Charleston Fire Department Station 1	Charleston	Urban	
28	North Charleston Fire Department Station 10	Charleston	Urban	
29	North Charleston Fire Department Station 11	Charleston	Urban	
30	North Charleston Fire Department Station 12	Charleston	Urban	
31	North Charleston Fire Department Station 2	Charleston	Urban	

34	North Charleston Fire Department Station 6	Charleston	Urban	
32	North Charleston Fire Department Station 8	Charleston	Urban	
33	North Charleston Fire Department Station 9	Charleston	Urban	
35	St. Andrews Fire Department	Charleston	Urban	Yes
36	St. John's Fire Department	Charleston	Rural	Yes
37	The Medical University of South Carolina	Charleston	Urban	
38	Chester Police Department	Chester	Urban	
39	Lando Fire Department	Chester	Urban	
40	Chesterfield Sheriff's Department	Chesterfield	Urban	
41	Clarendon County Fire Rescue	Clarendon	Urban	
42	Manning Fire Department	Clarendon	Urban	
43	Hartsville Fire Department	Darlington	Urban	Yes
44	Baby CSI	Dorchester	Urban	
45	Dorchester County Fire Rescue	Dorchester	Urban	Yes
46	Dorchester County Fire Rescue	Dorchester	Urban	Yes
47	Summerville Fire and Rescue Headquarters	Dorchester	Rural	Yes
48	Summerville Fire and Rescue Station 2	Dorchester	Rural	
49	Summerville Fire and Rescue Station 3	Dorchester	Rural	
50	Summerville Fire and Rescue Station 4	Dorchester	Urban	
51	Summerville Fire and Rescue Station 5	Dorchester	Urban	
52	Fairfield County Sheriff's Office	Fairfield	Rural	Yes
53	Lake City Fire Department	Florence	Rural	
54	Safe Kids Pee Dee/Coastal/McLeod Regional Medical Center	Florence	Urban	Yes
55	Georgetown City Fire Department Station 2	Georgetown	Rural	
56	Georgetown City Fire Headquarters	Georgetown	Urban	
57	Georgetown County Fire	Georgetown	Urban	
58	Midway Fire/Rescue	Georgetown	Urban	
59	St. James Santee Family Healthcare Center/Georgetown Pediatric Center	Georgetown	Rural	
61	Berea Fire Department	Greenville	Urban	Yes
60	Boiling Springs Fire Department	Greenville	Urban	Yes
62	Boiling Springs Fire Department Station 12	Greenville	Urban	Yes
63	Boiling Springs Fire Department Station 14	Greenville	Urban	Yes
64	Boiling Springs Fire Department Station 15	Greenville	Urban	Yes
65	Clear Springs Fire and Rescue	Greenville	Urban	
66	Greenville Memorial Hospital	Greenville	Urban	

67	Greer Fire Department	Greenville	Urban	
68	Lugoff Fire Department	Greenville	Urban	Yes
69	Mauldin Fire Department	Greenville	Urban	
70	Palmetto Medical Training LLC	Greenville	Urban	
71	Parker Fire Department	Greenville	Urban	
72	Piedmont Park Fire Department	Greenville	Urban	
73	Prisma Health Patewood Campus	Greenville	Rural	
74	Shriners Hospital for Children Greenville	Greenville	Rural	
75	Simpsonville Fire Department	Greenville	Urban	
76	Simpsonville Police Department	Greenville	Urban	
77	Special Needs Clinic	Greenville	Urban	
78	Greenwood City Police Department	Greenwood	Rural	
79	Safe Kids Lakelands	Greenwood	Urban	
80	Hampton County Sheriff's Office	Hampton	Rural	
81	Conway Police Department	Horry	Urban	Yes
82	Horry County Fire/Rescue	Horry	Rural	Yes
83	Myrtle Beach Fire Department Station 1	Horry	Rural	Yes
84	Myrtle Beach Fire Department Station 2	Horry	Rural	Yes
85	Myrtle Beach Fire Department Station 3	Horry	Rural	Yes
86	Myrtle Beach Fire Department Station 4	Horry	Rural	Yes
87	Myrtle Beach Fire Department Station 5	Horry	Urban	Yes
88	Myrtle Beach Fire Department Station 6	Horry	Urban	Yes
89	Myrtle Beach Police Department	Horry	Urban	
90	North Myrtle Beach DPS	Horry	Rural	
91	Jasper County First Steps	Jasper	Urban	Yes
92	Camden Fire Department	Kershaw	Urban	Yes
93	Camden Fire Department Station 2	Kershaw	Urban	Yes
94	A Step Above CDC	Lancaster	Urban	
95	Lancaster County EMS	Lancaster	Rural	
96	Laurens County Sheriff's Office	Laurens	Rural	
97	Prisma Health Laurens County Hospital	Laurens	Rural	
98	Batesburg/Leesville Police Department	Lexington	Urban	Yes
99	Cayce Public Safety	Lexington	Urban	
100	Irmo Fire District Northlake	Lexington	Urban	
101	Lexington County Sheriff's Department	Lexington	Rural	Yes
102	Lexington Police Department	Lexington	Rural	Yes
103	West Columbia Police Department	Lexington	Urban	Yes

104	Marion City Fire Department	Marion	Urban	
105	Bennettsville Fire Department	Marlboro	Urban	
106	Seneca Fire Department	Oconee	Rural	
107	Walhalla Fire Department	Oconee	Rural	
108	OBC Safe Kids/The Regional Medical Center	Orangeburg	Rural	
109	Easley Fire Department #2	Pickens	Rural	
110	Pickens City Fire Department	Pickens	Urban	
111	Capital Parent and Baby Specialty Services	Richland	Urban	
112	City of Columbia Police Department	Richland	Urban	Yes
113	Irmo Fire District	Richland	Rural	
114	Irmo Police Department	Richland	Rural	
115	Richland County Sheriff's Department	Richland	Rural	Yes
116	SCDHEC	Richland	Rural	
117	South Carolina Center for Community Literacy	Richland	Rural	
118	South Carolina State Fire Office	Richland	Rural	
119	Saluda County DHEC	Saluda	Urban	Yes
120	Saluda County Sheriff's Department	Saluda	Urban	Yes
121	Boiling Springs Fire Department	Spartanburg	Urban	Yes
122	North Spartanburg Fire Department	Spartanburg	Rural	Yes
123	Pelham-Batesville Fire Department	Spartanburg	Urban	Yes
124	Reidville Fire Department	Spartanburg	Urban	
125	Safe Kids of the Piedmont/Spartanburg Regional Medical Center	Spartanburg	Urban	Yes
126	Westview Fairforest Fire Department Headquarters	Spartanburg	Urban	
127	Westview Fairforest Fire Department Station 2	Spartanburg	Urban	
128	Whitney Fire Department	Spartanburg	Urban	
129	Safe Kids Sumter/Prisma Health Tuomey	Sumter	Urban	
130	Sumter County EMS	Sumter	Urban	
131	Sumter Fire Department	Sumter	Rural	Yes
132	Tandem Health	Sumter	Urban	Yes
133	Williamsburg County Fire	Williamsburg	Urban	
134	Britax Child Safety, Inc. PCS	York	Urban	
135	Clover Police Department	York	Urban	
136	International Center of York County	York	Rural	
137	Piedmont EMS	York	Urban	
138	York County Coroner's Office	York	Urban	

Intended Subrecipient(s): South Carolina Department of Health and Environmental Control

Funding Sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	BIL NHTSA 402	Occupant Protection	$199,860 (entire grant)	$49,965	$199,860

Countermeasure Strategy: OP Communication and Outreach

Program Area: Occupant Protection (Adult and Child Passenger Safety)

Project Safety Impacts

Communication campaigns serve to educate the public on the importance of using occupant restraint devices, and they serve to inform the public of upcoming high-visibility enforcement efforts. Educating the public on the importance of occupant restraint usage should increase occupant protection usage rates among the population. Given the knowledge that seatbelts save lives, if the number of unrestrained occupants can be decreased and observed seatbelt rates can be increased, a significant positive impact on traffic safety can be achieved.

Linkage Between Program Area

South Carolina is committed to its focus on the dissemination of traffic safety information to the general public and the law enforcement community. Marketing campaigns, training for highway safety professionals and sharing information at public events are key strategies to help meet performance measures and goals related to issues with Occupant Protection in the state.

The OHSJP's Public Information Outreach and Training (PIOT) section will continue to use a full-service marketing firm to assist with such efforts as media buying, creative production, and evaluation of campaigns. However, the OHSJP, with the help of the agency's Communications Office and SC Highway Patrol Community Relations Officers (CROs), will oversee earned media efforts, such as issuing news releases, conducting press events, and coordinating media interviews. The marketing firm will continue to assist with campaigns, including *Buckle Up, SC. It's the law and it's enforced.*

Child Passenger Safety is another important public information initiative for the State Highway Safety Office. Special public information events during National Child Passenger Safety Week in September 2023 will occur in FFY 2023. Additionally, the State Highway Safety Office (SHSO)

will also assist in planning, coordinating, and implementing, with the assistance of the SCDPS Contractor, the *Buckle up, South Carolina. It's the law and it's enforced.* public information, education and enforcement campaign during the Memorial Day holiday of 2023.

Communication and outreach contribute to heightened public awareness, which when combined with enforcement, have been beneficial in addressing the issues faced by the state, as determined through its problem identification process.

Rationale

NHTSA promotes the importance of combining high-visibility enforcement with heightened public awareness as the best way to approach key problem areas and produce behavioral change. Therefore, the OHSJP will continue to offer a media mix for enforcement-based and non-enforcement-based campaigns to meet stated goals. The OHSJP will employ key strategies to promote its mission and core message of public safety.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name	Description Located on Page No.
OP-INT	OHSJP Occupant Protection Program Management	79
M1HVE	Occupant Protection Communication Campaign	114

Planned Activity: Occupant Protection Communication Campaign

Planned Activity Number: M1HVE

Primary Countermeasure Strategy ID: Communications and Outreach

Planned Activity Description:

Highway Safety staff will coordinate statewide public information and education efforts to promote compliance with occupant protection laws and impaired driving laws. The overarching Target Zero theme will be utilized by the OHSJP and the SCDPS for all social media and paid media campaigns throughout the year.

The OHSJP will work with local project personnel and law enforcement officials to implement the *Buckle Up, SC* campaign throughout South Carolina during the Memorial Day holiday period in an effort to improve safety belt usage rates within the state. The campaign emphasis areas will include a variety of media outreach techniques which will include television, radio, paid social

media, digital media, and outdoor advertising. Highway Safety staff, other SCDPS staff, and partner agencies/groups will continue to educate and inform the citizens of the state and its visitors about the state's primary enforcement safety belt law. Educational strategies will also be incorporated into event venues such as college football games, the Carolina Country Music Festival, and the Carolina Cup, with the intent of reaching all citizens and visitors of the state, in particular those minority populations (African-American and Hispanic) and others (rural white males) which have traditionally shown a lower rate of safety belt and child passenger safety restraint usage than white, urban and female counterparts. All major mobilization emphases of the OHSJP will include messages to reach the diverse population of the state. The OHSJP will incorporate into its diversity outreach strategy a variety of media aimed at reaching teens, African Americans, Hispanics, and rural residents across South Carolina. The goal of the outreach is to encourage safety on the roadways in these populations by urging the use of appropriate occupant restraints and attempting to reduce specific risk-taking behaviors such as drinking and driving

Intended Subrecipient(s): The South Carolina Department of Public Safety

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	FAST Act 405b High	HVE	$331,291	$82,822.75	$0
2022	BIL 405b High	HVE	$82,709	$20,677.25	$0
2022	SUPPLEMENTAL BIL 405b High	Information System	$40,007.36	$10,001.84	$0
2022	BIL 405b High	Information System	$45,992.64	$11,498.16	$0

Countermeasure Strategy: Short-term, High Visibility Seat Belt Law Enforcement

Program Area: Occupant Protection (Adult and Child Passenger Safety)

Project Safety Impacts

The state will use two strategies to address the Occupant Protection issues plaguing South Carolina. In order to increase the safety belt usage rate, the state will continue its existing

educational program which is intended to alert the state's citizens, particularly minority groups, who lag behind their non-minority counterparts in belt usage rates, to the primary enforcement safety belt law. Additionally, the state will continue to conduct a statewide occupant protection enforcement mobilization during and around the Memorial Day holiday each year to coincide with the national enforcement mobilization in order to increase safety belt usage.

Linkage Between Program Area

Based on the analysis of the problem identification data, South Carolina faces significant issues related to Occupant Protection. Allocating funds to high-visibility enforcement of the state's primary seatbelt law will facilitate the state's achievement of the outlined Occupant Protection performance targets. Achievement of these performance targets will serve to reduce collisions, severe-injuries, and fatalities in the state.

Rationale

Short-term high-visibility belt law enforcement following the national *Click it or Ticket* model is a countermeasure deemed highly effective by the *Countermeasures that Work* guide.

Planned activity in countermeasure strategy

Unique Identifier	Planned Activity Name	Description Located on HSP Page No.
PTS-OP	High Visibility Enforcement of Seat Belt Law	116

Planned Activity: High visibility enforcement of seat belt law

Planned activity number: PTS-OP

Primary Countermeasure Strategy ID: Short-term, High Visibility Seat Belt Law Enforcement

Planned Activity Description:

The state of South Carolina will again conduct a high-visibility statewide enforcement and education campaign during the Memorial Day 2023 holiday period from May 22 – June 4, 2023, known as *Buckle Up, South Carolina. It's the law and it's enforced.* (*BUSC*), modeled after the national *Click-It-or-Ticket* mobilization to emphasize the importance of and to increase the use of occupant restraints. The campaign will include paid and earned media, increased enforcement activity by state and local law enforcement agencies, and diversity outreach elements in order to increase safety belt and child restraint use among the state's minority populations. The campaign will focus on nighttime safety belt enforcement to attempt to reduce unrestrained traffic fatalities

and injuries, especially during these hours. The 2023 *BUSC* campaign media plan will follow similarly the media buy plan implemented for the 2022 *BUSC* campaign. The SC Highway Patrol (SCHP), the SC State Transport Police (STP), and the Law Enforcement Network system in South Carolina, which is composed of local law enforcement agencies statewide, have indicated that they will again participate in 2023. This level of participation will again allow the OHSJP to cover 100% of the state's population. Additionally, all Police Traffic Services enforcement subgrantees have an objective to participate in the *BUSC* campaign and have an objective specifically related to increasing Occupant Protection violation citations. Diversity outreach is accomplished through focusing placement of paid media on stations and during time slots that attract African American, Hispanic, youth, and rural male audiences. These demographic groups have shown statistically to have lower safety belt use rates than non-minority, urban, and female counterparts. Campaign on-air messages, both radio and television, will be translated/dubbed into Spanish and aired on Hispanic television and radio stations statewide. The paid media components of this effort will include airing television and radio spots to alert the general public of the enforcement mobilization and to send the message that law enforcement in the state is serious about enforcing the state's occupant protection laws. The campaign will utilize the state's enforcement slogan, *Buckle up, South Carolina. It's the law, and it's enforced.* (*BUSC*). The OHSJP will also hold press events in key media markets of the state to enhance the effort and to alert the general public regarding the enforcement and media components of the campaign. The mobilization crackdown will be coordinated through the SC Law Enforcement Network. Saturation patrols, nighttime seatbelt enforcement, and direct enforcement strategies will be employed to focus on occupant protection violations.

Intended Subrecipients

Agency	County	Project Title
Moncks Corner Police Department	Berkeley	Moncks Corner Traffic Enforcement Unit
Town of Port Royal Police Department	Beaufort	Town of Port Royal Police Department Traffic Unit
Chesterfield County Sheriff's Office	Chesterfield	Chesterfield County Traffic Enforcement Unit
Town of Mount Pleasant Police Department	Charleston	Mount Pleasant Traffic Enforcement Unit
City of Camden Police Department	Kershaw	Camden Police Department Traffic Officers
City of Clemson Police Department	Pickens, Anderson	City of Clemson Traffic Enforcement Unit
Georgetown County Sheriff's Office	Georgetown	GCSO Traffic Unit
Kershaw County Sheriff's Office	Kershaw	Kershaw County Traffic Enforcement Project
Berkeley County Sheriff's Office	Berkeley	2023 Traffic Safety Unit

Berkeley County Sheriff's Office	Berkeley	2023 Traffic Safety Unit - Overtime
City of Goose Creek Police Department	Berkeley	Traffic Enforcement Officers
City of Cayce Police Department	Lexington, Richland	City of Cayce Traffic Enforcement Unit
City of Orangeburg Police Department	Orangeburg	City of Orangeburg Traffic Enforcement Unit: Project Continuation
City of Spartanburg Police Department	Spartanburg	City of Spartanburg Traffic Unit
City of Spartanburg Police Department	Spartanburg	City of Spartanburg OT Speed Enforcement Project
Lancaster Police Department	Lancaster	Lancaster Traffic Enforcement
Lancaster County Sheriff's Office	Lancaster	Speed Enforcement
Sumter County Sheriff's Office	Sumter	Overtime Traffic Enforcement Project
Town of Summerville	Dorchester, Berkeley, Charleston	Summerville Specialized Traffic Enforcement
Travelers Rest Police Department	Greenville	Overtime Hours For Traffic Safety
York County Sheriff's Office	York	Continuation of Traffic Enforcement Unit - Overtime
York County Sheriff's Office	York	Continuation of Traffic Enforcement Unit

Funding Sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	BIL NHTSA 402	Police Traffic Services	$2,263,876 (total for PTS-OP and PTS-EU)	$609,941.50	$2,263,876

PROGRAM AREA: POLICE TRAFFIC SERVICES

DESCRIPTION OF HIGHWAY SAFETY PROBLEMS

Traffic Collision Fatalities

According to NHTSA's FARS data, a speeding-related fatality is defined as one that occurred in a collision in which a driver was charged with a speeding-related offense, or in which an officer indicated that racing, driving too fast for conditions, or exceeding the posted speed limit was a contributing factor.

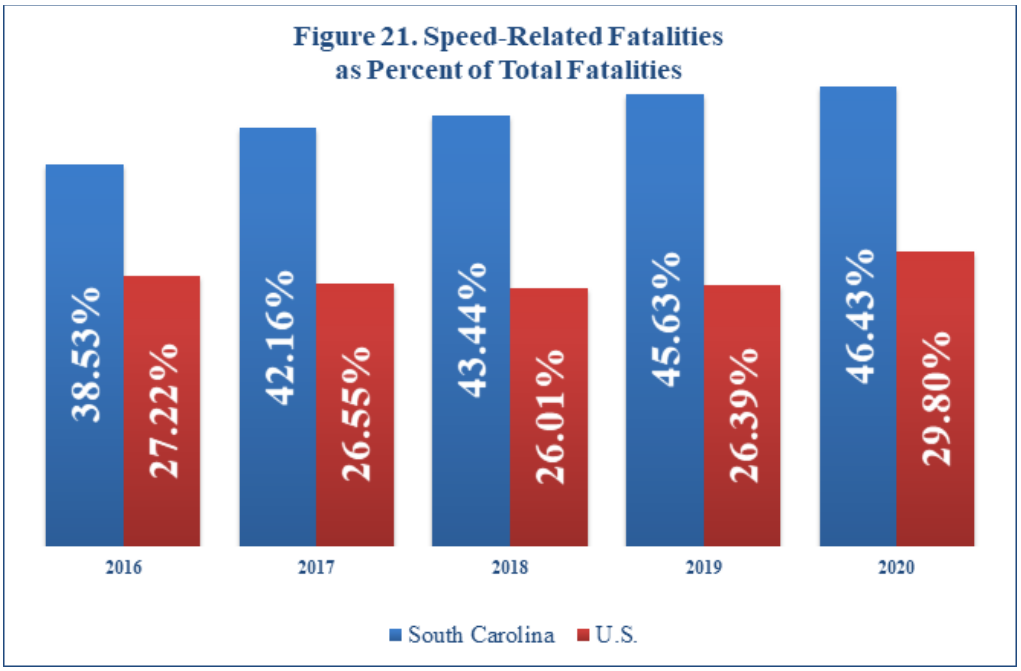
Data (shown in **Table 6** and **Figure 21**) indicates that speeding-related fatalities from 2016 to 2020 were at their lowest in 2016 (393 fatalities) and at their highest during 2020 (494 fatalities). The 494 speeding-related fatalities in South Carolina in 2020 represent a 25.70% increase when compared to the 2016 total (393). South Carolina's population-based fatality rate followed a similar pattern, with the highest rate in 2020 (9.65) and the lowest in 2016 (7.93). South Carolina's 2020 speeding-related population-based fatality rate (9.65 deaths per 100,000 population) represents a 13.56% increase compared to the 2016-2019 average (8.50) and a 21.69% increase compared to the 2016 rate.

In 2016, 38.53% of all traffic fatalities in South Carolina were speeding-related. This proportion was at its highest in 2020 (46.43%). The 2020 percentage (46.43%) is 3.99% higher than the average of the previous four years. Additionally, the 2020 proportion of speeding-related fatalities to total traffic fatalities increased 7.90% when compared to the proportion for 2016.

Table 6. South Carolina Speeding Related Fatalities

	2016	2017	2018	2019	2020	% Change: 2016 vs. 2020	% Change: 2020 vs. prior 4-yr Avg.
Total Fatalities	393	417	450	459	494	25.70%	14.95%
VMT Rate**	0.72	0.75	0.79	0.79	0.92	27.78%	20.66%
Pop Rate***	7.93	8.30	8.85	8.91	9.65	21.69%	13.56%
Pct. Of Total	38.53%	42.16%	43.44%	45.63%	46.43%	7.90%	3.99%

NHTSA NCSA FARS: 2016-2019 Final File and 2020 Annual Report File (ARF)
2020 VMT & VMT Rate provided by South Carolina Department of Transportation
Population provided by U.S. Bureau of Census
**Rate per 100 million vehicle miles
***Rate per 100,000 population



As shown in **Table 29**, speeding-related fatalities increased nationally (14.27%) in 2020 when compared to the prior four-year average. The population-based fatality rate also increased (12.40%) nationally when compared to the prior four-year average. The nation's five-year average for the speeding-related percentage of total fatalities was 27.19%, with the 2020 figure (29.80%) representing a 2.58% increase when compared to the 2016 figure and a 3.26% increase when compared to the 2016-2019 average. South Carolina experienced an overall upward trend in two key traffic indices during the 2016-2020 period: total speeding-related fatalities and total speeding-related fatality population-based rate. Additionally, South Carolina's percentage of fatalities that were speeding-related remained greater than that of the nation during the entire 2016-2020 period. In 2020, 46.43% of South Carolina's total traffic fatalities were speeding-related, compared to 29.80% for the nation.

Table 29. Nationwide Speeding Related Fatalities

	2016	2017	2018	2019	2020	% Change: 2016 vs. 2020	% Change: 2020 vs. prior 4-yr Avg.
Total Fatalities	10,291	9,947	9,579	9,592	11,258	9.40%	14.27%
VMT Rate**	0.32	0.31	0.30	0.29	0.39	21.88%	27.87%
Pop Rate***	3.19	3.06	2.93	2.92	3.40	6.58%	12.40%
Pct. Of Total	27.22%	26.55%	26.01%	26.39%	29.80%	2.58%	3.26%

NHTSA NCSA FARS: 2016-2019 Final File and 2020 Annual Report File (ARF)
Population provided by U.S. Bureau of Census
**Rate per 100 million vehicle miles
***Rate per 100,000 population

According to NHTSA's FARS data (**Table 30)**, from 2016 to 2020, the counties accounting for the highest percentages of the speeding-related fatalities in South Carolina were: Spartanburg (6.87%); Charleston (5.92%); Horry (5.92%); Greenville (5.83%); Richland (5.60%); Lexington (4.47%); Anderson (4.20%) and Berkeley (3.93%).

As shown in **Table 30**, the counties with the most speeding-related fatalities from 2016 to 2020 were: Spartanburg (152); Charleston (131); Horry (131); Greenville (129); Richland (124); Lexington (99); Anderson (93); and Berkeley (87). Two of these eight counties experienced a decrease in the number of speeding-related fatalities in 2019 when compared to the prior four-year averages: Horry (-0.95%) and Lexington (-17.07%).

Table 30. Speed-Related Fatalities by County

						Total 2016-2020		
County	**2016**	**2017**	**2018**	**2019**	**2020**	**N**	**%**	**% Change: 2020 vs. prior 4-yr Avg.**
Abbeville	4	6	0	1	1	12	0.54%	-63.64%
Aiken	20	20	12	17	12	81	3.66%	-30.43%
Allendale	0	0	2	1	2	5	0.23%	166.7%
Anderson	21	17	18	15	22	93	4.20%	23.94%
Bamberg	2	0	1	0	1	4	0.18%	0.00%
Barnwell	2	3	0	1	3	9	0.41%	100.0%
Beaufort	6	10	7	7	10	40	1.81%	33.33%
Berkeley	15	15	11	14	32	87	3.93%	132.7%
Calhoun	4	6	7	2	2	21	0.95%	-57.89%
Charleston	19	26	19	29	38	131	5.92%	63.44%
Cherokee	3	7	6	7	6	29	1.31%	4.35%
Chester	7	3	4	6	9	29	1.31%	80.00%
Chesterfield	3	6	6	6	6	27	1.22%	14.29%
Clarendon	10	12	9	10	4	45	2.03%	-60.98%
Colleton	7	7	9	7	16	46	2.08%	113.3%
Darlington	13	8	11	9	5	46	2.08%	-51.22%
Dillon	6	7	5	4	7	29	1.31%	27.27%
Dorchester	11	8	3	13	5	40	1.81%	-42.86%
Edgefield	2	4	4	2	6	18	0.81%	100.0%
Fairfield	5	5	9	0	10	29	1.31%	110.5%
Florence	12	13	19	16	20	80	3.62%	33.33%
Georgetown	2	6	7	8	5	28	1.27%	-13.04%
Greenville	22	14	26	26	41	129	5.83%	86.36%
Greenwood	5	4	6	3	6	24	1.08%	33.33%
Hampton	0	1	1	4	5	11	0.50%	233.3%
Horry	15	26	30	34	26	131	5.92%	-0.95%
Jasper	13	6	6	4	9	38	1.72%	24.14%
Kershaw	7	7	7	6	8	35	1.58%	18.52%
Lancaster	4	5	4	7	4	24	1.08%	-20.00%
Laurens	16	18	18	13	6	71	3.21%	-63.08%
Lee	3	3	6	2	2	16	0.72%	-42.86%
Lexington	14	16	27	25	17	99	4.47%	-17.07%
McCormick	3	1	1	5	0	10	0.45%	-100.0%
Marion	4	5	5	7	5	26	1.17%	-4.76%
Marlboro	3	6	5	4	7	25	1.13%	55.56%
Newberry	1	6	4	5	8	24	1.08%	100.0%
Oconee	2	8	7	9	6	32	1.45%	-7.69%
Orangeburg	15	16	17	21	15	84	3.80%	-13.04%
Pickens	5	12	10	9	11	47	2.12%	22.22%
Richland	29	23	27	20	25	124	5.60%	1.01%
Saluda	1	2	0	1	2	6	0.27%	100.0%
Spartanburg	15	21	43	37	36	152	6.87%	24.14%
Sumter	9	9	8	11	8	45	2.03%	-13.51%
Union	7	4	4	3	1	19	0.86%	-77.78%
Williamsburg	10	6	5	8	7	36	1.63%	-3.45%

Table 30. Speed-Related Fatalities by County								
						Total 2016-2020		
County	2016	2017	2018	2019	2020	N	%	% Change: 2020 vs. prior 4-yr Avg.
York	16	9	14	20	17	76	3.43%	15.25%
Total	**393**	**417**	**450**	**459**	**494**	**2,213**	**100.0%**	**14.95%**

NHTSA NCSA FARS: 2016-2019 Final File and 2020 Annual Report File (ARF)

South Carolina's speed-related population-based fatality rate increased about 13.56% in 2020 (9.65 fatalities per 100,000 population) compared to the average of the previous four years (8.50). The counties with the highest five-year average of speed-related population-based fatality rates during the 2016-2020 period (see **Table 31**) were Calhoun (28.79); Clarendon (26.72); Jasper (26.49); Fairfield (26.44); Colleton (24.24); Williamsburg (23.16); Laurens (21.20); and McCormick (21.05). It should be noted that the population-based fatality rates can vary drastically from year to year and thus should be considered with caution.

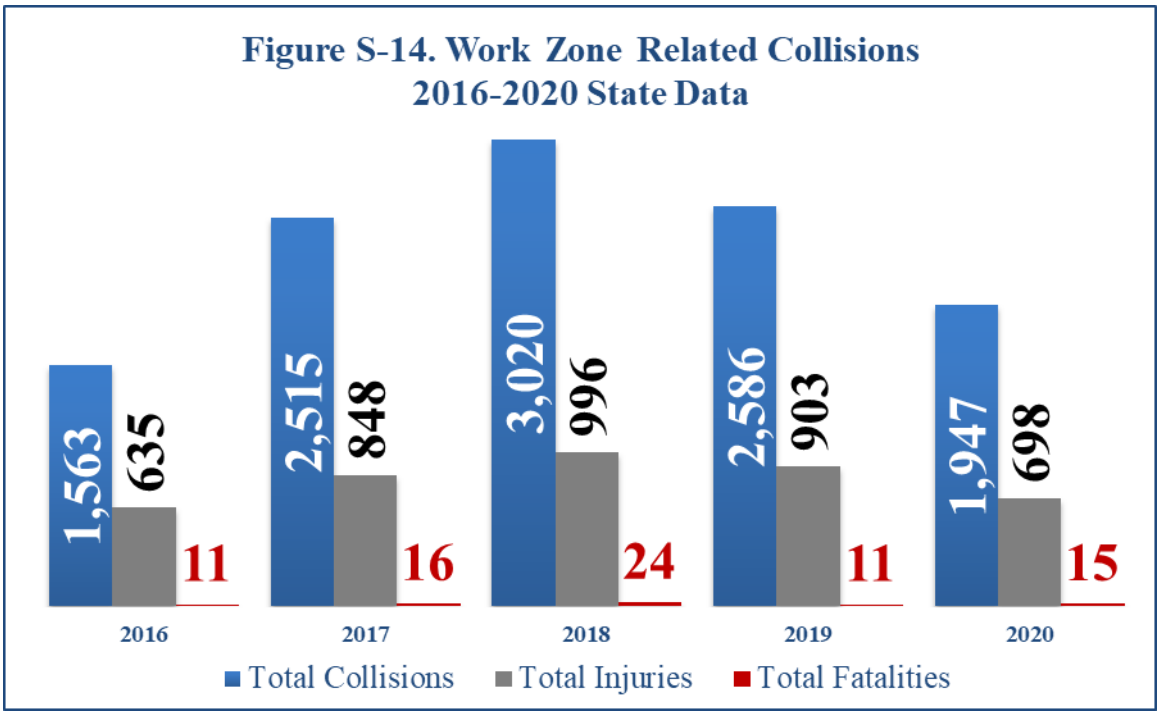
Table 31. Speed-Related Fatalities by County: Rate per 100,000 Population							
County	2016	2017	2018	2019	2020	2016-2020 Average	% Change: 2020 vs. prior 4-yr Avg.
Abbeville	16.22	24.42	0.00	4.08	4.12	9.77	-63.19%
Aiken	11.96	11.88	7.08	9.95	7.11	9.60	-30.44%
Allendale	0.00	0.00	22.41	11.51	24.88	11.76	193.4%
Anderson	10.74	8.58	8.99	7.41	10.80	9.30	20.98%
Bamberg	13.81	0.00	7.01	0.00	7.51	5.67	44.33%
Barnwell	9.26	14.05	0.00	4.79	14.57	8.53	107.4%
Beaufort	3.28	5.36	3.71	3.64	5.34	4.27	33.71%
Berkeley	7.19	6.99	4.97	6.14	13.92	7.84	120.1%
Calhoun	27.13	40.83	48.07	13.74	14.17	28.79	-56.34%
Charleston	4.79	6.47	4.68	7.05	9.31	6.46	62.02%
Cherokee	5.29	12.30	10.51	12.22	10.67	10.20	5.88%
Chester	21.67	9.29	12.38	18.61	27.87	17.96	79.94%
Chesterfield	6.50	13.05	13.08	13.14	13.87	11.93	21.16%
Clarendon	29.19	35.28	26.67	29.63	12.84	26.72	-57.46%
Colleton	18.63	18.64	23.89	18.58	41.45	24.24	107.9%
Darlington	19.33	11.94	16.48	13.51	7.95	13.84	-48.10%
Dillon	19.53	22.95	16.33	13.12	24.74	19.34	37.56%
Dorchester	7.04	5.03	1.87	7.98	3.10	5.00	-43.54%
Edgefield	7.51	14.90	14.74	7.34	23.39	13.58	110.2%
Fairfield	22.09	22.13	40.22	0.00	47.74	26.44	126.1%
Florence	8.66	9.39	13.74	11.57	14.59	11.59	34.63%
Georgetown	3.25	9.70	11.25	12.76	7.89	8.97	-14.67%
Greenville	4.41	2.76	5.05	4.97	7.80	5.00	81.55%
Greenwood	7.12	5.67	8.50	4.24	8.65	6.84	35.53%
Hampton	0.00	5.13	5.17	20.81	26.94	11.61	246.4%
Horry	4.67	7.82	8.72	9.60	7.41	7.64	-3.84%
Jasper	46.29	21.04	20.59	13.30	31.26	26.49	23.54%
Kershaw	10.88	10.73	10.64	9.02	12.23	10.70	18.56%
Lancaster	4.45	5.41	4.21	7.14	4.17	5.08	-21.45%
Laurens	24.02	26.94	26.91	19.26	8.88	21.20	-63.42%
Lee	17.14	17.25	34.69	11.88	12.10	18.61	-40.23%
Lexington	4.89	5.51	9.17	8.37	5.78	6.74	-17.22%
McCormick	31.34	10.47	10.63	52.84	0.00	21.05	-100.0%
Marion	12.59	15.98	16.10	22.83	17.13	16.93	1.52%
Marlboro	11.12	22.48	18.95	15.32	26.25	18.82	54.73%

Table 31. Speed-Related Fatalities by County: Rate per 100,000 Population							
County	2016	2017	2018	2019	2020	2016-2020 Average	% Change: 2020 vs. prior 4-yr Avg.
Newberry	2.64	15.63	10.41	13.01	21.21	12.58	103.5%
Oconee	2.61	10.34	8.94	11.31	7.63	8.17	-8.05%
Orangeburg	16.96	18.25	19.54	24.37	17.81	19.39	-9.96%
Pickens	4.06	9.72	7.99	7.09	8.37	7.45	16.03%
Richland	7.09	5.59	6.52	4.81	6.01	6.00	0.11%
Saluda	4.95	9.85	0.00	4.88	10.60	6.06	115.4%
Spartanburg	4.99	6.85	13.69	11.57	10.98	9.61	18.37%
Sumter	8.41	8.46	7.52	10.31	7.58	8.45	-12.60%
Union	25.30	14.60	14.64	10.98	3.67	13.84	-77.59%
Williamsburg	31.34	19.22	16.34	26.34	22.56	23.16	-3.21%
York	6.20	3.38	5.11	7.12	6.03	5.57	10.49%
Total	**7.93**	**8.30**	**8.85**	**8.91**	**9.65**	**8.73**	**13.56%**

NHTSA NCSA FARS: 2016-2019 Final File and 2020 Annual Report File (ARF)

Work Zone Traffic Fatalities

Figure S-14 indicates that from 2016 to 2020 work zone-related traffic fatalities increased (36.36%) in 2020 as compared to 2016. The fatality number for 2020 is slightly lower than the average number of fatalities for the previous four years, 2016-2019 (16 fatalities). However, it should be noted that with traffic collision fatality numbers this small, significant percentage increases can be seen with a relatively small increase in the data.



According to state data, there were 11,631 work zone-related collisions in South Carolina from 2016 to 2020. These collisions resulted in 77 fatalities and 4,080 persons injured. Types of work

zone-related collisions include shoulder/median work, lane shift/crossover, intermittent/moving work, lane closures, and other areas that may be in or around the actual work zone.

State data indicates that work zone-related collisions and injuries increased from 2016 through 2018, and began to decline in 2019. The data also shows that work zone-related collisions increased approximately 25% from 2016 to 2020. Injuries as a result of work zone-related collisions have risen by 9.92% from 635 persons injured in 2016 to 698 persons injured in 2020; however, the numbers in these types of collisions are relatively small when compared to total collisions, injuries, and fatalities. Therefore, percentages can be affected with relatively minor changes in the data. However, the state takes each collision, injury, and fatality seriously and will continue to address this traffic safety issue through a project fully funded by the South Carolina Department of Transportation (SCDOT).

In June 2006, the South Carolina Highway Patrol (SCHP) was awarded a three-year grant for $1,750,000 from the SCDOT to reduce work zone speeding-related fatalities. Thus, the Safety Improvement Team (SIT) Campaign was implemented. The two agencies have continued this partnership through 2022 with SCDOT providing the same level of funding each year and SCDPS supporting SCDOT's goal of reducing fatalities and serious injuries in work zones, a goal shared by SCDPS. The project was deemed a success, believed to have contributed to a significant reduction in work zone fatalities and serious injuries since 2005, decreasing from 61 in 2005 to 33 in 2017. As a result of the increased gas tax passed in South Carolina in 2017, SCDOT has tripled its construction budget and therefore the state has seen an increase in the number of work zones. Due to the large number of work zones throughout the state, it was determined that the need for additional law enforcement officers exceeded those of the dedicated SIT. SCDOT and SCDPS Highway Patrol worked together to develop a plan that allows all SCDPS law enforcement personnel the opportunity to work in an off-duty capacity in work zones. Though the project is not funded with NHTSA dollars, it still represents a valuable tool in the state's arsenal to reduce collisions, injuries, and fatalities.

Traffic Collision Injuries

State data shows a decrease of 22.48% in total traffic collision injuries, from 61,899 total injuries in 2016 to 47,985 in 2020. The 2020 figure represents a decrease of 19.67% when compared to the average of the four prior years 2016-2019 (59,732).

