

SOUTH CAROLINA FFY 2005 EVALUATION REPORT

Prepared by the
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South Carolina Department of Public Safety

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PROGRAM ADMINISTRATION

The 402 State and Community Highway Safety Program in South Carolina is administered by the Office of Highway Safety (OHS) of the South Carolina Department of Public Safety (SCDPS). The mission of the Office is to develop and implement comprehensive strategies aimed at reducing the number and severity of traffic crashes on the state's streets and highways. The Office coordinates highway safety programming focused on public outreach and education, aggressive traffic law enforcement, promotion of new safety technologies, the integration of public health strategies and techniques, collaboration with safety and business organizations, the implementation of engineering-related countermeasures, and cooperation with state and local governments. Programming resources are directed to national and state-identified priority areas.

Primary activities of Program Administration include:

- **Problem Identification:** Includes identification of actual and potential traffic safety hazards and effective countermeasures.
- **Administration:** Includes preparation of the Highway Safety Plan and distribution and administration of federal funds to state, local, and private agencies.
- **Monitoring and Evaluation:** Includes monitoring and evaluation of approved highway safety projects, as well as other highway safety initiatives conducted through other sources of funding, and the preparation of an annual evaluation of the Highway Safety Plan.
- **Public Information and Education:** Includes development and coordination of numerous public awareness activities with particular emphasis on impaired driving occupant protection, speed reduction, and other similar efforts.

Key Accomplishments

During 2005, the OHS saw several significant accomplishments occur.

- The State of South Carolina, after two years of debate, passed a primary enforcement safety belt law on June 9, 2005. The law passed as a result of the Governor's failure to veto the bill passed by the legislature before the legislative deadline of June 9, 2005 had passed. The SC Department of Public Safety has been charged legislatively with educating the citizenry of South Carolina regarding the new law and its potential life saving impact. The Department has launched an array of efforts, including diversity outreach initiatives, in order to connect with all of the state's citizens to educate them about the effective date of the new law and its potential impact on communities.
- The State of South Carolina was chosen as a Strategic Evaluation State (SES) by the National Highway Traffic Safety Administration (NHTSA). In 2005 South Carolina and Missouri joined thirteen (13) other states in this strategic initiative to curb impaired

driving in the nation's highest impaired driving problem states. The SES initiatives in South Carolina began on July 1, 2005, will run through June 30, 2006, and included the Labor Day 2005 *Sober or Slammer! (SOS)* impaired driving campaign crackdown. The SES initiatives in the state combine the state's *SOS* campaign slogan with the national *You Drink and Drive. You Lose.* slogan and are carried out through the sixteen Law Enforcement Networks (LEN) in the state. The *SOS* sustained DUI enforcement initiative in the state focuses on eighteen (18) counties representing 69% of the state's population and 72% of the state's alcohol-related traffic fatalities. The eighteen (18) counties are Aiken, Anderson, Berkeley, Charleston, Colleton, Darlington, Florence, Greenville, Greenwood, Horry, Lancaster, Laurens, Lexington, Orangeburg, Richland, Spartanburg, Sumter and York. The initiatives included the use of enforcement strategies such as sobriety checkpoints, saturation patrols and utilization of the Breath Alcohol Testing (BAT) mobile units, as well as significant earned media and some paid media efforts. A planning notebook containing enforcement strategies, earned media strategies and other significant information was developed and distributed to LEN Coordinators and Assistant Coordinators. Also, law enforcement briefing meetings were conducted with LEN Coordinators and Assistant Coordinators to provide them with information about SES initiatives.

- The South Carolina Impaired Driving Prevention Council (SCIDPC) continued its efforts in 2005 and worked on improving and enhancing DUI legislation for the state. The Council will resume its efforts to change DUI laws when the state legislature begins its session in January 2006. The SCIDPC is made up of an array of highway safety stakeholders from the areas of law enforcement, government (federal, state, and local), state and federal agencies, health occupations, the insurance industry, and advocacy groups. The Council is chaired by William Bilton, Executive Director of the SC Commission on Prosecution Coordination. The SCIDPC has established subcommittees to deal with specific aspects of the impaired driving problem, including Enforcement/Prosecution/Adjudication; Treatment/Rehabilitation/Diversion; Legislative; Education/Prevention; and By-Laws.
- The OHS began significant utilization of two state-of-the-art BATmobiles, purchased with federal funds, throughout the state in impaired driving enforcement. The use of the units was coordinated by the Law Enforcement Liaison staff of the OHS. The BATmobiles have been used primarily through the SC Law Enforcement Network System, comprised of 16 Law Enforcement Networks in the state, which correspond to the 16 judicial circuits in South Carolina. The BATmobiles contain DataMaster units enabling law enforcement officers to conduct breath tests in the field, and allowing patrolling officers easier and quicker access to breath testing apparatus.
- The OHS conducted the *Buckle Up, South Carolina. It's the law and it's enforced.* (BUSC) campaign, which included an enforcement blitz combined with paid media and diversity outreach components during the Memorial Day holiday period in 2005. The campaign included a *Buckle Up In Your Truck.* demonstration project conducted in the NHTSA Southeast Region states. The effort was an attempt to increase safety belt usage

among drivers of pick-up trucks, a demographic which traditionally has lower safety belt usage rates than the overall population. The campaign was kicked off with press conferences held in four areas of the state on May 18, 2005. Extensive media coverage was achieved. The enforcement component of the campaign and various earned media events ran from May 23-June 5, 2005. Significant results were achieved from an enforcement perspective during the campaign, and overall safety belt usage increased by 4%, from 65.7% to 69.7%. Safety belt usage increased among pick-up truck drivers during the campaign by 8.3%, from 52.5% to 60.8%. It should be noted that at the time of the campaign the state legislature was debating a bill making the enforcement of the seat belt law primary in the state of South Carolina. The bill passed as a consequence of the Governor's failure to veto the bill by the deadline date of June 9, 2005. The law takes effect on December 9, 2005.

- A public information and education effort involving motorcycle safety was held during three motorcycle rallies in the state, two of which were held in May 2005 in Myrtle Beach and one in Spartanburg in September 2005. The Myrtle Beach area hosts an annual Harley rally and the Atlantic Beach Bike Fest each May. This year, the Spartanburg area hosted a Harley Owners Group (H.O.G.) rally in September. In 2004, 4 riders were killed during the Myrtle Beach events, a reduction from 15 fatalities in 2003 during the same time period. This year the Myrtle Beach and Spartanburg areas were flooded with educational materials, highway safety messages and paid/earned media in an attempt to reduce the potential fatalities. During the Myrtle Beach rallies in 2005, Horry County, the county in which Myrtle Beach is located, saw an increase in motorcycle deaths from 4 in 2004 to 6 in 2005; however, the total remained significantly lower than the 2003 total of 15 fatalities, which occurred prior to the implementation of motorcycle campaign safety efforts.
- The OHS conducted its version of the national crackdown on impaired driving, *You Drink and Drive. You Lose.*, known as *Sober or Slammer!*, surrounding the Labor Day holidays of 2005 (August 19-September 5, 2005). All law enforcement agencies in the state participated in the campaign and conducted more than 300 reported public safety checkpoints and numerous saturation patrols during the eighteen day emphasis. The agencies that reported enforcement numbers for the campaign indicated the following statistics: 729 DUI arrests; 2,775 safety belt citations; 591 child safety seat citations; 174 felony arrests; 80 recovered stolen vehicles; 90 fugitives apprehended; 864 suspended license citations; 470 uninsured motorists; 10,418 speeding citations; 7,304 reckless driving citations, 640 drug arrests; and 10,805 other citations including open container, failure to yield right of way, failure to obey police officer, equipment violations and other violations relating to laws not covered in categories listed above. The campaign focused on eighteen counties around the state that have shown high incidences of alcohol and drug related crashes, injuries, and fatalities over the previous three-year period. However, the anti-DUI message and enforcement strategies were spread throughout the state of South Carolina. It will be several months before statistics are available to compare alcohol-related crashes, injuries and fatalities from the crackdown period of 2005 to that of 2004.

- The OHS participated in the “100 Days of Summer Heat” effort by the Southeastern Region of NHTSA during the summer of 2005. Despite significant participation by statewide law enforcement during the summer months, fatalities increased by 14.7%, from 285 in 2004 to 327 in 2005.
- The OHS conducted a School Zone Safety Week campaign statewide during the month of August 2005. The campaign included sending School Zone Safety Week information to all public school districts in the state and school presentations conducted by Community Relations Officers of the SC Highway Patrol. The 2005 campaign also included information and presentations on school bus safety.
- The OHS added or maintained key staff to further highway safety efforts in the state. A new Public Affairs Manager with extensive media background and contacts was hired in November 2005 to conduct highway safety outreach efforts of the OHS, including the Annual Victims’ Memorial Service, Safety Breaks, the OHS Calendar and Newsletter, School Zone Safety Week, Project Management Course, community presentations, Network of Employers for Traffic Safety (NETS) efforts, and enforcement mobilization campaigns. Law Enforcement Liaison staff was maintained and expanded to continue establishing relationships between the OHS, local law enforcement agencies and state law enforcement agencies, as well as establishing and maintaining the SC Law Enforcement Network System and coordinating the use of Breath Alcohol Testing (BAT mobile units and the implementation of *SOS* sustained DUI enforcement activities within the sixteen Networks. A Project Manager for the South Carolina Collision and Ticket Tracking System (SCCATTS) project was also maintained.
- Training was provided to highway safety advocates within and outside of the OHS through the Public Information, Outreach and Training (PIOT) grant. OHS staff members attended the Governor’s Highway Safety Association’s (GHSA) Annual Conference in Norfolk, VA; the 72nd Annual Region II Conference of the American Association of Motor Vehicle Administrators AAMVA National Conference in Point Clear, AL; Lifesavers 2005 in Charlotte, NC; the GHSA Executive Seminar in Savannah, GA; the NHTSA Southeast Region Law Enforcement Liaison Conference in Orlando, FL; the TRACS National Model Steering Committee Meeting; the NHTSA Program Management Course in Columbia, SC; a national meeting of Strategic Evaluation States (SES) representatives in Washington, DC; the Southeast Regional American Driver and Traffic Safety Educators Association Conference in Myrtle Beach, SC; the Traffic Records Forum in Nashville, TN; the NHTSA Pickup Truck Demonstration Project Meeting in Atlanta, Georgia; DUI Courts Training Meeting in Columbia, SC and the “100 Days of Summer Heat” NHTSA press event in order to achieve an awareness of new programs and initiatives for highway safety being conducted throughout the nation and around the world. Other training has also been made available as necessary to ensure that staff members have the most current knowledge and skills relating to highway safety. Staff from outside the OHS received assistance from the PIOT grant to attend the

Lifesavers 2005 Conference; the 2005 Operation C.A.R.E. Conference; and the “100 Days of Summer Heat” NHTSA press event.

- A Project Management Course was offered March 23-24, 2005, (a one and one-half day course for new and select continuation grantees) to Project Directors to give them basic instruction on how to administer their respective grants effectively. Strategic information was given to most of the continuation subgrantees at pre-work conferences. OHS Staff worked with Project Directors on a continual basis to ensure that all projects were being properly administered.
- Four Funding Guidelines Workshops were conducted at various locations around the state in March 2005 to assist prospective Project Directors in the writing and development of a highway safety grant. Workshops were conducted in Greenville, Florence, North Charleston and Columbia. Collectively, more than 100 individuals were in attendance. During the workshops, attendees were provided with an explanation of the highway safety problem in South Carolina; 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 form; and a presentation on how to write a winning grant proposal. The workshops included specific instructions on how to complete budget pages. Meeting participants came from across the state and represented all sectors of the highway safety community (engineering, education, enforcement, EMS, etc.). Participants were provided with sample, completed grant applications and other useful information to assist in the preparation of their applications. Applications were received in April 2005 for FFY 2006, and went through a multi-stage review process including review and analysis by federal partners (NHTSA, FHWA, and FMCSA) as well as OHS staff. Sixty-one (61) grant applications were received by the OHS.

Obviously, the above noteworthy accomplishments are the result of a team effort on the part of OHS staff and strong cooperative support from the SCDPS and its Director, the Governor of South Carolina, Federal partners, and the many highway safety advocates working diligently and tirelessly on a daily basis to improve safety on South Carolina’s roadways.

PERFORMANCE GOALS

Short Range Goals:

1. To reduce the number of traffic crashes reported during CY 2005 by 5%, as compared to CY 2004 data.

Level of Accomplishment: Projected estimates from the OHS Statistical Analysis Center based on available 2005 data indicate a projected total of 116,508 collisions for CY 2005. When compared to the 110,029 collisions in CY 2004, this represents an estimated increase in total collisions for CY 2005 of 5.9%.

2. To reduce the mileage death rate (MDR) of the State during CY 2005 by 5%, as compared to CY 2004 data.

Level of Accomplishment: Projected estimates from the OHS Statistical Analysis Center based on available 2005 data indicate a mileage death rate for 2005 of 2.27. This represents an 8.1% increase over the 2.1 MDR for 2004.

3. To reduce the mileage injury rate (MIR) of the State during CY 2005 by 5%, as compared to 2004 data.

Level of Accomplishment: Projected estimates from the OHS Statistical Analysis Center based on available 2005 data indicate a mileage injury rate for 2005 of 104. This represents a slight decrease (1%) as compared to the MIR of 2004 (105).

Long Range Goals (2005 - 2009):

1. To reduce the number of traffic crashes reported by 15% by the end of 2009.

Level of Accomplishment: As indicated above, projected estimates from the OHS Statistical Analysis Center indicate 116,508 collisions for CY 2005. When compared to the 110,029 collisions in CY 2004, this represents an estimated increase in total collisions for CY 2005 of 5.9%. The number of collisions in CY 2005 remains significantly higher (16.3%) than in CY 2001, when total collisions dropped sharply (3.9%) over CY 2000 numbers.

2. To reduce the State's mileage death rate (MDR) by 15% by the end of 2009.

Level of Accomplishment: Though projections from the Statistical Analysis Center of the OHS indicate an increase in the MDR of 8.1% in 2005 over against 2004, from 2.1 to 2.27, the MDR remains slightly lower (1.3%) than the MDR for 2001. This goal is achievable by 2009.

3. To reduce the State's mileage injury rate (MIR) by 15% by the end of 2009.

Level of Accomplishment: As indicated above, projections for 2005 show a reduction in the MIR for the state by 1%, from 105 in 2004 to 104 in 2005. The 2005 rate shows a decrease of 9.6% over against the 2001 figure of 115. This goal is achievable by 2009.

PROJECT NAME

Highway Safety Planning and Administration

PROJECT LOCATION

South Carolina

PROJECT NUMBER

2H05001

PROGRAM AREA(S)

Program Administration

TYPE OF JURISDICTION

N/A

TARGETED POPULATION

General Population

PROBLEM IDENTIFICATION

South Carolina continues to be among the top five states nationwide in the severity of its motor vehicle crash statistics. The mileage death rate (MDR) in 2004 of 2.1 was higher (5%) than the previous year (2.0), and remained 35.8% higher than the national MDR of 1.48. The state's alcohol MDR continues to be one of the highest in the nation, and the state is ranked fourth (tied with four other states) for 2004 in the percentage of highway fatalities that are alcohol-related, according to FARS. During 2004 in the state of South Carolina, 110,029 traffic collisions were reported. This is a 1.0% increase from 2003 totals, when 108,886 collisions were reported. Collisions in the year 2004 resulted in 1,046 fatalities and 51,226 non-fatal injuries. The number of traffic deaths was 7.9% higher than in 2003, when 969 persons were fatally injured in South Carolina traffic crashes. Furthermore, 30.3% of South Carolinians do not comply with the state's safety belt laws. The economic loss associated with vehicle crashes in 2004 also increased by 3.6%. Projections for CY 2005 indicate a likely increase in total collisions, injuries and fatalities. It is the responsibility of the state to provide the resources necessary for the planning, administration, and coordination of a statewide highway safety program that will strive to reduce the number of traffic collisions, fatalities, and injuries. In order to properly and adequately address these highway safety problems in an effective manner, there exists within the State Office of Highway Safety a need to fund, through grants, and administer projects which will have a direct impact on reducing crashes, injuries and fatalities.