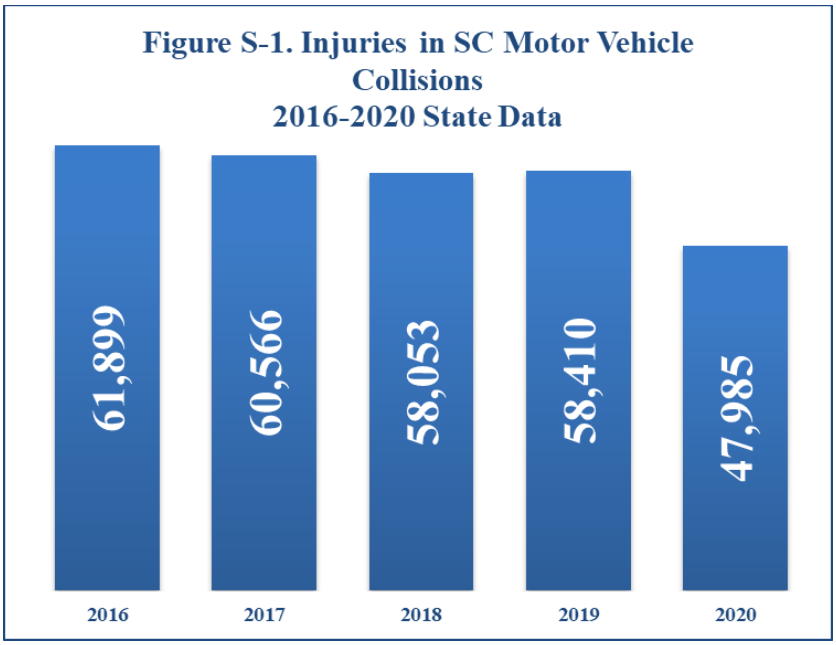
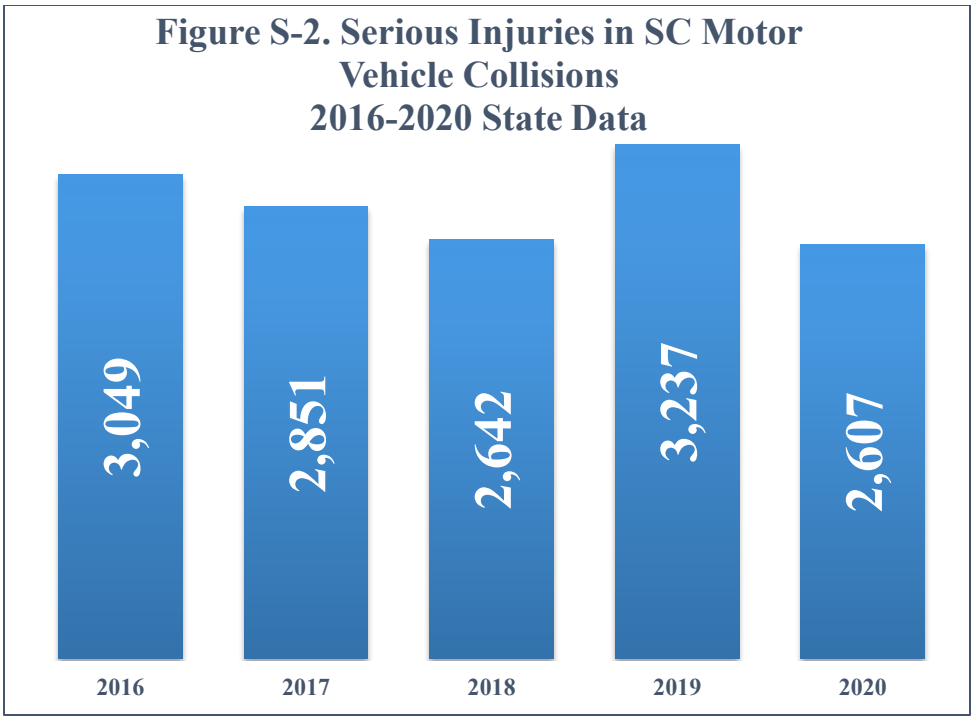


Table S-18 shows the number of speeding-related crashes for the state of South Carolina during the years 2016-2020. Of the 47,985 total traffic-related injuries reported in 2020, 15,190 or 31.66%, occurred in speeding-related crashes. Injuries sustained in speeding-related traffic crashes decreased from 20,954 in 2016 to 15,190 in 2020, a decrease of 27.51%. On average, for the years 2016-2020, injuries occurring in speeding-related traffic crashes accounted for 32.69% of all traffic collision injuries. The 2020 figure for speeding-related collision injuries (15,190) is 22.69% lower than the average for speeding-related collision injuries (19,647) from 2016 to 2019.

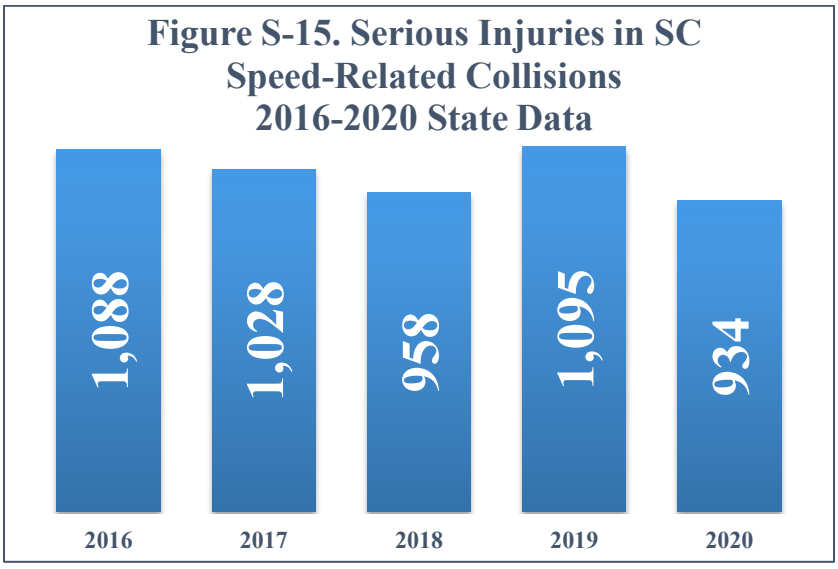
Table S-18 Speeding-Related Crashes in South Carolina, State Data 2016-2020

Year	Injury Collision	Property Damage Only Collision	All Persons Injured
2016	13,783	32,668	20,954
2017	13,391	32,861	20,273
2018	12,854	32,917	19,042
2019	12,478	30,517	18,319
2020	10,678	26,690	15,190
Total	**63,184**	**155,653**	**93,778**

State data shows a decrease of 14.50% in serious injuries, from 3,049 in 2016 to 2,607 in 2020 (**Figure S-2**). Serious injuries in 2020 decreased by 19.46% compared to the number of serious injuries in 2019 (3,237). The 2020 figure represents a decrease of 11.48% when compared to the average number of serious injuries for the years 2016-2019 (2,945).

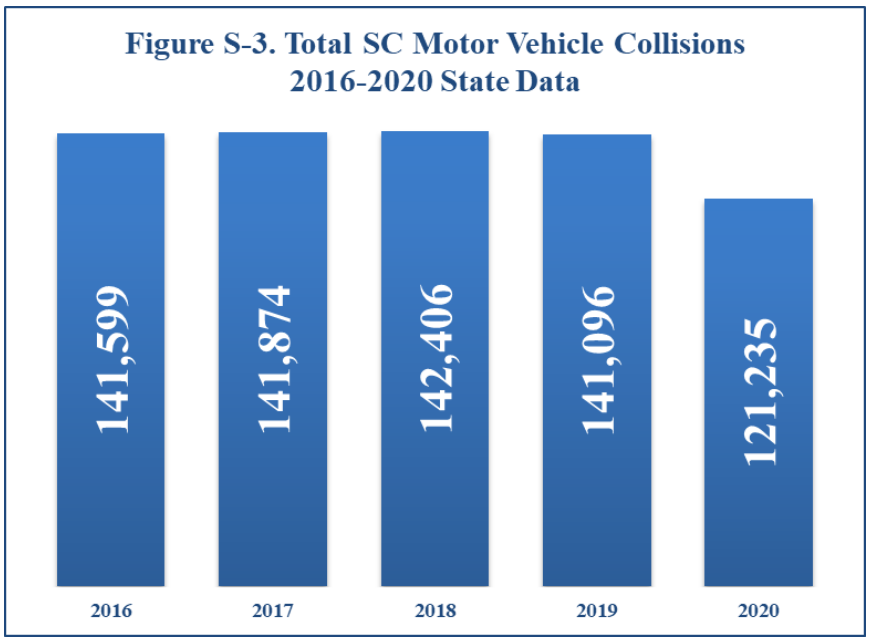


In **Figure S-15**, state data from 2016-2020 shows that the number of serious injuries resulting from speed-related collisions decreased 14.15% in South Carolina, from 1,088 serious injuries in 2016 to 934 in 2020. The 2020 figure also represents a 10.36% decrease when compared to the average number of serious injuries in speed-related collisions for the four years 2016-2019 (1,042). Of the 2,607 traffic-related serious injuries reported in 2020, 934, or 35.83%, occurred in speed-related collisions.

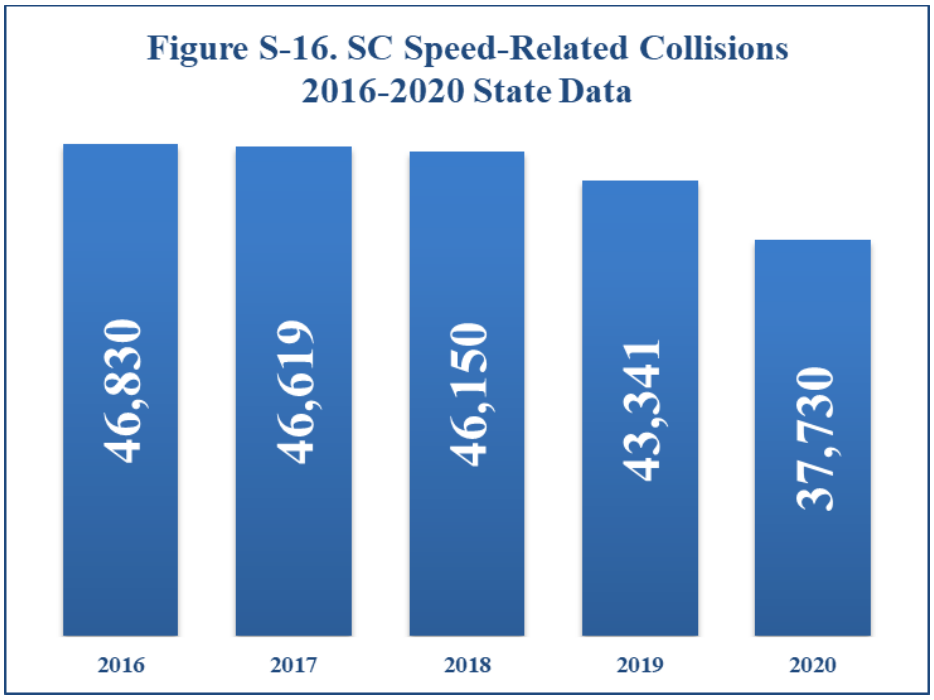


Traffic Collisions

There were 688,210 traffic collisions in South Carolina from 2016 to 2020. This total includes fatal collisions, injury collisions, and property-damage-only collisions. There was a decrease, 14.87%, in total collisions from 2018 (142,406) to 2020 (121,235); 2018 was the year with the highest number of collisions during the five-year period. The 2020 figure represents a decrease of 14.38% as compared to 2016 and a decrease of 14.47% as compared to the prior four-year average (141,744).



There were 220,670 total speeding-related traffic collisions in South Carolina from 2016 to 2020 (**Figure S-16**). Speeding-related collisions accounted for 32.06% of the total number of traffic collisions in the state during the five-year period. In 2020, speeding-related collisions decreased by 12.95% when compared to 2019, from 43,341 in 2019 to 37,730 in 2020. The 2020 figure also represents a decrease of 19.43% when compared to the 2016 figure (46,830) and a decrease of 17.50% when compared to the average number of speeding-related collisions (45,735) for the four-year period 2016-2019.



Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2023	C-6) Number of speeding-related fatalities (FARS)	2023	Annual	442

Countermeasure Strategies in Program Area

Countermeasure Strategy	Description Located on Page No.
Highway Safety Office Program Management	77
Short-term, High Visibility Law Enforcement	129
Traffic Safety Officer Training	135

Countermeasure Strategy: Short-term, High Visibility Law Enforcement

Program Area: Police Traffic Services

Project Safety Impacts

Traffic law enforcement plays a crucial role in deterring impaired driving, increasing safety belt and child restraint usage, encouraging compliance with speed laws, and reducing other unsafe driving actions. A combination of highly-visible enforcement, public information, education, and training is needed to achieve a significant impact in reducing traffic collision injuries and fatalities in South Carolina. This can be accomplished through establishing dedicated traffic enforcement units (PTS units) that include comprehensive highly-visible enforcement efforts relative to speeding, DUI, occupant protection, and other traffic laws. It should be noted that on many occasions, a speeding-related violation results in a more severe violation, such as driving under suspension, DUI, or other serious criminal violations.

Comprehensive traffic enforcement efforts involving components such as selective traffic enforcement, public education activities, and accountability standards, can lead to noticeable traffic safety impacts.

Linkage Between Program Area

Based on the analysis of the problem identification data, South Carolina faces significant issues in speeding-related indices. Allocating funds to the establishment of dedicated traffic enforcement units that include comprehensive highly-visible selective traffic enforcement efforts and public education will facilitate the state's achievement of the outlined speed-related performance targets. Achievement of these performance targets will serve to reduce collisions, serious injuries, and fatalities in the state.

Rationale

PTS enforcement units will use countermeasures demonstrated to be highly effective in NHTSA's *Countermeasures That Work* document. Some of these countermeasures include the enforcement of speed limits through the use of measuring equipment such as Radars and/or Lidars, (CTW, Chapter 3: Sections 2.2 and 2.3 [pp. 3-28 to 3-29]) and Communications and Outreach Supporting Enforcement (CTW, Chapter 3: Section 4.1, [pp. 3-32 to 3-33]). PTS enforcement units will also use countermeasures outlined in the document that have proven successful in DUI enforcement (pp. 1-25 to 1-30) and occupant restraint enforcement (p. 2-18 to 2-20). An example of this type of combined enforcement would be to emphasize nighttime safety belt enforcement while conducting a sustained DUI enforcement effort simultaneously, otherwise known as integrated nighttime seat belt enforcement (p. 2-21 to 2-23).

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name	Description Located on Page No.
M5HVE	DUI Enforcement Teams	154
PTS-EU	PTS Enforcement Units	130

Planned Activity: PTS Enforcement Units

Planned activity number: PTS-EU

Primary Countermeasure Strategy ID: Short-term, High Visibility Law Enforcement

Planned Activity Description:

A total of twenty-two (22) PTS enforcement units will be developed and implemented in those areas identified during the Problem Identification process as areas in which the analysis of traffic collision and citation data indicate a major traffic safety problem. The PTS projects selected for funding are located in counties identified as having a significant problem with speeding-related traffic collisions, serious injuries, and fatalities (see charts titled **"SC Fatal and Serious Injury Collisions 2016-2020 (2020 Preliminary)"** and **"SC Fatal and Serious Injury Speed\Too Fast for Conditions Collisions 2016-2020 (2020 Preliminary)"**. Priority counties are highlighted in red). This includes county sheriffs' offices and municipal law enforcement agency projects identified by the supporting data. Of the twenty-two PTS enforcement projects, fifteen (15) are straight-time activity hour-based enforcement projects and seven (7) are overtime activity hour-based enforcement projects; these projects will fund a minimum of 23,400-35,360 activity hours of general traffic, speed enforcement, and specialized straight-time and overtime enforcement activities in municipalities located in priority counties, or in jurisdictions that have had a significant increase in speed-related collisions over the previous year. These projects will also encompass DUI enforcement efforts as each project requires the persons performing grant-funded activity hours (Section 402-funded) to engage in aggressive DUI enforcement activity.

SC Fatal and Serious Injury Collisions 2016-2020 (2020 Preliminary)						
County	**2016**	**2017**	**2018**	**2019**	**2020**	**2016-2020**
Greenville	300	292	272	335	257	1,456

SC Fatal and Serious Injury Collisions 2016-2020 (2020 Preliminary)						
County	**2016**	**2017**	**2018**	**2019**	**2020**	**2016-2020**
Charleston	272	280	263	306	302	1,423
Horry	269	278	241	242	206	1,236
Spartanburg	201	175	220	213	206	1,015
Richland	214	168	143	201	174	900
Anderson	192	174	148	152	135	801
Lexington	142	165	176	171	123	777
York	143	128	125	157	141	694
Berkeley	102	109	102	124	109	546
Orangeburg	96	76	103	112	118	505
Florence	91	79	97	132	91	490
Beaufort	102	105	78	82	83	450
Aiken	88	108	86	74	77	433
Dorchester	75	68	65	71	72	351
Pickens	61	69	78	81	57	346
Sumter	68	59	50	85	80	342
Laurens	66	65	70	69	64	334
Lancaster	85	65	43	58	60	311
Oconee	51	55	58	70	61	295
Colleton	66	50	47	45	55	263
Georgetown	43	67	61	44	41	256
Cherokee	48	59	47	53	48	255
Kershaw	56	49	48	47	49	249
Darlington	64	38	38	56	35	231
Greenwood	47	46	43	49	46	231
Jasper	60	31	36	55	46	228
Williamsburg	38	41	33	43	36	191
Chesterfield	38	44	28	44	34	188
Chester	39	40	42	37	27	185
Clarendon	33	36	22	46	28	165
Newberry	35	32	26	28	22	143
Fairfield	29	28	32	20	31	140
Dillon	21	27	24	28	24	124
Union	21	16	21	26	30	114
Marion	13	20	19	35	24	111
Marlboro	21	15	13	29	28	106
Hampton	17	16	12	23	29	97
Lee	13	13	25	18	19	88
Abbeville	17	24	14	19	13	87
Calhoun	13	17	15	14	20	79
Edgefield	20	14	13	14	15	76
Barnwell	15	16	19	13	12	75
Bamberg	16	11	18	9	10	64
Saluda	13	18	9	11	8	59
Allendale	9	7	12	9	10	47
McCormick	8	5	8	6	5	32
	3,431	***3,298***	***3,143***	***3,556***	***3,161***	***16,589***

SC Fatal and Serious Injury Speed\Too Fast for Conditions Collisions 2016-2020 (2020 Preliminary)						
County	**2016**	**2017**	**2018**	**2019**	**2020**	**2016-2020**
Greenville	78	83	79	101	82	423
Spartanburg	67	67	89	83	84	390
Charleston	71	76	70	69	99	385
Horry	71	91	69	73	61	365
Richland	86	61	56	56	58	317
Lexington	46	55	74	72	38	285
Anderson	67	49	51	57	47	271
Orangeburg	37	38	47	64	58	244
York	53	44	48	50	44	239
Berkeley	44	40	34	45	40	203
Aiken	42	46	34	29	33	184
Laurens	44	34	37	37	24	176
Florence	36	25	38	35	35	169
Beaufort	34	38	31	25	22	150
Pickens	26	25	30	30	23	134
Sumter	26	24	19	30	29	128
Darlington	34	17	18	22	17	108
Lancaster	24	18	19	22	22	105
Oconee	13	24	26	22	20	105
Kershaw	20	23	18	20	20	101
Dorchester	24	23	16	17	21	101
Georgetown	17	27	22	15	16	97
Jasper	29	17	15	15	16	92
Williamsburg	15	16	19	23	16	89
Clarendon	19	21	15	19	12	86
Colleton	20	19	15	9	20	83
Cherokee	20	17	13	15	17	82
Chester	17	17	16	15	14	79
Newberry	19	21	13	12	14	79
Greenwood	20	15	10	21	11	77
Chesterfield	13	23	10	14	14	74
Fairfield	19	10	17	5	17	68
Dillon	12	16	12	13	11	64
Marlboro	10	9	9	13	11	52
Union	13	9	7	7	14	50
Marion	6	8	7	17	9	47
Calhoun	6	8	10	12	10	46
Hampton	6	5	5	15	12	43
Lee	7	9	10	5	9	40
Abbeville	10	12	4	10	3	39
Edgefield	10	7	5	6	9	37
Barnwell	4	7	8	6	7	32
Allendale	3	4	7	6	5	25
Saluda	7	9	2	5	2	25
Bamberg	5	2	7	0	4	18
McCormick	4	1	3	4	1	13
	1,254	***1,210***	***1,164***	***1,241***	***1,151***	***6,020***

During FFY 2023, PTS Enforcement projects throughout the state will participate in Law Enforcement Networks established in the 16 Judicial Circuits in South Carolina. They will participate in statewide and national highway safety campaigns and enforcement crackdown/mobilization programs. These campaigns include DUI crackdowns *(Sober or Slammer!),* occupant protection mobilizations (*Buckle Up, South Carolina*), focused roadway corridor speed enforcement (*Operation Southern Slow Down*), and combined enforcement activity, to include nighttime safety belt enforcement. The PTS projects will conduct traffic safety presentations to increase community awareness of traffic safety-related issues and issue press releases of the projects' activities.

Law Enforcement Networks will continue to meet and share information among agencies, to disseminate information from the Office of Highway Safety and Justice Programs, and to conduct multijurisdictional traffic enforcement activities.

The OHSJP has continued the implementation of Data Driven Approaches to Crime and Traffic Safety (DDACTS) since 2012, which is a hot spot locator-type approach to deploying law enforcement. Several law enforcement agencies across the state have been trained in DDACTS, and they are provided information on the data sources available to them in order to best utilize their resources. This data includes traffic corridor information relative to their respective agencies, which will allow them to focus on the roadways upon which traffic collisions, injuries, and fatalities are occurring. It is always available upon request and some agencies even use their own internal data/records when selecting safety checkpoint and saturation patrol locations.

Intended Subrecipients

Agency	County	Project Title
Town of Mount Pleasant	Charleston	Mount Pleasant Traffic Enforcement Unit
City of Spartanburg Police Department	Spartanburg	City of Spartanburg Traffic Unit
City of Spartanburg Police Department	Spartanburg	City of Spartanburg OT Speed Enforcement
York County Sheriff's Office	York	Continuation of Traffic Enforcement Unit - Overtime
York County Sheriff's Office	York	Continuation of Traffic Enforcement Unit
City of Goose Creek Police Department	Berkeley	Traffic Enforcement Officers
Berkeley County	Berkeley	2023 Traffic Safety Unit
Berkeley County	Berkeley	2023 Traffic Safety Unit - Overtime

Moncks Corner Police Department	Berkeley	Moncks Corner Traffic Enforcement Unit
Sumter County Sheriff's Office	Sumter	Overtime Traffic Enforcement Project
City of Orangeburg	Orangeburg	City of Orangeburg Traffic Enforcement Unit: Project Continuation
Port Royal Police Department	Beaufort	Town of Port Royal Traffic Unit
Town of Summerville	Dorchester	Summerville Specialized Traffic Enforcement
Lancaster Police Department	Lancaster	Lancaster Traffic Enforcement
Lancaster County Sheriff's Office	Lancaster	Speed Enforcement
Georgetown County	Georgetown	GCSO Traffic Unit
Kershaw County Sheriff's Office	Kershaw	Kershaw County Traffic Enforcement Project
Chesterfield County Sheriff's Office	Chesterfield	Chesterfield County Traffic Enforcement Unit
City of Camden	Kershaw	Camden Police Department Traffic Officers
City of Cayce	Lexington	City of Cayce Traffic Enforcement Unit
City of Clemson	Pickens	City of Clemson Enhanced Traffic Enforcement
Travelers Rest Police Department	Greenville	Overtime Hours for Traffic Safety

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	BIL NHTSA 402	Police Traffic Services	$2,263,876 (total for PTS-OP and PTS-EU)	$565,969	$2,263,876

Countermeasure Strategy: Traffic Safety Officer Training

Program Area: Police Traffic Services

Project Safety Impacts

Well-trained traffic enforcement officers are an essential aspect of helping to reduce the number of traffic-related collisions, injuries, and fatalities through a variety of enforcement strategies. Reducing traffic-related collisions, injuries, and fatalities throughout the state is considered to be a significant traffic safety impact.

Linkage Between Program Area

Based on the analysis of the problem identification data, South Carolina faces significant issues in speeding-related indices. Allocating funds to the provision of educational programs that accompany traffic enforcement projects will produce well-rounded, well-trained traffic enforcement officers. These highly trained traffic enforcement officers will facilitate the state's achievement of the outlined speeding-related performance targets. Achievement of these performance targets will serve to reduce traffic collisions, serious injuries, and fatalities in the state.

Rationale

The enforcement and investigative training provided by the SC Criminal Justice Academy (SCCJA) as part of the Traffic Safety Officer (TSO) Program is designed to enhance law enforcement officers' ability to quickly and accurately identify drivers exhibiting problematic driving behaviors, such as driving while impaired. If these highly-trained officers conduct high visibility enforcement (short-term or sustained) and/or general traffic enforcement, it would serve as a high-level deterrent to the dangerous driving behaviors cited as contributing factors for the numerous traffic collisions that occur in the state. As such, allocating funds for the countermeasure strategy of law enforcement training will facilitate the state's achievement of the outlined performance targets, which will ultimately serve to reduce collisions, serious injuries, and fatalities in the state.

Planned activity in countermeasure strategy

Unique Identifier	Planned Activity Name	Description Located on Page No.
PTS-TSO	Traffic Safety Officer Training	136

Planned Activity: Traffic Safety Officer Training

Planned activity number: PTS-TSO

Primary Countermeasure Strategy ID: Traffic Safety Officer Training

Planned Activity Description:

The South Carolina Criminal Justice Academy (SCCJA) coordinates the Traffic Safety Officer (TSO) Certification program and other extensive law enforcement training programs with the primary purpose of reducing fatalities and injuries on the state's roadways. SCCJA provides comprehensive traffic enforcement/investigative training to the state's traffic law enforcement officers. Officers trained in the collision investigation courses will be able to determine the cause(s) of motor vehicle collisions and cite the individual(s) responsible with the appropriate charge(s). Professionally trained officers will also be able to proficiently prosecute violators, which will result in higher conviction rates, which will in turn help deter traffic infractions. The Traffic Safety Officer Program will provide professional training to the law enforcement officers of South Carolina during the FFY 2023 grant year in the following classes: DUI Detection and Standardized Field Sobriety Testing (SFST), DUI Detection and SFST Reinstatement, SFST Recertification, Speed Measurement Device (SMD) Instructor, SMD Instructor Recertification, SMD Operator, SMD Operator Reinstatement, SMD Operator Recertification, At-Scene Traffic Collision Investigation, Technical Traffic Collision Investigation, Traffic Collision Reconstruction, Traffic Collision Reconstruction Refresher, Motorcycle Collision Investigation, Pedestrian and Bicycle Collision Reconstruction, Commercial Motor Vehicle Collision Reconstruction, Motorcycle/Pedestrian/Bike Collision Reconstruction Refresher, Advanced Collision Investigation, DataMaster DMT Operator Certification, and DataMaster DMT Operator Recertification

Intended Subrecipient(s): South Carolina Criminal Justice Academy

Funding Sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	SUPPLEMENTAL BIL NHTSA 402	Police Traffic Services	$317,234.43	$79,308.61	$317,234.43
2022	BIL NHTSA 402	Police Traffic Services	$101,049.57	$25,262.39	$101,049.57

PROGRAM AREA: IMPAIRED DRIVING (DRUG & ALCOHOL)

DESCRIPTION OF HIGHWAY SAFETY PROBLEMS

The state of South Carolina has been committed to reducing the occurrence of alcohol-impaired driving and the resulting traffic collisions, injuries, and fatalities. The state has experienced significant reductions in alcohol-impaired driving traffic fatalities in recent years. The most recent Fatality Analysis Reporting System (FARS) data provided by the National Highway Traffic Safety Administration (NHTSA) indicates that 315 people died on South Carolina roadways in 2020 as a result of alcohol-impaired driving collisions.

Data in **Table 5** shows that in 2016, there were 343 alcohol-impaired driving fatalities in South Carolina. This number was trending downwards and reached a low for the five-year period of 276 in 2019. The downward trend ended in 2020. The 2020 count of 315 alcohol-impaired driving fatalities represents a 3.79% increase from the 2016-2019 average, though it is an 8.16% decrease from the 2016 total (343). The VMT-based alcohol-impaired traffic fatality rate for 2020 (0.59) represents an 8.76% increase from the prior four-year average and a 6.35% decrease when compared to the 2016 rate (0.63). South Carolina's alcohol-impaired population-based fatality rate followed a pattern similar to the VMT rate and total fatalities, with the 2020 rate (6.15 deaths per 100,000 population) representing a 2.29% increase when compared to the 2016-2019 average (6.01) and an 11.13% decrease when compared to the 2016 rate (6.92).

Table 5. South Carolina Alcohol-Impaired Driving Fatalities

	2016	2017	2018	2019	2020	% Change: 2016 vs. 2020	% Change: 2020 vs. prior 4-yr Avg.
Total Fatalities	343	305	290	276	315	-8.16%	3.79%
VMT Rate**	0.63	0.55	0.51	0.48	0.59	-6.35%	8.76%
Pop Rate***	6.92	6.07	5.70	5.36	6.15	-11.13%	2.29%
Pct. Of Total	33.63%	30.84%	27.99%	27.44%	29.61%	-4.02%	-0.37%

NHTSA NCSA FARS: 2016-2019 Final File and 2020 Annual Report File (ARF)
2020 VMT & VMT Rate provided by South Carolina Department of Transportation
Population provided by U.S. Bureau of Census
**Rate per 100 million vehicle miles
***Rate per 100,000 population

NHTSA's FARS data (**Table 1**) for calendar year (CY) 2020 shows that 1,064 people were killed in South Carolina traffic collisions. In the period from 2016 through 2020, NHTSA'S FARS indicates that there were 5,115 traffic fatalities in South Carolina. This resulted in an average of 1,023 traffic fatalities per year over the five-year period. Over this period, traffic fatalities increased from 1,020 in 2016 to 1,064 in 2020. The 2020 count represents a 5.06% increase, when compared to the average of the prior four years (1,013 fatalities), and a 4.31% increase when compared to the count in 2016.

Table 1. South Carolina Basic Data							
	2016	2017	2018	2019	2020	% Change: 2016 vs. 2020	% Change: 2020 vs. prior 4-yr Avg.
Total Fatalities	1,020	989	1,036	1,006	1,064	4.31%	5.06%
VMT*	54.40	55.50	56.84	57.94	53.82	-1.07%	-4.18%
VMT Rate**	1.87	1.78	1.82	1.74	1.98	5.88%	9.85%
Population	4,957,968	5,021,268	5,084,156	5,148,714	5,118,425	3.24%	1.29%
Pop Rate***	20.57	19.70	20.38	19.54	20.79	1.07%	3.70%

NHTSA NCSA FARS: 2016-2019 Final File and 2020 Annual Report File (ARF)
2020 VMT & VMT Rate provided by South Carolina Department of Transportation
Population provided by U.S. Bureau of Census
*Vehicle Miles of Travel (billions)
**Rate per 100 million vehicle miles
***Rate per 100,000 population

Table 15 indicates that nationwide, alcohol-impaired traffic fatalities increased by 9.04% in 2020 compared to the average of the four prior years, and VMT-based and population-based fatality rates increased by 20.30% and 7.15%, respectively, when compared to the average of the four prior years. Nationally, the alcohol-impaired VMT-based fatality rate increased by 14.29% in 2020 when compared to 2016, and the percentage of alcohol-impaired fatalities increased by 1.84%. All indices (total fatalities, VMT rate, population-based fatality rate, and percent of total) increased nationally but declined statewide when compared to 2016.

Table 15. Nationwide Alcohol-Impaired Driving Fatalities							
	2016	2017	2018	2019	2020	% Change: 2016 vs. 2020	% Change: 2020 vs. prior 4-yr Avg.
Total Fatalities	10,967	10,880	10,710	10,196	11,654	6.26%	9.04%
VMT Rate**	0.35	0.34	0.33	0.31	0.40	14.29%	20.30%
Pop Rate***	3.40	3.35	3.28	3.11	3.52	3.53%	7.15%
Pct. Of Total	29.01%	29.03%	29.08%	28.05%	30.85%	1.84%	2.06%

NHTSA NCSA FARS: 2016-2019 Final File and 2020 Annual Report File (ARF)
**Rate per 100 million vehicle miles
***Rate per 100,000 population

As shown in **Figure 18**, the percentage of fatalities in South Carolina that involved alcohol-impaired driving was above that of the nation from 2016 to 2017. However, in 2018, 27.99% of all fatalities in South Carolina were alcohol-impaired driving fatalities, which was 3.75% lower than the nationwide percentage during that same year. Also, in 2019, 27.44% of all fatalities in South Carolina were alcohol-impaired driving fatalities, which was 2.17% lower than the nationwide percentage during that same year. In 2020, the percentage of alcohol-impaired driving fatalities in South Carolina was approximately 4.02% lower than the nationwide percentage during that same year.

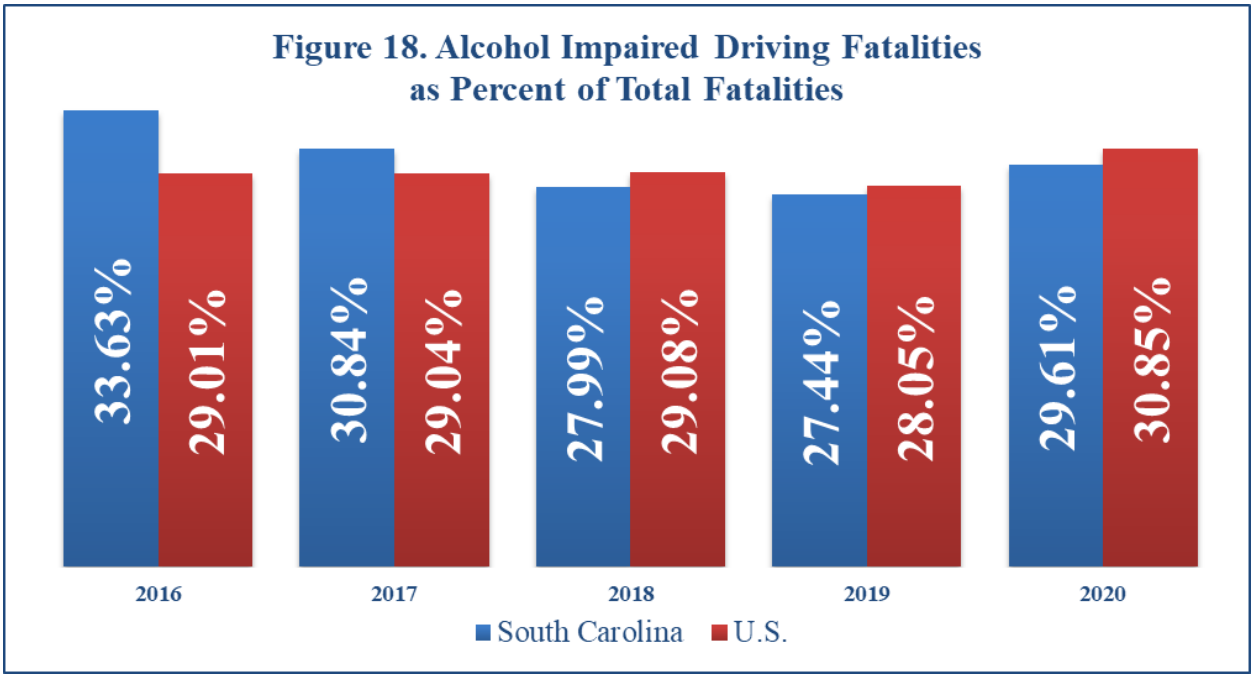


Figure 2 and **Figure 3** are based on NHTSA's FARS data and display graphically the downward trends in South Carolina from 2016-2019 in terms of two key indices of alcohol- impaired driving fatality data: alcohol-impaired driving fatalities and the population-based alcohol-impaired driving fatality rate. However, in 2020, data shows an increase in both alcohol-impaired driving fatalities (+14.13%) and the population-based alcohol-impaired driving fatality rate (+14.74%).

Figure 2. South Carolina Alcohol-Impaired Driving Fatalities

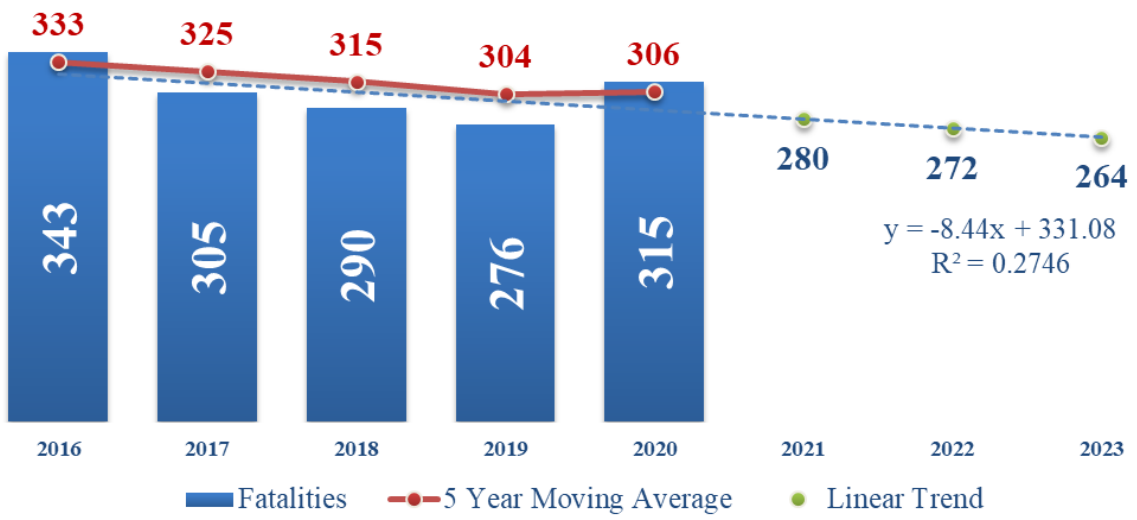
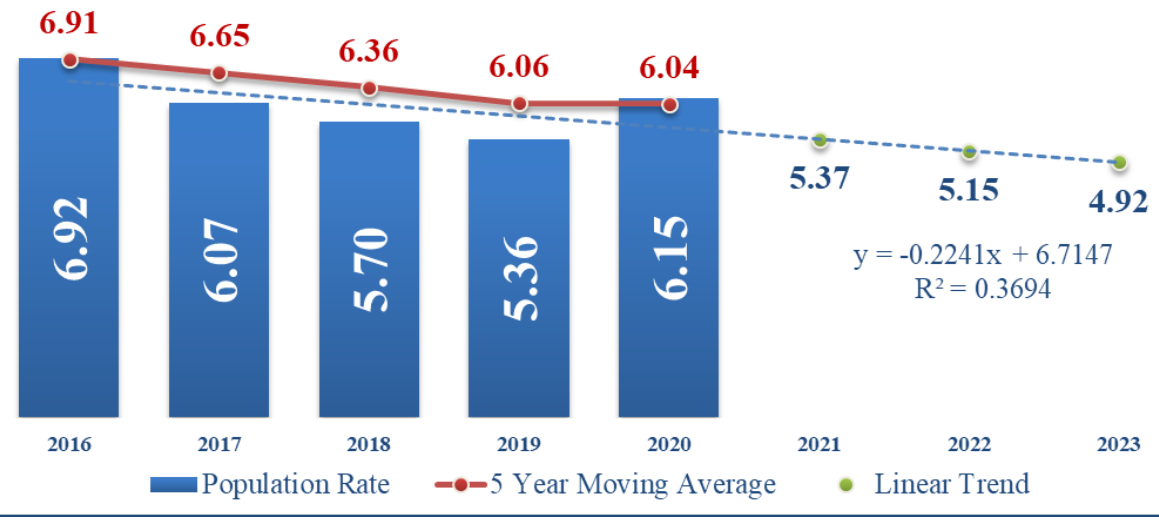


Figure 3. South Carolina Population Rate for Alcohol-Impaired Driving Fatalities



Alcohol-Impaired Driving Fatalities: Counties

Table 16 shows the alcohol-impaired driving fatalities by county for South Carolina. According to NHTSA's FARS data, from 2016 to 2020, the five counties with the most alcohol-impaired driving fatalities were Charleston (113); Greenville (104); Horry (99); Richland (99) and Spartanburg (85). Of these five counties, two showed a decrease in the number of 2020 traffic fatalities when compared to the respective prior four-year average: Charleston (-14.07%) and Horry (-6.62%). The remaining three experienced increases in the number of 2020 traffic fatalities

when compared to the respective prior four-year average: Greenville (0.12%); Richland (5.85%); and Spartanburg (37.56%). Throughout the five-year period 2016-2020, the counties with the highest percentages of alcohol-impaired driving fatalities as compared to the total traffic fatalities were Barnwell (50.00%); Lee (46.67%); Williamsburg (43.08%); Fairfield (37.10%); and Richland (35.87%).

Table 16. Alcohol-Impaired Driving Fatalities by County									
	Alcohol-Impaired Driving (A-I) Fatalities*								
County	2016	2017	2018	2019	2020	Total A-I Fatalities	Total Fatalities	% A-I	% Change: 2020 vs. prior 4-yr Avg.
Abbeville	1	0	0	1	2	5	21	23.81%	252.0%
Aiken	13	6	7	7	3	36	163	22.09%	-67.37%
Allendale	0	1	2	2	1	6	18	33.33%	-16.67%
Anderson	14	16	10	7	16	63	231	27.27%	33.90%
Bamberg	1	0	2	0	2	5	18	27.78%	135.3%
Barnwell	3	4	1	1	2	10	20	50.00%	2.56%
Beaufort	9	8	5	2	5	27	113	23.89%	-21.05%
Berkeley	13	12	13	5	15	58	194	29.90%	40.47%
Calhoun	3	2	2	0	0	7	31	22.58%	-82.86%
Charleston	19	19	29	26	20	113	340	33.24%	-14.07%
Cherokee	1	7	3	5	4	20	70	28.57%	10.00%
Chester	8	7	3	1	3	22	63	34.92%	-29.03%
Chesterfield	3	4	3	5	4	19	61	31.15%	-11.95%
Clarendon	6	5	4	3	3	20	79	25.32%	-40.23%
Colleton	8	5	5	6	16	39	118	33.05%	171.9%
Darlington	9	4	8	4	4	30	97	30.93%	-33.60%
Dillon	6	2	1	1	3	13	52	25.00%	26.53%
Dorchester	7	7	2	7	8	31	112	27.68%	38.53%
Edgefield	1	0	4	0	3	8	28	28.57%	178.3%
Fairfield	5	3	5	3	7	23	62	37.10%	63.41%
Florence	10	15	12	14	7	57	173	32.95%	-46.83%
Georgetown	0	3	4	4	2	13	60	21.67%	-21.43%
Greenville	25	21	19	18	21	104	393	26.46%	0.12%
Greenwood	3	5	4	1	4	17	68	25.00%	13.85%
Hampton	0	0	0	2	5	7	28	25.00%	833.3%
Horry	19	17	18	26	19	99	349	28.37%	-6.62%
Jasper	7	3	3	7	3	23	81	28.40%	-32.65%
Kershaw	8	5	2	4	5	23	87	26.44%	3.23%
Lancaster	5	4	4	3	4	20	80	25.00%	-14.63%
Laurens	9	11	14	6	5	45	128	35.16%	-45.18%
Lee	3	3	4	2	2	14	30	46.67%	-31.15%
Lexington	20	21	14	12	18	84	254	33.07%	6.95%
McCormick	2	0	0	3	0	5	16	31.25%	-100.0%
Marion	3	1	1	2	3	10	48	20.83%	109.5%
Marlboro	1	1	1	1	2	5	48	10.42%	145.2%
Newberry	4	3	1	1	5	14	43	32.56%	128.6%
Oconee	4	6	5	7	2	24	76	31.58%	-59.07%
Orangeburg	11	12	13	13	12	60	178	33.71%	4.20%
Pickens	3	8	4	5	8	27	101	26.73%	76.84%
Richland	25	16	21	17	21	99	276	35.87%	5.85%
Saluda	1	1	0	1	2	5	19	26.32%	150.0%
Spartanburg	17	13	18	15	22	85	304	27.96%	37.56%
Sumter	10	6	7	7	5	35	100	35.00%	-28.38%
Union	2	2	1	3	1	9	32	28.13%	-48.72%

Table 16. Alcohol-Impaired Driving Fatalities by County									
	Alcohol-Impaired Driving (A-I) Fatalities*								
County	2016	2017	2018	2019	2020	Total A-I Fatalities	Total Fatalities	% A-I	% Change: 2020 vs. prior 4-yr Avg.
Williamsburg	11	4	5	5	3	28	65	43.08%	-58.40%
York	11	13	9	15	14	62	185	33.51%	19.83%
Totals	**343**	**305**	**290**	**276**	**315**	**1529**	**5115**	**29.89%**	**3.79%**

NHTSA NCSA FARS: 2016-2019 Final File and 2020 Annual Report File (ARF)

Different county pictures emerge when looking at population-based alcohol-impaired traffic fatality rates in South Carolina. The population-based traffic fatality rates by county are shown in **Table 17**, which shows that the counties with the highest population-based fatality rates in 2020 were Colleton (41.45); Fairfield (33.42); Hampton (26.94); Bamberg (15.03); and Orangeburg (14.25). Many of these counties are much smaller in population than the average SC County, and it should be noted that the counties' population-based fatality rates can vary drastically from year to year as **Table 17** shows. Thus, counties with the highest rates in 2020 may have had a much smaller rate in prior years. As a result, caution should be exercised when using this data to frame and inform strategies.

Table 17. Alcohol-Impaired Driving Fatalities by County: Rate per 100,000 Population					
	2016	2017	2018	2019	2020
Abbeville	4.06	0.00	0.00	4.08	8.23
Aiken	7.78	3.56	4.13	4.10	1.78
Allendale	0.00	11.10	22.41	23.02	12.44
Anderson	7.16	8.07	4.99	3.46	7.85
Bamberg	6.91	0.00	14.01	0.00	15.03
Barnwell	13.89	18.73	4.73	4.79	9.71
Beaufort	4.91	4.29	2.65	1.04	2.67
Berkeley	6.23	5.59	5.88	2.19	6.53
Calhoun	20.35	13.61	13.73	0.00	0.00
Charleston	4.79	4.73	7.14	6.32	4.90
Cherokee	1.76	12.30	5.26	8.73	7.12
Chester	24.77	21.67	9.29	3.10	9.29
Chesterfield	6.50	8.70	6.54	10.95	9.24
Clarendon	17.51	14.70	11.85	8.89	9.63
Colleton	21.29	13.31	13.27	15.92	41.45
Darlington	13.38	5.97	11.98	6.00	6.36
Dillon	19.53	6.56	3.27	3.28	10.60
Dorchester	4.48	4.40	1.24	4.30	4.95
Edgefield	3.76	0.00	14.74	0.00	11.69
Fairfield	22.09	13.28	22.35	13.42	33.42
Florence	7.22	10.83	8.68	10.12	5.11
Georgetown	0.00	4.85	6.43	6.38	3.15
Greenville	5.01	4.14	3.69	3.44	4.00
Greenwood	4.27	7.09	5.67	1.41	5.77
Hampton	0.00	0.00	0.00	10.40	26.94
Horry	5.92	5.11	5.23	7.34	5.41
Jasper	24.92	10.52	10.29	23.28	10.42
Kershaw	12.44	7.67	3.04	6.01	7.64
Lancaster	5.57	4.33	4.21	3.06	4.17

Table 17. Alcohol-Impaired Driving Fatalities by County: Rate per 100,000 Population					
	2016	**2017**	**2018**	**2019**	**2020**
Laurens	13.51	16.46	20.93	8.89	7.40
Lee	17.14	17.25	23.13	11.88	12.10
Lexington	6.99	7.23	4.76	4.02	6.12
McCormick	20.89	0.00	0.00	31.70	0.00
Marion	9.45	3.20	3.22	6.52	10.28
Marlboro	3.71	3.75	3.79	3.83	7.50
Newberry	10.54	7.82	2.60	2.60	13.26
Oconee	5.23	7.75	6.39	8.80	2.54
Orangeburg	12.44	13.69	14.94	15.09	14.25
Pickens	2.44	6.48	3.19	3.94	6.09
Richland	6.11	3.89	5.07	4.09	5.05
Saluda	4.95	4.93	0.00	4.88	10.60
Spartanburg	5.65	4.24	5.73	4.69	6.71
Sumter	9.34	5.64	6.58	6.56	4.74
Union	7.23	7.30	3.66	10.98	3.67
Williamsburg	34.47	12.81	16.34	16.46	9.67
York	4.27	4.88	3.29	5.34	4.96
County Average	**9.80**	**7.66**	**7.62**	**7.51**	**8.92**

NHTSA NCSA FARS: 2016-2019 Final File and 2020 Annual Report File (ARF)

As shown in **Figure S-5**, according to state data, from 2016 to 2020, a total of 286,913 people were injured in motor-vehicle collisions in South Carolina. Of the 286,913 injuries, 19,359, or 6.75%, were impaired driving-related (State data cannot separate alcohol- and drug-impaired driving). **Figure S-5** displays graphically the comparison between total injuries and impaired driving-related injuries in the state from 2016 to 2020.

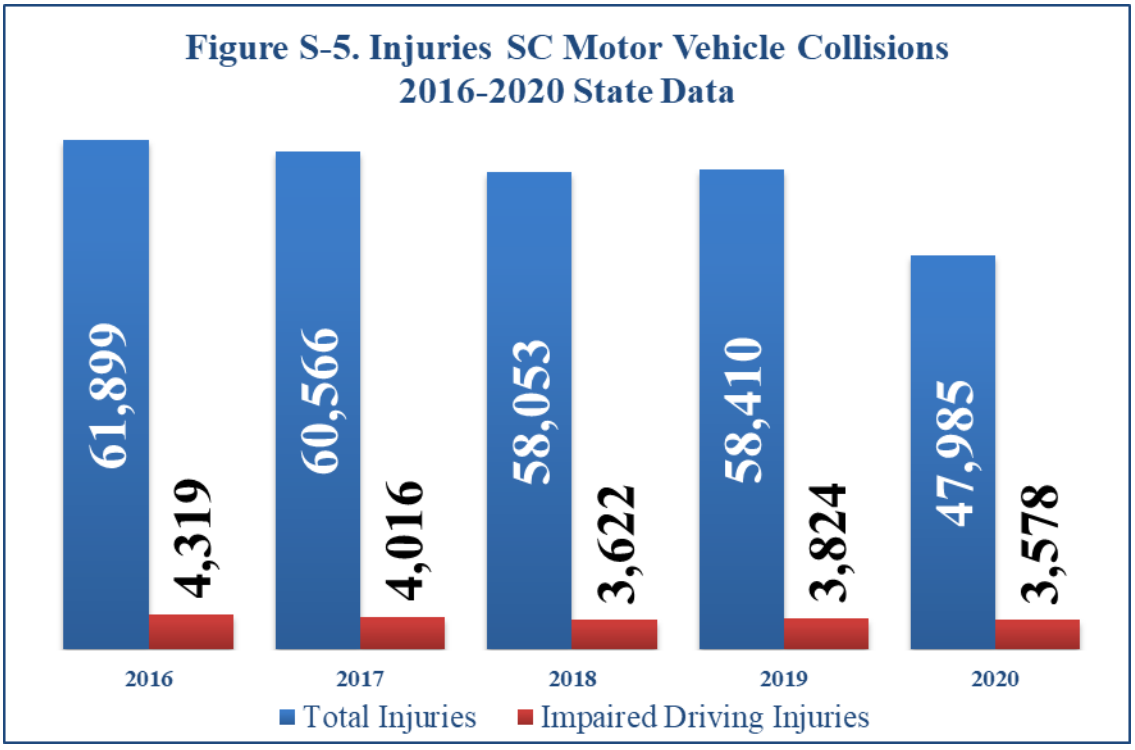
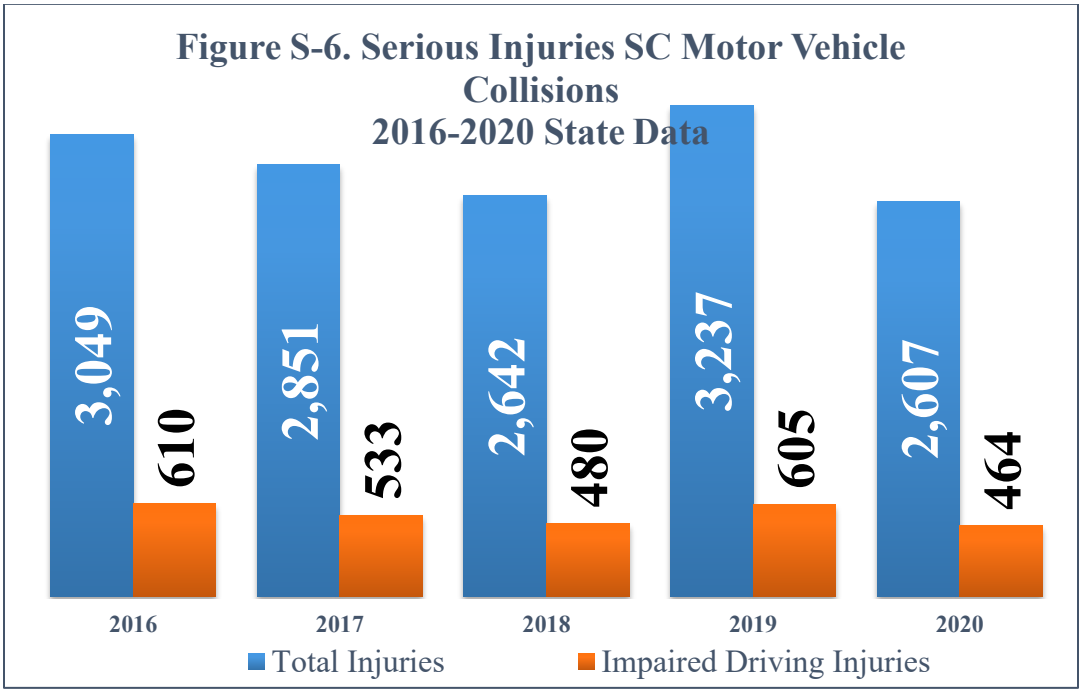
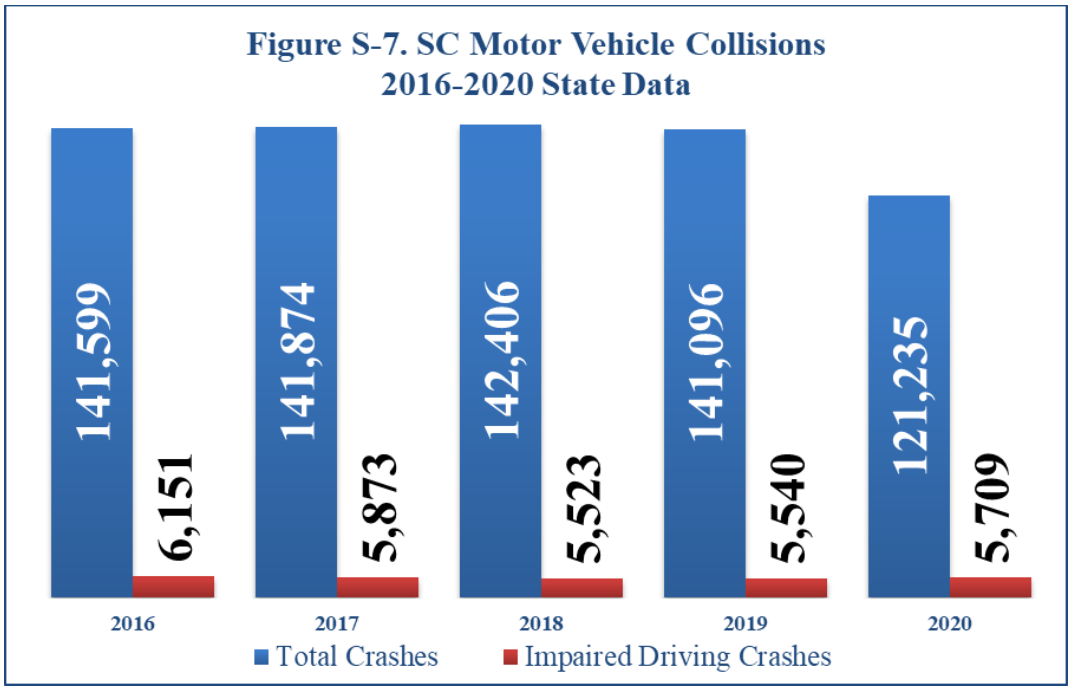


Figure S-6 compares total serious traffic-related injuries in SC from 2016 to 2020 to those serious injuries resulting from of impaired-driving collisions. From 2016 to 2020, SC experienced a total of 14,386 serious traffic-related injuries. Of these 14,386 serious injuries, 2,692, or 18.71%, were impaired driving-related. The state experienced a decrease (23.93%) in 2020 in impaired-driving-related serious injuries (464), compared to the number of impaired-driving-related serious injuries in 2016 (610); the state also experienced a 16.70% decrease in 2020 compared to the average of the four-year period 2016-2019 (557 serious injuries).



Impaired-Driving Collisions

According to state data, over the five-year period 2016-2020, South Carolina experienced 28,796 impaired-driving collisions. There was a decrease (7.19%) in the number of impaired-driving collisions, from 6,151 in 2016 to 5,709 in 2020 (**Figure S-7**). The 2020 figure of 5,709 impaired-driving-related collisions was 1.09% lower than the average number of impaired-driving-related collisions for the years 2016-2019 (5,772).



Drivers Involved in Impaired-Driving-Related Collisions

Drivers in the 25-29 year old age group made up the largest age group among all drivers (28,861) that contributed to an impaired-driving collision from 2016-2020, totaling 4,690 drivers. Of the 4,690 drivers, 271, or 5.78%, were involved in a fatal impaired-driving collision. The second highest group of drivers that contributed to an impaired-driving collision was the 20-24 year old age group (4,381 drivers). Of the 4,381 drivers, 209, or 4.77%, were involved in a fatal impaired-driving-related collision. This age group was followed by drivers aged 30-34, totaling 3,979. Of those, 209, or 5.25%, were involved in a fatal impaired-driving-related collision (**Tables S-1** and **S-2**).

During the period 2016-2020, 79.67% of the drivers that contributed to an impaired-driving collision were male, 20.15% were female, and 0.19% were gender unknown (**Table S-3**). In regards to ethnicity, Caucasians were the leading group of drivers that contributed to an impaired-driving collision, constituting 59.89% of the total drivers (**Table S-4**). African Americans were the next highest group, with 35.15%, followed by Hispanic drivers, who accounted for 3.78% of the total drivers that contributed to an impaired-driving collision. The remaining 0.68%, 0.25%, 0.19%, and 0.06% were represented by Other, Alaskan Native/American Indian ethnicities, unknown, and Multi-Racial ethnicities, respectively.

Table S-1. Impaired Driving Crashes by 'Contributed To' Driver Age Group, State Data 2016-2020						
Age Group	**2016**	**2017**	**2018**	**2019**	**2020**	**Total**
Under 15	1	1	0	3	1	6
15-19	235	246	208	190	230	1,109
20-24	990	930	801	798	862	4,381
25-29	1,036	956	911	895	892	4,690
30-34	805	819	741	768	846	3,979
35-39	664	643	649	654	659	3,269
40-44	549	539	504	522	543	2,657
45-49	509	482	490	457	446	2,384
50-54	485	441	390	380	389	2,085
55-59	422	375	364	371	371	1,903
60-64	228	216	236	232	237	1,149
65-69	137	118	136	139	117	647
70+	77	81	83	93	100	434
Unknown	38	36	34	41	19	168
Total	**6,176**	**5,883**	**5,547**	**5,543**	**5,712**	**28,861**

Table S-2. Impaired Driving Fatal Crashes by 'Contributed To' Driver Age Group, State Data 2016-2020						
Age Group	**2016**	**2017**	**2018**	**2019**	**2020**	**Total**
Under 15	0	1	0	1	1	3
15-19	17	11	13	13	20	74
20-24	43	52	40	38	36	209
25-29	60	48	46	50	67	271
30-34	37	53	46	35	38	209
35-39	32	39	34	34	44	183
40-44	24	29	26	31	35	145
45-49	31	33	23	26	28	141
50-54	26	25	23	20	21	115
55-59	16	15	23	22	22	98
60-64	16	13	13	12	15	69
65-69	10	13	7	8	12	50
70+	5	9	8	10	11	43
Unknown	0	0	2	1	0	3
Total	**317**	**341**	**304**	**301**	**350**	**1,613**

Table S-3. Impaired Driving Fatal Crashes by 'Contributed To' Driver Gender, State Data 2016-2020						
Gender	**2016**	**2017**	**2018**	**2019**	**2020**	**Total**
Female	61	65	66	76	57	325
Male	256	276	236	224	293	1,285
Unknown	0	0	2	1	0	3
Total	**317**	**341**	**304**	**301**	**350**	**1,613**

Table S-4. Impaired Driving Fatal Crashes by 'Contributed To' Driver Ethnicity, State Data 2016-2020						
Ethnicity	**2016**	**2017**	**2018**	**2019**	**2020**	**Total**
Caucasian	198	217	167	173	211	966
African American	108	104	125	111	119	567
Hispanic	8	18	7	13	15	61
Other	3	2	0	3	3	11
Alaskan Native/American Indian	0	0	3	0	1	4
Unknown	0	0	2	1	0	3
Multi-Racial	0	0	0	0	1	1
Total	**317**	**341**	**304**	**301**	**350**	**1,613**

Alcohol-Impaired Driving Fatalities: BAC Percentages

As shown in **Table 18**, from 2016 through 2020, the percentage of fatalities in South Carolina in which the highest BAC in the crash was 0.08 or above was approximately 29.77%, and approximately only 5.36% of the known BAC test results were in the 0.01 to 0.07 range. Additional analysis shows about 20.77% of these fatal collisions involved a driver whose BAC was double that of the legal limit or greater at the time of the collision.

Table 18. Fatalities by Highest BAC in Crash	
Highest BAC	**Number of Fatal Collisions**
0.00	3,065
0.01-0.07	253
0.08-0.14	425
0.15-0.21	564
0.22-0.28	302
0.29-0.35	85
0.36+	30
Total**	**4,723**

NHTSA NCSA FARS: 2016-2019 Final File and 2020 Annual Report File (ARF)
**Pieces may not sum to total due to rounding from imputation method.

Alcohol-Impaired Driving Fatalities: Month, Day, and Time

As shown in **Table 19**, the three months with the greatest number of alcohol-impairment-related fatal crashes in South Carolina during the 2016-2020 period were May (135 crashes, 9.63% of the total), July (126 crashes, 8.96% of total), and October (126 crashes, 8.96% of total). Nationwide, the three months with the greatest percentage of such crashes were July (9.56 %), August (9.32%), and September (9.20%).

From 2016-2020, alcohol-impairment-related fatal crashes were more common on Fridays, Saturdays, and Sundays than on other days of the week for South Carolina and the US as a whole. In South Carolina, most alcohol-impairment-related fatal crashes occurred on Saturdays (345

crashes, 24.56% of total), followed by Sundays (291 crashes, 20.68%), and then Fridays (198 crashes, 14.09%). The same pattern was observed for the nation. Nationally, 22.13% of alcohol-impairment-related fatal crashes occurred on Saturdays, 20.74% on Sundays, and 15.07% on Fridays.

During the 2016-2020 period, alcohol-impairment-related fatal crashes were more common after 6 p.m. and before 3 a.m. for South Carolina and the US as a whole. In South Carolina, the most alcohol-impairment-related fatal crashes occurred between 9 p.m. to midnight (333 crashes, 23.67%), midnight and 3 a.m. (298 crashes, 21.18%), followed by 6 p.m. to 9 p.m. (277 crashes, 19.67%). Nationwide the pattern was similar; a total of 21.95% of alcohol-impairment-related fatal crashes occurred between 9 p.m. to midnight, 21.74% between midnight and 3 a.m., and 18.81% between 6 p.m. and 9 p.m. In South Carolina, 88.06% of alcohol-impairment-related fatal collisions occurred between the hours of 3 p.m. and 6 a.m.

Table 19. Alcohol-Impairment Related Fatal Crashes* by Month, Day of Week, and Time of Day: Totals 2016-2020

	South Carolina N= 1,406		U.S. N= 49,436	
	N	%	N	%
MONTH				
January	110	7.83%	3,422	6.92%
February	104	7.40%	3,295	6.67%
March	115	8.15%	3,708	7.50%
April	106	7.57%	3,765	7.62%
May	135	9.63%	4,306	8.71%
June	121	8.58%	4,521	9.15%
July	126	8.96%	4,726	9.56%
August	124	8.84%	4,609	9.32%
September	116	8.25%	4,550	9.20%
October	126	8.96%	4,429	8.96%
November	117	8.30%	4,088	8.27%
December	106	7.55%	4,016	8.12%
DAY OF WEEK				
Sunday	291	20.68%	10,252	20.74%
Monday	124	8.82%	5,339	10.80%
Tuesday	125	8.87%	4,854	9.82%
Wednesday	150	10.69%	5,112	10.34%
Thursday	173	12.29%	5,490	11.10%
Friday	198	14.09%	7,452	15.07%
Saturday	345	24.56%	10,938	22.13%
TIME OF DAY				
0:00am-2:59am	298	21.18%	10,750	21.74%
3:00am-5:59am	168	11.98%	5,665	11.46%
6:00am-8:59am	65	4.62%	2,286	4.62%
9:00am-11:59am	37	2.60%	1,577	3.19%
12:00pm-2:59pm	66	4.72%	2,832	5.73%
3:00pm-5:59pm	163	11.56%	5,631	11.39%
6:00pm-8:59pm	277	19.67%	9,300	18.81%
9:00pm-11:59pm	333	23.67%	10,849	21.95%
Unknown Hours			548	1.11%

NHTSA NCSA FARS: 2016-2019 Final File and 2020 Annual Report File (ARF)

*Based on fatal collisions in which any collision participant had a BAC of 0.08 or above. Total fatal collisions may differ slightly depending on grouping (month, day, time) due to imputation method.

Alcohol-Impaired Fatalities: Route Category

As shown in **Table 20**, during 2016-2020, over half (64.15 %) of the impaired driving-related fatalities in SC occurred on State Highways, followed by U.S. Highways (20.94%), Interstates (9.29%), and County Roads (5.55%). Other and Local Street-Township routes had the least number of impaired driving-related fatalities with 0.07%, and 0.00% of the total number of fatalities, respectively.

Table 20. Alcohol-Impaired Driving Fatalities by Route Category: Totals 2016-2020

Route Category	Number of Fatalities	Percentage of Total
Interstate	142	9.29%
U.S. Highway	320	20.94%
State Highway	981	64.15%
County Road	85	5.55%
Local Street - Township	0	0.00%
Other	1	0.07%
Total	**1,529**	**100.0%**

NHTSA NCSA FARS: 2016-2019 Final File and 2020 Annual Report File (ARF)

Alcohol-Impaired Fatal and Serious Injury Collisions

The Office of Highway Safety and Justice Programs' (OHSJP) Statistical Analysis and Research Section (SARS) also reviewed the counties with the highest reported frequencies of fatal and serious injury DUI-related collisions in South Carolina from 2016 to 2020. Combining DUI-related "fatal and serious injury" data is another way that the OHSJP analyzed the impaired-driving problem in the state. As shown in **Table S-5**, during the five-year period 2016-2020, the counties identified as experiencing the most DUI-related fatal and serious injury collisions were Greenville (330), Lexington (221), Horry (217), Spartanburg (215), Charleston (194), Richland (192), Anderson (186), York (160), Berkeley (126), Florence (103), Aiken (100), Orangeburg (97), Beaufort (90), Laurens (88), Dorchester (83), Oconee (77), Sumter (76), Lancaster (73), Colleton (72), and Pickens (72). These counties were identified during the FFY 2023 Problem Identification process as priority areas for Impaired Driving Countermeasures projects.

Table S-5. All Fatal and Serious Injury Alcohol and\or Drug Collisions, State Data 2016-2020							
County	2016	2017	2018	2019	2020	2016-2020	% DUI 2016-2020
Greenville	88	71	63	55	53	330	22.66%
Lexington	52	49	49	36	35	221	28.44%
Horry	40	52	31	53	41	217	17.56%
Spartanburg	50	28	41	47	49	215	21.18%
Charleston	31	46	38	45	34	194	13.63%
Richland	47	31	38	36	40	192	21.33%
Anderson	36	54	33	31	32	186	23.22%
York	29	26	31	40	34	160	23.05%
Berkeley	27	29	23	24	23	126	23.08%
Florence	19	20	22	25	17	103	21.02%
Aiken	27	20	23	17	13	100	23.09%
Orangeburg	18	15	17	21	26	97	19.21%
Beaufort	17	24	17	12	20	90	20.00%
Laurens	17	20	18	18	15	88	26.35%
Dorchester	16	19	8	19	21	83	23.65%
Oconee	8	17	12	20	20	77	26.10%
Sumter	16	13	10	16	21	76	22.22%
Lancaster	20	16	9	14	14	73	23.55%
Colleton	11	12	11	12	26	72	27.38%
Pickens	14	13	10	20	15	72	20.81%
Cherokee	15	16	8	12	15	66	25.88%
Kershaw	17	16	13	12	8	66	26.51%
Darlington	17	12	10	18	6	63	27.27%
Greenwood	9	11	11	12	11	54	23.38%
Chesterfield	12	10	8	11	9	50	26.60%
Jasper	12	5	6	15	7	45	19.74%
Clarendon	9	9	4	14	7	43	26.06%
Chester	10	10	10	5	5	40	21.62%
Abbeville	4	13	3	7	5	32	36.78%
Georgetown	5	10	8	5	4	32	12.50%
Lee	5	4	9	6	6	30	34.09%
Williamsburg	6	7	6	7	4	30	15.71%
Fairfield	7	5	6	5	6	29	20.71%
Newberry	10	4	4	0	9	27	18.88%
Union	6	4	8	4	5	27	23.68%
Edgefield	5	3	2	6	9	25	32.89%
Dillon	2	6	2	4	3	17	13.71%
Marion	2	4	2	6	3	17	15.32%
Saluda	5	4	1	4	2	16	27.12%
Barnwell	4	3	3	3	2	15	20.00%
Hampton	1	2	6	2	4	15	15.31%
Marlboro	2	0	2	5	5	14	13.33%
Calhoun	2	2	3	2	1	10	12.66%
Bamberg	3	1	3	1	1	9	14.06%
Allendale	1	2	1	2	2	8	17.02%
McCormick	2	1	0	3	2	8	25.00%
Total	**756**	**739**	**643**	**732**	**690**	**3,560**	**21.46%**

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2023	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	2023	Annual	305

Countermeasure Strategies in Program Area

Countermeasure Strategy	Description Located on Page No.
Highway Safety Office Program Management	77
Court Monitoring	152
High Visibility DUI Enforcement	153
Law Enforcement Training	158
Prosecution	162
Adjudication	165

Countermeasures Strategy: Court Monitoring

Program Area: Impaired Driving (Drug and Alcohol)

Project Safety Impacts

Court monitoring facilitates the identification of areas of improvement within the court system and laws as they pertain to the issue of DUI. Improving the judicial system as a result of the collection and analysis of data through court monitoring represents a significant positive traffic safety impact.

Linkage Between Program Area

Though South Carolina has experienced significant reductions in alcohol-impaired driving traffic fatalities in recent years, the most recent FARS data provided by the National Highway Traffic Safety Administration (NHTSA) indicates that 315 people died on South Carolina roadways in 2020 as a result of an alcohol-impaired driving collision. The state is also challenged with a DUI law in need of strengthening, as it currently does not function in the state at the deterrence level required to prevent impaired driving or reduce impaired driving recidivism. Additionally, law enforcement officers, who are not trained attorneys, are required to prosecute their own DUI cases. This practice removes law enforcement officers from the roadway responsibility of actively conducting traffic enforcement and has caused a number of DUI cases to be dismissed or pled to lesser charges. Court monitoring programs in priority counties for fatal and serious injury alcohol- and drug-related collisions will work to ensure accountability of the judicial process, and essentially increase the DUI conviction rate. A higher DUI conviction rate will serve as a deterrent to prevent impaired driving and reduce impaired driving recidivism.

Rationale

Court monitoring has been proven as an effective strategy for reducing recidivism and increasing conviction rates for alcohol- and drug-impaired driving cases as outlined in NHTSA's *Countermeasures that Work*, Tenth Edition, 2020, page 1-43.

Planned Activity in Countermeasure Strategy

Unique Identifier	Planned Activity Name	Description Located on Page No.
M5X	Court Monitoring	153

Planned Activity: Court Monitoring

Planned activity number: M5X

Primary Countermeasure Strategy ID: Court Monitoring

Planned Activity Description:

Mothers Against Drunk Driving (MADD) SC's Court Monitoring Program provides data on the number of cases dismissed or pled down to lesser offenses, the number that result in convictions, the sanctions imposed, and how these results compare among different judges and different courts. MADD SC will continue its court monitoring program to record data on DUI court cases to gather relevant statistics, so that areas of improvement within the court system and laws can be identified. During FFY 2023, the OHSJP will utilize grant funding for MADD SC's Court Monitoring program. This program serves the priority counties of Greenville, Lexington, Horry, Spartanburg, Charleston, Richland, and Berkeley.

Intended Subrecipient(s): Mothers Against Drunk Driving (MADD)

Funding Sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	BIL 405d ID Mid	Court Monitoring	$189,245	$47,311.25	$0

Countermeasures Strategy: High Visibility DUI Enforcement

Program Area: Impaired Driving (Drug and Alcohol)

Project Safety Impacts

The state will seek to reduce the impaired driving rate through a continued educational program alerting the state's citizens to the dangers of impaired driving, and these educational messages will be tied to aggressive impaired driving enforcement. Heightened public awareness and aggressive enforcement will serve as a deterrent to the behavior of impaired driving, and thus reduce the occurrence of this behavior. Given the high average impaired driving fatality rate in the state, efforts to reduce the occurrence of impaired driving in the state have the potential to produce a significant and positive impact.

Linkage Between Program Area

Based on the analysis of the problem identification data, South Carolina faces significant issues related to impaired driving. Allocating funds to high-visibility enforcement of the state's DUI laws will facilitate the state's achievement of the outlined Impaired Driving performance targets. Achievement of these performance targets will serve to reduce collisions, serious injuries, and fatalities in the state.

Rationale

High visibility enforcement has been cited as an effective countermeasure to curb alcohol-impaired driving as outlined in NHTSA's *Countermeasures that Work*, Tenth Edition, 2020, Section 2, Chapters 2.1 and 2.2., pp. 1-25 to 1-30.

Planned Activities in Countermeasure Strategy

Unique Identifier	Planned Activity Name	Description Located on Page No.
M5HVE	DUI Enforcement Teams	154

Planned Activity: DUI Enforcement Teams

Planned activity number: M5HVE

Primary Countermeasure Strategy ID: High Visibility DUI Enforcement

Planned Activity Description:

The OHSJP will conduct a high-visibility enforcement and education campaign in an effort to reduce DUI traffic collisions, injuries, and fatalities in FFY 2023. The DUI enforcement campaign will focus predominantly on the SC Highway Patrol (SCHP) for the enforcement component of the campaign, while still making every effort to recruit and partner with local law enforcement agencies statewide. The SCHP is the premier traffic enforcement agency in the state and covers the entire geographic and population areas of South Carolina. The SCHP, during FFY 2023, will conduct special DUI enforcement emphases once a month on weekends from December 2022 to September 2023. The enforcement efforts will be supported by monthly media components. The SCHP will recruit and utilize the assistance of local law enforcement agencies during the weekend and crackdown efforts.

Educational efforts will again utilize media (television, radio, and alternative advertising) to support campaign efforts. Educational efforts will focus on the twenty priority counties (Greenville, Lexington, Horry, Spartanburg, Charleston, Richland, Anderson, York, Berkeley, Florence, Aiken, Orangeburg, Beaufort, Laurens, Dorchester, Oconee, Sumter, Lancaster, Colleton, and Pickens), which represent 75.84% of the state’s impaired driving fatal and serious injury collisions (as seen in **Table S-5**) for the five-year period 2016 to 2020.

A high-visibility statewide enforcement and education campaign *Buckle up, SC. It's the law and it's enforced.,* is conducted each year around the Memorial Day holiday modeled after the national *Click it or Ticket* mobilization to emphasize the importance of and to increase the use of occupant restraints. The campaign includes paid and earned media, increased enforcement activity by state and local law enforcement agencies, and diversity outreach elements in order to increase safety belt and child restraint use among the state's minority populations. In FFY 2023, campaign efforts will continue to focus on nighttime safety belt enforcement in an attempt to reduce unrestrained traffic fatalities and injuries during nighttime hours. The emphasis upon nighttime safety belt enforcement has enhanced and will continue to enhance impaired driving enforcement as well, particularly as it relates to alcohol-impaired driving. Statistics have demonstrated in the state that safety belt usage rates go down after dark, and it is apparent that many high-risk drivers who do not use safety belts also drink and drive. Thus, this enforcement strategy should continue to pay dividends in the fight against DUI. The SCHP has committed to ongoing nighttime safety belt enforcement activities, beyond the occupant protection enforcement mobilization time frame. A variety of local law enforcement agencies are incorporating this strategy into ongoing enforcement efforts.

A total of eleven (11) DUI enforcement units will be developed and implemented in those areas identified during the Problem Identification process as areas in which the analysis of traffic collision and citation data indicate a major impaired driving problem. The projects selected for funding are located in counties identified as having a significant problem with Alcohol and/or Drug-related traffic collisions, serious injuries, and fatalities (see **Table S-5**. Priority counties are highlighted in red).

Table S-5. All Fatal and Serious Injury Alcohol and\or Drug Collisions, State Data 2016-2020

County	2016	2017	2018	2019	2020	2016-2020	% DUI 2016-2020
Greenville	88	71	63	55	53	330	22.66%
Lexington	52	49	49	36	35	221	28.44%
Horry	40	52	31	53	41	217	17.56%
Spartanburg	50	28	41	47	49	215	21.18%
Charleston	31	46	38	45	34	194	13.63%
Richland	47	31	38	36	40	192	21.33%
Anderson	36	54	33	31	32	186	23.22%
York	29	26	31	40	34	160	23.05%
Berkeley	27	29	23	24	23	126	23.08%
Florence	19	20	22	25	17	103	21.02%
Aiken	27	20	23	17	13	100	23.09%
Orangeburg	18	15	17	21	26	97	19.21%
Beaufort	17	24	17	12	20	90	20.00%
Laurens	17	20	18	18	15	88	26.35%
Dorchester	16	19	8	19	21	83	23.65%
Oconee	8	17	12	20	20	77	26.10%
Sumter	16	13	10	16	21	76	22.22%
Lancaster	20	16	9	14	14	73	23.55%
Colleton	11	12	11	12	26	72	27.38%

Table S-5. All Fatal and Serious Injury Alcohol and\or Drug Collisions, State Data 2016-2020							
County	**2016**	**2017**	**2018**	**2019**	**2020**	**2016-2020**	**% DUI 2016-2020**
Pickens	14	13	10	20	15	72	20.81%
Cherokee	15	16	8	12	15	66	25.88%
Kershaw	17	16	13	12	8	66	26.51%
Darlington	17	12	10	18	6	63	27.27%
Greenwood	9	11	11	12	11	54	23.38%
Chesterfield	12	10	8	11	9	50	26.60%
Jasper	12	5	6	15	7	45	19.74%
Clarendon	9	9	4	14	7	43	26.06%
Chester	10	10	10	5	5	40	21.62%
Abbeville	4	13	3	7	5	32	36.78%
Georgetown	5	10	8	5	4	32	12.50%
Lee	5	4	9	6	6	30	34.09%
Williamsburg	6	7	6	7	4	30	15.71%
Fairfield	7	5	6	5	6	29	20.71%
Newberry	10	4	4	0	9	27	18.88%
Union	6	4	8	4	5	27	23.68%
Edgefield	5	3	2	6	9	25	32.89%
Dillon	2	6	2	4	3	17	13.71%
Marion	2	4	2	6	3	17	15.32%
Saluda	5	4	1	4	2	16	27.12%
Barnwell	4	3	3	3	2	15	20.00%
Hampton	1	2	6	2	4	15	15.31%
Marlboro	2	0	2	5	5	14	13.33%
Calhoun	2	2	3	2	1	10	12.66%
Bamberg	3	1	3	1	1	9	14.06%
Allendale	1	2	1	2	2	8	17.02%
McCormick	2	1	0	3	2	8	25.00%
Total	**756**	**739**	**643**	**732**	**690**	**3,560**	**21.46%**

The state will contract with nine (9) host agencies to provide a minimum of 12,480 – 19,968 straight-time and overtime activity hours of impaired driving countermeasures activity during FFY 2023 in the counties of Berkeley (2 projects), Lancaster (2 projects), Dorchester (1 project), Lexington (1 project), Pickens (2 projects), Aiken (1 project), and York (2 projects). Six of these 11 projects will be implemented in county sheriffs' offices. The projects will focus on impaired driving enforcement and the enforcement of traffic behaviors that are associated with DUI violators. Activities will include educating the public about the dangers of drinking and driving; media contacts regarding enforcement activity and results; and meeting with local judges to provide information about the projects. The straight-time and overtime hours of DUI enforcement activity will occur during the hours of 3 PM and 6 AM, which NHTSA's FARS data demonstrates to be those during which the most DUI-related fatal collisions occur in the state (approximately 1,239 or 88.06% of the 1,407 alcohol-impaired-driving-related fatal collisions during the years of 2016-2020). All projects will focus their activity and enforcement efforts on the roadways that have the highest number of DUI-related collisions within their respective jurisdictions.