GOALS AND OBJECTIVES

- To reduce the number of traffic collisions, crash-related fatalities, and crash-related injuries in South Carolina by 5% over the course of the grant period.
- To employ sufficient staff to effectively administer the Highway Safety Program, both financially and programmatically.
- To plan and conduct a Project Management course for all current Highway Safety Project Directors.
- To solicit for grant applications by issuing Funding Guidelines for Highway Safety Projects.

- To plan and conduct workshops on Funding Guidelines, to include how to write a grant.
- To review all project applications received and make recommendations for funding to the SC Public Safety Coordinating Council.
- To develop an Annual Highway Safety and Performance Plan for submittal to NHTSA.
- To award all FFY 2006 approved grants by 10/1/05, or upon receipt of the FFY 2006 Obligation Limitation from NHTSA.
- To conduct programmatic and financial on-site monitoring visits on 100% of all current Highway Safety grants.
- To provide technical assistance to subgrantees throughout the grant period, and to provide technical training for Office of Highway Safety staff through participation in important local and national seminars/conferences.
- To prepare and submit an evaluation report on all FFY 2004 Highway Safety projects funded.
- To utilize the services of a consultant to develop the OHS portion of the Grants Management System.

STRATEGIES AND ACTIVITIES

The Office of Highway Safety (OHS) was established to provide leadership, planning, and guidance to achieve a statewide coordinated network and effective attack on existing highway safety problems and to assist in assuring that the limited resources available are used most efficiently. This has been accomplished in the area of Highway Safety through an Annual Highway Safety and Performance Plan which implements a statewide program to coordinate the activities of state agencies, local political subdivisions, state and federally recognized Indian tribal governments and the private sector.

In order to administer a Highway Safety Program, sufficient staff has to be employed and retained by the OHS. Training was provided to highway safety advocates within and outside of the OHS through the Public Information, Outreach and Training (PIOT) grant. OHS staff members attended the 2005 Governors Highway Safety Association's (GHSA) Annual Conference in Norfolk, Virginia; the NHTSA Southeast Region Law Enforcement Liaison Conference in Lexington, KY; the GHSA Executive Seminar in Savannah, Georgia; NHTSA Program Management Training in Columbia, SC; the 2005 Lifesavers Conference in Charlotte, NC; NHTSA DWI Standards Assessment Program Meetings in Spartanburg, SC; the SC Bicycle and Pedestrian Accommodations Conference in Myrtle Beach, SC; the NHTSA National Media Forum on Highway Safety in New York, NY; the NHTSA Pickup Truck Demonstration Project Meeting in Atlanta, Georgia; DUI Courts Training Meeting in Columbia, SC; and the Annual Region II Conference of the American Association of Motor Vehicle Administrators. Participation in the above events allowed staff and highway safety stakeholders to achieve an awareness of new programs and initiatives for highway safety being conducted throughout the nation and around the world. Other training has also been made available as necessary to ensure that staff members have the most current knowledge and skills relating to highway safety.

Since subgrantees play an integral role in helping the OHS meet its goals, a Project Management Course was offered in March 2005 (a two-day course for newly awarded subgrantees) to Project

Directors to give them basic instruction on how to administer their respective grants effectively. Continuation grant Project Directors were required to attend a Pre-Work Meeting prior to grant implementation in October 2004 in order to receive appropriate training on how to administer their respective grants. OHS Staff worked with all Project Directors on a continual basis to ensure that all projects were being properly administered.

Each year, solicitations for grant applications are accomplished by issuing Funding Guidelines to potential subgrantees. Additionally, four Funding Guidelines Workshops were conducted at various locations around the state in March 2005 to assist prospective Project Directors in the writing and development of a highway safety grant. Workshops were conducted in Greenville, Florence, North Charleston and Columbia. Applications were received in April 2005 for FFY 2006, and went through a multi-stage review process including review and analysis by federal partners (NHTSA, FHWA, and FMCSA), as well as OHS staff. At the end of the grant year, Program Managers are responsible for evaluating the projects in their specific areas. The evaluations are then forwarded to NHTSA's Region IV Office for review.

RESULTS

- The OHS remained fully staffed.
- From CY 2003 to CY 2004, total traffic collisions in South Carolina increased by approximately 1.0%, from 108,886 to 110,029. Projected estimates for CY 2005 show an increase over CY 2004.
- During the same time period, traffic-related fatalities increased by 7.9%, from 969 to 1,046. Projected estimates for CY 2005 show an increase over CY 2004.
- Traffic-related injuries decreased by 0.1%, from 51,267 to 51,226. Projected estimates for CY 2005 show an increase over CY 2004.
- A two-day Project Management course was held for Project Directors of newly awarded grants on March 23-24, 2005 (New project grant awards were issued effective February 1, 2005).
- The Funding Guidelines document was prepared and made available on the OHS web site on February 7, 2005. The document was posted along with a Grant Application Form and Instructions for Completing the Grant Application Form. Letters were mailed to qualifying agencies in the state directing them to the OHS web site to download copies of the Funding Guidelines document. Sixty-one (61) grant applications were received by the OHS by the due date and time of April 8, 2005 at 5:00 PM.
- The Funding Guidelines Workshops were held in Columbia, SC, on March 1, 2005, in Greenville, SC, on March 2, 2005, in North Charleston, SC, on March 3, 2005, and in Florence, SC, on March 4, 2005. More than one hundred (100) people were in attendance at the four workshops.
- Office of Highway Safety Staff and federal partners representing NHTSA, FHWA, and FMCSA reviewed every grant submitted. NHTSA representatives made comments and recommendations regarding each grant submission.
- Staff completed 100% of the monitoring visits and provided technical assistance to subgrantees throughout the grant period.
- The Annual Evaluation report for 2004 was submitted to NHTSA on 12/31/04.

- The Highway Safety and Performance Plan for FFY 2006 was developed and submitted to NHTSA prior to 9/1/05.
- OHS staff received technical training during the year through the SC Department of Public Safety's Office of Development and Training. Staff also received software applications training through New Horizons. Additional training was received at seminars and conferences outlined above.
- The OHS has not yet totally automated its grant application process. There has not been opportunity to provide the appropriate matching funds to implement this portion of the grant project.

FUNDING	
Section 402	\$ 181,092.13
State	\$ 181,092.13
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PROJECT NAME
Public Information, Outreach and Training

PROJECT LOCATION
South Carolina

PROJECT NUMBER
2H05004

PROGRAM AREA(S)
Program Administration

TYPE OF JURISDICTION
Statewide

TARGETED POPULATION
General Population

PROBLEM IDENTIFICATION

Currently, there are no funding mechanisms available to provide the necessary travel, tuition, and subsistence to send selected traffic officers, solicitors, and other individuals to specialized seminars and training programs that are randomly scheduled throughout the year. With budget cutbacks at all levels of government, needed training is often eliminated due to lack of available funding. Also, since the beginning of the Section 402 Program in the state, there has been no organized training program to teach project management skills to new highway safety project personnel. The lack of knowledge in project management and in the applicable federal guidelines has kept many projects from being successfully implemented.