During the FFY 2023 grant cycle, DUI enforcement project activity will include the following for straight-time hourly-based projects: participation in at least four (4) public safety checkpoints; participation in a minimum of 12 saturation patrols; and issuing at least 12 press releases to the local media or social media posts detailing the activities of the grant projects. DUI enforcement project activity for overtime hourly-based projects will include monthly impaired driving high visibility enforcement operations (saturation patrols and checkpoints). Both types of projects are required to participate in all aspects of the *Sober or Slammer!* sustained DUI enforcement campaign during the Christmas/New Year's and Labor Day enforcement crackdowns. Additionally, both straight-time and overtime hourly-based DUI enforcement projects are expected to achieve an appropriate, corresponding increase in the number of DUI arrests as a result of the enhanced DUI enforcement activity during the course of the grant year. All grant-funded DUI enforcement activity must be conducted by officers who are certified in Standardized Field Sobriety Testing (SFST).

Additionally, of the 33 approved enforcement projects, twenty-two (22) are Police Traffic Services (PTS) projects, which will fund a minimum of 23,400 – 35,360 straight-time and overtime activity hours of general traffic and speed enforcement activity in counties and municipalities located in priority counties. These projects will also encompass DUI enforcement efforts as each project requires the grant activity hour-performing officers (Section 402-funded) to engage in aggressive DUI enforcement activity. See pages 117-118 for the list of intended subrecipients for PTS enforcement projects.

Intended Subrecipients

Agency	County	Project Title
Berkeley County	Berkeley	2023 Building DUI Capacity
City of Clemson Police	Pickens	City of Clemson Enhanced DUI Enforcement (Overtime)
City of Easley Police Department	Pickens	Impaired Driving Countermeasures
City of Goose Creek Police Department	Berkeley	Impaired Driving Countermeasures Officers
Lancaster County Sheriff's Office	Lancaster	Impaired Driving Enforcement – Straight Time
Lancaster County Sheriff's Office	Lancaster	Alcohol Impaired Enforcement – Overtime Based
Lexington County Sheriff's Department	Lexington	Impaired Driving Countermeasures Project
North Augusta Department of Public Safety	Aiken	DUI Enforcement Officer
Town of Summerville Police Department	Dorchester	Summerville Specialized DUI Enforcement
York County Sheriff's Office	York	Alcohol-Impaired Driving Enforcement Program
York County Sheriff's Office	York	Alcohol-Impaired Driving Enforcement Program - Overtime

Funding Sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	BIL 405d ID Mid	Impaired Driving HVE	$961,877	$240,469.25	$0

Countermeasures Strategy: Law Enforcement Training

Program Area: Impaired Driving (Drug and Alcohol)

Project Safety Impacts

Impaired driving is a substantial problem in the state of South Carolina, and in order to protect other roadway users, it is important to remove those who choose to drive while impaired from the roadways. Law enforcement training, intended to help officers better identify impaired drivers, is a vital component of reducing impaired driving-related collisions, serious injuries, and fatalities in the state. As such, law enforcement training for the detection of impaired drivers would have a significant and positive traffic safety impact in South Carolina.

Linkage Between Program Area

Law enforcement training for the detection of impaired drivers would enhance law enforcement officers' ability to quickly and accurately identify impaired drivers. If these highly trained officers conduct high visibility enforcement, it would serve as a high-level deterrent to the behavior of impaired driving in the state, and it would also more efficiently remove those individuals who choose to drive while impaired from the roadways before they have an opportunity to harm themselves and/or others. As such, allocating funds for the countermeasure strategy of law enforcement training will facilitate the state's achievement of the outlined Impaired Driving Countermeasures performance targets, which will ultimately serve to reduce collisions, serious injuries, and fatalities in the state.

Rationale

High-visibility enforcement mobilizations, public safety checkpoints, and using law enforcement officers who are highly trained in the detection of impaired driving, have been cited as being effective in reducing alcohol-related fatal collisions when accompanied by public information campaigns and publicity of such events.

Planned Activity in Countermeasure Strategy

Unique Identifier	Planned Activity Name	Description Located on Page No.
M5TR	Impaired Driving Countermeasures Training for Law Enforcement	160

Planned Activity: Impaired Driving Countermeasures Training for Law Enforcement

Planned activity number: M5TR

Primary Countermeasure Strategy ID: Law Enforcement Training

Planned Activity Description:

In the state of South Carolina, the SC Criminal Justice Academy (SCCJA) is the only authorized law enforcement training facility. The SCCJA provides basic training for all law enforcement, detention, and telecommunications officers. The SCCJA will continue the Impaired Driving Countermeasures Training for Law Enforcement project. Since 2010, the SCCJA has provided at least 32 hours of impaired driving and breath testing-related training to thousands of Basic Law Enforcement Academy students. This training includes the 24-hour NHTSA/IACP DUI Detection and Standardized Field Sobriety Testing (SFST) Practitioner Course and the 8-hour DataMaster DMT Operator Course. Basic Law Enforcement students are required to certify in both of these disciplines in order to continue on in training and ultimately graduate from the Academy as a Class 1 Officer. The NHTSA/IACP DUI Detection and SFST Instructor Development Course are also taught solely at the SCCJA. The core course is intended to span 32 hours; however, the SCCJA has added vital training elements to provide a 39-hour course. This course has helped create over 579 currently active adjunct DUI Detection/SFST Instructors throughout the state. The DUI Detection/SFST Practitioner Course is also offered in the field as a stand-alone course, and while the adjunct instructors are certified to instruct the course, the Impaired Driving Countermeasures Training Coordinator (IDCTC) and other SCCJA instructors are often asked to provide instruction and oversight.

Officers who are certified as DUI Detection/SFST Practitioners are required to renew their certification every two years. This is done via an online recertification course as well as an SFST Proficiency conducted in front of a DUI Detection/SFST Instructor. Failure to complete the recertification course within the allotted time or with the required grade results in decertification and requires that the officer attend the full DUI Detection/SFST Practitioner Course. DUI Detection/SFST Instructors are also required to recertify through course instruction and/or the proctoring of multiple SFST Proficiencies.

The South Carolina Drug Evaluation and Classification Program (DECP) has grown significantly since the SCCJA began coordination of the program in 2009. Up to that point, South Carolina had 50 Drug Recognition Experts (DREs). As of September 30, 2021, the SC DECP under the SCCJA has trained and certified approximately 300 DREs since the inception of the program. Currently, there are 112 active DREs. While new DREs are added to the roster each year, the active DRE number changes due to DREs retiring, moving out of law enforcement or out of state, and not recertifying.

Two DRE Schools and Two DRE Instructor schools are held each year. South Carolina currently has 26 DRE Instructors who are integral to properly teaching the DRE Schools and successfully conducting the Field Certification and Final Knowledge Examination phases. Since the first SCCJA-led DRE school graduated, South Carolina DREs have conducted 8,286 evaluations, of which 4,193 are enforcement-related. The IDCTC works continuously to promote the use of DREs throughout the state and is making efforts to enhance training opportunities for the DREs. The IDCTC also provides a multitude of Advanced Roadside Impaired Driving Enforcement (ARIDE) course training opportunities to those trained in and experienced with impaired driving enforcement and investigations. A major goal of the IDCTC is to have all South Carolina Highway Patrol troopers (ranked Corporal and below) trained in ARIDE. The increase in ARIDE training should increase the utilization of the state's DREs in the field.

The purpose of Law Enforcement Training Projects for Impaired Driving is to provide the necessary tools for the detection, apprehension, and successful prosecution of impaired drivers. With South Carolina's status as one of the top states in the nation for the number of impaired-driving-related fatalities, such training is critical if the numbers of impaired-driving-related collisions, serious injuries, and fatalities are to be reduced.

Intended subrecipient(s): South Carolina Criminal Justice Academy

Funding Sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	BIL 405d ID Mid	Impaired Driving Training	$57,289.81	$14,322.45	$0
2022	SUPPLEMENTAL BIL 405d ID Mid	Impaired Driving Training	$158,867.19	$39,716.80	$0

Countermeasures Strategy: Prosecution

Program Area: Impaired Driving (Drug and Alcohol)

Project Safety Impacts

The state of South Carolina is challenged by the fact that most prosecutions at the first-offense level are done by the arresting law enforcement officer. While some of these officers reportedly are effective advocates, they often face skilled defense attorneys and are faced with legal arguments that they are unprepared to answer. DUI litigation can also be complex, resulting in dismissals and "not guilty" findings in cases in which skilled prosecutors are unavailable. Some members of law enforcement are also uncomfortable prosecuting cases. This practice could result in a hesitancy to make arrests on the part of law enforcement, and it is a challenging problem which is likely a hindrance to reducing impaired driving. As such, implementing a prosecution countermeasure strategy that staffs courts with licensed and trained attorneys to prosecute DUI cases will have a positive traffic safety impact for two reasons: it will increase conviction rates and allow officers to remain on the roadways conducting enforcement, rather than in the courtroom trying cases. This strategy would increase the state's Criminal Justice system to function at the level of deterrence outlined in the Countermeasures that Work document.

Linkage Between Program Area

The state of South Carolina has historically ranked as one of the top states in the nation for the number of impaired-driving-related fatalities, and the most recent FARS data provided by the National Highway Traffic Safety Administration (NHTSA) indicates that 315 people died on South Carolina roadways in 2020 as a result of an alcohol-impaired driving collision. Given the high alcohol-impaired driving fatality rate, it is clear that efforts to reduce the behavior of impaired driving are needed. Stronger DUI laws and greater conviction rates can serve as a deterrent to the behavior, and greater conviction rates can be achieved by placing special DUI prosecutors in each of the state's judicial circuits through the funding of prosecutorial projects. These projects will decrease the amount of time a law enforcement officer will spend off of the road preparing DUI cases for court and will hopefully assist in reversing a current trend of DUI case dismissals. Allocating funds to prosecutorial projects will facilitate the state's achievement of the outlined Impaired Driving Countermeasures performance targets, which will serve to reduce collisions, serious injuries, and fatalities in the state.

Rationale for Selection

DUI cases can be complex and difficult to prosecute, yet they are often assigned to the least experienced prosecutors or, as is the case in the state of South Carolina, to the arresting officer. Given the results of MADD SC's 2019 Law Enforcement Survey Report, which indicated that nearly 98% of the officers surveyed believed that there are "too many loopholes working in favor

of the defense," and over 80% of the officers surveyed believed that DUI cases are "too complex and time consuming" (MADD South Carolina 2019 Law Enforcement Survey Report), it is clear that prosecutors experienced in prosecuting DUI cases are needed. Prosecutorial projects such as those posed under this countermeasure strategy will place experienced DUI prosecutors in the judicial circuits and municipalities in which they are needed most, and it will also allow for continued funding for a Traffic Safety Resource Prosecutor for the state.

Planned Activity in Countermeasure Strategy

Unique Identifier	Planned Activity Name	Description Located on Page No.
M5CS	Prosecution	162

Planned Activity: Prosecution

Planned activity number: M5CS

Primary Countermeasure Strategy ID: Prosecution

Planned Activity Description:

In South Carolina, for the majority of the DUI cases, the arresting officer is responsible for the prosecution of his/her own DUI case(s). While some of these officers reportedly are effective advocates, they often face skilled defense attorneys and are faced with legal arguments that they are unprepared to answer. DUI litigation can also be complex, resulting in dismissals and "not guilty" findings in cases in which skilled prosecutors are unavailable. This practice of law enforcement serving as the prosecution in DUI cases is a challenging problem which is likely a hindrance to reducing impaired driving. To help alleviate some of these issues, efforts are being made by the South Carolina Commission on Prosecution Coordination (SCCPC) to assist prosecutors, with less experience, and arresting officers through the use of the Traffic Safety Resource Prosecutor.

Funding has been and will continue to be made available for a Traffic Safety Resource Prosecutor (TSRP) who operates through the South Carolina Commission on Prosecution Coordination (SCCPC). The TSRP is a vital resource for DUI prosecution and education. The TSRP provides seminars, trainings, newsletters, and technical assistance to solicitors, law enforcement, and the judiciary, as well as local prosecutors. The TSRP is a strong link in the effort to prosecute impaired drivers at all levels. The TSRP program in the state reduces the use of diversion programs through its educational efforts.

In FFY 2023, the OHSJP will fund activity hours for a DUI Prosecutor in the Sixth Circuit Solicitor's Office, which serves Chester, Fairfield, and Lancaster counties; a DUI Prosecutor in the Fifth Circuit Solicitor's Office, which serves Richland and Kershaw counties; a DUI Prosecutor in the Eleventh Circuit Solicitor's Office, which serves Lexington, Edgefield, McCormick, and Saluda counties; and a DUI Prosecutor in the Fifteenth Circuit Solicitor's Office, which serves Georgetown and Horry Counties. The DUI Prosecutors will perform activity hours focused on the prosecution of DUI cases. Special DUI Prosecutors will also be funded in the Berkeley County Sheriff's Office and the City of Goose Creek Police Department. These prosecutorial projects will decrease the amount of time law enforcement officers spend off of the road preparing DUI cases for court and will hopefully assist in reversing a current trend of DUI case dismissals.

One of the recommendations from the 2019 Impaired Driving Assessment was for South Carolina to pilot a program to provide paralegal assistants to law enforcement who prosecute cases without assistance in summary courts. Thus, in FFY 2023, the OHSJP will fund activity hours for a project with the South Carolina Highway Patrol Troop 6; Troop 6 serves Beaufort, Berkeley, Charleston, Colleton, Dorchester, and Jasper counties. These activity hours will be used for a paralegal to track and process the Rule5/Brady requests from defense attorneys, as well as to maintain a schedule of when Office of Motor Vehicle Hearings appearances are required for SCHP officers. The goals of this project are to reduce the amount of administrative-related dismissals of DUI-related cases originating from Highway Patrol Troop 6 DUI-related arrests and to allow for officers and supervisory Highway Patrol personnel to spend more time on enforcement efforts as opposed to preparing for or being in court.

The planned prosecution activities for FFY 2023 will provide assistance to a variety of professionals from law enforcement to the judiciary. These projects will provide the necessary tools for the detection, apprehension, and successful prosecution of impaired drivers. The training programs will provide knowledge and training on the DUI law and proper roadside procedures for prosecutors, judges, and law enforcement officers that will assist in making quality DUI cases that will result in an increased number of DUI convictions statewide. The increased number of stakeholders educated in appropriate impaired driving countermeasures can result in a larger number of impaired drivers taken off the roadways, higher conviction rates for impaired drivers, and a decrease in the number of impaired driving collisions, injuries, and fatalities.

The intended subrecipients for Planned Activity Number M5CS represent but one part of the foundation on which the state has built a response to the impaired driving problem for the FFY 2023 Highway Safety Plan.

Intended Subrecipients

Agency	County	Project Title
South Carolina Commission on Prosecution Coordination	Statewide	Traffic Safety Resource Prosecutor
SCDPS - South Carolina Highway Patrol	Beaufort, Berkeley, Charleston, Colleton, Dorchester, Jasper	SCDPS Paralegal Project
Berkeley County	Berkeley	2023 Special DUI Prosecutor
City of Goose Creek Police Department	Berkeley	Special DUI Prosecutor
Sixth Circuit Solicitor's Office	Lancaster, Chester, Fairfield	DUI Prosecutor
Fifth Circuit Solicitor's Office	Richland, Kershaw	5th Judicial Circuit DUI Prosecutor
Fifteenth Circuit Solicitor's Office	Georgetown, Horry	15th Judicial Circuit – DUI Prosecutor
Eleventh Circuit Solicitor's Office	Lexington, Edgefield, Saluda, McCormick	11th Circuit Solicitor's Office-DUI Prosecution

Funding Sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	BIL 405d ID Mid	Court Support	$859,127	$214,781.75	$0

Countermeasures Strategy: Adjudication

Program Area: Impaired Driving (Drug and Alcohol)

Project Safety Impacts

Arrests made for traffic-related offenses and specifically impaired-driving related offenses inevitably come before a judge in South Carolina's criminal judicial system. Judges are able to

impact offenders as part of their decisions at bond hearings, trials, and sentencing; however, these judges are only able to make appropriate decisions in these areas if they are fully informed of the laws and options available. A decision by a trial judge has a direct impact on an arrestee and could lead to a reduction in recidivism by possible repeat offenders.

South Carolina's impaired driving laws are complex and an arrest for driving under the influence is simply the beginning of the legal process; statutory requirements and notices must be met for a DUI case to simply see a courtroom. A normal DUI case may result in a multi-day trial, most often in front of a magistrate or municipal court judge. Although judges do receive some training specifically for these offenses, the complexity of South Carolina's statutory language and any appellate decisions affecting these laws create a need for continuous and direct training on these topics if judges are to make appropriate legal decisions and efficiently move cases on their dockets. As such, implementing an adjudication countermeasure strategy that provides judicial education will have a positive traffic safety impact in that it will allow for a statewide resource for the judiciary on legal and evidentiary issues present in adjudicating impaired driving and other motor vehicle-related cases. This strategy would increase the state's Criminal Justice system to function at the level of deterrence outlined in the *Countermeasures that Work* document (Section 1, Chapter 3.1, pp. 1-37 to 1-40).

Linkage Between Program Area

The state of South Carolina has historically ranked as one of the top states in the nation for the number of impaired-driving-related fatalities, and the most recent FARS data provided by the National Highway Traffic Safety Administration (NHTSA) indicates that 315 people died on South Carolina roadways in 2020 as a result of an alcohol-impaired driving collision. Given the high alcohol-impaired driving fatality rate, it is clear that efforts to reduce the behavior of impaired driving are needed. Arrests made for traffic-related offenses and specifically impaired-driving related offenses inevitably come before a judge in South Carolina's criminal judicial system. Judges who are properly trained on the myriad of issues in impaired driving cases are more likely to make appropriate legal decisions and confidently place these cases before the court in a timely manner. They are also less likely to grant unnecessary continuances or other delays, simply to avoid the complexity of such a trial. Improved disposition times of these and all other traffic cases leads to a more efficient criminal justice system in South Carolina. Allocating funds to judicial education will facilitate the state's achievement of the outlined Impaired Driving Countermeasures performance targets, which will serve to reduce collisions, serious injuries, and fatalities in the state.

Rationale

DUI cases can be highly complex and difficult to prosecute and adjudicate. Given South Carolina's complicated impaired driving laws, it is clear that judicial training and education for DUI cases

are needed. Adjudication projects such as the judicial education project posed under this countermeasure strategy will allow for continued funding for a State Judicial Outreach Liaison.

Planned Activity in Countermeasure Strategy

Unique Identifier	Planned Activity Name	Description Located on Page No.
SJOL	State Judicial Outreach Liaison	167

Planned Activity: State Judicial Outreach Liaison

Planned activity number: SJOL

Primary Countermeasure Strategy ID: Adjudication

Planned Activity Description:

Arrests made for traffic-related offenses and specifically impaired-driving related offenses inevitably come before a judge in South Carolina's criminal judicial system. Judges are able to impact offenders as part of their decisions at bond hearings, trials, and sentencing; however, these judges are only able to make appropriate decisions in these areas if they are fully informed of the laws and options available. A decision by a trial judge has a direct impact on an arrestee and could lead to a reduction in recidivism by possible repeat offenders.

South Carolina's impaired driving laws are complex and an arrest for driving under the influence is simply the beginning of the legal process; statutory requirements and notices must be met for a DUI case to simply see a courtroom. A normal DUI case may result in a multi-day trial, most often in front of a magistrate or municipal court judge. Although judges do receive some training specifically for these offenses, the complexity of South Carolina's statutory language and any appellate decisions affecting these laws create a need for continuous and direct training on these topics if judges are to make appropriate legal decisions and efficiently move cases on their dockets.

In FFY 2023, the OHSJP will fund activity hours for a State Judicial Outreach Liaison (SJOL). The state first began the SJOL program in July 2020, though at the time, this project was funded through a partnership with the American Bar Association and NHTSA. South Carolina's SJOL is a current judge who is experienced in handling and prosecuting DUI cases. While remaining independent and impartial, the SJOL serves as a statewide resource for the judiciary and other members of the highway safety community dealing with court cases involving impaired driving by sharing information and providing education to judges and other court personnel. During the ABA/NHTSA program, the SJOL worked closely with the state's Traffic Safety Resource Prosecutor (TSRP), provided support to state-level and summary court-level judges and

stakeholders involved in impaired driving cases; served as a liaison between the SHSO and state judiciary; and researched, prepared, and presented topics involving impaired-driving traffic safety at state judicial education conferences and similar traffic safety seminars.

The planned adjudication activity for FFY 2023 will provide assistance to a variety of professionals from law enforcement to the judiciary. This project will provide the necessary tools for the successful adjudication of impaired drivers. The SJOL will: provide training and education to judges and other court officials regarding impaired driving; contact and establish a working relationship with judges and judicial educators to promote judicial education related to the sentencing and supervision of DWI offenders, evidentiary issues, legal updates, alcohol/drug testing, and monitoring technology; identify barriers that hamper effective training, education or outreach to the courts and recommend alternative means to address these issues and concerns; share information, as appropriate with Law Enforcement Liaisons (LELs), the OHSJP, NHTSA Regional Offices, the state's TSRP, and other stakeholders about opportunities to improve the criminal justice system; etc. The increased number of the judiciary, as well as other traffic safety stakeholders, educated in appropriate impaired driving countermeasures can result in a larger number of impaired drivers taken off the roadways and a decrease in the number of impaired driving collisions, injuries, and fatalities.

The intended subrecipient for Planned Activity Number SJOL represents but one part of the foundation on which the state has built a response to the impaired driving problem for the FFY 2023 Highway Safety Plan.

Intended Subrecipients: South Carolina Judicial Branch Court Administration

Funding Sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	BIL 405d ID Mid	Court Support	$29,600	$7,400	$0

PROGRAM AREA: COMMUNITY TRAFFIC SAFETY

DESCRIPTION OF HIGHWAY SAFETY PROBLEMS

Statistics for South Carolina indicate that during 2020, 121,235 traffic collisions were reported; this is a 14.08% decrease from 2019, when 141,096 collisions were reported. Collisions in CY 2020 resulted in 1,064 fatalities and 47,985 injuries. Compared to 2019, the number of injuries declined by 17.85%; however, the number of traffic fatalities in CY 2020 (1,064) was 5.77% higher than in 2019, when 1,006 persons were fatally injured.

Mileage Death Rate:

The state's mileage death rate (MDR), or traffic fatalities per 100 million miles of travel, in 2020 was 1.98, an increase from the 2019 MDR of 1.74. According to the most recent data available, the national mileage death rate in 2020 was 1.34. Based on 2020 figures, South Carolina's MDR of 1.98 was approximately 48% higher than the national mileage death rate of 1.34.

2020 Collision Statistics: Breaking collision statistics down by time in CY 2020 indicated the following:

- 1 Traffic Collision was reported every 4.3 minutes.
- 1 Traffic Death was reported every 8.3 hours.
- 1 Non-fatal Traffic Injury was reported every 11 minutes.
- 1 Property-Damage-Only Collision was reported every 6 minutes.

In 2020, South Carolina had 3,946,831 licensed drivers who operated 4,777,157 registered motor vehicles on a roadway system of over 79,190 miles of streets and highways.

DUI Involvement in Collisions:

According to NHTSA's Fatality Analysis Reporting System (FARS) data, alcohol-impaired fatalities for 2020 totaled 315. The number of alcohol-impaired fatalities was up from 2019, when the total number was 276. State data for 2020 indicate 5,709 collisions and 350 fatal collisions involving a driver under the influence of alcohol and/or drugs. NHTSA's FARS data also stated that there were a total of 1,430 drivers involved in fatal collisions in South Carolina during 2020. Of the 1,430 drivers, 577 (or 40.35%) had a known blood alcohol concentration (BAC) reported to NHTSA. The 315 alcohol-impaired driving fatalities accounted for 29.61% of the total fatalities in 2020.

Speed Involvement in Collisions:

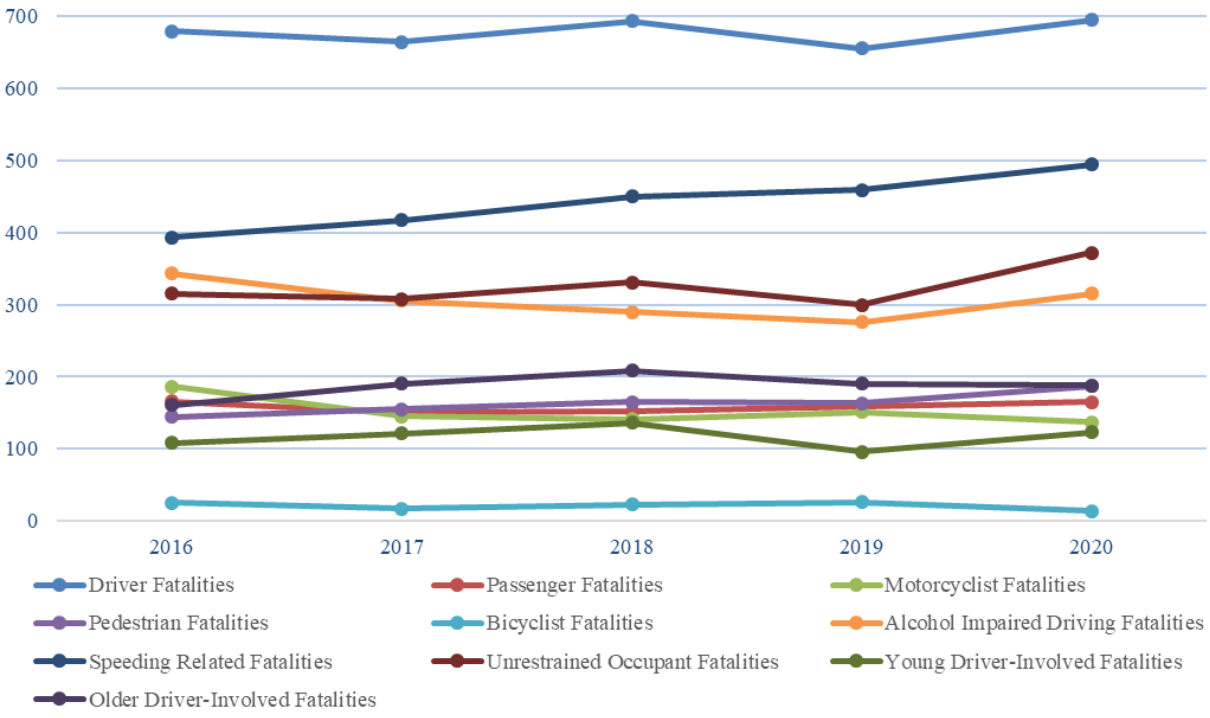
According to state data for 2020, of the 47,985 total traffic-related injuries reported in 2020, 15,190 or 31.66%, occurred in speeding-related collisions. Injuries in speeding-related traffic collisions decreased from 18,319 in 2019 to 15,190 in 2020, a decrease of 17.08%. Although total injuries

declined from 2019 to 2020, the percentage of traffic-related injuries that involved speeding increased slightly from 31.36% in 2019 to 31.66% in 2020.

Serious injuries in speeding-related traffic collisions decreased by 14.70% from 2019 (1,095) to 2020 (934), while speeding-related fatalities increased by 7.63%, from 459 fatalities in 2019 to 494 fatalities in 2020.

In order to examine traffic collision trends over time, the Office of Highway Safety and Justice Programs' staff reviewed collision data for the period 2016-2020. Collision statistics for the period are presented in Figure 1.

Figure 1. Traffic Fatality Trends in South Carolina: 2016 to 2020



During the five-year period 2016-2020, the locations of the largest numbers of injury collisions and fatal collisions were Greenville, Charleston, Horry, Spartanburg, and Richland Counties. Also during the same time period, the age groups with the highest number of drivers involved in collisions (presented in order) included drivers ages 25-29, 20-24, and 30-34. Males continued to be involved in a higher percentage and number of collisions than female drivers. Based on traffic data over the 2016-2020 period, **Figure S-4**, **Table S-5**, and **Table S-19** show counties in the state of South Carolina which lead the state in statistical categories regarding fatal and serious injury collisions (number of fatal and serious injury, number DUI-related, and percentage DUI-related, number speed-related, and percentage speed-related).

Figure S-4. All SC Fatal and Serious Injury Collisions by County, State Data 2016-2020

County	2016	2017	2018	2019	2020	Total
Greenville	300	292	272	335	257	**1,456**
Charleston	272	280	263	306	302	**1,423**
Horry	269	278	241	242	206	**1,236**
Spartanburg	201	175	220	213	206	**1,015**
Richland	214	168	143	201	174	**900**
Anderson	192	174	148	152	135	**801**
Lexington	142	165	176	171	123	**777**
York	143	128	125	157	141	**694**
Berkeley	102	109	102	124	109	**546**
Orangeburg	96	76	103	112	118	**505**
Florence	91	79	97	132	91	**490**
Beaufort	102	105	78	82	83	**450**
Aiken	88	108	86	74	77	**433**
Dorchester	75	68	65	71	72	**351**
Pickens	61	69	78	81	57	**346**
Sumter	68	59	50	85	80	**342**
Laurens	66	65	70	69	64	**334**
Lancaster	85	65	43	58	59	**310**
Oconee	51	55	58	70	61	**295**
Colleton	66	50	47	45	55	**263**
Georgetown	43	67	61	44	41	256
Cherokee	48	59	47	53	48	255
Kershaw	56	49	48	47	49	249
Darlington	64	38	38	56	35	231
Greenwood	47	46	43	49	46	231
Jasper	60	31	36	55	46	228
Williamsburg	38	41	33	43	36	191
Chesterfield	38	44	28	44	34	188
Chester	39	40	42	37	27	185
Clarendon	33	36	22	46	28	165
Newberry	35	32	26	28	22	143
Fairfield	29	28	32	20	31	140
Dillon	21	27	24	28	24	124
Union	21	16	21	26	30	114
Marion	13	20	19	35	24	111
Marlboro	21	15	13	29	27	105
Hampton	17	16	12	23	30	98
Lee	13	13	25	18	19	88
Abbeville	17	24	14	19	13	87
Calhoun	13	17	15	14	20	79
Edgefield	20	14	13	14	15	76
Barnwell	15	16	19	13	12	75
Bamberg	16	11	18	9	10	64
Saluda	13	18	9	11	8	59
Allendale	9	7	12	9	10	47
McCormick	8	5	8	6	5	32
Total	**3,431**	**3,298**	**3,143**	**3,556**	**3,160**	**16,588**

Table S-5. All Fatal and Serious Injury Alcohol and\or Drug Collisions, State Data 2016-2020							
County	**2016**	**2017**	**2018**	**2019**	**2020**	**2016-2020**	**% DUI 2016-2020**
Greenville	88	71	63	55	53	330	22.66%
Lexington	52	49	49	36	35	221	28.44%
Horry	40	52	31	53	41	217	17.56%
Spartanburg	50	28	41	47	49	215	21.18%
Charleston	31	46	38	45	34	194	13.63%
Richland	47	31	38	36	40	192	21.33%
Anderson	36	54	33	31	32	186	23.22%
York	29	26	31	40	34	160	23.05%
Berkeley	27	29	23	24	23	126	23.08%
Florence	19	20	22	25	17	103	21.02%
Aiken	27	20	23	17	13	100	23.09%
Orangeburg	18	15	17	21	26	97	19.21%
Beaufort	17	24	17	12	20	90	20.00%
Laurens	17	20	18	18	15	88	26.35%
Dorchester	16	19	8	19	21	83	23.65%
Oconee	8	17	12	20	20	77	26.10%
Sumter	16	13	10	16	21	76	22.22%
Lancaster	20	16	9	14	14	73	23.55%
Colleton	11	12	11	12	26	72	27.38%
Pickens	14	13	10	20	15	72	20.81%
Cherokee	15	16	8	12	15	66	25.88%
Kershaw	17	16	13	12	8	66	26.51%
Darlington	17	12	10	18	6	63	27.27%
Greenwood	9	11	11	12	11	54	23.38%
Chesterfield	12	10	8	11	9	50	26.60%
Jasper	12	5	6	15	7	45	19.74%
Clarendon	9	9	4	14	7	43	26.06%
Chester	10	10	10	5	5	40	21.62%
Abbeville	4	13	3	7	5	32	36.78%
Georgetown	5	10	8	5	4	32	12.50%
Lee	5	4	9	6	6	30	34.09%
Williamsburg	6	7	6	7	4	30	15.71%
Fairfield	7	5	6	5	6	29	20.71%
Newberry	10	4	4	0	9	27	18.88%
Union	6	4	8	4	5	27	23.68%
Edgefield	5	3	2	6	9	25	32.89%
Dillon	2	6	2	4	3	17	13.71%
Marion	2	4	2	6	3	17	15.32%
Saluda	5	4	1	4	2	16	27.12%
Barnwell	4	3	3	3	2	15	20.00%
Hampton	1	2	6	2	4	15	15.31%
Marlboro	2	0	2	5	5	14	13.33%
Calhoun	2	2	3	2	1	10	12.66%
Bamberg	3	1	3	1	1	9	14.06%
Allendale	1	2	1	2	2	8	17.02%
McCormick	2	1	0	3	2	8	25.00%
Total	**756**	**739**	**643**	**732**	**690**	**3,560**	**21.46%**

Table S-19 Speed\Too Fast for Conditions Fatal and Serious Injury Collisions, State Data 2016-2020							
County	2016	2017	2018	2019	2020	2016-2020	% Speed 2016-2020
Greenville	78	83	79	101	82	423	29.05%
Spartanburg	67	67	89	83	84	390	38.42%
Charleston	71	76	70	69	99	385	27.06%
Horry	71	91	69	73	61	365	29.53%
Richland	86	61	56	56	58	317	35.22%
Lexington	46	55	74	72	38	285	36.68%
Anderson	67	49	51	57	47	271	33.83%
Orangeburg	37	38	47	64	58	244	48.32%
York	53	44	48	50	44	239	34.44%
Berkeley	44	40	34	45	40	203	37.18%
Aiken	42	46	34	29	33	184	42.49%
Laurens	44	34	37	37	23	175	52.40%
Florence	36	25	38	35	35	169	34.49%
Beaufort	34	38	31	25	22	150	33.33%
Pickens	26	25	30	30	23	134	38.73%
Sumter	26	24	19	30	29	128	37.43%
Darlington	34	17	18	22	17	108	46.75%
Oconee	13	24	26	22	20	105	35.59%
Lancaster	24	18	19	22	21	104	33.55%
Kershaw	20	23	18	20	20	101	40.56%
Dorchester	24	23	16	17	21	101	28.77%
Georgetown	17	27	22	15	16	97	37.89%
Jasper	29	17	15	15	16	92	40.35%
Williamsburg	15	16	19	23	16	89	46.60%
Clarendon	19	21	15	19	12	86	52.12%
Colleton	20	19	15	9	20	83	31.56%
Cherokee	20	17	13	15	17	82	32.16%
Chester	17	17	16	15	14	79	42.70%
Newberry	19	21	13	12	13	78	54.55%
Greenwood	20	15	10	21	11	77	33.33%
Chesterfield	13	23	10	14	14	74	39.36%
Fairfield	19	10	17	5	16	67	47.86%
Dillon	12	16	12	13	11	64	51.61%
Marlboro	10	9	9	13	11	52	49.52%
Union	13	9	7	7	14	50	43.86%
Marion	6	8	7	17	9	47	42.34%
Calhoun	6	8	10	12	10	46	58.23%
Hampton	6	5	5	15	12	43	43.88%
Lee	7	9	10	5	9	40	45.45%
Abbeville	10	12	4	10	3	39	44.83%
Edgefield	10	7	5	6	9	37	48.68%
Barnwell	4	7	8	6	7	32	42.67%
Allendale	3	4	7	6	5	25	53.19%
Saluda	7	9	2	5	2	25	42.37%
Bamberg	5	2	7	0	4	18	28.13%
McCormick	4	1	3	4	1	13	40.63%
Total	**1,254**	**1,210**	**1,164**	**1,241**	**1,147**	**6,016**	**36.27%**

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2023	C-1) Number of traffic fatalities (FARS)	2023	5 Year	1,119
2023	C-2) Number of serious injuries in traffic crashes (State crash data files)	2023	5 Year	2,868
2023	C-3) Fatalities/VMT (FARS, FHWA)	2023	5 Year	1.940
2023	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	2023	Annual	324
2023	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	2023	Annual	305
2023	C-6) Number of speeding-related fatalities (FARS)	2023	Annual	442
2023	C-7) Number of motorcyclist fatalities (FARS)	2023	Annual	151
2023	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	2023	Annual	107
2023	C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	2023	Annual	116
2023	C-10) Number of pedestrian fatalities (FARS)	2023	Annual	162
2023	C-11) Number of bicyclists fatalities (FARS)	2023	Annual	20
2023	B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	2023	Annual	90.4
2023	C-12) South Carolina Moped Fatalities, with Five Year Trend Analysis	2023	Annual	29
2023	C-3R) South Carolina Traffic Fatalities/VMT (Rural), 5 Year Moving Average with Trend Analysis	2023	Annual	2.73
2023	C-3U) South Carolina Traffic Fatalities/VMT (Urban), 5 Year Moving Average with Trend Analysis	2023	Annual	1.00

Countermeasure Strategies in Program Area

Countermeasure Strategy	Description Located on Page No.
Highway Safety Office Program Management	77
OP Communication and Outreach	113
Public Information and Outreach	175

Countermeasure Strategy: Public Information and Outreach

Program Area: Impaired Driving (Drug and Alcohol), Police Traffic Services, Occupant Protection (Adult and Child Passenger Safety), Non-motorized (Bicyclist/Pedestrian), Motorcycle Safety

Project Safety Impacts

Communication and Outreach will be used throughout FFY 2023 to promote campaign messages, enforcement activities, and to increase awareness by the general public of the dangers involved in driving and/or riding while unrestrained, impaired driving, and/or speeding. By increasing knowledge and awareness of the dangers associated with these risky driving behaviors, it is possible to reduce the number of individuals choosing to engage in such behaviors. Reductions in the prevalence of unrestrained occupants, impaired driving, and/or speeding and the resulting related collisions, serious injuries, and fatalities will have a significant and positive impact on traffic safety in the state of South Carolina.

Linkage Between Program Area

South Carolina is committed to its focus on the dissemination of traffic safety information to the general public and the law enforcement community. Marketing campaigns and sharing information at public events are key strategies to help meet performance measures and goals related to the issues of impaired driving, speeding, unrestrained driving, non-motorized safety, motorcycle awareness, motorcycle safety gear, railroad safety, school bus safety, and distracted driving within the state.

The OHSJP, through the Public Information Outreach and Training section (PIOT), will continue to use a full-service marketing firm to assist with such efforts as media buying, creative production, and evaluation of campaigns. However, the OHSJP, with the help of the agency's Communications Office and SC Highway Patrol Community Relations Officers (CROs), will oversee earned media efforts, such as issuing news releases, conducting press events, and coordinating media interviews.

The marketing firm will continue to assist with each of the paid media campaigns, including but not limited to *Sober or Slammer!*, *Buckle Up, South Carolina* (BUSC), Distracted Driving, *Operation Southern Slow Down*, Vulnerable Roadway Users, Motorcycle Awareness, and Motorcycle Safety Gear.

Communication and outreach contribute to heightened public awareness, which when combined with enforcement, have been beneficial in addressing the speed-related and impaired driving issues faced by the state, as determined through its problem identification process. SCDPS will continue its participation in the speed-focused NHTSA Region 4, *Operation Southern Slow Down* campaign in July.

Rationale

NHTSA promotes the importance of combining high-visibility enforcement with heightened public awareness as the best way to approach key problem areas and produce behavioral change. Therefore, the OHSJP will continue to offer a media mix for enforcement-based and non-enforcement-based campaigns to meet stated goals.

Planned Activities in Countermeasure Strategy

Unique Identifier	Planned Activity Name	Description Located on Page No.
M5PEM	Impaired Driving Communication Campaign	176
M1HVE	Occupant Protection Communication Campaign	114
M11MA	Motorcyclist Awareness Campaign	203
PIOT S	Non-motorized Communication Campaign	213

Planned Activity: Impaired Driving Communication Campaign

Planned activity number: M5PEM

Primary Countermeasure Strategy ID: Communication and Outreach

Planned Activity Description:

In FFY 2023, the Public Information, Outreach and Training (PIOT) section of the Office of Highway Safety and Justice Programs (OHSJP) will coordinate with the agency contractor to develop and implement media components of the OHSJP's *Sober or Slammer!* campaign and a variety of other major campaigns and emphases. The contractor will assist with efforts such as

media buying, creative production, and evaluation of campaigns. Additionally, diversity outreach components will be incorporated within each campaign. The OHSJP will continue efforts to reach out to under-served audiences and hard-to-reach populations in the upcoming year, including efforts to partner with the Catawba Indian Nation.

The South Carolina Department of Public Safety's OHSJP will utilize Section 405d Impaired Driving Countermeasures funds in FFY 2023 for paid media efforts for DUI countermeasures. The state continues to use the Strategic Evaluation States (SES) model to implement a sustained DUI enforcement effort (*Sober or Slammer! /Drive Sober or Get Pulled Over.*), which includes monthly specialized DUI enforcement activities (checkpoints and saturation patrols) by participating state and local law enforcement agencies, as well as two DUI law enforcement crackdowns occurring during the Christmas/New Year's holidays and during the days leading up to and including the Labor Day holiday. *Sober or Slammer!* is a high-visibility enforcement crackdown on impaired driving combining paid/earned media with increased DUI enforcement activity in an effort to attack the problem of impaired driving in the state.

During FFY 2023, paid and earned media activities will be utilized to promote campaign messages, enforcement activities, and to increase awareness by the general public of the dangers involved in impaired driving. These activities will encompass radio, television, and paid social and digital media advertising, as well as outdoor advertising. The agency contractor will be used by the OHSJP to secure radio and television placement during the two major mobilization crackdowns and radio airtime for strategic points in time during which there is a high risk for impaired driving violations. The contractor – with the possible use of a sub-contractor—will also be responsible for the paid social media plan during the same designated time periods. Local law enforcement agencies will be highly encouraged to participate in special enforcement. Specific media buy plans for each component of the process will be developed by the agency contractor concentrating on major media markets which will reach the campaign's focus counties and other counties throughout the state. The media buy plans will be approved by the OHSJP prior to implementation of the effort. NHTSA promotes the importance of combining high-visibility enforcement with high-visibility public awareness as the best way to approach key problem areas and produce behavioral change. Therefore, the OHSJP will continue to offer a media mix for enforcement-based and non-enforcement-based campaigns to meet stated goals. The OHSJP will employ key strategies to promote its mission and core message of public safety.

Intended Subrecipient(s): The South Carolina Department of Public Safety

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	FAST Act 405d ID Mid	ID Paid/Earned Media	$600,000	$150,000	$0
2022	BIL 405d ID Mid	ID Paid/Earned Media	$610,000	$152,500	$0
2021	FAST Act 405b High	ID Paid Media	$90,000	$22,500	$0

PROGRAM AREA: TEEN TRAFFIC SAFETY

DESCRIPTION OF HIGHWAY SAFETY PROBLEMS

Traffic Fatalities

The state of South Carolina is committed to reducing young (under 21) driver-involved collisions, injuries and fatalities. The most recent Fatality Analysis Reporting System (FARS) data provided by the National Highway Traffic Safety Administration (NHTSA) indicates that 123 young (under 21)-drivers died on South Carolina roadways in 2020.

During the 2016-2020 period, young (under 21) driver-involved fatalities experienced an upward trend from 2016 through 2018, then experienced a considerable decline from 2018 to 2019, before experiencing a significant increase from 2019 to 2020. The number of fatalities involving young (under 21) drivers in 2020 represented a 6.72% increase compared to the 2016-2019 average (115), and a 13.89% increase compared to the 2016 total (108). In South Carolina, the young (under 21) driver-involved population-based fatality rate followed a pattern similar to the number of fatalities, with the 2020 rate (2.40 deaths per 100,000 population) representing a 5.26% increase when compared to the prior four-year average (2.28) and a 10.09% increase from the 2016 rate (2.18) (see **Tables 11** and **3** as well as **Figures 12** and **13** for young driver-involved trends).

Table 11. South Carolina Young(Under 21) Driver-Involved Fatalities

	2016	2017	2018	2019	2020	% Change: 2016 vs. 2020	% Change: 2020 vs. prior 4-yr Avg.
Total Fatalities	108	121	136	96	123	13.89%	6.72%
VMT Rate**	0.20	0.22	0.24	0.17	0.23	15.00%	10.84%
Pop Rate***	2.18	2.41	2.67	1.86	2.40	10.09%	5.26%
Pct. Of Total	10.59%	12.23%	13.13%	9.54%	11.56%	0.97%	0.19%

NHTSA NCSA FARS: 2016-2019 Final File and 2020 Annual Report File (ARF)
2020 VMT & VMT Rate provided by South Carolina Department of Transportation
Population provided by U.S. Bureau of Census
**Rate per 100 million vehicle miles
***Rate per 100,000 population

Figure 12. South Carolina Young Driver-Involved Fatalities

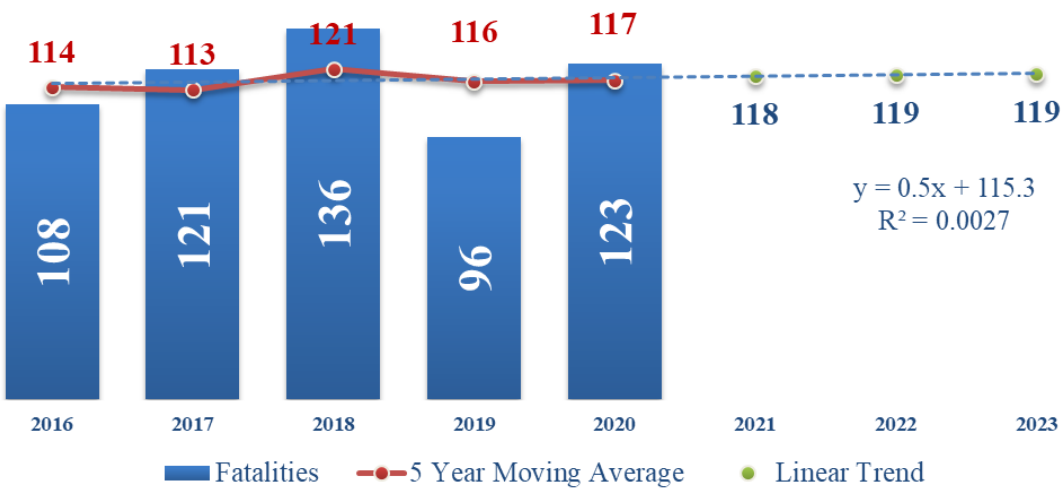
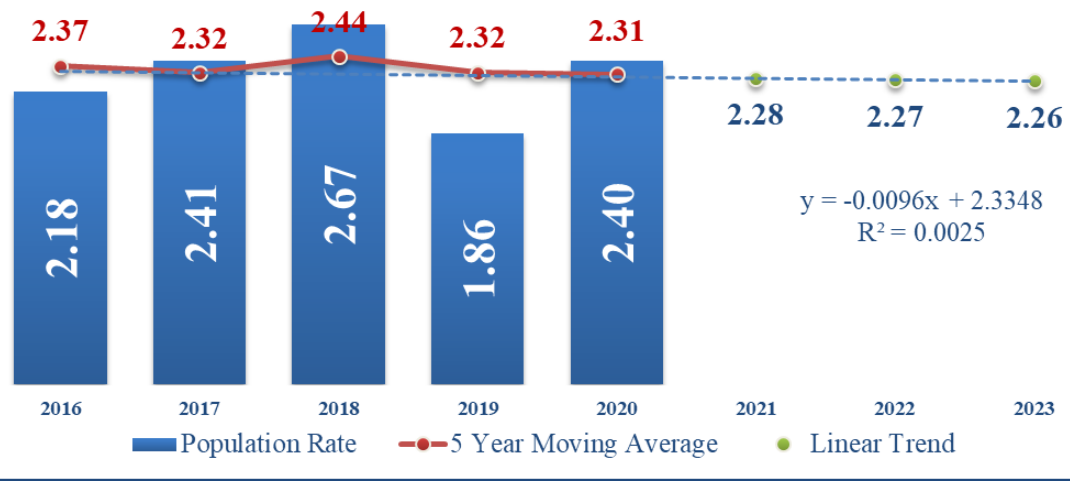


Figure 13. South Carolina Population Rate for Young Driver-Involved Fatalities



As shown in **Table 3**, there were 584 young (20 and under) driver-involved fatalities in the five-year period examined in this Plan. The increase in nationwide young driver involved fatalities was slight (0.39%) when comparing 2016 to 2020 (4,631 in 2016 to 4,649 in 2020); however, the 4,649 fatalities that occurred in 2020 represented an increase of 6.98% when compared to the average of the previous four-year period (4,346). Nationally, young driver-involved fatalities experienced a downward trend from 2016 through 2019; however, the increase of 14.51% from 2019-2020 is troubling.

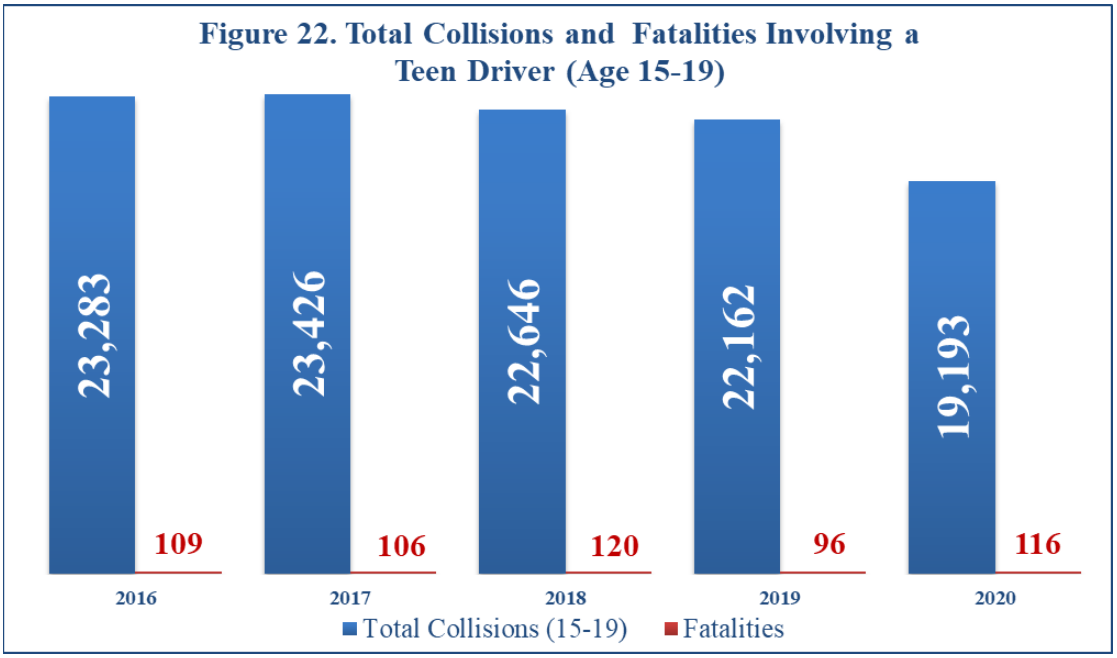
Table 3. Fatalities by Type							
	2016	2017	2018	2019	2020	% Change: 2016 vs. 2020	% Change: 2020 vs. prior 4-yr Avg.
Total Fatalities							
South Carolina	1,020	989	1,036	1,006	1,064	4.31%	5.06%
U.S.	37,803	37,471	36,830	36,352	37,776	-0.07%	1.78%
Driver Fatalities							
South Carolina	679	664	693	655	695	2.36%	3.31%
U.S.	23,713	23,756	23,040	22,744	24,130	1.76%	3.50%
Passenger Fatalities							
South Carolina	166	150	152	158	165	-0.60%	5.43%
U.S.	6,820	6,521	6,276	6,127	6,096	-10.62%	-5.28%
Motorcyclist Fatalities							
South Carolina	186	145	141	151	137	-26.34%	-12.04%
U.S.	5,337	5,226	5,037	4,867	5,277	-1.12%	3.13%
Pedestrian Fatalities							
South Carolina	144	155	165	163	187	29.86%	19.30%
U.S.	6,080	6,075	6,374	6,272	6,333	4.16%	2.14%
Bicyclist Fatalities							
South Carolina	25	17	23	26	14	-44.00%	-38.46%
U.S.	853	806	871	859	920	7.85%	8.59%
Impaired Driving Fatalities							
South Carolina	343	305	290	276	315	-8.16%	3.79%
U.S.	10,967	10,880	10,710	10,196	11,654	6.26%	9.04%
Speeding Fatalities							
South Carolina	393	417	450	459	494	25.70%	14.95%
U.S.	10,291	9,947	9,579	9,592	11,258	9.40%	14.27%
Unrestrained Occupant Fatalities							
South Carolina	315	308	331	300	372	18.10%	18.66%
U.S.	10,464	10,116	9,844	9,520	10,606	1.36%	6.21%
Young Driver(20 & under) -Involved Fatalities							
South Carolina	108	121	136	96	123	13.89%	6.72%
U.S.	4,631	4,472	4,219	4,060	4,649	0.39%	6.98%
Older Driver(65+) -Involved Fatalities							
South Carolina	161	190	208	190	188	16.77%	0.40%
U.S.	7,169	7,299	7,370	7,677	6,926	-3.39%	-6.14%

NHTSA NCSA FARS: 2016-2019 Final File and 2020 Annual Report File (ARF)

Traffic Collisions

As shown in **Table S-12** and **Figure 22**, state data from 2016 to 2020 indicates that drivers between the ages of 15 and 19 were involved in 110,710 traffic collisions, or 16.1% of the total number of collisions during that time period. The number of collisions involving a teen driver decreased by 17.6% in 2020 compared to the year 2016; however, the number of fatalities increased by 6.42% in 2020 when compared to the year 2016. While traffic collisions as whole are trending downward in the state, the number of fatalities involving a teen driver increased significantly (20.83%) from 2019 to 2020. While it is a good sign that total collisions and those involving a teen driver are decreasing, the number of fatalities involving a teen driver are not following the same trend.

Table S-12 South Carolina Collisions (Involving Teen Drivers Age 15-19), 2016-2020 - SC				
Year	Total Collisions	Involving a Teen Driver (age 15-19)	Percent	# of Fatalities involving a Teen Driver
2016	141,599	23,283	16.4%	109
2017	141,874	23,426	16.5%	106
2018	142,406	22,646	15.9%	120
2019	141,096	22,162	15.7%	96
2020	121,235	19,193	15.8%	116
Total	**688,210**	**110,710**	**16.1%**	**547**



Young/Teen Drivers Involved in Impaired-Driving-Related Collisions

Drivers in the under 15 and 15-19 year old age groups represented 3.86% among all drivers (28,861) that contributed to an impaired-driving-related collision from 2016-2020, totaling 1,115 drivers. Of the 1,115 teen drivers, 77, or 4.77%, contributed to a fatal impaired-driving-related collision (**Tables S-1** and **S-2**). While persons 19 and under represented less than 5% of those who contributed to an impaired-driving-related-collision or a fatal impaired-driving-related-collision, these statistics are still alarming as this age group cannot legally consume alcohol. Not only are these teens illegally consuming alcohol, but they are also getting behind the wheel and driving while impaired.

Table S-1. Impaired Driving Crashes by 'Contributed To' Driver Age Group, State Data 2016-2020						
Age Group	**2016**	**2017**	**2018**	**2019**	**2020**	**Total**
Under 15	1	1	0	3	1	6
15-19	235	246	208	190	230	1,109
20-24	990	930	801	798	862	4,381
25-29	1,036	956	911	895	892	4,690
30-34	805	819	741	768	846	3,979
35-39	664	643	649	654	659	3,269
40-44	549	539	504	522	543	2,657
45-49	509	482	490	457	446	2,384
50-54	485	441	390	380	389	2,085
55-59	422	375	364	371	371	1,903
60-64	228	216	236	232	237	1,149
65-69	137	118	136	139	117	647
70+	77	81	83	93	100	434
Unknown	38	36	34	41	19	168
Total	**6,176**	**5,883**	**5,547**	**5,543**	**5,712**	**28,861**

Table S-2. Impaired Driving Fatal Crashes by 'Contributed To' Driver Age Group, State Data 2016-2020						
Age Group	**2016**	**2017**	**2018**	**2019**	**2020**	**Total**
Under 15	0	1	0	1	1	3
15-19	17	11	13	13	20	74
20-24	43	52	40	38	36	209
25-29	60	48	46	50	67	271
30-34	37	53	46	35	38	209
35-39	32	39	34	34	44	183
40-44	24	29	26	31	35	145
45-49	31	33	23	26	28	141
50-54	26	25	23	20	21	115
55-59	16	15	23	22	22	98
60-64	16	13	13	12	15	69
65-69	10	13	7	8	12	50
70+	5	9	8	10	11	43
Unknown	0	0	2	1	0	3
Total	**317**	**341**	**304**	**301**	**350**	**1,613**

Young/Teen Drivers (age 15-19) Restraint Usage: Collisions and Fatalities

Shown in **Figure S-11** are the number of fatalities that occurred when a teen driver was involved in the collision by restraint usage. There were a total of 547 such fatalities from 2016 to 2020. Of those in which restraint usage was known (520), 244, or 46.92% were unrestrained.

Restraint usage among fatally-injured persons in traffic collisions in which a teen was driving is shown in **Table S-11, Table S-13** and **Figure S-11.** There were 104,698 traffic collisions that

involved a teen driver in which restraint devices were used by all occupants from 2016 to 2020. These collisions resulted in the deaths of 276 persons. Conversely, there were 3,093 collisions that involved a teen driver in which restraint devices were not used for at least one occupant, resulting in the deaths of 244 persons.

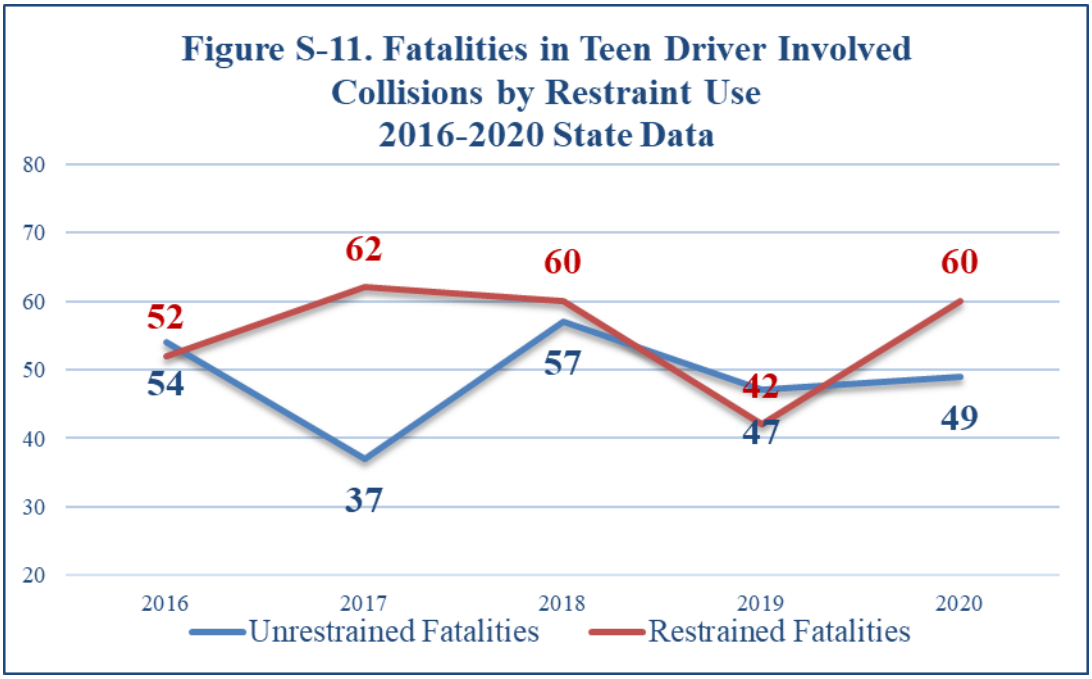


Table S-13. Collisions Involving a Teen Driver (Age 15-19) and Restraint Usage, State Data 2016-2020						
Year	All Occupants Restrained Collision	Restraint Collision Fatalities	At Least One Occupant Unrestrained Collision	Unrestrained Collision Fatalities	Unknown Restraint Collision	Unknown Restraint Collision Fatalities
2016	21,983	52	705	54	595	3
2017	22,257	62	622	37	547	7
2018	21,534	60	570	57	542	3
2019	20,953	42	577	47	632	7
2020	17,971	60	619	49	603	7
Total	**104,698**	**276**	**3,093**	**244**	**2,919**	**27**

Table S-11 Restraint Usage of Vehicle Occupant Fatalities, State Data 2016-2020			
Year	Known Restraint Use	Unrestrained	Percent Unrestrained
2016	619	328	52.99%
2017	623	322	51.69%
2018	665	342	51.43%
2019	608	308	50.66%
2020	687	382	55.60%
Total	**3,202**	**1,682**	**52.53%**

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2023	C-1) Number of traffic fatalities (FARS)	2023	5 Year	1,119
2023	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	2023	Annual	324
2023	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	2023	Annual	305
2023	C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	2023	Annual	116
2023	B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	2023	Annual	90.4

Countermeasure Strategies in Program Area

Countermeasure Strategy	Description Located on Page No.
Highway Safety Office Program Management	77
Youth/Teen and School-Based Programs	185

Countermeasure Strategy: Youth/Teen and School-Based Programs

Program Area: Teen safety

Project Safety Impacts

The overall projected traffic safety impacts of the chosen countermeasure strategy will be to reduce the number of drivers aged 20 and younger involved in fatal crashes and the number of unrestrained passenger vehicle occupant fatalities (all seat positions). This countermeasure strategy will provide an educational, peer-to-peer program to young drivers (15-19 years old) that promotes safe teen driving and places emphasis on decreasing speed/driving too fast, impaired driving, and distracted driving and increasing seat belt usage.

Linkage Between Program Area

State data indicates that during the years 2016-2020, drivers between the ages of 15 and 19 were involved in 110,710 traffic collisions, or 16.1% of the total number of collisions during that time period. There were also 547 fatalities involving a teen (15-19) driver during that same time period; of those in which restraint usage was known (520), 244, or 46.92% were unrestrained. Drivers in the under 15 and 15-19 year old age groups represented 3.86% of drivers (28,861) that contributed to an impaired-driving-related collision from 2016-2020, totaling 1,115 drivers. Of the 1,115 teen drivers, 77, or 4.77%, contributed to a fatal impaired-driving-related collision. It is evident, then, that a statewide program focused on teen drivers is needed to aid in the reduction of the aforementioned statistics.

Rationale

South Carolina teens spend on average, a minimum of six hours a day in school (National Center for Education Statistics). School—including teachers, advisors, and their peers—has a great influence on teens. The countermeasure strategy of School-Based Programs allows for education and other communication strategies to be tailored to the specific teen audience, rather than a general education and communication strategy (CTW, Chapter 2: Section 7.1, p. 2-40). Furthermore, the countermeasure strategy of Youth Programs includes youth drinking-and-driving prevention programs that seek to "motivate youth not to drink, not to drink and drive, and not to ride with drivers who have been drinking" (CTW, Chapter 1: Section 6.5, p. 1-76). These programs would focus on "social norms" or "normative feedback" to provide students with accurate information about impaired driving. As young people often respond better to messages from their peers, a successful Youth/Teen Program should adopt a peer-to-peer approach.

Planned activity in countermeasure strategy

Unique Identifier	Planned Activity Name	Description Located on Page No.
YTS	South Carolina SADD Program	186

Planned Activity: South Carolina SADD Program

Planned activity number: YTS

Primary Countermeasure Strategy ID: Youth Programs, School-Based Programs

Planned Activity Description:

Students Against Destructive Decisions, Inc. (SADD) has served as the nation's premiere youth health and safety organization for almost forty years. Over the past four decades, SADD has

worked to empower teens, engage parents, mobilize communities and change lives. SADD utilizes evidence-based countermeasures that are embedded into a national network of peer-to-peer, school and community-based chapters. The organization works to reduce teen driver traffic collisions and injuries, while decreasing impaired driving and distracted driving and increasing seat belt usage; SADD also focuses on teens making positive choices while inside and/or operating a vehicle. SADD believes that supporting, creating, and engaging student-led groups across the state can change the culture on teen driving in the state of South Carolina.

In FFY 2023, the OHSJP will approve a grant project to implement a statewide SADD program for South Carolina. The project will hire one SADD peer-to-peer program coordinator to open new chapters in schools across the state. This South Carolina SADD Coordinator will be responsible for creating educational messaging that promotes safe teen driving, as well as establishing new chapters and supporting existing chapters. Students will be empowered by the SC SADD Coordinator to help identify problems within their school and community and will be in charge of delivering intervention(s), participating in activities, and running their local SADD chapter. The grant project funds will also be used to support peer-to-peer programming and technical support.

During FFY 2023, the state coordinator will: recruit SADD advisors by visiting local schools, education summits, health and safety gatherings, and more; increasing the number of SADD chapters in the state; host regional trainings across the state for new and existing advisors; and build partnerships with relevant state and community resources and agencies such as community coalitions, law enforcement, emergency medical services, and public health departments.

The purpose of the South Carolina SADD Program is to provide teens with resources, education, and an outlet to discuss unsafe driving behaviors, to empower them to make better decisions when they are in and behind the wheel of a vehicle.

Intended subrecipient(s): Students Against Destructive Decisions, Inc.

Funding Sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	BIL NHTSA 402	Teen Safety Program	$175,890	$43,972.50	$175,890

PROGRAM AREA: MOTORCYCLE SAFETY

DESCRIPTION OF HIGHWAY SAFETY PROBLEMS

Traffic Fatalities

According to NHTSA's FARS data (please note that FARS data includes moped riders in its motorcyclist fatality statistical information, while SC state data does not), in the period 2016-2020:

1. With the exception of 2018 and 2020, motorcyclist fatalities as a percent of total fatalities were above that of the nation during the five-year period from 2016-2020. In 2018 and 2020, the percentages of motorcyclist fatalities were slightly lower than that of the nation. In 2020, motorcyclists fatalities accounted for 12.88% of South Carolina's traffic fatalities, compared to 13.97% nationwide. See **Figure 19**.

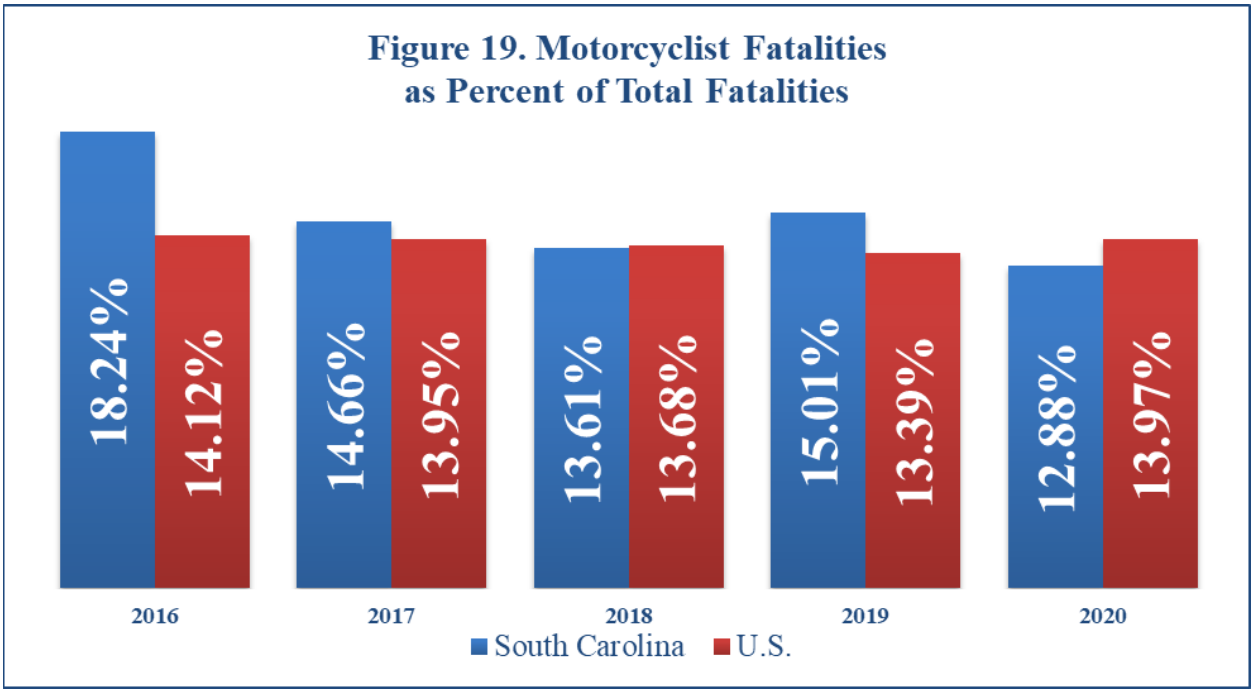
2. In South Carolina, the counties with the highest number of motorcyclist fatalities and collisions in 2020 were Horry, Greenville, Charleston, Spartanburg, Richland, and Anderson. See **Table S-6.**

3. The majority of motorcyclist fatal collisions in South Carolina (53.90%) occurred on Fridays, Saturdays, and Sundays. This was also true for the nation for the five-year period, with the majority (55.46%) of fatal motorcyclist collisions also occurring on Fridays, Saturdays, and Sundays. South Carolina had the highest frequency of motorcyclist fatal collisions on Saturdays (164 collisions, 22.44% of total), Sundays (117 collisions, 16.01%), and Fridays (113 collisions, 15.46%). The highest proportion of motorcyclist fatal collisions occurred on Saturdays in both the state and the nation (22.44% and 21.44%, respectively) See **Table 21**.

4. South Carolina law requires helmet use for riders under the age of 21. From 2016 through 2020, 70.92% of South Carolina's motorcyclist fatalities occurred among those who were not using a helmet. This percentage is substantially higher than the percentage of unhelmeted motorcyclist fatalities for the US as a whole (37.76%) during the same period. See **Table 23**.

5. During the 2016-2020 period in South Carolina, 41.30% of all fatally injured motorcycle operators who were tested for BAC (540 motorcycle operators were tested out of 702 operators), had a BAC of at least 0.01. This percentage is higher than that of the US as a whole (17,518 motorcycle operators were tested out of 25,744 operators; 37.32%, or 6,537 operators had a BAC of at least 0.01). Overall, alcohol was involved in 31.77% and 25% of the total number of motorcyclist fatalities in SC and the nation, respectively. See **Table 24**.

Table S-6 Motorcyclist Fatalities and Collisions by County, State Data 2020		
County	**Killed**	**Collisions**
Horry	9	218
Greenville	12	184
Charleston	10	173
Spartanburg	8	130
Richland	3	123
Anderson	6	104
Lexington	8	95
Berkeley	5	79
York	6	72
Pickens	3	61
Aiken	4	57
Oconee	2	47
Dorchester	3	45
Beaufort	2	43
Laurens	4	34
Sumter	6	33
Florence	1	31
Orangeburg	2	28
Lancaster	0	27
Cherokee	1	25
Colleton	1	22
Darlington	0	22
Kershaw	4	22
Fairfield	3	16
Greenwood	1	15
Chester	0	14
Georgetown	4	13
Marlboro	3	13
Jasper	1	12
Clarendon	0	11
Chesterfield	0	10
Lee	0	10
Dillon	0	9
Newberry	0	8
Abbeville	1	7
Union	0	6
Williamsburg	0	6
Hampton	2	5
Calhoun	0	4
Saluda	0	4
Edgefield	0	3
McCormick	0	3
Marion	1	3
Barnwell	0	2
Allendale	0	1
Bamberg	0	1
All	**116**	**1,851**



As **Table 21** shows, the months with the most motorcyclist fatal crashes in South Carolina from 2016 to 2020 were August (83 crashes, 11.35% of total), October (81 crashes, 11.08% of total), and July (79 crashes, 10.81% of total).

In South Carolina, the three-hour windows in which the most motorcyclist fatal crashes occurred were 6 p.m. to 9 p.m. (188 crashes, 25.72% of total), 3 p.m. to 6 p.m. (135 crashes, 18.47% of total), and 9 p.m. to midnight (131 crashes, 17.92% of total). Across the state, the majority of motorcyclist fatal crashes occurred between the hours of 3 p.m. and midnight (62.11%).

Table 21. Motorcyclist Fatal Crashes by Month, Day of Week, and Time of Day: Totals 2016-2020

	South Carolina N= 731		U.S. N= 25,506	
	N	%	N	%
MONTH				
January	30	4.10%	831	3.26%
February	41	5.61%	1,073	4.21%
March	45	6.16%	1,553	6.09%
April	67	9.17%	2,070	8.12%
May	78	10.67%	2,743	10.75%
June	71	9.71%	3,100	12.15%
July	79	10.81%	3,246	12.73%
August	83	11.35%	3,180	12.47%
September	75	10.26%	3,012	11.81%
October	81	11.08%	2,290	8.98%
November	51	6.98%	1,453	5.70%
December	30	4.10%	955	3.74%
DAY OF WEEK				
Sunday	117	16.01%	4,834	18.95%
Monday	72	9.85%	2,718	10.66%

Table 21. Motorcyclist Fatal Crashes by Month, Day of Week, and Time of Day: Totals 2016-2020				
	South Carolina N= 731		U.S. N= 25,506	
	N	%	N	%
Tuesday	83	11.35%	2,681	10.51%
Wednesday	92	12.59%	2,929	11.48%
Thursday	90	12.31%	3,032	11.89%
Friday	113	15.46%	3,843	15.07%
Saturday	164	22.44%	5,469	21.44%
TIME OF DAY				
0:00am-2:59am	60	8.21%	2,116	8.30%
3:00am-5:59am	29	3.97%	942	3.69%
6:00am-8:59am	45	6.16%	1,411	5.53%
9:00am-11:59am	55	7.52%	2,133	8.36%
12:00pm-2:59pm	88	12.04%	4,044	15.86%
3:00pm-5:59pm	135	18.47%	5,475	21.47%
6:00pm-8:59pm	188	25.72%	5,396	21.16%
9:00pm-11:59pm	131	17.92%	3,819	14.97%
Unknown Hours	0	0.00%	170	0.67%

NHTSA NCSA FARS: 2016-2019 Final File and 2020 Annual Report File (ARF)

As shown in **Table 22**, a much larger percentage of South Carolina's 2016-2020 motorcyclist fatalities occurred among males compared to females (90.53% to 9.47%). This was also true for the nation (91.35% male).

Table 22. Motorcyclist Fatalities by Age Group and Gender: Totals 2016-2020								
Fatalities by Age				Fatalities by Age and Sex				
	South Carolina		U.S.	South Carolina				U.S.
	N= 760		N= 25,744	Females		Males		% Males
Age Group	N	%	N	N	%	N	%	%
<16	5	0.66%	115	1	20.00%	4	80.00%	86.09%
16-20	30	3.95%	1,264	5	16.67%	25	83.33%	91.30%
21-24	57	7.50%	2,450	3	5.26%	54	94.74%	93.80%
25-34	189	24.87%	5,947	18	9.52%	171	90.48%	92.84%
35-44	136	17.89%	4,244	14	10.29%	122	89.71%	90.98%
45-54	182	23.95%	4,784	25	13.74%	157	86.26%	88.13%
55-64	105	13.82%	4,490	5	4.76%	100	95.24%	90.91%
65-74	48	6.32%	1,967	1	2.08%	47	97.92%	93.04%
75+	8	1.05%	468	0	0.00%	8	100.0%	96.15%
Unknown	0	0.00%	15	0	0.00%	0	0.00%	46.67%
Total	**760**	**100.0%**	**25,744**	**72**	**9.47%**	**688**	**90.53%**	**91.35%**

NHTSA NCSA FARS: 2016-2019 Final File and 2020 Annual Report File (ARF)

As shown in **Table 23**, from 2016-2020, helmets were used in 28.55% of South Carolina's motorcyclist fatalities; this number is substantially lower than what was observed for the US as a whole (60.50%). In South Carolina, helmet use among those fatally injured was below 40% for each age group, with the exception of the under 16, 16-20, and 65-74 age groups. It should be noted that state law only requires helmet use by riders under the age of 21.