GOALS AND OBJECTIVES

- To reduce the number of traffic collisions in South Carolina by 5%, from 107,020 to 101,669, over the course of the grant period.
- To reduce the number of fatal crashes in South Carolina by 5%, from 957 to 909, over the course of the grant period.
- To reduce the number of injury collisions in South Carolina by 5%, from 50,142 to 47,635, over the course of the grant period.
- To increase the number of successfully implemented highway safety projects through the provision of specialized training for both project directors and project staff and increased project development efforts.
- To provide ongoing specialized training to project personnel and highway safety staff in order to improve project/program management skills.
- To send a minimum of twenty (20) individuals, including Office of Highway Safety staff members, to specialized highway safety-related programs.
- To plan, schedule, and conduct a Project Management Course for all Highway Safety Project Directors by November 1, 2004.
- To promote national and state highway safety emphasis programs throughout the grant period by announcing training opportunities through the specialized training grant throughout the grant period.

- To conduct a Statewide Highway Safety Conference, bringing together statewide agencies and others for the purpose of announcing new programs, disseminating highway safety information and material, and sharing highway safety ideas by the end of the grant period.
- To produce a calendar and newsletter for distribution among highway safety stakeholders.
- To conduct a motorcycle campaign in Horry County in May and in another designated county in September of 2005.
- To plan and implement School Zone Safety Week events during the 2nd week of September, 2005.
- To conduct a Traffic Victims' Memorial Service for families of highway crash victims lost in the year 2004.
- To establish an Office of Highway Safety Booth/Display at selected statewide events.
- To implement Drive Safely Work Week Events among state employee populations for the 2nd week of October, 2004.
- To conduct workshops to assist applicants in preparing applications for the 2005-2006 grant year.
- To plan and implement activities in twenty (20) businesses in South Carolina to observe national emphases for Occupant Protection, Impaired Driving, Drive Safely Work Week and School Zone Safety.
- To coordinate and implement, with the assistance of the agency Contractor, a statewide impaired driving mobilization campaign.

STRATEGIES AND ACTIVITIES

The Public Information, Outreach and Training project was developed to improve the state's capability to support national and statewide conferences, seminars, and workshops of relevance to the Highway Safety Program and to upgrade the skills of those who participate. Through the project, a large number of individuals, both within and outside of the OHS, were sent to highway safety-related training programs during the grant period. National and state highway safety emphasis programs were also promoted by announcing training opportunities through the grant. Because of national changes in child passenger safety and the establishment of certification standards, the OHS scheduled and conducted one-week technician classes and several eight-hour specialist courses during the grant period. This helped to continue to build a cadre of professionals who are capable of conducting clinics to assess proper child restraint usage.

Another ongoing component of this project involved planning and conducting a Project Management Course for new Highway Safety Project Directors in March 2005 (grant awards for new grants were awarded effective February 1, 2005). The course covered all aspects of project management, including dealing with the media, problem identification, data collection, procurement practices, and other needed technical information. The course also provided instruction on how and when to prepare budget revisions, how to complete progress reports, and how to complete reimbursement requests. Applicable federal and state regulations governing the implementation of projects were thoroughly discussed. Continuation subgrantees were given information regarding the continued implementation of their grant projects in the context of individual Pre-work Conferences. These conferences were held in October 2004.

The project also provided support for a School Zone Safety Week initiative during the month of August 2005, which was implemented statewide, thus complying with legislative proviso. The project also developed and implemented an Annual Victims' Memorial Service for families of those lost in traffic fatalities in 2004, a booth at the SC State Fair during October 2004, a motorcycle safety campaign held in Myrtle Beach and Spartanburg in May and September 2005, respectively, and sent important traffic safety information to businesses in South Carolina during Drive Safely Work Week and other individual emphases during the year. The project was also heavily involved with an educational and diversity outreach effort to inform the state's citizens about the enactment of a new primary enforcement safety law, which took effect on December 9, 2005.

The project also implemented NHTSA's DWI Standards Assessment Program in a pilot county in South Carolina. The program targeted Spartanburg County and is currently ongoing as professionals from the OHS, law enforcement, adjudication, prosecution, and treatment/rehabilitation are assessing the needs of the Spartanburg County area and are developing action plans to reduce the rate of DUI recidivism in this county.

RESULTS

- From CY 2004 to CY 2005 (according to preliminary figures for CY 2005 based on estimates of the Statistical Analysis Center of the Office of Highway Safety) total traffic collisions in South Carolina increased by approximately 5.9%, from 110,029 in CY 2004 to an estimated 116,508 in CY 2005.
- From CY 2004 to CY 2005 (according to preliminary figures for CY 2005 based on estimates of the Statistical Analysis Center of the Office of Highway Safety) fatal traffic collisions in South Carolina increased by approximately 7.3%, from 946 in CY 2004 to an estimated 1,015 in CY 2005.
- From CY 2004 to CY 2005 (according to preliminary figures for CY 2005 based on estimates of the Statistical Analysis Center of the Office of Highway Safety) total traffic injury collisions in South Carolina increased by approximately 0.05%, from 32,497 in CY 2004 to an estimated 32,514 in CY 2005.
- Overall, this project has provided travel and/or registration fees for more than thirty (30) individuals within and outside of the SC Department of Public Safety to attend highway safety training programs around the country. During the grant period, funds were provided for more than thirty (30) individuals to attend one or more of the following: the Governor's Highway Safety Association's (GHSA) Annual Conference in Norfolk, VA; Lifesavers 2005 in Charlotte, NC; the NHTSA Southeast Region Alcohol Meeting; the NHTSA Southeast Region Law Enforcement Liaison Conference; the Southeast Regional American Driver and Traffic Safety Educators Association Conference; the South Carolina Bicycle and Pedestrian Accommodations Conference; NHTSA's National Media Forum on Highway Safety; Annual IACP Conference; NHTSA's Pick-up Truck Safety Belt Demonstration Project Meeting; IACP State Provincial Police Planning Officer's Conference; Traffic Records Forum; Media Skills Workshops; Hands Across the Border events; the 72nd Annual Region II Conference of the American Association of Motor Vehicle Administrators AAMVA National Conference; NHTSA Program Management Training; the GHSA Executive Seminar in Savannah, GA; and the 2005 Operation C.A.R.E. Conference.