Table 23. Motorcyclist Fatalities by Age Group and Helmet Use: Totals 2016-2020					
	Motorcyclist Fatalities	Helmet Used		Helmet Not Used	
Age Group	N	N	%	N	%
<16	5	2	40.00%	3	60.00%
16-20	30	20	66.67%	10	33.33%
21-24	57	22	38.60%	35	61.40%
25-34	189	51	26.98%	136	71.96%
35-44	136	36	26.47%	99	72.79%
45-54	182	37	20.33%	145	79.67%
55-64	105	22	20.95%	82	78.10%
65-74	48	24	50.00%	24	50.00%
75+	8	3	37.50%	5	62.50%
SC	**760**	**217**	**28.55%**	**539**	**70.92%**
U.S.	**25,744**	**15,576**	**60.50%**	**9,722**	**37.76%**

NHTSA NCSA FARS: 2016-2019 Final File and 2020 Annual Report File (ARF)

Table 24 shows that the percentage of alcohol involvement in South Carolina motorcycle operator fatalities for those between the ages of 35 to 44 was 38.40% during the years 2016-2020, the highest percentage of any age group during the five-year period. Overall, 41.30% of motorcycle operator fatalities in South Carolina who were tested for BAC had a positive BAC, higher than that seen for the nation (37.32%). Overall, in South Carolina, speed was cited as a factor in 37.61% of motorcycle operator fatalities compared to 33.44% for the nation; however, speed was a factor in 52.87% of the motorcycle operator fatalities among those between the ages of 25-34 years.

Table 24. Motorcycle Operator Fatalities, Alcohol Involvement, and Speed: Totals 2016-2020						
	Motorcycle Operator Fatalities	Alcohol Involvement*			Speeding Involved**	
Age Group	N	# Tested	>= 0.01	%	N	%
<16	3	2	0	0.00%	1	33.33%
16-20	25	20	2	8.00%	7	28.00%
21-24	54	40	9	16.67%	21	38.89%
25-34	174	141	64	36.78%	92	52.87%
35-44	125	101	48	38.40%	56	44.80%
45-54	163	127	61	37.42%	44	26.99%
55-64	103	76	31	30.10%	29	28.16%
65-74	47	30	8	17.02%	13	27.66%
75+	8	3	0	0.00%	1	12.50%
SC	**702**	**540**	**223**	**31.77%**	**264**	**37.61%**
U.S.	**25,744**	**17,518**	**6,537**	**25.39%**	**8,609**	**33.44%**

NHTSA NCSA FARS: 2016-2019 Final File and 2020 Annual Report File (ARF)

Table 9 shows that in South Carolina, during the five-year period from 2016-2020, the number of motorcyclist fatalities was at its lowest in 2020 (137), and at its highest in 2016 (186). The count in 2020 (137 fatalities) represents a 12.04% decrease from the average of the prior four years (156 fatalities) and a 26.34% decrease from the 2016 total (186).

Table 9. South Carolina Motorcycle Rider Fatalities							
	2016	2017	2018	2019	2020	% Change: 2016 vs. 2020	% Change: 2020 vs. prior 4-yr Avg.
Total Fatalities	186	145	141	151	137	-26.34%	-12.04%
VMT Rate**	0.34	0.26	0.25	0.26	0.25	-26.47%	-9.91%
Pop Rate***	3.75	2.89	2.77	2.93	2.68	-28.53%	-13.13%
Pct. Of Total	18.24%	14.66%	13.61%	15.01%	12.88%	-5.36%	-2.50%
Unhelmeted Fat.	134	99	98	116	92	-31.34%	-17.67%
Pct. Unhelmeted Fat.	72.04%	68.28%	69.50%	76.82%	67.15%	-4.89%	-4.51%

NHTSA NCSA FARS: 2016-2019 Final File and 2020 Annual Report File (ARF)
2020 VMT & VMT Rate provided by South Carolina Department of Transportation
Population provided by U.S. Bureau of Census
**Rate per 100 million vehicle miles
***Rate per 100,000 population

South Carolina's population-based motorcyclist death rate followed a similar pattern as the number of fatalities. The 2020 rate (2.68 deaths per 100,000 population) represented a 13.13% decrease when compared to the 2016-2019 average (3.09), and a 28.53% decrease when compared to 2016 (3.75). The average population-based motorcyclist death rate in South Carolina for all five years (3.01 deaths per 100,000 residents) was higher than the average national rate (1.57) during the same timeframe.

Unhelmeted motorcyclists accounted for 72.04% of South Carolina's motorcyclist fatalities in 2016. During the five year period, 2016-2020, the number of unhelmeted motorcyclist fatalities was at its lowest in 2020 (92) and at its highest in 2016 with 134 fatalities. The count in 2020 (92) represents a 17.67% decrease from the 2016-2019 average (112 fatalities) and a 31.34% decrease from the number in 2016 (134). As a percentage of all motorcyclist fatalities in the state, unhelmeted motorcyclists accounted for approximately 70.76% during the 2016-2020 period, with the 2020 percentage (67.15%) representing a 4.51% decrease compared to the prior four-year average (71.66%) and a 4.89% decrease from the 2016 figure.

As seen in **Table 26**, the number of motorcyclist fatalities and the population-based fatality rate decreased in 2020 when compared to the 2016 figure by 1.12% and 3.64%, respectively. The number of motorcycle fatalities and the population-based fatality rate both increased when compared to the prior four-year average by 3.13% and 1.27%, respectively. Additionally, the nation's motorcyclist percent of total fatalities decreased slightly (0.15%) when compared to the 2016 figure. The number of unhelmeted fatalities in the U.S. in 2020 increased slightly (0.48%) compared to the figure in 2016. The nation's 2020 proportion of unhelmeted motorcyclist fatalities also increased, by 0.63%, compared to the average of the prior four years.

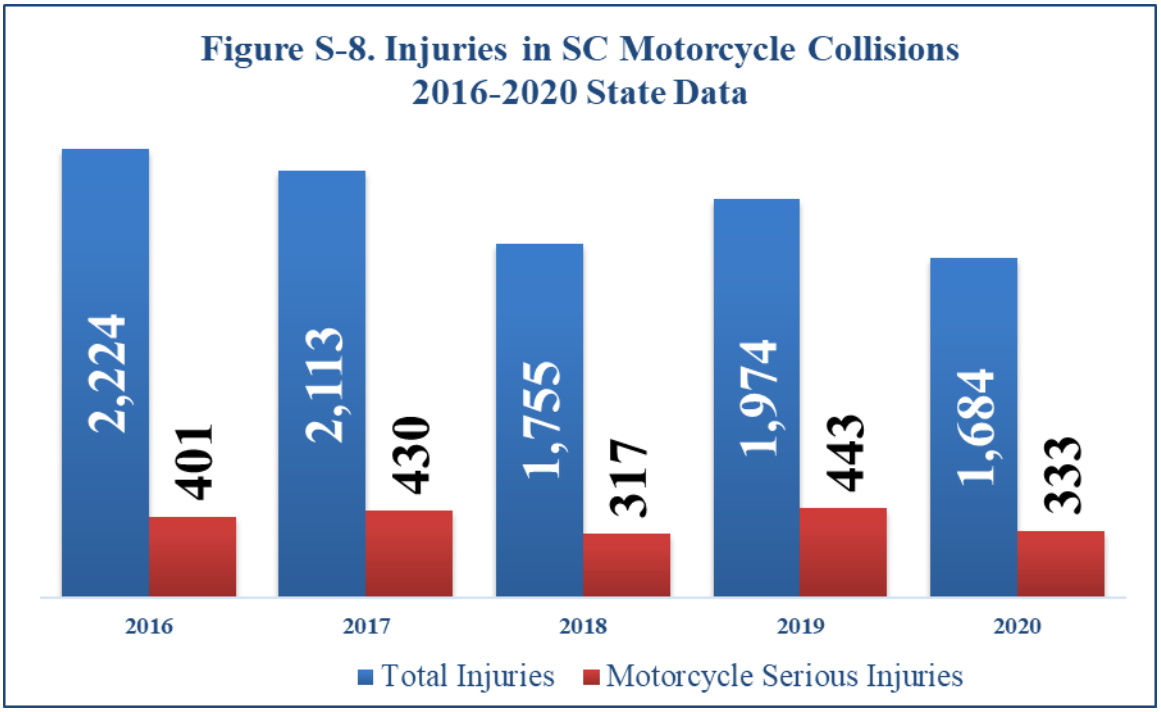
Table 26. Nationwide Motorcycle Rider Fatalities							
	2016	2017	2018	2019	2020	% Change: 2016 vs. 2020	% Change: 2020 vs. prior 4-yr Avg.
Total Fatalities	5,337	5,226	5,037	4,867	5,277	-1.12%	3.13%
VMT Rate**	0.17	0.16	0.16	0.15	0.18	5.88%	12.50%
Pop Rate***	1.65	1.61	1.54	1.48	1.59	-3.64%	1.27%
Pct. Of Total	14.12%	13.95%	13.68%	13.39%	13.97%	-0.15%	0.18%
Unhelmeted Fat.	2,064	1,916	1,840	1,828	2,074	0.48%	8.47%
Pct. Unhelmeted Fat.	38.67%	36.66%	36.53%	37.56%	39.30%	0.63%	1.95%

NHTSA NCSA FARS: 2016-2019 Final File and 2020 Annual Report File (ARF)
**Rate per 100 million vehicle miles
***Rate per 100,000 population

Traffic Collision Injuries

Unlike NHTSA's FARS data for motorcyclist fatalities, South Carolina does not include moped riders in its calculation of motorcyclist injuries. As seen in **Figure S-8**, there were 1,684 persons injured in motorcycle collisions in South Carolina during 2020, compared to 2,224 in 2016, a 24.28% decrease. Additionally, the total for 2020 (1,684) is significantly lower (16.49%) than the average number of motorcyclist collision injuries during the four years prior (2016-2019; [2,017]). From 2016-2020, motorcycle collision injuries (9,750) represented approximately 3.40% of all traffic crash injuries (286,913) in South Carolina (see **Figure S-1** and **Figure S-8**).

In 2020, a total of 333 serious motorcycle injuries occurred, a 16.96% decrease from the 401 in 2016 (see **Figure S-8**). The 2020 figure represented a 24.83% decrease compared to the 2019 figure (443). The 1,924 serious motorcycle injuries that occurred during the five year period 2016-2020 accounted for 13.37% of all serious traffic injuries in the state (14,386) (see **Figure S-2** and **Figure S-8**).



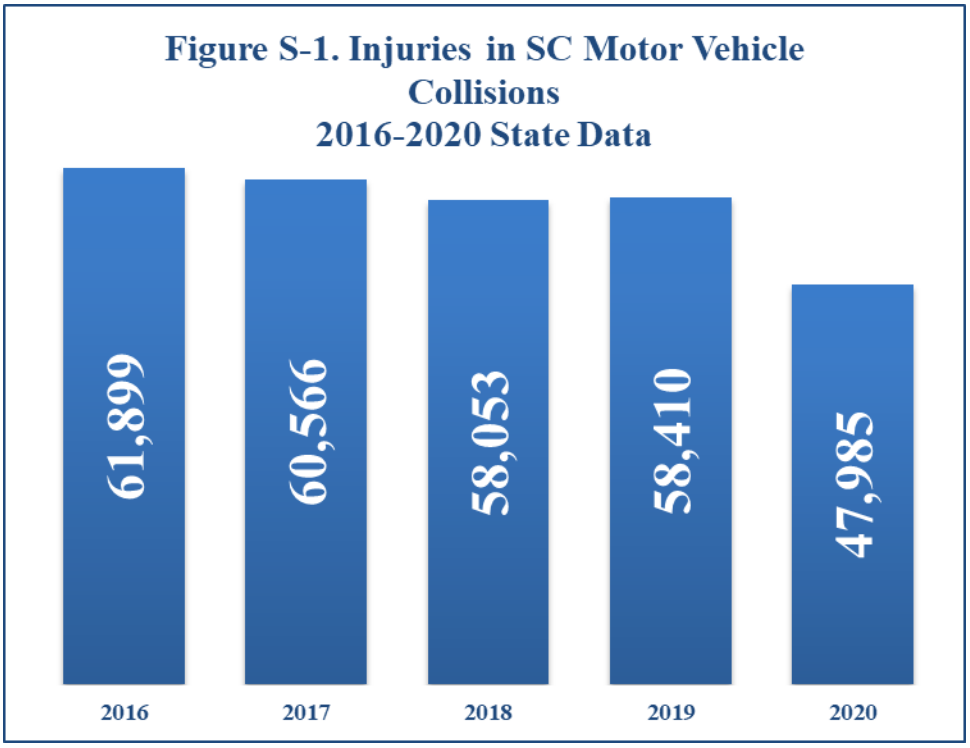


Figure S-1. Injuries in SC Motor Vehicle Collisions
2016-2020 State Data
61,899
60,566
58,053
58,410
47,985
2016
2017
2018
2019
2020

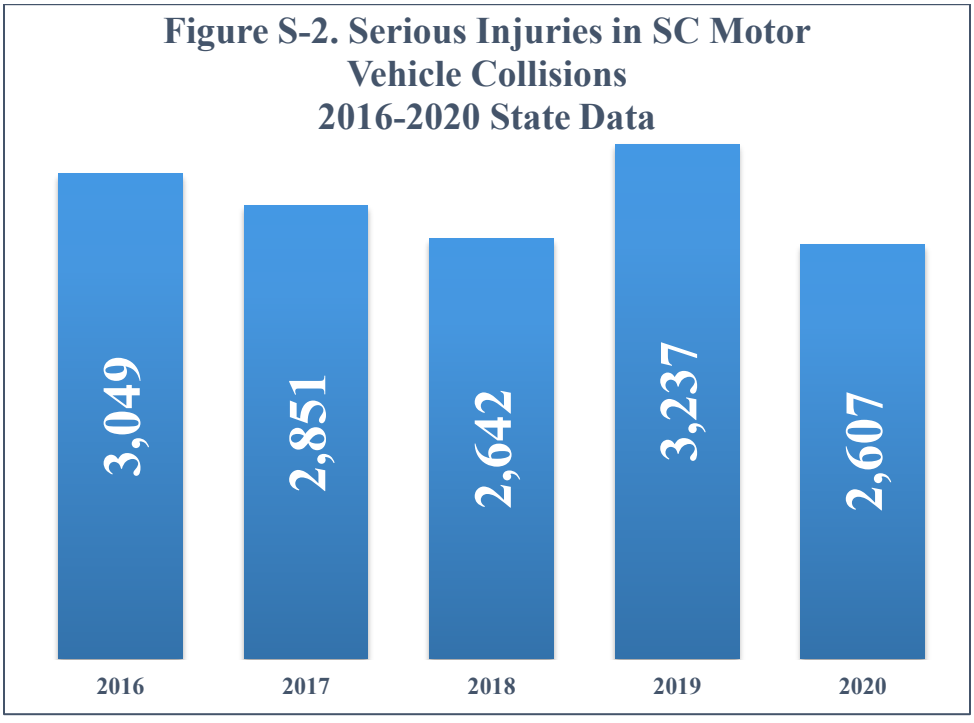


Figure S-2. Serious Injuries in SC Motor Vehicle Collisions
2016-2020 State Data
3,049
2,851
2,642
3,237
2,607
2016
2017
2018
2019
2020

Traffic Collisions

Unlike NHTSA's FARS data, South Carolina does not include mopeds in its calculation of motorcycle fatal collisions or in its state calculations of all collisions. As seen in **Figure S-9**, motorcycle collisions decreased by 20.52% in South Carolina from 2,329 in 2016 to 1,851 in 2020. The 2020 figure represents a 9.31% decrease over the 2019 figure (2,041) and a decrease of 13.77% compared to average of the previous four-year period 2015-2018 (2,147). From 2016 to 2020, motorcycle collisions (10,437) represented only a small percentage (1.52%) of all traffic collisions (688,210) in South Carolina. Also, during the same time period, serious injury motorcycle collisions (1,844) represented 17.67% of the total number of motorcycle collisions (10,437). The number of serious injury motorcycle collisions decreased in 2020 (317) when compared to the 2016 figure (385) by 17.66%. The 2020 figure represents a decrease compared to the 2019 figure (427) of 25.76%.

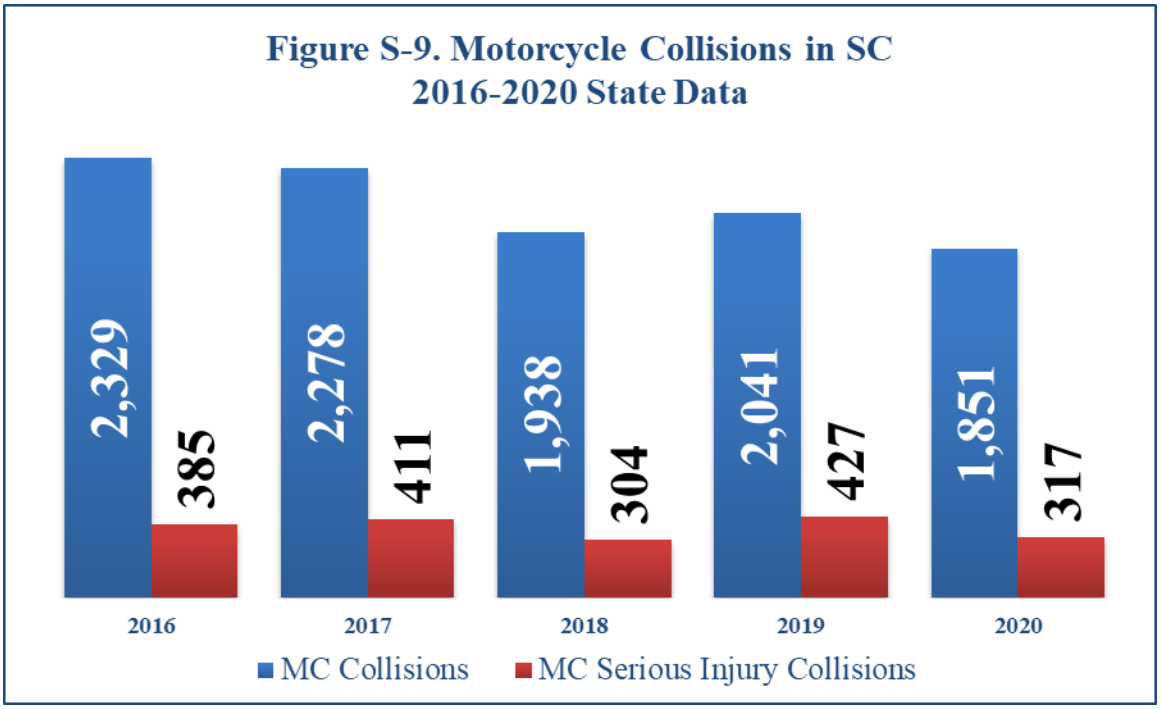


Table S-7 contains information on the top contributing factors for motorcycle collisions in South Carolina from 2016 to 2020. These factors are driving too fast for conditions, failed to yield right-of-way, driver under the influence, improper lane usage/change, following too closely, animal in the road, distracted/inattention, other improper action (driver), aggressive operation of vehicle, and disregarded signs/signals/etc.

Table S-7 South Carolina Collisions Involving a Motorcycle, State Data 2016-2020						
Primary Contributing Factor	**Fatal Collision**	**Injury Collision**	**Property Damage Only Collision**	**Total Collisions**	**All Persons Killed**	**All Persons Injured**
Driving Too Fast for Conditions	122	2,388	626	3,136	128	2,684
Failed To Yield Right of Way	150	1,822	431	2,403	159	2,246
Driver Under Influence	119	535	60	714	129	653
Improper Lane Usage/Change	15	394	152	561	16	459
Followed Too Closely	3	260	143	406	3	297
Animal In Road	12	347	47	406	13	390
Distracted/Inattention	3	235	114	352	3	273
Other Improper Driver Action	4	215	125	344	4	250
Aggressive Operation of Vehicle	39	232	49	320	41	281
Disregarded Signs/Signals/Etc.	15	197	48	260	15	262

Table S-Other contains information on the types of collisions involving a motorcycle in South Carolina from 2016 to 2020. In 2020, of the 1,851 motorcycle collisions, 1,050 were motorcycle versus a motor vehicle. The second highest type of motorcycle collisions in 2020 were single motorcycle collisions, with 757 collisions occurring that year. Motorcycle versus motorcycle collisions (32) and motorcycle vs non-motorist (12) ranked third and fourth, respectively. **Table MC-5** details the types of collisions involving a motorcycle by county from 2016-2020.

Table S-Other MTC. Collisions Involving a Motorcycle by Type, 2016-2020 - SC					
Type	**2016**	**2017**	**2018**	**2019**	**2020**
Motorcycle vs Motor Vehicle	1,393	1,379	1,134	1,219	1,050
Motorcycle vs Motorcycle	52	45	26	33	32
Motorcycle vs Non-motorist	21	22	18	19	12
Single Motorcycle	863	832	760	770	757
	2,329	***2,278***	***1,938***	***2,041***	***1,851***

MC-5: Collisions Involving a Motorcycle by County, 2020 State Data			
County	**Motorcycle vs Motor Vehicle**	**Motorcycle vs Motorcycle**	**Total Motorcycle Involved Collisions**
Abbeville	3	0	7
Aiken	28	0	57
Allendale	0	0	1
Anderson	54	2	104
Bamberg	1	0	1
Barnwell	1	0	2
Beaufort	21	1	43
Berkeley	40	0	79
Calhoun	2	0	4
Charleston	112	2	173
Cherokee	14	0	25
Chester	2	0	14
Chesterfield	7	0	10
Clarendon	6	0	11
Colleton	10	0	22
Darlington	8	0	22
Dillon	3	0	9
Dorchester	28	0	45
Edgefield	2	0	3
Fairfield	7	1	16
Florence	12	2	31
Georgetown	9	1	13
Greenville	114	1	184
Greenwood	9	0	15
Hampton	0	0	5
Horry	133	4	218
Jasper	5	0	12
Kershaw	12	1	22
Lancaster	14	2	27
Laurens	17	0	34
Lee	7	0	10
Lexington	55	1	95
McCormick	2	0	3
Marion	1	1	3
Marlboro	4	0	13
Newberry	0	0	8
Oconee	23	0	47
Orangeburg	13	0	28
Pickens	28	4	61
Richland	93	3	123
Saluda	2	1	4
Spartanburg	75	3	130
Sumter	20	1	33
Union	4	1	6
Williamsburg	2	0	6
York	47	1	72
Total	**1,050**	**33**	**1,851**

DESCRIPTION OF HIGHWAY SAFETY PROBLEMS – MOPED OPERATORS

Traffic Collision Fatalities

According to SC state data (the state's fatality data does not include mopeds as a subset of motorcycles) (see **Table S-24**), in 2020, there were 22 moped operator fatalities as a result of motor vehicle collisions in South Carolina. These 22 fatalities accounted for 2.06% of the total fatalities for the state that year. In 2020, moped-operator traffic fatalities decreased by 43.59% compared to 2016 and were 33.33% lower when compared to the average number of moped operator traffic fatalities for the four-year period 2016-2019 (33).

Table S-24 South Carolina Fatalities and Moped Operator\Rider Fatalities, State Data 2016-2020

	2016	2017	2018	2019	2020	Total
Total Fatalities	1,020	989	1,036	1,006	1,066	5,117
Moped Fatalities	39	29	30	32	22	152
Percent of Total	3.82%	2.93%	2.90%	3.18%	2.06%	2.97%

Traffic Collision Injuries

According to state data, 2,787 injuries or possible injuries in collisions were sustained by moped operators/riders as a result of collisions during the period 2016-2020 (does not include fatally injured moped operators/riders), representing 0.97% of all traffic-related injuries during the time period (286,913). Traffic injuries among moped operators have decreased since 2016, with 684 such injuries occurring in 2016 and 446 such injuries occurring in 2020, a decrease of 34.80%.

Table S-25 shows total moped riders involved in traffic collisions by injury severity. Serious injuries among moped riders decreased from 2016 to 2020, with 124 such injuries in 2016 compared to 114 in 2020, a decrease of 8.06%. The 2020 figure also represents a decrease of 2.56% compared to the average number of moped-rider serious injuries for the four-year period 2016-2019 (117).

Table S-25 Moped Operators\Riders by Injury Severity, State Data 2016-2020

Year	No Apparent Injury	Possible Injury	Minor Injury	Serious Injury	Fatal Injury	Total Moped Operators\ Riders
2016	137	276	284	124	39	860
2017	133	245	280	121	29	808
2018	109	200	210	105	30	654
2019	97	159	221	116	32	625
2020	103	137	195	114	22	571
Total	**579**	**1,017**	**1,190**	**580**	**152**	**3,518**

As shown in **Table S-26,** the top six counties for moped-operator fatal and serious injury collisions accounted for an average of approximately 37.27% of the total number of moped-operator fatal and serious injury collisions during the five-year period. These counties are Horry, Greenville, Charleston, Spartanburg, Anderson, and Richland.

Table S-26. Moped Involved Fatal and Serious Injury Collisions by Top County, State Data 2016-2020

County	2016	2017	2018	2019	2020	Total	Cumulative Percent of Total
Horry	25	28	25	8	10	96	13.48%
Greenville	21	18	20	20	9	88	25.84%
Charleston	16	16	5	12	21	70	35.67%
Spartanburg	15	10	13	11	11	60	44.10%
Anderson	10	6	9	6	9	40	49.72%
Richland	3	11	5	9	8	36	54.78%

Traffic Collisions

According to state data, traffic collisions involving moped operators declined consistently from 2016-2020 (**Table S-27**). The 3,233 total collisions represent only 0.47% of the state's 688,210 total traffic collisions during the 2016-2020 time period. In 2020, the state experienced 519 moped-involved collisions, representing a 34.39% decrease compared to the number of collisions in 2016 (791). In 2020, the number of moped-operator traffic collisions decreased by 10.67% compared to 2019, and the 2020 figure was 23.56% lower than the average number for the four-year period 2016-2019 (679).

Table S-27 Moped Involved Collisions by Year, State Data 2016-2020

Year	Fatal Collision	Injury Collision	Property Damage Only Collision	Total Collisions
2016	40	649	102	791
2017	29	610	98	737
2018	30	488	87	605
2019	30	474	77	581
2020	22	419	78	519
Total	**151**	**2,640**	**442**	**3,233**

Table S-28 shows that in South Carolina during the period 2016-2020, the greatest concentration of moped-involved collisions occurred between 3:01 p.m. and 6:00 p.m. (774 or 23.94%). During that same time period, the greatest number of fatal moped-involved collisions occurred between the hours of 6:01 p.m. to 9:00 p.m. (35, or 23.18%).

Table S-28 Moped Involved Collisions by Time of Day, State Data 2016-2020		
Time of Day	**Total Collisions**	**Fatal Collision**
12:01am - 3:00am	165	9
3:01am - 6:00am	100	11
6:01am - 9:00am	217	14
9:01am - Noon	295	12
12:01pm - 3:00pm	523	18
3:01pm - 6:00pm	774	20
6:01pm - 9:00pm	689	35
9:01pm - Midnight	470	32
Total	**3,233**	**151**

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2023	C-7) Number of motorcyclist fatalities (FARS)	2023	Annual	151
2023	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	2023	Annual	107
2023	C-12) South Carolina Moped Fatalities, with Five Year Trend Analysis	2023	Annual	29

Countermeasure Strategies in Program Area

Countermeasure Strategy	Description Located on Page No.
Motorcyclist Awareness Campaign	202
VRU Communication Campaign	212

Countermeasure Strategy: Motorcyclist Awareness Campaign

Program Area: Motorcycle Safety

Project Safety Impacts

The importance of helmet use, the dangers of impaired motorcycling, and the importance of having a valid motorcycle endorsement on one's driver's license are all important objectives for improving motorcycle safety in the state of South Carolina. Another objective is to increase other motorists' awareness of motorcyclists by increasing the visibility of motorcyclists and by educating other drivers on the importance of sharing the road with motorcycles. If these objectives are accomplished, the positive traffic safety impact of improved motorcycle safety could be achieved. Thankfully, these objectives can be met, in part, through communications and outreach efforts intended to promote helmet use, reduce impaired motorcycling, increase licensing, and spread Share the Road messaging to the motoring public.

Linkage Between Program Area

As evidenced by the problem identification data, motorcyclist fatalities represented 12.88% of the state's total fatalities in 2020. Of the 1,851 motorcycle collisions that occurred during the year 2020, 1,050 involved another vehicle. It is clear that there is an impetus for increasing other motorists' awareness of motorcyclists, given the severity of such collisions. Communication and outreach can be used to improve other motorists' awareness of motorcyclists and to promote the use of helmets and other protective gear among motorcyclists. As such, allocation of funds to motorcyclist awareness campaigns is needed in order to help the state achieve its motorcycle safety performance targets.

Rationale

Efforts relative to motorcycle safety in SC have utilized countermeasures deemed by the *Countermeasures that Work: A Highway Safety Countermeasure Guide For State Highway Safety Offices, Tenth* Edition, 2020 document as having limited evidence in terms of improving motorcycle safety, such as strengthening motorcycle licensing requirements (Chapter 5, Section 3.1, pp. 5-19); motorcycle rider training (Chapter 5, Section 3.2, pp. 5-20); helmet use promotion (Chapter 5, Section 1.2, p. 5-13); Communications and Outreach: Conspicuity and Protective Clothing (Chapter 5, Section 4.1, pp. 5-21); and Communications and Outreach: Motorist Awareness of Motorcyclists (Chapter 5, Section 4.1, p. 5-22). Though the document indicates limited evidence in terms of effectiveness, SC lacks a universal helmet law and has a strong legislative lobby against such a law; therefore, these awareness efforts are essential to the state if it is to address the problem of motorcycle safety.

Planned Activity in Countermeasure Strategy

Unique Identifier	Planned Activity Name	Description Located on Page No.
M11MA	Motorcyclist Awareness Campaign	203

Planned Activity: Motorcyclist Awareness Campaign

Planned activity number: M11MA

Primary Countermeasure Strategy ID: Motorcyclist Awareness Campaign

Planned Activity Description:

*Regarding the counties or political subdivisions in which the highest number of motorcycle collisions involving another motor vehicle, the information was gathered from 2020, which is the state's most recent final crash data.

Motorcycle Safety Public Information and Education Campaign

A successful motorcycle safety public information and education campaign, which began in FFY 2007, has been maintained and will continue during FFY 2023 in Horry County during the month of May 2023 as part of two major motorcycle rallies (Myrtle Beach Bike Rally and Atlantic Beach Bikefest). Messaging will focus on awareness of motorcyclists on the part of motor vehicle drivers.

Statewide Motorcycle Safety Awareness Program

The state of South Carolina in FFY 2023 will again launch a statewide motorcycle safety awareness program modeled after campaign efforts developed for FFY 2022. The primary feature of the campaign will involve “Share the Road” messaging to increase motorist awareness of the presence of motorcyclists on the roadways and sharing the road appropriately with these vehicles. The campaign will utilize radio public service announcements, outdoor advertising, social media, SCDOT message signs, and displays placed at motorcycle rallies and events. The outreach efforts will be conducted during the Myrtle Beach Bike Week and Atlantic Beach Bike Fest motorcycle rallies in May 2023. The campaign, though statewide, will focus on counties that sustained the highest number of motorcyclist fatalities during CY 2020 and those counties in which the greatest number of motorcycle collisions involving another motor vehicle occurred.

The FFY 2023 Motorcycle Safety Campaign will focus on increasing the awareness of motorists in passenger vehicles regarding the presence of motorcyclists on the roadways. The campaign concept will be used to alert motorists of the presence of motorcyclists and urge everyone to “share

the road". The message will target both motorists and motorcyclists. Individual billboards focusing exclusively on motorcyclists will be used, predominantly in priority counties during the statewide campaign event. Though statewide, the campaign will focus on counties having the majority of motorcyclist fatalities and motorcyclist traffic injuries during the year with the latest final data. It will target the months of the year and locations that are most likely to see a significant number of motorcyclists on the roads and those counties in which the greatest number of motorcycle collisions involving another motor vehicle occurred: Horry, Greenville, Charleston, Richland, Spartanburg, Lexington, Anderson, and York.

Motorcycle Safety Task Force

The Motorcycle Safety Task Force will continue to meet quarterly and form partnerships with various state, federal, and local agencies, as well as community groups to develop and implement strategies to reduce the number of motorcycle collisions, fatalities, and injuries.

Use of Variable Message Signs through SCDOT

In partnership with the SCDOT, the OHSJP will again secure the use of variable message signs around the state in designated time periods during the motorcycle safety campaign effort. These message signs will be utilized in May 2023. The message to be shown on the message boards is, "Stay Alert. Look for Motorcycles." This has proven extremely valuable to the campaign effort, as hundreds of thousands of motorists will be exposed to campaign messaging while they are in the act of driving and/or riding.

Intended Subrecipient(s): The South Carolina Department of Public Safety

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	BIL 405f Motorcycle Safety Programs	405f Motorcyclist Awareness	$75,049.93	$18,762.48	$0
2022	SUPPLEMENTAL BIL 405f Motorcycle Safety Programs	405f Motorcyclist Awareness	$4,950.07	$1,237.52	$0
2022	BIL NHTSA 402	402 Safety Campaign	$40,000	$10,000	$0

PROGRAM AREA: NON-MOTORIZED (BICYCLIST/PEDESTRIAN)

DESCRIPTION OF HIGHWAY SAFETY PROBLEMS-BICYCLISTS

Traffic Collision Fatalities

According to NHTSA's FARS data, there were 14 bicyclist fatalities in South Carolina in 2020. These 14 fatalities accounted for only 1.32% of the total fatalities for the state for 2020 (**Table 13**).

In South Carolina, there were 105 bicyclist fatalities in the five-year period from 2016 to 2020. The 2020 number of bicyclist fatalities (14) represents a 44% decrease from the level in 2016 and a 38.46% decrease when compared to the average of the previous four-year period. In comparison, bicyclist fatalities increased nationwide in 2020 (7.85%), and 8.59% from the previous four-year period (**Table 32**).

Table 32. Nationwide Bicyclist Fatalities

	2016	2017	2018	2019	2020	% Change: 2016 vs. 2020	% Change: 2020 vs. prior 4-yr Avg.
Total Fatalities	853	806	871	859	920	7.85%	8.59%
VMT Rate**	0.03	0.03	0.03	0.03	0.03	0.00%	0.00%
Pop Rate***	0.26	0.25	0.27	0.26	0.28	7.69%	7.69%
Pct. Of Total	2.26%	2.15%	2.36%	2.36%	2.44%	0.18%	0.16%

NHTSA NCSA FARS 2016-2019 Final File and 2020 Annual Report File (ARF)
**Rate per 100 million vehicle miles
***Rate per 100,000 population

Throughout the five-year period (2016-2020), South Carolina's average population-based bicyclist fatality rate (0.41 deaths per 100,000 population) was higher than the average population-based bicyclist fatality rate (0.26) for the nation. South Carolina's rate in 2020 (0.27) was 46% lower than the 2016 rate and 39.66% lower than the prior four-year average (**Table 13**). Nationwide, the population-based bicyclist fatality rate increased by 7.69% in 2020 (0.28) compared to the 2016-2019 average (0.26), and increased 7.69% compared to the rate in 2016.

Table 13. South Carolina Bicyclist Fatalities

	2016	2017	2018	2019	2020	% Change: 2016 vs. 2020	% Change: 2020 vs. prior 4-yr Avg.
Total Fatalities	25	17	23	26	14	-44.00%	-38.46%
VMT Rate**	0.05	0.03	0.04	0.04	0.03	-40.00%	-25.00%
Pop Rate***	0.50	0.34	0.45	0.50	0.27	-46.00%	-39.66%
Pct. Of Total	2.45%	1.72%	2.22%	2.58%	1.32%	-1.13%	-0.92%

NHTSA NCSA FARS: 2016-2019 Final File and 2020 Annual Report File (ARF)
2020 VMT & VMT Rate provided by South Carolina Department of Transportation
Population provided by U.S. Bureau of Census
**Rate per 100 million vehicle miles
***Rate per 100,000 population

Traffic Collision Injuries

Based on state data, non-serious bicyclist injuries decreased from 2016 to 2018, before increasing in 2019, and decreasing significantly in 2020; the 336 non-serious injuries in 2020 represent the lowest figure during the five-year period. The number of non-serious injuries for 2020 represents a decrease of 20.57% when compared to the 2016 figure (423), as well as a decrease when compared to the average of 2016-2019 (398). **Table S-20** shows that total number of bicyclist

traffic injuries in the state for the five-year period was 2,293, or 0.80% of the total traffic injuries in the state for the same time period (286,913). Total bicyclist injuries decreased in 2020 (408) when compared to both 2016 (503), 2019 (467) and the prior four-year average (471) by 18.89%, 12.63% and 13.38%, respectively.

Table S-20 Bicyclists by Injury Type, State Data 2016-2020				
Year	Non-Serious Injuries	Serious Injuries	Fatal Injuries	Total Bicyclists Injured
2016	423	56	24	503
2017	416	46	17	479
2018	361	53	22	436
2019	391	49	27	467
2020	336	57	15	408
Total	**1,927**	**261**	**105**	**2,293**

As seen in **Table S-21** in 2016, bicyclists experienced 56 serious injuries. The number of serious injuries decreased to 46 in 2017, and increased to 53 in 2018, before falling to 49 in 2019. The 57 serious injuries that occurred in 2020 were 16.33% higher than in 2019, 1.79% higher than in 2016, and 11.76% higher than the average number of bicyclist serious traffic-related injuries for 2016-2019 (51).

Table S-21 Bicyclists by Serious Injury, State Data 2016-2020					
	2016	2017	2018	2019	2020
South Carolina	56	46	53	49	57

Traffic Collisions

According to state data, SC experienced 2,418 total traffic collisions involving bicyclists during the time period 2016-2020. As shown in **Table S-22**, during the five-year period, the number of bicyclist collisions varied. In 2020, the state's number of bicyclist collisions decreased 11.89% compared to the previous year (488 collisions) and was 17.47% lower than it was in 2016. In 2020, the state's number of bicyclist collisions were 13.48% lower than the average number of bicyclist collisions (497) for the four-year period 2016-2019.

Table S-22 Total Bicycle Collisions by Year, State Data 2016-2020				
Year	Fatal Collision	Injury Collision	Property Damage Only Collision	Total Collisions
2016	24	472	25	521
2017	18	463	31	512

Table S-22 Total Bicycle Collisions by Year, State Data 2016-2020				
Year	Fatal Collision	Injury Collision	Property Damage Only Collision	Total Collisions
2018	22	416	29	467
2019	27	442	19	488
2020	15	393	22	430
Total	**106**	**2,186**	**126**	**2,418**

Table S-23 presents the number of fatal and serious injury bicycle-related collisions from 2016-2020 by county. Charleston, Horry, Greenville, and Beaufort counties had the highest occurrences of bicyclist fatal and serious injury collisions during this time period with 78, 34, 29, and 25, respectively.

Table S-23. Bicycle Fatal and Serious Injury Collisions by County, State Data 2016-2020						
County	2016	2017	2018	2019	2020	2016-2020
Abbeville	0	1	0	0	0	1
Aiken	2	0	4	6	0	12
Allendale	0	0	0	0	0	0
Anderson	1	2	0	1	1	5
Bamberg	0	0	0	0	0	0
Barnwell	1	0	0	0	0	1
Beaufort	8	3	6	6	2	25
Berkeley	3	3	1	1	3	11
Calhoun	0	0	0	0	0	0
Charleston	16	6	18	15	23	78
Cherokee	1	0	0	0	2	3
Chester	0	1	0	0	0	1
Chesterfield	1	0	0	1	1	3
Clarendon	0	0	1	1	1	3
Colleton	0	2	3	0	0	5
Darlington	1	0	2	1	2	6
Dillon	0	0	1	0	0	1
Dorchester	3	1	0	2	6	12
Edgefield	0	0	0	0	1	1
Fairfield	0	0	0	0	0	0
Florence	1	3	4	2	0	10
Georgetown	1	4	1	1	1	8
Greenville	4	4	7	7	7	29
Greenwood	0	0	1	0	0	1
Hampton	0	2	0	1	0	3
Horry	7	6	10	5	6	34
Jasper	0	1	1	2	1	5
Kershaw	0	0	1	0	0	1
Lancaster	3	2	1	1	0	7
Laurens	1	1	0	1	1	4
Lee	0	0	0	0	0	0
Lexington	5	1	2	2	5	15

Table S-23. Bicycle Fatal and Serious Injury Collisions by County, State Data 2016-2020						
County	**2016**	**2017**	**2018**	**2019**	**2020**	**2016-2020**
McCormick	0	0	0	0	0	0
Marion	1	3	0	1	0	5
Marlboro	0	0	0	0	1	1
Newberry	1	1	0	0	0	2
Oconee	1	2	2	2	1	8
Orangeburg	2	2	0	2	0	6
Pickens	0	0	0	1	0	1
Richland	3	5	2	5	2	17
Saluda	0	0	0	0	0	0
Spartanburg	7	4	3	4	1	19
Sumter	3	1	2	1	2	9
Union	1	0	0	0	0	1
Williamsburg	0	1	0	1	0	2
York	1	0	2	2	4	9
Total	**79**	**62**	**75**	**75**	**74**	**365**

DESCRIPTION OF HIGHWAY SAFETY PROBLEMS-PEDESTRIANS

Traffic Collision Fatalities

The state of South Carolina is now experiencing a pedestrian safety problem of great magnitude. **Table 12** shows the number and rate of pedestrian fatalities in South Carolina, both of which increased considerably throughout the 2016-2020 period. Overall, the 2020 total (187 fatalities) is 19.30% higher than the prior four-year average (157 fatalities) and 29.86% higher than the 2016 total (144 fatalities).

Table 12. South Carolina Pedestrian Fatalities

	2016	2017	2018	2019	2020	% Change: 2016 vs. 2020	% Change: 2020 vs. prior 4-yr Avg.
Total Fatalities	144	155	165	163	187	29.86%	19.30%
VMT Rate**	0.26	0.28	0.29	0.28	0.35	34.62%	26.13%
Pop Rate***	2.90	3.09	3.25	3.17	3.65	25.86%	17.65%
Pct. Of Total	14.12%	15.67%	15.93%	16.20%	17.58%	3.46%	2.10%

NHTSA NCSA FARS: 2016-2019 Final File and 2020 Annual Report File (ARF)
2020 VMT & VMT Rate provided by South Carolina Department of Transportation
Population provided by U.S. Bureau of Census
**Rate per 100 million vehicle miles
***Rate per 100,000 population

Throughout the five-year period (2016-2020), pedestrian fatalities accounted for, on average, 15.90% of all traffic-related fatalities in South Carolina. The 2020 percentage of South Carolina pedestrian fatalities to total traffic fatalities (17.58%) represents a 2.10% increase in this index when compared to the 2016-2019 average (15.48%) and a 3.46% increase compared to the 2016 proportion (14.12%).

The state's population-based pedestrian fatality rate increased in 2020 (3.65 deaths per 100,000 population) by 17.65% when compared to the prior four-year average (3.10). Over all five years, South Carolina's average population death rate for pedestrians (3.21) was higher than the rate seen for the US as a whole (1.90).

Table 33 indicates that nationwide, pedestrians accounted for an average of approximately 6,227 deaths annually during the 2016-2020 period. Total pedestrian fatalities increased in 2020 (6,333 fatalities) by 2.14% when compared to the 2016-2029 average (6,200). Additionally, the 2020 nationwide population-based fatality rate for pedestrian fatalities (1.91) increased by 0.39% as compared to the previous four-year average (1.90). In the US, pedestrians accounted for an average of 16.72% of all 2016-2020 traffic-related fatalities. The 2020 proportion of pedestrian fatalities to total traffic fatalities (16.76%) represented a 0.05% increase when compared to the prior four-year average.

Table 33. Nationwide Pedestrian Fatalities							
	2016	2017	2018	2019	2020	% Change: 2016 vs. 2020	% Change: 2020 vs. prior 4-yr Avg.
Total Fatalities	6,080	6,075	6,374	6,272	6,333	4.16%	2.14%
VMT Rate**	0.19	0.19	0.20	0.19	0.22	15.79%	14.29%
Pop Rate***	1.88	1.87	1.95	1.91	1.91	1.60%	0.39%
Pct. Of Total	16.08%	16.21%	17.31%	17.25%	16.76%	0.68%	0.05%

NHTSA NCSA FARS 2016-2019 Final File and 2020 Annual Report File (ARF)
**Rate per 100 million vehicle miles
***Rate per 100,000 population

Traffic Collision Injuries

According to state data (**Table S-29**), the state of South Carolina experienced 4,627 traffic-related injuries (not including fatalities) in the years 2016-2020 involving pedestrians. Of these injuries, 1,022, or 22.09%, were serious injuries. The number of pedestrian injuries has fluctuated in recent years, with the state in 2020 experiencing a 13.50% decrease in pedestrian traffic injuries compared to 2016. The 2020 figure of 814 total non-fatal pedestrian traffic injuries represents a decrease (15.91%) from 2019's number of 968. Serious pedestrian traffic injuries have increased since 2016, with the 2018 and 2020 figures representing the only declines of the five-year period. Although the number of serious injuries declined by 8.60% from 2019 to 2020, the 2020 figure is still significantly higher than 2016 figure (183), which was the lowest figure of the five-year period. In fact, the 2020 figure for serious pedestrian traffic injuries (202) is 10.38% higher than the 2016 figure of 183; however, it is slightly lower (1.46%) than the average number of pedestrian serious injuries for the four-year period 2016-2029 (205).

Table S-29. Pedestrians by Injury Severity, State Data 2016-2020					
Year	No Apparent Injury	Possible Injury	Minor Injury	Serious Injury	Total Non-fatal Pedestrians
2016	45	434	324	183	986
2017	43	441	333	212	1,029
2018	55	397	317	204	973
2019	38	358	389	221	1,006
2020	37	297	315	202	851
Total	**218**	**1,927**	**1,678**	**1,022**	**4,845**

The top six counties for fatal and serious injury pedestrian collisions during the five-year period are depicted in **Table S-30**. These counties were Charleston, Greenville, Horry, Richland, Spartanburg, and Anderson.

Table S-30. Pedestrian Involved Fatal and Serious Injury Collisions by Top County, State Data 2016-2020							
County	2016	2017	2018	2019	2020	Total	Cumulative Percent of Total
Charleston	35	44	56	58	49	242	13.36%
Greenville	40	41	36	42	35	194	24.06%

Table S-30. Pedestrian Involved Fatal and Serious Injury Collisions by Top County, State Data 2016-2020							
County	**2016**	**2017**	**2018**	**2019**	**2020**	**Total**	**Cumulative Percent of Total**
Horry	35	35	43	26	29	168	33.33%
Richland	34	25	25	35	34	153	41.78%
Spartanburg	11	24	16	25	18	94	46.96%
Anderson	16	14	9	20	22	81	51.43%

Traffic Collisions

According to state data, South Carolina experienced 5,359 total traffic collisions involving pedestrians during the time period 2016-2020 (**Table S-31**). Total collisions involving pedestrians have fluctuated over the recent years, with 1,064 in 2016, 1,117 in 2017, 1,084 in 2018, 1,119 in 2019, and 975 in 2020. The number of collisions involving pedestrians decreased by 12.88% in 2020 compared to 2019 and decreased by 8.36% when compared to 2016. The 2020 figure of 975 was also 11.04% lower than the average number of traffic collisions involving pedestrians for the four-year period 2016-2019 (1,096).

Table S-31. Pedestrian Involved Collisions by Year, State Data 2016-2020				
Year	**Fatal Collision**	**Injury Collision**	**Property Damage Only Collision**	**Total Collisions**
2016	145	892	27	1,064
2017	158	935	24	1,117
2018	167	879	38	1,084
2019	165	925	29	1,119
2020	187	762	26	975
Total	**822**	**4,393**	**144**	**5,359**

Associated Performance Measures

Fiscal Year	Performance Measure Name	Target End Year	Target Period	Target Value
2023	C-10) Number of pedestrian fatalities (FARS)	2023	Annual	162
2023	C-11) Number of bicyclists fatalities (FARS)	2023	Annual	20

Countermeasure Strategy: VRU Communication Campaign

Program Area: Non-motorized (Bicyclist/Pedestrian)

Project Safety Impacts

The Vulnerable Roadway User (VRU) Communication Campaign serves to decrease pedestrian and bicyclist fatalities and injuries that result from crashes involving a motor vehicle, and to educate motorists, pedestrians, and bicyclists of state traffic laws applicable to pedestrian and bicycle safety. The SCDPS Contractor will develop an innovative VRU media campaign and will focus on counties that experienced high rates of fatalities and serious injuries among vulnerable roadway user groups. A positive traffic safety impact can be achieved through increasing VRU and driver compliance with relevant traffic laws. A significant focus will be placed on pedestrian and bicyclist safety to combat the rise in fatalities among these groups.

Linkage Between Program Area

Each year the state of South Carolina experiences traffic collisions, injuries, and fatalities resulting from individuals negotiating roadways on foot (pedestrians), or by bicycles. Communication campaigns designed to improve both VRU and driver compliance with relevant traffic laws will help the state meet the performance measures and goals related to the issues faced by vulnerable roadway user groups.

Rationale

The state of South Carolina has implemented certain efforts included in *Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices, Tenth Edition, 2020 (CTW*), predominantly of an educational nature, in order to address bicyclist and pedestrian traffic safety issues. Some of these efforts include elementary-age child pedestrian training, deemed likely effective (Chapter 8, Section 2.1, pp. 8-19 to 8-22); child school bus training, deemed undetermined in terms of effectiveness (Chapter 8, Section 2.3, p. 8-27 to 8-28); impaired pedestrians: communications and outreach, deemed undetermined in terms of effectiveness (Chapter 8, Section 3.1, p. 8-27 to 8-28); conspicuity enhancement, deemed likely effective (Chapter 8, Section 4.3, p. 8-33 to 8-35); *Share the Road* awareness programs, limited evidence of effectiveness (Chapter 9, Section 4.2, p. 9-30 to 9-31); and bicycle safety education for bicycle commuters, limited evidence of effectiveness (Chapter 9, Section 2.2, p. 9-22 to 9-23).

Planned Activity in Countermeasure Strategy

Unique Identifier	Planned Activity Name	Description Located on Page No.
PIOT S	Non-motorized Communication Campaign	213

Planned Activity: Non-motorized Communication Campaign

Planned activity number: PIOT S

Primary Countermeasure Strategy ID: VRU Communication Campaign

Planned Activity Description:

The OHSJP will plan a media campaign in FFY 2023 to launch in FFY 2024 to focus on safety issues related to vulnerable roadway users, with an increased focus on pedestrians and bicyclists. The campaign will target focus counties that experienced high rates of fatalities and serious injuries among vulnerable roadway user groups during the five-year period from 2016 to 2020. The campaign will support public outreach and enforcement efforts by the SC Highway Patrol to address the increase in fatalities occurring in South Carolina among these vulnerable groups. While the campaign will have advertising that focuses on each of the vulnerable roadway groups, the campaign will feature a unified and cohesive series of messages. That way, roadway users will recognize the theme of making themselves familiar with State traffic laws. Prior to 2019, the VRU campaign was traditionally a billboard-only campaign, but the SCDPS Contractor has expanded the campaign to include advertising for paid social media, digital advertising, and outdoor media.

Intended Subrecipient(s): South Carolina Department of Public Safety

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	FAST Act 405h Nonmotorized Safety	Public Education	$349,045.19	$87,261.30	$0
2022	BIL 405h Nonmotorized Safety	Public Education	$127,416.91	$31,854.23	$0
2022	SUPPLEMENTAL BIL 405h Nonmotorized Safety	Public Education	$23,537.90	$5,884.48	$0

PROGRAM AREA: TRAFFIC RECORDS
DESCRIPTION OF HIGHWAY SAFETY PROBLEMS

A comprehensive overview of the state's highway safety problems have been detailed in previous sections of SC's FFY 2023 HSP. The following section will serve to provide an overview of the state's existing traffic records system and areas in which the state would like to improve.

Timely, accurate, and efficient collection and analysis of appropriate traffic records data have always been essential to highway safety and are critical in the development, implementation, and evaluation of appropriate countermeasures to reduce traffic collisions and injuries. There are many users of these data. Law enforcement utilizes the data for the deployment of enforcement units. Engineers use the data to identify roadway hazards, while judges utilize the data as an aid in sentencing. Prosecutors use traffic records data to determine appropriate charges to levy against drivers in violation of traffic laws and ordinances. Licensing agencies utilize data to identify problem drivers, and emergency response teams use data to improve response times. Health-care organizations use data to understand the implications of patient care and costs, and legislators/public officials use data to pass laws and to set public policy.

Overview of the South Carolina Traffic Records System

The South Carolina Traffic Records System is composed of six components maintained by five core state agencies: SC Department of Motor Vehicles (SCDMV), SC Department of Transportation (SCDOT), SC Judicial Branch (SCJB), SC Department of Health and Environmental Control (SCDHEC), and SC Department of Public Safety's Office of Highway Safety and Justice Programs (SCDPS OHSJP).

The Collision Component (SCDPS, SCDMV)

The OHSJP maintains the South Carolina Collision and Ticket Tracking System (SCCATTS). SCCATTS serves as the state-provided solution for collecting collision, public contact/warning, and citation data for SCCATTS users and also employs a Geographic Information System (GIS) component. The South Carolina Highway Patrol recently started using SmartCOP for their Records Management System (RMS). With this system the SCHP is able to generate and submit collisions, citations, and public contacts/warnings reporting. The SmartCOP system collects 54% of crash reports, and the SCCATTS system currently collects 43% of all collision data statewide. The remaining 3% of collision reports are submitted manually and entered into SCCATTS by data entry clerks with the OHSJP. SCCATTS also has the ability to collect public contact/warning data and Uniform Traffic Ticket (UTT) citation data issued by law enforcement.

The OHSJP also houses the South Carolina Traffic Collision Master File. This file contains data obtained from the South Carolina Traffic Collision Report Form (TR-310) submitted by law enforcement collision investigators. This form can be submitted electronically through the SCCATTS system to SCDPS and SCDMV. The form can also be submitted manually through a paper process by local law enforcement agencies that do not have the capability to submit

electronically through SCCATTS. The OHSJP also houses the Traffic Records Staff, Fatality Analysis Reporting System (FARS), SafetyNet, and the Statistical Analysis & Research Section (SARS). All of these sections work as a cohesive unit in association with South Carolina's crash data collection.

In addition to those systems mentioned above, the OHSJP participates in the National Highway Traffic Safety Administration's (NHTSA) Crash Report Sampling System (CRSS). This system reviews a sample geographical area of law enforcement reported crash investigations involving all types of motor vehicles, pedestrians, and cyclists. CRSS is used to develop an overall crash depiction that can be used to identify highway safety problem areas, performance measure trends, and as a basis for cost analysis with highway safety initiatives.

The SCDMV currently houses driver and vehicle collision records obtained from the TR-310 and Financial Responsibility (FR-10) form. The FR-10 is a component of the TR-310 issued by law enforcement during crash investigations to verify liability insurance on the units involved. These records are used for insurance verification and driver/vehicle components of collision records described on the following pages.

The Driver Component (SCDMV)

SCDMV maintains driver records for the state in a customer-centric system called the Phoenix System. This system uses a common architecture to combine driver license records and driver history. These records contain crash and citation data that are used daily by stakeholder agencies for day-to-day operations. The SCDMV is responsible for maintaining current South Carolina driver history from the data collected from the TR-310 collision form and UTT citation data received from law enforcement and the courts**.**

The Vehicle Component (SCDMV)

SCDMV's Phoenix System also maintains vehicle records for the state. This system is used to maintain vehicle title, registration, and insurance records. This system is also used daily by stakeholders for vehicle information. The SCDMV is responsible for maintaining current South Carolina vehicle history from vehicle titles, registration information, and data collected from the TR-310 collision and FR-10 forms.

The Citation/Adjudication Component (SCDMV, SCJB)

The Citation/Adjudication component has experienced major changes in the collection of citation data over the past several years. The South Carolina General Assembly enacted legislation that requires all citation data to be submitted electronically to SCDMV. In response to this legislation, the Traffic Records Coordinating Committee (TRCC) coordinated the creation of a statewide citation database housed within SCDMV. This database, the South Carolina Uniform Traffic

Ticket Information Exchange System (SCUTTIES), was designed to collect all citation data electronically from the issuing law enforcement agency and track the citation through the court system to ultimately obtain the disposition data for all traffic-related offenses. The system became fully operational on January 1, 2018. SCUTTIES enables SCDMV to report CDL license holder's traffic violation dispositions back to the driver's home state within 10 days of conviction.

The Adjudication Component is managed by the South Carolina Judicial Branch (SCJB) through its Case Management System (CMS) and various local courts' Records Management Systems (RMS). The Court Administration was charged, as per legislation, with developing adjudication disposition data collection application(s) for all citations issued within the state. The data collection process utilized the state's Case Management System developed by SCJB. It also uses a Web-services application that was developed for local courts not utilizing CMS. The CMS disposition system was completed and enacted in June 2016. The Disposition Portal to collect disposition data for courts with no RMS was deployed in January 2018.

The Injury Surveillance System Component (SCDHEC)

The Injury Surveillance System (ISS) is managed by SCDHEC. This agency collects and maintains data through several statewide data systems. They include Emergency Medical Services (EMS) records; a patient care reporting system called Prehospital Management Information System (PreMIS), which is an electronic reporting component of the National Emergency Medical Services Information System (NEMSIS); the statewide trauma registry; and the vital records system.

These major statewide data systems rely on data collected by:

1. State, county, local government agencies, and private and volunteer service providers in health care-related fields that manage/report data contained in these systems
2. State, county, and local government employees in law enforcement and engineering agencies

The Roadway Component (SCDOT)

The South Carolina Department of Transportation (SCDOT) maintains roadway information in the Integrated Transportation Management System (ITMS), the Roadway Information Management System (RIMS), and a Geographic Information System (GIS). These systems focus on state-maintained roadways and local roadway segments that are included as selected segments for the Highway Performance Monitoring System (HPMS).

States are required to have access to a complete collection of Model Inventory of Roadway Elements (MIRE) fundamental data elements (FDE) on all public roads by September 30, 2026. In preparation for 100% compliance, 23 CFR Part 924.11 directed states to include in their 2017

Traffic Records Strategic Plan (TRSP) information related to MIRE FDE, expressly to "incorporate specific quantifiable and measurable anticipated improvements for the collection of MIRE fundamental data elements." Of the 33 unique MIRE FDE identified, SCDOT currently has access to 96.9%, missing only one element. A number of projects in this year's TRSP address improvements to the collection of MIRE FDE. Specifically, the Collision Report Form Revision and the RIMS Enhancements will have the greatest impact.

Traffic collision data are the focal point of the various record systems that must be accessed to identify highway safety problems. The management approach to highway safety program development embraces the concept of implementing countermeasures directed at specific problems identified through scientific and analytical procedures. The results of any analytical process are only as valid and credible as the data used in analysis. Therefore, an effective safety program is dependent on an effective collision records system. As such, a major priority for FFY 2023 is the upgrading of the SCCATTS (South Carolina Collision and Ticket Tracking System) e-Reporting application.

The OHSJP's current application for electronic Traffic Records report submission and data processing is the ReportBeam© product. This product, purchased through federal grant funds, is hosted by the OHSJP for county and local law enforcement traffic records processes. It was purchased in 2009 and is aged. The product is used by local law enforcement to produce and electronically submit citations, collisions and public contact/warning reports and/or data through SCDPS to SCDMV, SCJB, and the SCDOT.

The ReportBeam application went through a security update during 2019 and is in the process of being deployed to all users throughout the state. The ReportBeam server was moved out of the SCDPS network and is now housed with a third party vendor. This move helped maintain the state's security standards for the SCDPS network. The SCUTTIES and SCCATTS programs are dependent upon the traffic records data created by this application to continue to meet both Federal Motor Carrier Safety Administration (FMCSA) and NHTSA requirements. These requirements have a direct impact on funding for Traffic and Roadway Safety programs within our state. A project in the 2022-2024 TRSP, listed under the SCCATTS program, will be focused on beginning the research for a possible replacement or upgrade of the e-reporting software application.

Countermeasure Strategies in Program Area

Countermeasure Strategy	Description located on Page No.
Highway Safety Office Program Management	77
Improves accessibility of a core highway safety database	218
Improves accuracy of a core highway safety database	221
Improves completeness of a core highway safety database	222
Improves integration between one or more core highway safety databases	223
Improves timeliness of a core highway safety database	225
Improves uniformity of a core highway safety database	226

Countermeasure Strategy: Improves accessibility of a core highway safety database

Program Area: Traffic Records

Project Safety Impacts

Accessibility reflects the ability of authorized users to successfully obtain desired data. For every database and file in a traffic records system, there is a set of authorized users who are entitled to request and receive data. A Traffic Records System (TRS) with accurate, uniform, timely and complete data integrated between the state's various core databases is essentially useless if it cannot be accessed by those who legitimately need to access the data. Improving accessibility of the TRS data will have positive traffic safety impacts because it will enable the development of meaningful solutions to the traffic safety problems identified through analysis of the data.

Linkage Between Program Areas

Accessible data is necessary for identifying the locations and causes of collisions, for planning and implementing countermeasures, for operational management and control, and for evaluating highway safety programs and improvements. Improving the accessibility for legitimate users of the data contained within the state's Traffic Records System (TRS) will enable the development of meaningful solutions to the traffic safety problems identified through analysis of the data. Improving the accessibility of the data contained within the TRS will enable the state to spend its limited resources wisely, getting the most benefit for the investment of money and staff time. It

will enable the state to better ensure that new efforts are aimed squarely at needed improvements to the data elements and that those resources are allocated in a systematic manner.

Rationale

The accessibility of the database or sub-file is determined by obtaining the users' perceptions of how well the system responds to their requests. It is measured in terms of customer satisfaction related to the retrieval of data.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name	Description Located on Page No.
TR	OHSJP Traffic Records Management	83
TR M3DA	OHSJP Traffic Records Improvement	219

Planned Activity: OHSJP Traffic Records Improvement

Planned Activity Number: TR M3DA

Primary Countermeasure Strategy ID: Improves accessibility of a core highway safety database

Planned Activity Description:
Projects falling under this planned activity represent the projects identified in the state's 2022-2024 TRSP. These projects fall into the program areas listed below:

- **SC TRCC Programs** or projects that benefit multiple Traffic Records Systems.
- **SCDHEC's Injury Surveillance Systems (ISS)** injury coding and tracking for traffic related incidents.
- **SCDMV's Phoenix System** for driver and vehicle records services.
- **SCDMV's SCUTTIES** for citation records processing.
- **SCDOT's Roadway Component** for maintaining, compiling and analyzing traffic records data for highway safety purposes.
- **SCDPS's SCCATTS** application for collection and e-Reporting of crash, citation and public contact/warnings.
- **SCDPS's SMARTCOP** application for DPS Law Enforcement Divisions for e-Reporting and Data integration
- **SCJB's Case Management System (CMS)** citation and adjudication processing.

The projects included in the table below represent the 10 projects to be implemented under the planned activity, TR M3DA. Full descriptions of each project have been included in the state's 2022-2024 TRSP. An overview of each project is included at the end of this Program Area Section.

Ranking	Agency	Project	Requested Amount
1	SCDPS	Collision Form Revision	$10,000
2	SCDMV	Phoenix e-Citation Enhancements	$90,000
3	SCDMV	Phoenix e-Citation Data Quality Improvements	$20,000
4	SCDMV	SCUTTIES e-Citation Data Quality Improvements	$45,000
5	SCDMV	Automated Failure To Pay	$20,000
6	SCDOT	Pedestrian/Bicycle Facilities	$173,000
7	SCDPS	Field Deployment	$15,000
8	SCDMV	Citation Reports	$15,000
9	SCJD	CMS-SCUTTIES Enhancements	$150,000
10	SCDOT	Local Agency Data Collection	$50,000

Intended Subrecipient(s): SC Department of Public Safety

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	FAST Act 405c Data Program	Traffic Records Data Program	$365,538.44	$91,384.61	$0
2022	BIL 405c Data Program	Traffic Records Data Program	$706,494.21	$176,623.55	$0
2022	SUPPLEMENTAL BIL 405c Data Program	Traffic Records Data Program	$46,196.35	$11,549.09	$0

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2022	SUPPLEMENTAL BIL 405c Data Program	Traffic Records Data Program	$46,196.35	$11,549.09	$0

Countermeasure Strategy: Improves accuracy of a core highway safety database

Program Area: Traffic Records

Project Safety Impacts

Accuracy reflects the degree to which the data is error-free, satisfies internal consistency checks, and does not exist in duplicate within a single database. Error means that the recorded value for some data element of interest is incorrect. Error does not mean the information is missing from the record. Erroneous information in a database cannot always be detected. In some cases, it is possible to determine that the values entered for a variable or data element are not legitimate codes. In other cases, errors can be detected by matching data with external sources of information. It may also be possible to determine that duplicate records have been entered for the same event. Improving the accuracy of the data contained within the state's TRS will have a positive traffic safety impact because accurate data is necessary for identifying the locations and causes of collisions, for planning and implementing countermeasures, for operational management and control, and for evaluating highway safety programs and improvements.

Linkage Between Program Areas

Accurate data is necessary for identifying the locations and causes of collisions, for planning and implementing countermeasures, for operational management and control, and for evaluating highway safety programs and improvements. Improving the accuracy of the data contained within the state's Traffic Records System will ensure that the problems identified during the problem identification process actually exist. It will also enable the setting of realistic performance targets. Improving the accuracy of the data contained within the TRS will enable the state to spend its limited resources wisely, getting the most benefit for the investment of money and staff time. It will enable the state to better ensure that new efforts are aimed squarely at needed improvements to the data elements and that resources are allocated in a systematic manner.

Rationale

This performance measure is measured by the usage and examination of the data within each component's dataset. Allocation of funds to improving the accuracy of data is necessary for achieving a well-developed TRS within the state.

Planned Activities in Countermeasure Strategy

Unique Identifier	Planned Activity Name	Description Located on Page No.
TR	OHSJP Traffic Records Management	83

TR M3DA	OHSJP Traffic Records Improvement	219

Countermeasure Strategy: Improves completeness of a core highway safety database

Program Area: Traffic Records

Project Safety Impacts

Completeness of the data is another important attribute of a well-developed Traffic Records System (TRS). The information contained within a well-developed TRS should be complete in terms of all the people, events, things, or places represented by the records in the various components, and it should be complete in terms of all the variables required to be collected on those people, events, things, or places. Improving the completeness of the data contained within the core databases of the state's TRS will have a positive traffic safety impact because complete data is necessary for identifying the locations and causes of collisions, for planning and implementing countermeasures, for operational management and control, and for evaluating highway safety programs and improvements.

Linkage Between Program Area

Complete data is necessary for identifying the locations and causes of collisions, for planning and implementing countermeasures, for operational management and control, and for evaluating highway safety programs and improvements. Improving the completeness of the data contained within the state's TRS will ensure that the full scope of the problems identified during the problem identification is known. It will also enable the setting of realistic performance targets. Improving the completeness of the data contained within the TRS will enable the state to spend its limited resources wisely, getting the most benefit for the investment of money and staff time. It will enable the state to better ensure that new efforts are aimed squarely at needed improvements to the data elements and that those resources are allocated in a systematic manner.

Rationale

This performance measure is measured by the usage and examination of the data within each component's dataset. Allocation of funds to improving the completeness of data is necessary for achieving a well-developed TRS within the state.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name	Description Located on Page No.
TR	OHSJP Traffic Records Management	83
TR M3DA	OHSJP Traffic Records Improvement	219

Countermeasure Strategy: Improves integration between one or more core highway safety databases

Program Area: Traffic Records

Project Safety Impacts

The goal of developing and managing traffic safety programs is to achieve a systematic process with the intention of reducing the number and severity of traffic collisions. This data-driven process ensures that all opportunities to improve highway safety are identified and considered for implementation. A well-developed Traffic Records System (TRS) facilitates this data-driven process because it serves as the information base for the state's management of the highway and traffic safety activities. A well-developed TRS allows for the compilation of the data from each of the systems comprising the TRS into a unified, accessible resource without bringing all the data into a single database. Improving integration between each of the core highway safety databases is the goal of the TRS, and achieving this goal would have considerable traffic safety impacts because it would allow for greater opportunities to track and address traffic safety events among each of the data files.

Linkage Between Program Area

Timely, accurate, and efficient collection and analysis of appropriate traffic records data have always been essential to highway safety and are critical in the development, implementation, and evaluation of appropriate countermeasures to reduce traffic collisions and injuries. There are many users of these data. Law enforcement utilizes the data for the deployment of enforcement units. Engineers use data to identify roadway hazards, while judges utilize data as an aid in sentencing. Prosecutors use traffic records data to determine appropriate charges to levy against drivers in violation of traffic laws and ordinances. Licensing agencies utilize data to identify problem drivers, and emergency response teams use data to improve response times. Health-care organizations use data to understand the implications of patient care and costs, and legislators/public officials use data to pass laws and to set public policy.

Traffic collision data are the focal point of the various record systems that must be accessed to identify highway safety problems. The management approach to highway safety program development embraces the concept of implementing countermeasures directed at specific problems identified through scientific and analytical procedures. The results of any analytical process are only as valid and credible as the data used in analysis. Therefore, an effective safety program is dependent on an effective collision records system, and the collision records system must be integrated between the agencies with custodial responsibility over each of the major components of the TRS: South Carolina Department of Public Safety (SCDPS), the South Carolina Department of Health and Environmental Control (SCDHEC), the South Carolina Department of Transportation (SCDOT), the SC Department of Motor Vehicles (SCDMV), and the South Carolina Judicial Branch (SCJB).

Allocating funds to the projects outlined in the state Traffic Records Strategic Plan (TRSP) will bring the state closer to its goal of achieving integrated access to the TRS' numerous data components. This would allow access for each of the entities who need to access the data in order to act in ways that produce positive traffic safety impacts, which would ultimately lead to the state's achievement of its outlined performance targets.

Rationale

A state’s traffic records information should be maintained in a form that is of high quality and readily accessible to users throughout the state. According to NHTSA's Highway Safety Program Guidelines, data integration should be addressed through creating and maintaining a system inventory; supporting centralized access to linked data; meeting federal reporting requirements, such as the Fatality Analysis Reporting System (FARS), the Motor Carrier Management Information System (MCMIS /SafetyNet), the Highway Performance Monitoring System (HPMS), and others; supporting electronic data sharing; and adhering to state and federal privacy and security standards. Allocating funds to the projects outlined in the state Traffic Records Strategic Plan (TRSP) will bring the state closer to its goal of achieving integrated access to the TRS' numerous data components, which will ultimately lead to the state's achievement of its outlined performance targets.

Planned Activities in Countermeasure Strategy

Unique Identifier	Planned Activity Name	Description Located on Page No.
TR	OHSJP Traffic Records Management	83
TR M3DA	OHSJP Traffic Records Improvement	219

Countermeasure Strategy: Improves timeliness of a core highway safety database

Program Area: Traffic Records

Project Safety Impacts

The information contained within the TRS should be available within a reasonable timeframe to be meaningful for effective analysis of a state's highway safety programs, and for efficient conduct of each custodial agency's business and mission. Improving the timeliness of the data contained within the core databases will produce a positive traffic safety impact within the state because it will ensure that all of the necessary problem identification data is as up-to-date as is reasonably possible.

Linkage Between Program Area

Timely data is necessary for identifying up-to-date locations and relevant causes of collisions, for planning and implementing countermeasures, for operational management and control, and for evaluating highway safety programs and improvements. Improving the timeliness of the data contained within the state's TRS will ensure that the relevance of the problems identified during the problem identification is known. It will also enable the setting of realistic performance targets. Improving the timeliness of the data contained within the TRS will enable the state to spend its limited resources wisely, getting the most benefit for the investment of money and staff time. It will enable the state to better ensure that new efforts are aimed squarely at needed improvements to the data elements and that those resources are allocated in a systematic manner.

Rationale

This performance measure is measured by the usage and examination of the data within each component's dataset. Allocation of funds to improving the timeliness of data is necessary for achieving a well-developed TRS within the state.

Planned Activities in Countermeasure Strategy

Unique Identifier	Planned Activity Name	Description Located on Page No.
TR	OHSJP Traffic Records Management	83
TR M3DA	OHSJP Traffic Records Improvement	219

Countermeasure Strategy: Improves uniformity of a core highway safety database

Program Area: Traffic Records

Project Safety Impacts

Uniformity reflects the consistency among the files or records in a database. Uniformity may be measured against some independent standard, preferably a national standard. Within a state, all jurisdictions should collect and report the same data using the same definitions and procedures. Without uniformity, the goal of data integration cannot be achieved, and both are vital attributes of a well-developed TRS. Improving uniformity of the data will assist in achieving integration among the core databases, and achieving this goal would have considerable traffic safety impacts because it would allow for greater opportunities to track and address traffic safety events among each of the data files.

Linkage Between Program Area

Within a state, all jurisdictions should collect and report the same data using the same definitions and procedures in order for an accurate depiction of the state's traffic safety concerns. Uniformity of the data collection and reporting procedures is needed because it will enable the setting of realistic performance targets. Improving the uniformity of the data contained within the TRS will enable the state to spend its limited resources wisely, getting the most benefit for the investment of money and staff time. It will enable the state to better ensure that new efforts are aimed squarely at needed improvements to the data elements and that those resources are allocated in a systematic manner.

Rationale

This performance measure is measured by the usage and examination of the data within each component's dataset. Allocation of funds to improving the uniformity of data is necessary for achieving a well-developed TRS within the state.

Planned Activities in Countermeasure Strategy

Unique Identifier	Planned Activity Name	Description Located on Page No.
TR	OHSJP Traffic Records Management	83
TR M3DA	OHSJP Traffic Records Improvement	219

Project Title	TRS Program Priority Rank 1	Lead Agency	405 c Request
Collision Report Revision	SCCATTS	SCDPS	$10,000

Description of Problem: The current TR-310 report form has a number of fields used for statistical analysis. However, the form has not been through a major revision since 2001. The form is approximately 45.98% Model Minimum Uniform Crash Criteria (MMUCC) compliant and has potential to be enhanced with fields for data elements collected by other stakeholders using the form.

Solution: This project is to update the collision report form to increase MMUCC compliance and collect new data elements not made available on the current TR-310 Collision report. This project addresses TRS Goal #1: Improve collection and management of core Traffic Records Data Systems.

Section 405c Funds are requested for this project - ☒Yes ☐No

Core Traffic Records System Components Affected (Check all that apply):
☒Collision, ☐Citation / Adjudication, ☒Roadway, ☒Injury Surveillance, ☒Driver, ☒Vehicle

Lead Agency: SCDPS **Project Lead:** Brian Borough **Goal Completion Date:** January 2024	**Partner Agencies:** SCDMV **Project Lead:** Rosalind Jenkins	
Total Budget: TBD	**Funding Sources:** 405c (Traffic Records): State funds: Other Federal Funds:	 $10,000 $0 $0

Performance Measure(s):
☒Timeliness ☒Accuracy ☒Completeness ☒ Uniformity ☒Accessibility ☒Data Integration

Project Goal: Through linkage of roadway elements and collision data, increase MMUCC compliance to 80% of data elements and 80% of data attributes by 2024. Improve the overall collection of crash related injury coding for collision reporting.

Project Status: In 2015 a committee was established to evaluate the current TR-310 collision form and make recommendations for a new form. This project has been on hold due to other projects needing immediate attention. Scheduled to be reinstated for 2022-2024 development.

Project Title	TRS Program Priority Rank 2	Lead Agency	405 c Request
Phoenix e-Citation Enhancements	Phoenix	SCDMV	$90,000

Description of Problem:
As the e-Citation project is fully implemented, there are major enhancements SCDMV will need to make within the Phoenix application to more effectively process the citations. These enhancements include the ability to process financial responsibility violations through the electronic ticket system, filter cleanup which will allow for user control of the filters, remove class edit for OOS license holders, and migrate SC drivers speeding, seatbelts, and miscellaneous tickets to a fully automated process.

Solution: Use SCUTTIES Business Application Manager as the business analyst and hire a .NET contractor for part time work as required to support this development. This contractor would be at 50% for this project initially and could ramp up to 100% for the duration of the development cycle. This project addresses TRS Goal #2: Improve traffic records data integration, access, and analysis.

Section 405c Funds are requested for this project - ☒Yes ☐No

Core Traffic Records System Components Affected (Check all that apply):
☐Collision, ☒Citation / Adjudication, ☐Roadway, ☐Injury Surveillance, ☒Driver, ☒Vehicle

Lead Agency: SCDMV **Project Lead:** TBD **Goal Completion Date:** 2022	**Partner Agencies:** SCJB

Total Budget: $90,000	**Funding Sources:** 405c (Traffic Records): State funds: Other Federal Funds:	 $90,000 $0 $0

Performance Measure(s):
☐Timeliness ☐Accuracy ☐Completeness ☐Uniformity ☒Accessibility ☒Data Integration

Project Goal: Enhance Phoenix to further automate the processing of e-Citations.

Project Status: The project is in development. An MOA and SOW have been approved by SCJB and SCDMV. Project scheduled to be completed by 2022.

Project Title	TRS Program Priority Rank 3	Lead Agency	405 c Request
Data Quality Improvements: Citations & Collisions	Phoenix	SCDMV	$20,000

Description of Problem:
After SCUTTIES was fully deployed, SCDMV had identified several issues related to the collected data and the data quality. Currently, this is requiring SCDMV's ticket triage unit, law enforcement and the courts to identify the issue(s). SCDMV will need to provide a developer and/or business analyst to determine the cause of the inconsistent data and present a solution.

Solution:
Utilize SCUTTIES Business Application Manager as the business analyst and hire a .NET contractor for part time work as required to support this development to correct the data collection and quality issues. This contractor would be at 10% for this project.

Section 405c Funds are requested for this project - ☒Yes ☐No

Core Traffic Records System Components Affected (Check all that apply):
☐Collision, ☒Citation / Adjudication, ☐Roadway, ☐Injury Surveillance, ☒Driver, ☐Vehicle

Lead Agency: SCDMV
Project Lead: TBD
Goal Completion Date: 2022

Partner Agencies:

Total Budget: $20,000

Funding Sources:	
405c (Traffic Records):	$20,000
State funds:	$0
Other Federal Funds:	$0

Performance Measure(s):
☐Timeliness ☒Accuracy ☐Completeness ☐Uniformity ☒Accessibility ☒Data Integration

Project Goal:
Maintain and improve the consistent quality of the citation, disposition, and collision data for the duration of the project.

Project Status: Project under development.

Project Title	TRS Program Priority Rank 4	Lead Agency	405 c Request
SCUTTIES e-Citation Enhancements/Data Quality	SCUTTIES	SCDMV	$45,000

Description of Problem:
Add additional edits for both citations and dispositions as they are required. General support for enhancements, additional vendor certification, and general problem solving.

Solution:
Maintain employment of a .NET contractor for part time work as required to support SCUTTIES technical issues. This contractor would be at 50% SCUTTIES enhancements.

Section 405c Funds are requested for this project - ☒Yes ☐No

Core Traffic Records System Components Affected (Check all that apply):
☐Collision, ☒Citation / Adjudication, ☐Roadway, ☐Injury Surveillance, ☒Driver, ☒Vehicle

Lead Agency: SCDMV **Project Lead:** TBD **Goal Completion Date:** 2022	**Partner Agencies:**	
Total Budget: $45,000	**Funding Sources:** 405c (Traffic Records): State funds: Other Federal Funds:	 $45,000 $0 $0

Performance Measure(s):
☐Timeliness ☐Accuracy ☐Completeness ☐Uniformity ☒Accessibility ☒Data Integration

Project Goal:
Continue updates to SCUTTIES and provide general support and troubleshooting.