- Due to financial issues resulting from Congress enacting continuing resolutions for highway safety funding, the Office of Highway Safety awarded only continuation grant projects for FFY 2005 in the first grant quarter. Continuation subgrantees were given information regarding the continued implementation of their grant projects in the context of individual Pre-work Conferences. These conferences were held in October 2004. A Project Management Course was held on March 23-24, 2005, for new grantee Project Directors.
- The Office of Highway Safety actively promotes state and national highway safety emphasis programs through a variety of methods. The OHS has utilized Law Enforcement Network (LEN) meetings, briefings and special called meetings of LEN Coordinators and Assistant Coordinators to provide training regarding state and national mobilization campaigns. The OHS will continue to do this during the current grant year as occupant protection and impaired driving mobilizations are conducted. The OHS also provided assistance to subgrantees and LEN Coordinators and Assistant Coordinators to attend the Lifesavers Conference in Charlotte, NC in March 2005. The project provided funding for the *Buckle Up, South Carolina. It's the law and it's enforced.* statewide mobilization effort which began on May 23, 2005 and ran through June 5, 2005.
- Due to limited grant funds, a Statewide Conference was not held during the FFY 2005 grant year.
- The OHS Public Affairs Manager has maintained a calendar of events containing NHTSA events as well as statewide initiatives. The OHS has not yet been successful in producing an electronic newsletter for widespread distribution.
- The agency Contractor was utilized to conduct a motorcycle safety campaign during the month of May for the two Myrtle Beach Bike Weeks and in Spartanburg in September for the Harley Owners Group (H.O.G.) Rally.
- Educational events were conducted in support of School Zone Safety Week in August 2005 in addition to information sent via email to school districts.
- The Annual Victims' Memorial Service was held on April 30, 2005, at Trinity Baptist Church in West Columbia, SC.
- An OHS booth was displayed at the 2004 SC State Fair from October 7-17, 2004. The booth emphasized occupant protection and alcohol countermeasures.
- Information was sent out electronically to more than 200 businesses statewide regarding the Network of Employers for Traffic Safety's (NETS) Drive Safely Work Week. The information directed employers to the national NETS web site, where a variety of materials could be downloaded at no charge for use during this safe driving emphasis. In addition, information was emailed to businesses regarding School Zone Safety Week.
- Funding Guidelines Workshops were held March 1-4, 2005, in Columbia, Greenville, North Charleston, and Florence, to assist applicants in preparing applications for the FFY 2005 grant year. Collectively, more than 110 people were in attendance.
- In 2005 South Carolina and Missouri joined thirteen (13) other states as part of NHTSA's Strategic Evaluation States (SES) initiative to curb impaired driving in the nation's highest impaired driving problem states. The SES initiatives in South Carolina began on July 1, 2005, will run through June 30, 2006, and included the Labor Day 2005 *Sober or Slammer!* (SOS) impaired driving campaign crackdown. The SES initiatives in the state combine the state's SOS campaign slogan with the national *You Drink and Drive. You Lose.* slogan and are carried out through the sixteen Law Enforcement Networks (LEN) in the state. The SOS

sustained DUI enforcement initiative in the state focuses on eighteen (18) counties representing 69% of the state’s population and 72% of the state’s alcohol-related traffic fatalities. The eighteen (18) counties are Aiken, Anderson, Berkeley, Charleston, Colleton, Darlington, Florence, Greenville, Greenwood, Horry, Lancaster, Laurens, Lexington, Orangeburg, Richland, Spartanburg, Sumter and York. The initiatives included the use of enforcement strategies such as sobriety checkpoints, saturation patrols and utilization of the Breath Alcohol Testing (BAT) mobile units, as well as significant earned media and some paid media efforts. A planning notebook containing enforcement strategies, earned media strategies and other significant information was developed and distributed to LEN Coordinators and Assistant Coordinators. Also, law enforcement briefing meetings were conducted with LEN Coordinators and Assistant Coordinators to provide them with information about SES initiatives.

FUNDING	
Section 402	\$ 303,141.97
Local	N/A
CONTACT	
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State Office of Highway Safety Public Affairs Manager Beverly Harris	

ALCOHOL COUNTERMEASURES

According to the SC Department of Public Safety's preliminary statistics for 2005, the projection for number of fatal crashes with DUI as a contributing factor is 411. This number projects to a total of 422 deaths in crashes with alcohol as a contributing factor. Calendar Year (CY) 2004 suffered 408 fatal crashes with alcohol as a contributing factor, resulting in 459 fatalities. Though there is a projected 7.5% increase in fatalities on the roadways in South Carolina for 2005, fatal crashes with DUI as a contributing factor is predicted to only increase by 0.73%, from 408 to 411. The number of fatalities associated with these crashes is predicted to decrease by 8.1%, from 459 to 422. Though some were not funded for the entire year, nine Alcohol Countermeasures projects, in addition to Police Traffic Services projects, were implemented or continued in FFY 2005 to address the issue of driving under the influence of alcohol or drugs.

Between 2002 and 2004, the Office of Highway Safety's Statistical Analysis Center aggressively pursued filling in gaps on incomplete reports regarding Blood Alcohol Content (BAC) levels individuals involved in automobile crash fatalities. This effort continued in 2004 and has resulted in an increase in reported BAC levels of over 70% for individuals in traffic fatalities, up from 65% for 2003. All efforts are being made to achieve even greater reporting results. The statistics for driving under the influence of alcohol or drugs, referred to as DUI from 2002 and forward, may not reflect a true picture of the DUI problem for previous years and should not be compared to previous year statistics.

Short Range Goals:

1. To reduce the alcohol-related crash MDR by 10% by the end of CY 2005, as compared to CY 2004 data.

Level of Accomplishment: Projected estimates for CY 2005 from the Statistical Analysis Center of the Office of Highway Safety (OHS) show a reduction in South Carolina's alcohol-related crash MDR of 3.19%, from 0.94 in CY 2004 to a projected 0.91 in CY 2005. There were 48.77 billion miles traveled in South Carolina in 2004. The projected number of miles traveled for CY 2005 is 49.75 billion, based on average increases of approximately 2% per year. Though the short range goal was not achieved, the reduction seen is encouraging.

2. To reduce the alcohol-related crash MIR by 10% by the end of CY 2004, as compared to CY 2003 data.

Level of Accomplishment: Projected estimates for CY 2005 from the Statistical Analysis Center of the OHS shows no estimated alcohol-related MIR reduction. The projected MIR for CY 2005 remains at 7.4, the same as that of CY 2004.

3. To reduce the involvement of drivers ages 25-34 in alcohol-related crashes by 3% by the end of CY 2005, as compared to CY 2004 data.

Level of Accomplishment: Projected estimates for CY 2005 from the Statistical Analysis Center of the OHS show a 14% increase of involvement of drivers ages 25-34 in alcohol-related crashes, from 1,613 in CY 2004 to an estimated 1,838 in CY 2005. Though this increase is disturbing, the implementation of the Strategic Evaluation States initiative in South Carolina, beginning July 1, 2005, should help reduce the involvement of this age group in alcohol-related crashes.

4. To increase conviction rates by the DUI special prosecutor in Spartanburg County by 5% by the end of CY 2005, as compared to CY 2004.

Level of Accomplishment: During the course of the FFY 2005 grant year, the DUI special prosecutor in Spartanburg County increased the number of DUI convictions from 242 in FFY 2004 to 404 in FFY 2005, an increase of 60%. Through better preparation of cases and clear expectations of law enforcement, the short range goal was exceeded.

5. To increase the level of BAC reporting on fatalities from the Coroners by 10% by the end of CY 2005, as compared to CY 2004.

Level of Accomplishment: According to the FARS Analyst within the Office of Highway Safety, the level of BAC reporting on fatalities has reached levels approaching 71%, for 2005. This represents an increase of six (6) percentage points as compared to the 65% level of BAC reporting in CY 2004. However, this reporting is not derived from coroners alone. Some of the reporting is obtained directly from SLED, as well as a few private entities. Currently, about half of the state's coroners are reporting. The goal of the OHS will be to continue to work in obtaining the maximum level of BAC reporting regarding traffic fatalities.

Long Range Goals (CY 2005 – CY 2009):

1. To reduce the alcohol-related crash MDR by 30% by CY 2009.

Level of Accomplishment: Projected estimates for CY 2005 from the Statistical Analysis Center of the OHS, show an estimated reduction in the alcohol-related crash MDR of 3.19%, as compared to CY 2004. The projected change in MDR for CY 2005 was from .94 in 2004 to an estimated .91. There were 48.77 billion miles traveled in South Carolina in 2004. The number of projected miles traveled in 2005 is 49.75 billion, based on average increases of approximately 2% per year. Though the short range goal was not accomplished, the projected reduction is encouraging. The long range goal is achievable by 2009.

2. To reduce the alcohol-related crash MIR by 30% CY 2009.

Level of Accomplishment: Projected estimates for CY 2005 from the Statistical Analysis Center of the OHS show no reduction in the alcohol-related MIR. The projected MIR remains the same as the 7.4 MIR for CY 2004. Much work must be done to accomplish this goal by 2009. However, continuing efforts in sustained DUI enforcement, the expanding

efforts of the SC Law Enforcement Networks, and a newly sponsored bill for strengthening DUI laws produced by the SC Impaired Driving Prevention Council could allow the goal to be achieved.

3. To reduce the involvement of drivers ages 25-34 in alcohol-related crashes by 5% by the end of CY 2009.

Level of Accomplishment: Projected estimates for CY 2005 from the Statistical Analysis Center of the OHS show a 14% increase of involvement of drivers aged 25-34 in alcohol-related crashes as compared to CY 2004, from 1,613 in CY 2004 to an estimated 1,838 in CY 2005. Though this increase is disturbing, the implementation of the Strategic Evaluation States initiative in South Carolina, beginning July 1, 2005, should help reduce the involvement of this age group in alcohol-related crashes. Additional emphasis on impaired driving enforcement through the state's Law Enforcement Network system and possible legislative changes could have a great impact on the phenomenon of alcohol-related crashes in this age group. This may allow the OHS to achieve this long range goal by CY 2009.

PROJECT NAME
Impaired Driving Countermeasures Program Management

PROJECT LOCATION
Statewide

PROJECT NUMBER
2H05006

PROGRAM AREA(S)
Alcohol Countermeasures

TYPE OF JURISDICTION
Statewide

TARGETED POPULATION
All South Carolina Citizens

PROBLEM IDENTIFICATION

The grant project sought to develop and implement comprehensive statewide impaired driving countermeasures efforts in order to reduce alcohol/drug-related crashes, injuries, and deaths on South Carolina's roadways. Though South Carolina (according to the South Carolina Traffic Collision Fact Book) has remained statistically unchanged in percentage of total collisions that are alcohol-related, varying from 4.6%, 4.2%, and 4.3% between CY 2002 through CY 2004, respectively, the state continues to suffer far too many alcohol-related fatalities. In fact, for CY 2004, South Carolina reports there were 1,046 fatalities on our roadways. Of this number, there were 408 alcohol-related fatal collisions resulting in 459 fatalities. Therefore, 44% of the fatalities on the state's roadways were alcohol-related.

GOALS AND OBJECTIVES

- To reduce the number of alcohol-related crashes by 5% during the project period through the development and implementation of a statewide DUI campaign and other impaired driving countermeasures efforts.
- To reduce the number of alcohol-related injuries by 5% during the project period through the development and implementation of a statewide DUI campaign and other impaired driving countermeasures efforts.
- To reduce the number of alcohol-related fatalities by 5% during the project period through the development and implementation of a statewide DUI campaign and other impaired driving countermeasures efforts.
- To work with the SCDPS Contractor for the development and implementation of a statewide PI&E campaign with an emphasis on impaired driving behaviors and issues.
- To work with state and local law enforcement agencies to develop and implement the enforcement aspect of the *Sober or Slammer!* (SOS) campaign.
- To establish a Driving Under the Influence (DUI) task force to meet on a regular basis during the grant period.
- To develop a Diversity Outreach component for the SOS campaign.
- To maintain the employment of an Impaired Driving Countermeasures Program Manager.

- To assist with the implementation of the Gold Standards Community Assessment Tool in two South Carolina counties during the grant period.
- To develop new impaired driving project applications in targeted areas and review all applications submitted in the program areas by assigned deadlines.
- To provide on-going technical assistance to all Impaired Driving Countermeasures programs, including responding to correspondence and revision requests, making monthly telephone contacts, desk monitoring projects, and providing for needed training and technical assistance to local project staff as requested.
- To prepare the Impaired Driving Countermeasures sections of the annual Summaries and Recommendations, Highway Safety and Performance Plan, and the Annual Evaluation Report, by assigned deadlines.
- To assist with the implementation of the NHTSA Drug Courts program in the state during the grant year.

STRATEGIES AND ACTIVITIES

As stated above, the grant project seeks to develop and implement comprehensive statewide impaired driving countermeasures efforts in order to reduce alcohol/drug-related crashes, injuries, and deaths on South Carolina's roadways. The grant project utilizes the services of an Impaired Driving Countermeasures Project Manager to coordinate grant activities and assist in the development and implementation of impaired driving grant projects throughout the state.

An extensive component of this project is South Carolina's *Sober or Slammer!* (SOS) campaign, a high-visibility law enforcement and paid/earned media initiative focusing on impaired driving. The SOS campaign is South Carolina's equivalent to the national *You Drink and Drive. You Lose* campaign effort. Furthermore, in July 2005, South Carolina joined 14 other states in NHTSA's Strategic Evaluation States (SES) program, a year-long sustained impaired driving mobilization campaign. South Carolina is addressing the impaired driving problem by specifically and strategically concentrating increased enforcement and earned media efforts in eighteen (18) focus counties. These counties represent 69% of the state's population and 72% of the state's DUI-related traffic fatalities. The campaign utilizes both the SOS and *You Drink and Drive. You Lose* campaign messages through June 30, 2006, and included the 2005 Labor Day national DUI enforcement "crackdown" that occurred between the dates of August 19 and September 5, 2005. The SES initiative utilizes specialized DUI enforcement strategies (saturation patrols, sobriety checkpoints, phantom and low man-power checkpoints, etc.), as well as earned media efforts to focus on the state's impaired driving problem.

The SOS campaign combined with the continuation of the South Carolina Law Enforcement Network (SCLLEN), based on the 16 judicial circuits in the state, is proving to energize law enforcement officers (federal, state, county, and municipal) and supporting agencies/organizations into addressing the impaired driving problems in South Carolina. Each of the 16 judicial circuits contains at least one SES focus county, as previously described. The SCLLEN has carried much of the weight in addressing the SOS campaign and is largely responsible for the utilization and deployment of two Breath Alcohol Testing Mobiles (BATmobiles) throughout the network. There is little doubt that the SCLLEN is bridging gaps of communication and cooperation among law enforcement entities within the state.

The South Carolina Impaired Driving Prevention Council (SCIDPC), through its Legislative Subcommittee, made significant progress in addressing the improving of impaired driving legislation in the state. In addition to the Office of Highway Safety, the SC Highway Patrol, the State Transport Police, the Criminal Justice Academy, the Office of Justice Programs and support from the Director of the SC Department of Public Safety, there are representatives from the State Senate, the Governor's Office, the State Attorney General's Office, the State House of Representatives and 20 additional Federal, State, Local and private entities which comprise the SCIDPC's membership. Beginning in July 2004, the SCIDPC met monthly until March 2005, when it approved new DUI legislation to be introduced to the state legislature. The proposed legislation was introduced to the State Senate as Bill 4047 in May 2005, but the session ended shortly thereafter without the Senate taking action on the bill. It is expected that the proposed legislation will be re-examined when the Senate reconvenes.

RESULTS

There is a consideration that should be addressed when attempting to compare the numbers in regards to the following results. The numbers shown for 2003 reflect crashes, injuries, and fatalities where Driving under the Influence (DUI) was a contributing factor. The numbers for 2004 are termed "alcohol-related." The difference in the two distinctions is that alcohol-related crashes, injuries, and fatalities could include a pedestrian, cyclist, passenger etc., in which there may not have been anyone driving with an alcohol concentration. Therefore, the statistical information below, comparing data from CY 2003 to CY 2004, may not have complete statistical reliability.