Project Status:
An MOA and SOW have been approved by SCDPS and SCDMV. Project scheduled to be completed by 2022.

Project Title	TRS Program Priority Rank 5	Lead Agency	405 c Request
Automate Failure to Pay UTT Process	Phoenix	SCDMV	$20,000

Description of Problem:
Currently all Non-Resident violator Compact (NRVC) violations are received by SCDMV from SCJB through a manual process. Due to the rate of noncompliance by violators, the system need to be automated to increase the efficiency of notifying the offender and home licensing State.

Solution:
This project will automate the Failure to Pay Traffic Ticket Process via web service interface allowing the data regarding unpaid traffic tickets to be exchanged between SCJB and SCDMV. Use SCUTTIES Business Application Manager as the business analyst and hire a .NET contractor for part-time work as required supporting this development. The contactor would be at 50% for the project initially and could ramp up to 100% for the duration of the development cycle. The project addresses TRS Goal #2: Improve Traffic Records Data Integration, Access, and Analysis

Section 405c Funds are requested for this project - ☒Yes ☐No

Core Traffic Records System Components Affected (Check all that apply):
☐Collision, ☒Citation / Adjudication, ☐Roadway, ☐Injury Surveillance, ☒Driver, ☐Vehicle

Lead Agency: SCDMV
Project Lead: TBD
Goal Completion Date: 2024

Partner Agencies: SCJB

Total Budget: $35,000

Funding Sources:

405c (Traffic Records):	$20,000
State funds:	$15,000
Other Federal Funds:	$0

Performance Measure(s):
☒Timeliness ☐Accuracy ☐Completeness ☐Uniformity ☐Accessibility ☒Data Integration

Project Goal: Reduce the number of days to receive information on noncompliance from SCJB.

Project Status: The final process is in development. An MOA and SOW have been approved by SCJB and SCDMV. Project scheduled to be completed by 2024.

Project Title	TRS Program Priority Rank 6	Lead Agency	405 c Request
Pedestrian/Bicycle Facilities	Roadway and Crash Management	SCDOT	$173,000

Description of Problem: Currently, when SCDOT prepares to resurface roads in South Carolina, there is not an integrated system in place to alert the decision makers that a road may be in a local transportation organization's Pedestrian/Bicycle Plan. These plans may include identifying corridors for bike lanes, for example, which is an important factor that should be considered when planning and budgeting for a resurfacing package. SCDOT's Safety office also has no straightforward method to determine which roads have pedestrian or bicycle facilities (e.g., Bicycle Lanes) when performing crash analysis.

Solution: The proposed solution is a multi-step process. Initially, SCDOT would like to develop an online tool that would allow local transportation planning organizations to spatially highlight routes that are identified in their approved plan. A tool is preferred because it will allow local agencies to upload information on their schedule, is easily updated, and will provide uniform data. SCDOT GIS staff can then use the information from the tool to consolidate multiple plans and locations into a statewide database. With this information SCDOT could then update its current resurfacing report to include an identifier for locations that have a corresponding approved local Pedestrian/Bicycle Plan. A software addition will also be added to SMS to track existing and planned ped/bike facilities.

Section 405c Funds are requested for this project – ☒ Yes ☐No

Core Traffic Records System Components Affected (Check all that apply):
☐Collision, ☐Citation / Adjudication, ☒ Roadway, ☐Injury Surveillance, ☐Driver, ☐Vehicle

Lead Agency: SCDOT **Project Lead:** TBD **Goal Completion Date:** Sept. 2024	**Partner Agencies:** Metropolitan Planning Organizations (MPO)/Local transportation organizations
Total Budget: $173,000	**Funding Sources:** 405c (Traffic Records): $173,000 State funds: $0 Other Federal Funds: $0

Performance Measure(s):
☐Timeliness ☐Accuracy ☐Completeness ☒ Uniformity ☐Accessibility ☒ Data Integration

Project Goal: Create a tool that will be used by MPOs to identify approved pedestrian/bicycle corridors, data from which can then be integrated into SCDOT's pavement resurfacing report.

Project Status: New proposed project in February 2020.

Project Title	TRS Program Priority Rank 7	Lead Agency	405 c Request
Field Deployment to L/E Agencies	SCCATTS	SCDPS	$15,000

Description of Problem: Many local law enforcement agencies do not have a robust method for collecting data related to the traffic records forms. While using paper-based mediums, there are inaccuracies with the data collected along with issues of being able to report the information in a timely manner.

Solution: The state's SCCATTS solution for e-Reporting gives law enforcement agencies the ability to submit collisions, citations and public contact/warnings electronically. Deployment by OHSJP Traffic Records training staff of the software and/or hardware to agencies will improve timeliness, accuracy, completeness, and integration of collision and citation data.
Tasks of the project include:

- outreach session
- software implementation
- training
- hardware deployment (optional)

This project addresses TRS Goal #1: Improve collection and management of core Traffic Records Data Systems.

Section 405c Funds are requested for this project - ☒ Yes ☐No

Core Traffic Records System Components Affected (Check all that apply):
☒Collision, ☒Citation / Adjudication, ☒Roadway, ☒ Injury Surveillance, ☒Driver, ☒Vehicle

Lead Agency: SCDPS **Project Lead:** Brian Borough **Goal Completion Date:** On Going	**Partner Agencies:**	
Total Budget: TBD	**Funding Sources:** 405c (Traffic Records): State funds: Other Federal Funds:	 $15,000 $0 $0

Performance Measure(s):
☒Timeliness ☒Accuracy ☒Completeness ☒ Uniformity ☒Accessibility ☒Data Integration
Project Goal: Continue to deploy SCCATTS applications to agencies with ability to create electronic reports. Deploy hardware to agencies currently not able to submit electronically.

Project Status: SCCATTS has been deployed to 169 agencies across the state. SC now receives 45% of all collision reports electronically through SCCATTS. On average 45% of all citations are submitted to SCUTTIES electronically through the SCCATTS application.

Project Title	TRS Program Priority Rank 8	Lead Agency	405 c Request
Citation Reports	SCUTTIES	SCDMV	$15,000

Description of Problem:
Currently, SCUTTIES offers a simplified solution for reporting. As we fully implement SCUTTIES, more statistical reporting will be required from the Legislature and other interested third parties.

If we are required to provide additional reporting prior to the data warehouse implementation, this will require development time from either a .NET Developer or a Database Administrator.

Solution:
Until such a time as these reports are requested by interested third parties we will expend our efforts toward building the data warehouse.

Section 405c Funds are requested for this project - ☒Yes ☐No

Core Traffic Records System Components Affected (Check all that apply):
☐Collision, ☒Citation / Adjudication, ☐Roadway, ☐Injury Surveillance, ☒Driver, ☒Vehicle

Lead Agency: SCDMV
Project Lead: TBD
Goal Completion Date: 2022

Partner Agencies: State & Local Law Enforcement Agencies, SCDPS, SCJB.

Total Budget: $15,000

Funding Sources:

405c (Traffic Records):	$15,000
State funds:	$0
Other Federal Funds:	$0

Performance Measure(s):
☐Timeliness ☐Accuracy ☐Completeness ☐Uniformity ☒Accessibility ☒Data Integration

Project Goal: Add additional edits for both citations and dispositions as they are required. General support for enhancements, additional vendor certification, and general problem solving.

Project Status: Project under development

Project Title	TRS Program Priority Rank 9	Lead Agency	405 c Request
CMS-SCUTTIES Enhancements	Case Management System	SCJB	$150,000

Description of Problem: SCJB developed and deployed an electronic citation import screen as part of CMS to record and transmit disposition data as part of SCDMV's SCUTTIES project for e-Citations. The application was deployed and is now in need of enhancements to improve the data quality collected and transmitted as part of the system.

Solution: The CMS-SCUTTIES electronic citation enhancement project will consist of three phases:

- Phase 1: **Completed** - Enhancements to the Summary Criminal Traffic Entry panel in the CMS application to retrieve and import citation data into the current court agency.
- Phase 2: **Completed** - SCJB will also develop a web portal for Municipal Courts that do not have CMS to enter dispositions and transmit dispositions to SCDMV.
- Phase 3 – **In Process** - SCJB will enhance the ability of printing dockets to include printing of a PDF citation; SCJB will provide on-going maintenance for case disposition error reporting and program errors; SCJB will enhance CMS to have one entry screen for all citations

This project addresses TRS Goal #2: Improve traffic records data integration, access, and analysis.

Section 405c Funds are requested for this project - ☒Yes ☐No

Core Traffic Records System Components Affected (Check all that apply):
☐Collision, ☒Citation / Adjudication, ☐Roadway, ☐Injury Surveillance, ☒Driver, ☒Vehicle

Lead Agency: SCJB **Project Lead:** Teresa Gosnell **Goal Completion Date:** Sept. 2023	**Partner Agencies:** SCDMV **Project Lead:** TBD	
Total Budget: $150,000	**Funding Sources:** 405c (Traffic Records): State funds: Other Federal Funds:	 $150,000 $0 $0

Performance Measure(s):
☒Timeliness ☒Accuracy ☒Completeness ☒ Uniformity ☐Accessibility ☒Data Integration

Project Goal: To enhance processes in the interface between SCJB's CMS and SCDMV's SCUTTIES to improve data quality and information exchange.

Project Status: The system has been deployed and began full data integration in January 2018. Next steps are to enhance productivity and data quality of the data collected and exchanged.

Project Title	TRS Program Priority Rank 10	Lead Agency	405 c Request
Local Agency Data Collection/Road Location Coding	Roadway and Crash Management	SCDOT	$50,000

Description of Problem: SCDOT has completed local agency data collection in all 46 counties. As a result, the majority of crashes that occur on local roads can now be accurately identified on the state's roadway network. However, a process to keep the local road network up to date now needs to be identified and implemented as an ongoing project

Solution: SCDOT recently identified ESRI Roads and Highways as a replacement application for its current GIS software. Previous TRCC assisted projects provided an opportunity to collect road inventory data on our states' locally owned roads. A new tool will need to be built to import this data into ESRI. This tool will also allow SCDOT to update local agency data as needed. This project will continue to improve the state's roadway inventory field through a unified location-coding scheme for the state's local roadways. Many county governments and Metropolitan Planning Organizations (MPOs) have already provided GIS data for their areas to SCDOT. SCDOT will continue to extract GIS data from these sources and import it into the Roadway Information System to enable better crash location reporting. This data is used in the mapping software currently furnished to SCDPS for use by law enforcement when locating collision scenes.
This project addresses TRS Goal #1: Improve collection and management of core Traffic Records Data Systems.

Section 405c Funds are requested for this project - ☒Yes ☐No

Core Traffic Records System Components Affected (Check all that apply):
☒Collision, ☐Citation / Adjudication, ☒Roadway, ☐ Injury Surveillance, ☐Driver, ☐Vehicle

Lead Agency: SCDOT **Project Lead:** TBD **Goal Completion Date:** Sept. 2024	**Partner Agencies:**	
Total Budget: $50,000	**Funding Sources:** 405c (Traffic Records): State funds: Other Federal Funds:	 $50,000 $0 $0

Performance Measure(s):
☐Timeliness ☒Accuracy ☒Completeness ☒ Uniformity ☐Accessibility ☒Data Integration

Project Goal: Maintain up to date local agency data collection in all 46 counties.

Project Status: To date, SCDOT has completed local agency data collection in all 46 counties. We anticipate that we will begin a process to keep this data updated in 2022.

EVIDENCE BASED TRAFFIC SAFETY ENFORCEMENT PROGRAM

Planned activities that collectively constitute an evidence-based traffic safety enforcement program

Unique Identifier	Planned Activity Name
M5PEM	Impaired Driving Communication Campaign
M1HVE	Occupant Protection Communication Campaign
M5HVE	DUI Enforcement Teams
PTS-OP	High visibility enforcement of seat belt law
M5TR	Impaired Driving Countermeasures Training for Law Enforcement
PTS-LEC	Law Enforcement Coordination
PTS-EU	PTS Enforcement Units
PTS-TSO	Traffic Safety Officer Training

Collision Analysis

The state of South Carolina has seen significant fatality reductions in the impaired driving category over the time period 2016-2020. According to NHTSA's FARS data, the state has experienced a significant decrease in alcohol-impaired driving fatalities (-28 from 2016 to 2020; -38 in 2017; -15 in 2018; -14 in 2019; and +39 in 2020). South Carolina has experienced an 8.16% decline in impaired driving fatalities from 2016 to 2020 compared to an increase of 6.26% nationally. (**Table 3**; **Table 5**; **Figure 2** and **Figure 3).**

Table 3. Fatalities by Type							
	2016	2017	2018	2019	2020	% Change: 2016 vs. 2020	% Change: 2020 vs. prior 4-yr Avg.
Total Fatalities							
South Carolina	1,020	989	1,036	1,006	1,064	4.31%	5.06%
U.S.	37,803	37,471	36,830	36,352	37,776	-0.07%	1.78%
Driver Fatalities							
South Carolina	679	664	693	655	695	2.36%	3.31%
U.S.	23,713	23,756	23,040	22,744	24,130	1.76%	3.50%
Passenger Fatalities							
South Carolina	166	150	152	158	165	-0.60%	5.43%
U.S.	6,820	6,521	6,276	6,127	6,096	-10.62%	-5.28%
Motorcyclist Fatalities							
South Carolina	186	145	141	151	137	-26.34%	-12.04%
U.S.	5,337	5,226	5,037	4,867	5,277	-1.12%	3.13%
Pedestrian Fatalities							
South Carolina	144	155	165	163	187	29.86%	19.30%

Table 3. Fatalities by Type							
	2016	2017	2018	2019	2020	% Change: 2016 vs. 2020	% Change: 2020 vs. prior 4-yr Avg.
U.S.	6,080	6,075	6,374	6,272	6,333	4.16%	2.14%
Bicyclist Fatalities							
South Carolina	25	17	23	26	14	-44.00%	-38.46%
U.S.	853	806	871	859	920	7.85%	8.59%
Impaired Driving Fatalities							
South Carolina	343	305	290	276	315	-8.16%	3.79%
U.S.	10,967	10,880	10,710	10,196	11,654	6.26%	9.04%
Speeding Fatalities							
South Carolina	393	417	450	459	494	25.70%	14.95%
U.S.	10,291	9,947	9,579	9,592	11,258	9.40%	14.27%
Unrestrained Occupant Fatalities							
South Carolina	315	308	331	300	372	18.10%	18.66%
U.S.	10,464	10,116	9,844	9,520	10,606	1.36%	6.21%
Young Driver(20 & under) -Involved Fatalities							
South Carolina	108	121	136	96	123	13.89%	6.72%
U.S.	4,631	4,472	4,219	4,060	4,649	0.39%	6.98%
Older Driver(65+) -Involved Fatalities							
South Carolina	161	190	208	190	188	16.77%	0.40%
U.S.	7,169	7,299	7,370	7,677	6,926	-3.39%	-6.14%

NHTSA NCSA FARS: 2016-2019 Final File and 2020 Annual Report File (ARF)

Table 5. South Carolina Alcohol-Impaired Driving Fatalities							
	2016	2017	2018	2019	2020	% Change: 2016 vs. 2020	% Change: 2020 vs. prior 4-yr Avg.
Total Fatalities	343	305	290	276	315	-8.16%	3.79%
VMT Rate**	0.63	0.55	0.51	0.48	0.59	-6.35%	8.76%
Pop Rate***	6.92	6.07	5.70	5.36	6.15	-11.13%	2.29%
Pct. Of Total	33.63%	30.84%	27.99%	27.44%	29.61%	-4.02%	-0.37%

NHTSA NCSA FARS: 2016-2019 Final File and 2020 Annual Report File (ARF)
2020 VMT & VMT Rate provided by South Carolina Department of Transportation
Population provided by U.S. Bureau of Census
**Rate per 100 million vehicle miles
***Rate per 100,000 population

Figure 2. South Carolina Alcohol-Impaired Driving Fatalities

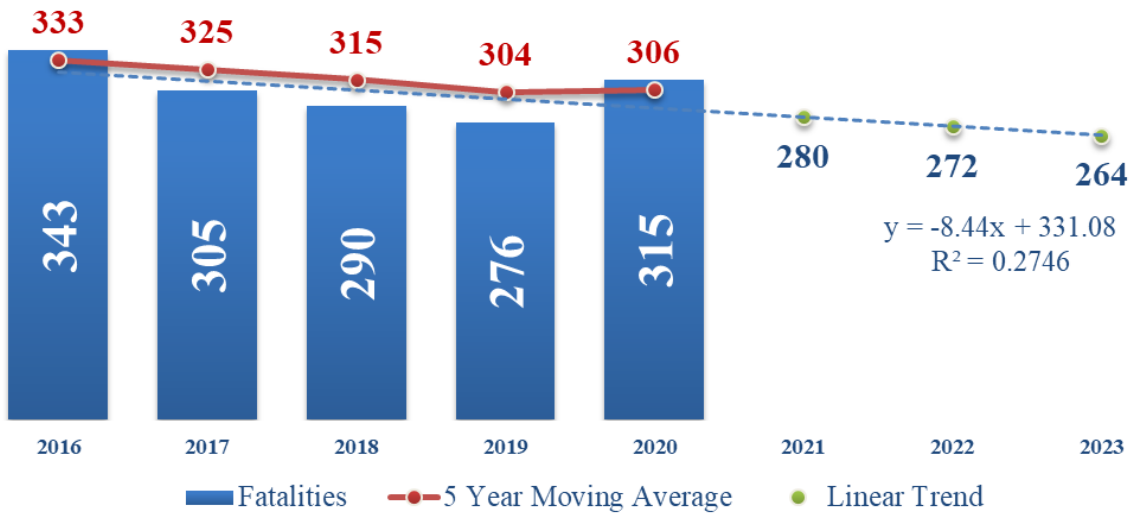
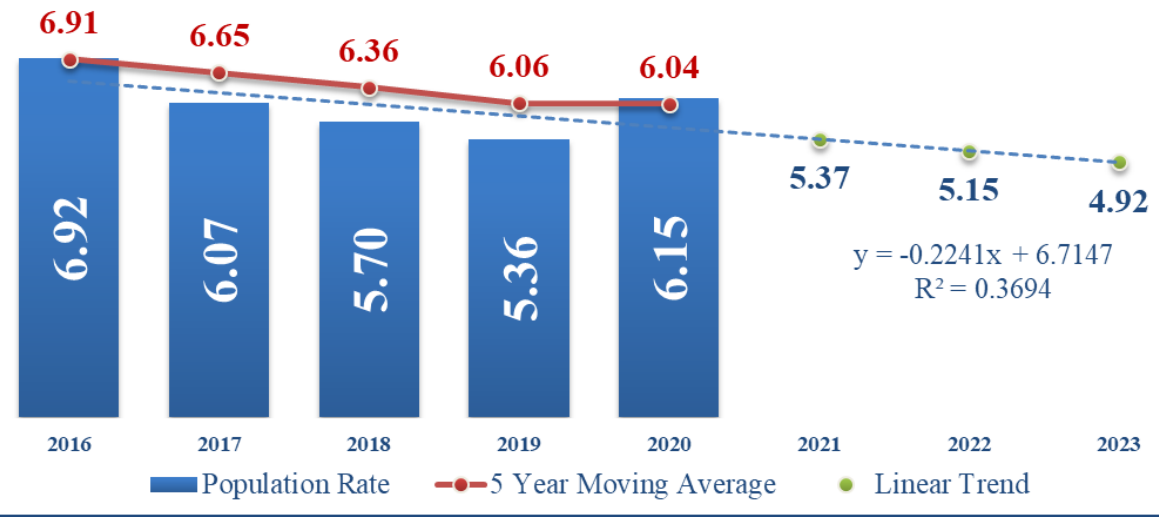


Figure 3. South Carolina Population Rate for Alcohol-Impaired Driving Fatalities



This area has clearly been impacted by the state's sophisticated and well-coordinated Law Enforcement Network system, which enlists approximately 200 state and local law enforcement agencies statewide in singular and multijurisdictional enforcement efforts and campaigns focusing on speed, occupant protection, and DUI violators, as well as integrated enforcement efforts year-round. Though the state has experienced the positive gains outlined above, there is still much work to be done to improve highway safety in the state and to continue to drive down traffic collisions, injuries, and fatalities on the state's roadways. The state has implemented a variety of enforcement, education, EMS, and engineering efforts to address the highway safety problems that remain. The

SC Strategic Highway Safety Plan (SHSP), *Target Zero*, updated in 2020, identified a number of strategies in an effort to improve highway safety in the state, including targeted conventional enforcement of traffic laws (p. 89, 90, & 94); increasing speed and DUI enforcement in areas identified with a high occurrence of speed- and DUI-related collisions (p. 89 & 94); conducting enhanced speed enforcement in work zones (p. 111); continuing blitz enforcement campaigns and waves (90, 92, & 94); conducting education and awareness campaigns targeting the general public (p. 90, 92, & 95); funding Drug Recognition Expert programs for law enforcement (p. 91); aggressive enforcement of the primary safety belt law (p. 92); conducting public safety checkpoints and saturation patrols in high-crash/risk areas for DUI (p. 89); and many others. These initiatives demonstrate that not only has the state, and the OHSJP in particular, taken seriously the SHSP document, but the state has used its limited federal and state resources wisely and in partnership among federal, state, and local agencies to improve traffic safety.

The NHTSA-produced *Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices, Tenth Edition, 2020* stresses the importance of key emphasis areas relative to impaired driving, speed enforcement, occupant protection issues, and motorcycle and pedestrian safety. The document also outlines significant strategies and appropriate countermeasures for these traffic safety issues and problems. Many of these countermeasures have been implemented over time in the state of South Carolina, including highly effective countermeasures, such as administrative license revocation or suspension for DUI offenders; publicizing checkpoints; ignition interlocks; speed limit enforcement; statewide primary safety belt enforcement; short-term high-visibility belt law enforcement following the national *Click it or Ticket* model; and communications strategies for lower belt use groups. The state has also implemented countermeasures deemed likely to be effective, such as high BAC sanctions; mass media campaigns; communications and outreach supporting enforcement; and sustained enforcement. Also, South Carolina implements countermeasures that have been deemed effective in specific situations, such as combined enforcement emphasizing nighttime safety belt enforcement. In addition, the state has implemented countermeasures that have not been clearly demonstrated as effective overall, but may have impact in specific areas, such as the development of inspection stations for child safety seats.

The following data sections outline specifically the problems being faced by the state of South Carolina in terms of highway safety issues and demonstrate the foundation upon which the state has built its response to the problems for its FFY 2023 Highway Safety Plan.

Traffic Collision Fatalities

Total traffic fatalities in South Carolina numbered 768 in 2013 (the third lowest number of fatalities in the prior 50-year state history) before increasing to 823 in 2014. Since 2014, the total number of traffic fatalities in South Carolina has increased considerably. The year 2015 saw 979 traffic fatalities and 1,020 traffic fatalities occurred in 2016. The number of traffic fatalities decreased slightly in 2017 to 989 before increasing to 1,036 in 2018. The total decreased to 1,001 in 2019; however, in 2020, the number of traffic fatalities in South Carolina totaled 1,064, which was the record high for the five-year period of 2016-2020. Overall, there was a net increase of 44 fatalities in comparing 2016 with 2020.

Observed statistical declines occurred in the alcohol-impaired driving fatalities (-8.16%), motorcyclist fatalities (-26.34%), bicyclist (-44.00%), and passenger (-0.60%) categories from 2016 through 2020. The remaining categories all saw increases. The categories of traffic fatalities in which increases were observed were: Driver (2.36%); Young (20 & under) Driver-Involved (13.89%); Older (65+) Driver-Involved (16.77%); Unrestrained Occupant (18.10%); Speeding-Related (25.70%); and Pedestrians (29.86%).

Traffic Collision Injuries

Figure S-1 contains South Carolina state data which indicates there were 286,913 persons injured in motor vehicle collisions during the five year period (2016-2020). The traffic collision data compiled by the OHSJP's Statistical Analysis & Research Section (SARS) indicates that the number of annual motor vehicle injuries sustained during traffic collisions decreased from 61,899 in 2016 to 47,985 in 2020. The 2020 data represents a 22.48% decrease when compared to the number of people injured in traffic collisions in 2016. When compared to the average of the four-year period 2016-2019 (59,732 injuries), the 2020 figure represents a 19.67% decrease. Of the 286,913 people injured during a motor vehicle collision from 2016 to 2020, 14,386 people (**Figure S-2**), sustained serious injuries as a result of a motor vehicle collision.

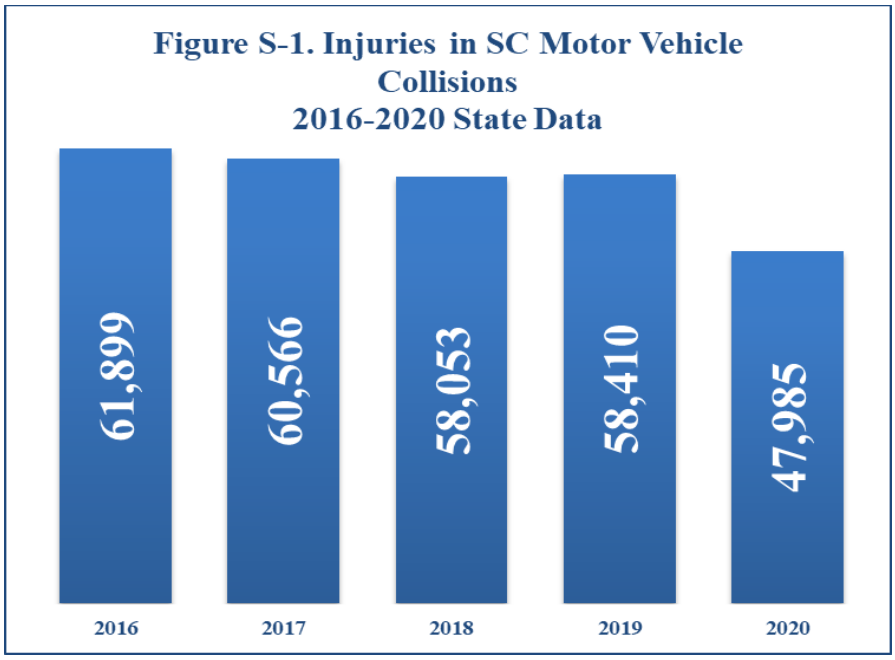
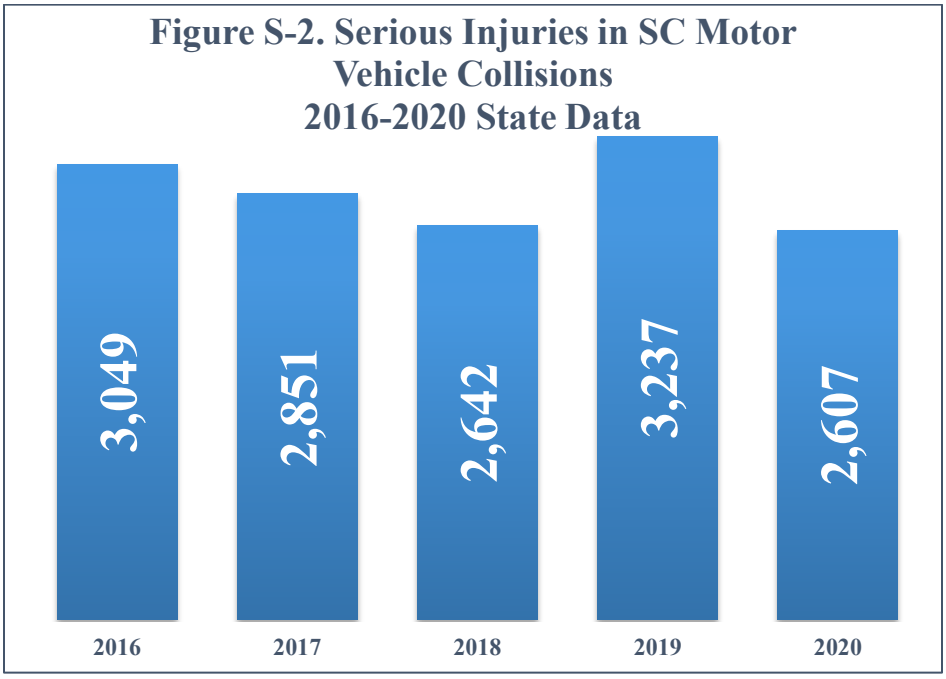


Figure S-2 contains data regarding serious traffic collision injuries occurring in the state during the years 2016-2020. Of the 286,913 traffic collision injuries that occurred during this time period, 14,386 were serious injuries. There were 2,607 traffic-related serious injuries in 2020, a decrease of 14.50% when compared to 2016. The 2020 figure of 2,607 serious traffic collision injuries represents a decrease of 11.48% when compared to the average of the four-year period 2016-2019 (2,945 serious injuries).



Traffic Collisions

From 2016 to 20120, state data contained in **Figure S-3** shows that a total of 688,210 vehicle collisions occurred in South Carolina during this five-year period. Of the 688,210 vehicle collisions reported during this time period, 16,588 **(Figure S-4)** were fatal or serious-injury collisions. From 2016 to 2020, the state experienced a 14.38% decrease in the number of reported vehicle collisions. When compared to the four-year average from 2016 to 2019 (141,744 collisions) the 2020 figure represents a 14.47% decrease. The leading counties for fatal and serious injury collisions from 2016 to 2020 were, in decreasing order, Greenville, Charleston, Horry, Spartanburg, Richland, Anderson, Lexington, York, Berkeley, Orangeburg, Florence, Beaufort, Aiken, Dorchester, Pickens, Sumter, Laurens, Lancaster, Oconee, and Colleton.

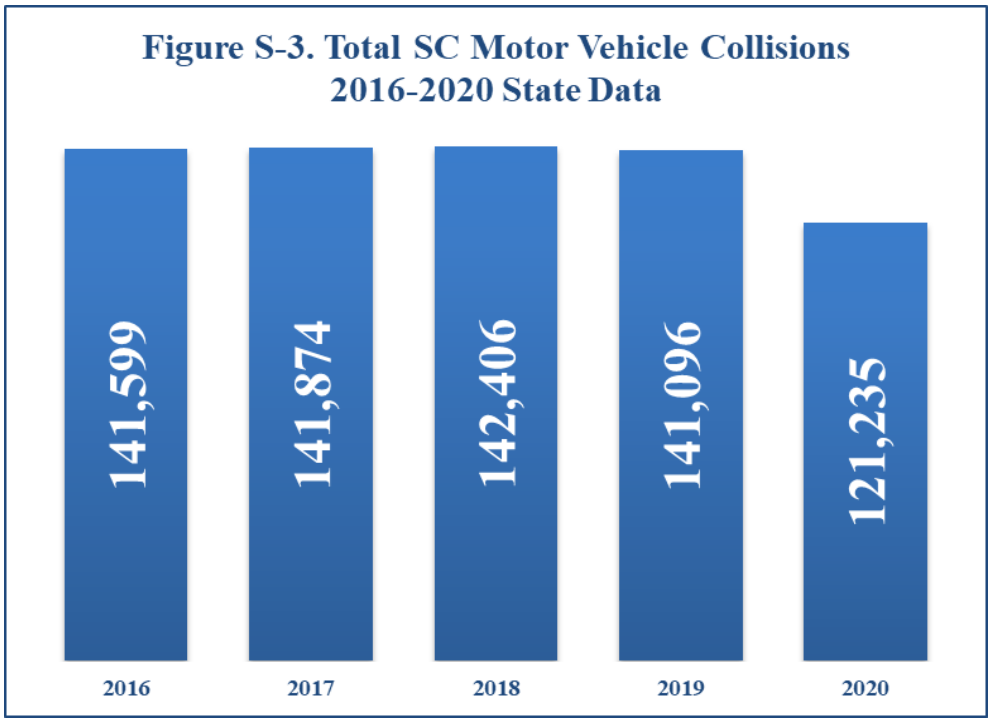


Figure S-4. All SC Fatal and Serious Injury Collisions by County, State Data 2016-2020

County	2016	2017	2018	2019	2020	Total
Greenville	300	292	272	335	257	**1,456**
Charleston	272	280	263	306	302	**1,423**
Horry	269	278	241	242	206	**1,236**
Spartanburg	201	175	220	213	206	**1,015**
Richland	214	168	143	201	174	**900**
Anderson	192	174	148	152	135	**801**
Lexington	142	165	176	171	123	**777**
York	143	128	125	157	141	**694**
Berkeley	102	109	102	124	109	**546**
Orangeburg	96	76	103	112	118	**505**
Florence	91	79	97	132	91	**490**
Beaufort	102	105	78	82	83	**450**
Aiken	88	108	86	74	77	**433**
Dorchester	75	68	65	71	72	**351**
Pickens	61	69	78	81	57	**346**
Sumter	68	59	50	85	80	**342**
Laurens	66	65	70	69	64	**334**
Lancaster	85	65	43	58	59	**310**
Oconee	51	55	58	70	61	**295**
Colleton	66	50	47	45	55	**263**
Georgetown	43	67	61	44	41	256
Cherokee	48	59	47	53	48	255
Kershaw	56	49	48	47	49	249
Darlington	64	38	38	56	35	231
Greenwood	47	46	43	49	46	231
Jasper	60	31	36	55	46	228
Williamsburg	38	41	33	43	36	191
Chesterfield	38	44	28	44	34	188
Chester	39	40	42	37	27	185
Clarendon	33	36	22	46	28	165
Newberry	35	32	26	28	22	143
Fairfield	29	28	32	20	31	140
Dillon	21	27	24	28	24	124
Union	21	16	21	26	30	114
Marion	13	20	19	35	24	111
Marlboro	21	15	13	29	27	105
Hampton	17	16	12	23	30	98
Lee	13	13	25	18	19	88
Abbeville	17	24	14	19	13	87
Calhoun	13	17	15	14	20	79
Edgefield	20	14	13	14	15	76
Barnwell	15	16	19	13	12	75
Bamberg	16	11	18	9	10	64
Saluda	13	18	9	11	8	59
Allendale	9	7	12	9	10	47
McCormick	8	5	8	6	5	32
Total	**3,431**	**3,298**	**3,143**	**3,556**	**3,160**	**16,588**

Deployment of Resources

For FFY 2023, the OHSJP will implement an Evidence-Based Traffic Safety Enforcement Plan (TSEP) comprising strategies that will include efforts utilizing highway safety grant enforcement projects in priority counties in the state, law enforcement training projects, the maintenance of the SC Law Enforcement Network, SCDPS' Area Coordinated Enforcement (ACE) Teams in high fatal/injury crash corridors across the state, and planned high-visibility enforcement strategies to support national mobilizations. The ACE Program effort is detailed in the following section.

Area Coordinated Enforcement Teams

The SC Department of Public Safety (SCDPS) will continue to implement a targeted enforcement program, referred to as Area Coordinated Enforcement (ACE). ACE Teams include Highway Patrol troopers and officers from the State Transport Police. The Teams were developed to provide assistance to the state's seven Highway Patrol Troops, and the program's goal is to reduce serious injury and fatal collisions statewide. Enforcement efforts are guided towards the areas identified as most impacted by fatalities and collisions. In-house real-time dashboards and heat maps which show the areas in which collisions are occurring and where additional enforcement is needed are also used. ACE Teams conduct selective, concentrated, and strict enforcement of the state's traffic laws along roadway corridors identified by SCDPS and SCDOT through statistical analysis of the most recent collision data as being highest for the occurrence of fatal and serious injury collisions. The ACE program is not funded by federal dollars; however, it is still an important component of the state's TSEP. In FFY 2023, ACE Team members will focus on traffic enforcement and spend little or no time engaging in crash investigation.

The remaining resources to be deployed, as well as the HSP page number on which a detailed description for each can be found, are included in the table below.

Resource	**Unique Identifier(s)**	**Description Located on Page No.**
Highway Safety Grant Enforcement Projects	M5HVE PTS-OP PTS-EU	154 116 130
Law Enforcement Training Projects	M5TR PTS-TSO	160 136
SC Law Enforcement Networks	PTS-LEC	81

Effectiveness Monitoring

The South County Department of Public Safety, Office of Highway Safety and Justice Programs (OHSJP) utilizes several methods to monitor the effectiveness of enforcement activities and uses data as the basis for adjustments to countermeasure strategies and updates to the HSP. To ensure that the activities required by the grant award are being performed, the Program Coordinators (for Impaired Driving Countermeasures and Police Traffic Services and Occupant Protection) complete monthly, at minimum, desk-monitoring for all projects. The Program Coordinators, along with the Highway Safety Grants Accounting Manager and/or Grants Administration Accountants conduct monitoring visits for 100% of all projects funded in order to provide adequate technical assistance and to ensure compliance with grant guidelines. During the visits, staff assigned to the grant are asked programmatic and financial monitoring questions to determine whether the subgrantee is in compliance with the terms and conditions of the grant award and if the subgrantee has made sufficient progress towards achieving the grant's outlined goals and objectives. The results, as well as any findings or recommendations for improvement, are discussed with the subgrantee and documented in a letter, mailed to the subgrantee, and a copy is placed in the grant file.

Enforcement subgrantees must also submit monthly reports and all subgrantees provide quarterly reports to the OHSJP documenting grant progress. The monthly and quarterly reports are reviewed by the appropriate OHSJP staff including the Program Coordinator, Highway Safety Grant Program Manager, and law enforcement staff.

The enforcement subgrantees' specific performance e.g., numbers of citations written for speeding, DUI, seatbelt use, etc. are recorded in a spread sheet. Internal meetings and conversations are held regularly to review the subgrantees' progress. Participants in these meetings and conversations include the Program Coordinators, the Highway Safety Grant Program Manager, and OHSJP staff members with law enforcement experience. The perspective of law enforcement staff is immensely beneficial to the team in evaluating whether the level of enforcement activity is appropriate for the number of officers assigned to the project. If the team determines that enforcement activity is insufficient, the subgrantee is notified by a phone call (which is followed up by an email) regarding the need to make adjustments. The email is placed in the subgrantee's grant file. Additionally, the Program Coordinators maintain effective working relationships with the subgrantees encouraging them to notify the OHSJP if there are changes that may impact the level of grant activity, e.g., an officer is on leave. These relationships and ongoing communication, along with desk and onsite monitoring, help to keep the subgrantees on track with meeting the grant requirements.

Any recommended changes made to the OHSJP's Countermeasure Strategies as warranted by data, are discussed by the senior management team in consultation with our regional NHTSA representative.

HIGH-VISIBILITY ENFORCEMENT (HVE) STRATEGIES

Planned HVE strategies to support national mobilizations:

Countermeasure Strategy
Public Information and Outreach
OP Communication and Outreach
High Visibility DUI Enforcement
Highway Safety Office Program Management
Short-term, High Visibility Law Enforcement
Short-term, High Visibility Seat Belt Law Enforcement

HVE planned activities that demonstrate the State's support and participation in the National HVE mobilizations to reduce alcohol-impaired or drug impaired operation of motor vehicles and increase use of seat belts by occupants of motor vehicles:

Unique Identifier	Planned Activity Name
M5PEM	Impaired Driving Communication Campaign
M1HVE	Occupant Protection Communication Campaign
M5HVE	DUI Enforcement Teams
PTS-EU	PTS Enforcement Units
PTS-LEC	Law Enforcement Coordination
PTS-OP	High visibility enforcement of seat belt law