- The number of collisions with a contributing factor of Driving Under the Influence in 2003 was 4,530. The number of alcohol-related collisions in 2004 is 4,733. The projected number of alcohol-related collisions for 2005 is 5,053. Though there is an increase of 4.3% from 2003 and 2004, one must remember the criteria change. Also, there had been a reduction of nearly 9% from 2002 to 2003. However, the increase from CY 2004 to CY 2005 is projected to be 6.8%.
- The number of injuries with a contributing factor of Driving under the Influence in 2003 was 2,261. The number of alcohol-related collision injuries in 2004 is 2,302. The projected number of alcohol-related collision injuries for 2005 is 3,798. Though there is an increase of 1.8% from 2003 and 2004, one must remember the criteria change. Also, there had been a reduction of nearly 9% from 2002 to 2003. However, the increase from CY 2004 to CY 2005 is projected to be 65%.
- The number of fatalities with a contributing factor of Driving under the Influence in 2003 was 335. The number of alcohol-related fatalities in 2004 is 459. The projected number of alcohol-related fatalities for 2005 is 422. Though there is an increase of 27% from 2003 and 2004, one must remember the criteria change. Also, there had been a reduction of almost 22% from 2002 to 2003. Should the projections hold true, CY 2005 will show a decrease of 8.1% in alcohol-related fatalities.
- The SCDPS Contractor, Chernoff Newman (CN), was employed to assist with the 2005 Labor Day SOS campaign initiative, which included regional Press Conferences held in the four major markets of South Carolina. The campaign was conducted August 19-September

5, 2005. The majority of their work associated with the aforementioned campaign concentrated on pre- and post-attitudinal surveys, earned and paid media, and working with the Tombras Group (an advertising organization hired by the National Highway Traffic Safety Administration [NHTSA]). Though the Labor Day “crackdown” was concurrent with the National *You Drink and Drive. You Lose. Labor Day* campaign, the *Sober or Slammer!* Campaign for 2005 is a sustained DUI year-long emphasis, as required by South Carolina’s participation in the SES program.

- The OHS developed a plan using the South Carolina Law Enforcement Network (SCLLEN) to develop and implement the enforcement aspect of the *SOS* campaign. The SCLLEN is composed of law enforcement agencies throughout the state and corresponds to the state’s 16 Judicial Circuits. Each individual LEN has a Coordinator and an Assistant Coordinator, who work to disseminate and share information regarding campaigns and enforcement strategies and to gather campaign reports of enforcement activity. A comprehensive plan was developed and distributed to Coordinators and Assistant Coordinators containing detailed information regarding impaired driving enforcement strategies, which included a suggested calendar of enforcement activities ranging from utilization of BATmobile units to suggestions for the utilization and implementation of low man-power checkpoints. The plan also included an extensive Earned Media plan, which contained a suggested Earned Media calendar, media planner, sample media advisories, press releases, radio public service announcements and op-ed pieces. The materials were designed to maximize the effectiveness of LEN participation in an attempt to lower the impaired driving statistics on South Carolina’s roadways, particularly in the 18 focus counties.
- The South Carolina Impaired Driving Prevention Council (SCIDPC) serves as the state of South Carolina’s DUI Task Force and has met on nine occasions since its initial meeting on July 28, 2004. The SCIDPC has made significant progress in addressing the problems of alcohol-related collisions in South Carolina. The SCIDPC, possessing members from a variety of state and governmental entities, including representatives from the House of Representatives, the Senate, the Governor’s Office, and other agencies/organizations has developed subcommittees (Bylaws, Education, Enforcement, Legislative, and Treatment) to address state alcohol-related problems from a variety of perspectives. The SCIDPC worked very hard this past year to develop and submit proposed DUI legislation, Senate Bill 4047, which was introduced in May 2005, and will be taken up during the next legislative session. The SCIDPC is expected to resume meetings after the beginning of CY 2006.
- The OHS has committed to developing and implementing a diversity outreach plan for each highway safety campaign initiative established for the state. The agency contractor is normally required, through various Scope of Work documents, to secure advertising that will reach minority groups around the state. Television and radio ads that were used during the 2005 Labor Day “crackdown” for the *Sober or Slammer!* and the *You Drink and Drive. You Lose* campaigns were aired in English and Spanish. The OHS has hired a Public Affairs Manager who will be involved significantly in minority outreach efforts in the future.
- Mr. Barney Derrick continues to be employed as the Impaired Driving Countermeasures Program Manager.
- The Gold Standards Community Assessment Tool, which has been changed by NHTSA to Driving While Impaired Standards Assessment Program (DWISAP), has had little activity during the year. Spartanburg County, South Carolina is currently the only county that is

working toward these standards. It is anticipated that the OHS will continue the DWISAP in Spartanburg County after the beginning of CY 2006.

- The Impaired Driving Countermeasures Program Manager participated in project application reviews and the problem identification process used to determine priority areas for highway safety efforts. The Office of Highway staff conducted funding guidelines workshops designed to stimulate the interest of agencies and organizations in developing and submitting highway safety project applications. The workshops were held in North Charleston, Columbia, Florence and Greenville. All applications for highway safety funding, regardless of applicable program area, were reviewed by the Program Managers in accordance with structured deadlines.
- On-going technical assistance was provided by the Impaired Driving Countermeasures Program Manager to subgrantees, as well as to the chairman of the SCIDPC. All correspondence was conducted in a timely manner, and telephone contacts were made regularly and in excess of the monthly requirement. Desk monitoring of all projects was continued, and all projects received on-site monitoring.
- All aspects of the Impaired Driving Countermeasures section of the Annual Evaluation Report were submitted by the required deadline. The Impaired Driving Countermeasures section of the Summaries and Recommendations document, as well as the Highway Safety and Performance Plan, were completed by deadline.
- The Impaired Driving Countermeasures Program Manager assisted in arranging and securing a location for a meeting hosting guest speaker, Judge Kent Lawrence of Athens, Ga., to address the SCIDPC and distinguished guests on the subject of successful Drug Courts. The meeting was held December 15, 2004, following a meeting of the SCIDPC.

FUNDING	
Section 402	\$ 177,557.38
Local	N/A
CONTACT	
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State Office of Highway Safety Program Manager Barney C. Derrick	

PROJECT NAME
Speed/Alcohol Overtime Enforcement Project

PROJECT LOCATION
Select Counties
(Patrol Troops/Posts)

PROJECT NUMBER
2H05007

PROGRAM AREA(S)

Police Traffic Services
Alcohol Countermeasures

TYPE OF JURISDICTION

Select Counties
(Patrol Troops/Posts)

TARGETED POPULATION

Speeding and Alcohol-Related
Traffic Law Violators

PROBLEM IDENTIFICATION

Since 1999, speed and/or alcohol-related violations have become the major factors in overall traffic collisions, traffic collision injuries, and traffic collision fatalities in South Carolina. Due to high attrition within the South Carolina Highway Patrol, there are increasingly fewer Troopers to patrol the roadways and highways of the state. During the 2003 calendar year, there were 108,886 collisions, resulting in 969 fatalities and 51,267 injuries. Troopers investigated 55% of the total collisions and 85% of the fatal collisions in 2003.

GOALS AND OBJECTIVES

- To reduce during the grant period the number of speed and alcohol-related crashes in those locations that are afforded overtime personnel.
- To affect during the grant period a minimum of three citations/arrests per trooper per overtime period.
- To increase speed and alcohol-related violations enforcement during the grant period in those locations afforded overtime personnel.
- To enable selected Troopers from across the state to participate in the Speed and Alcohol Overtime Enforcement Project by the end of the first quarter of the grant period.
- To provide during the grant period \$186,177 worth of overtime services across the state in an effort to reduce speeding and alcohol-related violations.
- To utilize DPS' Office of Executive Affairs to announce by the end of the first quarter of the grant period the awarding of the grant and the purpose of the Patrol's overtime efforts.
- To plan and conduct during the grant period enforcement activities in support of special highway safety campaigns

STRATEGIES AND ACTIVITIES

The Highway Patrol Division of the South Carolina Department of Public Safety administered a crash reduction enforcement program (CREP) designed to focus on speeding and alcohol-related violations during high crash days and time periods in all Highway Patrol Troops statewide. CREP activity was conducted at locations and during times based on statistics and data reflected

by the Highway Patrol console system and was approved by the Troop Commander and/or Post Commander. The number of Troopers and man-hours utilized for this project was maintained by the Troop and/or Post Commanders.

Based upon a statistical data study, the South Carolina Highway Patrol targeted the following locations within the state: Troop 1-Lexington, Richland and Sumter; Troop 2-Laurens; Troop 3-Anderson, Greenville, Pickens and Spartanburg; Troop 4-Lancaster and York; Troop 5-Darlington, Florence and Horry; Troop 6-Beaufort, Berkeley and Charleston; Troop 7-Aiken and Orangeburg. The overtime effort was a volunteer basis- only program and was applicable to Troopers within the rank of Trooper to First Sergeant. Overtime pay did not include time spent for court or administrative hearings. Troopers worked extra-duty hours on regularly scheduled rest days. These extra-duty shifts were subject to be paid at the rate of time and one-half excluding holiday and leave hours in the calculation of overtime hours. The enforcement program included saturation patrols and alcohol enforcement checkpoints targeting violators in locations and during periods that statistically reflected high numbers of speed and alcohol-related crashes.

RESULTS

- Statistical data from the Highway Patrol's database indicate that from October 1 through November 6, 2003, there were a total of 2,932 speed-related crashes and 296 alcohol-related crashes in the counties covered in the grant. During the same time period in 2004, there were 2,403 speed-related crashes (*a decrease of 18%*) and 288 alcohol-related crashes (*a decrease of 2%*).
- During the grant period the activity of all Troopers working the overtime was monitored to ensure that the minimum of 3 citations/arrests were met.
- In 2003 there were 14,334 speeding violations written and 580 alcohol violations written. During the same time period in 2004, there were 15,403 speeding violations written (*an increase of 6%*) and 575 alcohol violations written (*a decrease of .08%*).
- The grant project provided 3,322 hours of overtime enforcement utilizing 128 officers in designated Troops during the month of October 2004. In November 2004, the project provided 714 hours of overtime enforcement utilizing fifty (50) officers in designated Troops.
- The grant award amount of \$186,177 was expended by November 6, 2004 of the grant period.
- The grant amount was exhausted prior to the Office of Executive Affairs making a Public Service Announcement.
- There were no special highway safety campaigns prior to the grant's ending.

FUNDING	
Section 163	\$ 212,534.86
Local	N/A
CONTACT	
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State Office of Highway Safety Program Manager Barney C. Derrick	

PROJECT NAME

Collaboration Among Agencies to Develop a Juvenile Highway Safety Video and to Continue DUI Training Programs

PROJECT LOCATION

Statewide

PROJECT NUMBER

2H05010

<p>PROGRAM AREA(S) Alcohol Countermeasures</p> <p>TYPE OF JURISDICTION Statewide</p> <p>TARGETED POPULATION Prosecutors, Law Enforcement Officers, Summary Court Judges, Middle and High School Students</p>

PROBLEM IDENTIFICATION

Under this grant, one of the objectives of the SC Commission on Prosecution Coordination (SCCPC) was to develop a DUI teen awareness video to be distributed to middle and high schools throughout the state. SCCPC recognized the disproportionate number of alcohol-impaired traffic fatalities and injuries caused by underage drivers. SCCPC sought to target specific information and educate this driving population on the problems associated with alcohol, drugs, and driving. By exposing the problem of underage impaired driving and helping to educate young drivers on the impact and consequences of drinking and driving, the video project was designed to stimulate young drivers to find solutions and use positive peer pressure to reverse the trend of impaired driving incidents involving youth in the state. SCCPC’s second objective was to provide law enforcement officers, prosecutors, and summary court judges with the tools and resources needed to effectively prosecute DUI cases, thus reducing the tremendous backlog of these cases statewide. SCCPC, through seven (7) DUI training programs and the publication of six (6) newsletters, provided DUI enforcement techniques, trial advocacy techniques, case preparation, and courtroom tactics to the targeted audience in hopes of making the task of prosecuting DUI cases less intimidating.

GOALS AND OBJECTIVES

- To continue efforts in establishing a clearinghouse of DUI-related information to prosecutors and other interested entities within South Carolina’s criminal justice system to effectively enhance the prosecution of DUI cases.
- To provide specialized training in basic trial advocacy, basic and felony DUI prosecution, legal updates, and accident reconstruction for approximately 500 law enforcement officers and prosecutors by providing four regional training programs statewide, and to train at least 75 magistrates by providing one DUI training seminar for summary court judges only.

- To develop an educational video on underage drinking and driving, along with instructional manuals/workbooks for teachers to be distributed to middle and high school students by the end of the grant year.
- To distribute the video to all middle and high schools in the state of South Carolina by the end of the grant year, so as to raise public awareness of the problem of underage impaired driving in the State.
- To reduce the number of alcohol-related traffic collisions, injuries and deaths among and caused by middle and high school-aged drivers throughout the State.
- To sponsor four (4) regional programs and one (1) DUI training for summary court judges only, and develop training curriculum on DUI-related issues for law enforcement officers, prosecutors, and judges by September 30, 2005.
- To train 500 law enforcement officers and prosecutors by sponsoring four (4) regional DUI training programs with curriculum and to train at least 75 summary court judges by September 30, 2005.
- To establish an agenda and secure speakers and meeting facilities for the four (4) regional trainings within the third quarter of the grant.
- To continue to produce and distribute a bimonthly newsletter on highway safety and DUI issues.
- To develop a survey to assess training effectiveness and determine the needs of prosecutors and law enforcement officers who prosecute DUI cases by September 30, 2005.
- To secure up to two (2) speakers for additional training on highway safety issues, including accident reconstruction for commercial vehicles; illegal per se; legal updates; legislative updates, etc., by September 30, 2005.
- To provide DUI-related information and specialized training opportunities to summary court judges, including legal, statutory and case law updates, trial advocacy information, etc.
- To develop a video to promote teen awareness of underage drinking and its consequences by the end of the grant period.
- To promote and distribute the video to all middle and high schools within South Carolina by the end of the grant period.

STRATEGIES AND ACTIVITIES

The overall goal of the “Collaboration Among Agencies to Develop a Juvenile Highway Safety Video and to Continue DUI Training Programs” project was to impact the attitudes and opinions of young drivers about the affects and consequences of drinking and driving, to establish a clearinghouse of DUI-related information for prosecutors, law enforcement officers, and summary court judges to enhance the effective prosecution of DUI cases statewide, to publish a bi-monthly newsletter, and to conduct training on DUI-related issues. This goal was achieved by developing a DUI teen awareness video and an accompanying student/teacher workbook of materials focusing on middle and high school students. The SC Commission on Prosecution Coordination (SCCPC) surveyed all of the solicitor’s offices to gather cases that fit the Commission’s particular goal of depicting a driver under the age of 21 charged with a Felony DUI involving a death or great bodily injury. After the cases were received, the SCCPC met with SC Educational Television (SCETV) to select the case to be used in the video. SCETV was responsible for script writing, cast selection, and film scheduling to help the Commission meet its goals and deadlines. The Commission worked with SCETV in scheduling interviews,

obtaining actual transcripts of court proceedings, and developing the video to ensure that its goals were met in deterring teen drinking and driving and teaching about potential consequences and the judicial process.

The Commission also met its goals by providing four (4) DUI trainings to law enforcement officers, prosecutors, and summary court judges, as well as sponsoring two (2) one-day SC Highway Patrol trainings. The training topics included, but were not limited to, DUI legal updates, enforcement techniques, and trial advocacy skills. The Commission also sponsored a Traffic Safety Prosecution break-out session at the 2005 Annual Solicitor's Conference. This session provided prosecutors the opportunity to learn about legal updates and policy and procedure issues as they relate to DUI prosecution. The session also afforded prosecutors the chance to offer ideas and suggestions on how they address different issues that often arise when prosecuting DUI cases. The breakout session also served as an Accident Reconstruction forum in which one of the Multi-Disciplinary Accident Investigation Team (MAIT) members discussed how to effectively work with accident reconstruction officers to better utilize their expertise and services when prosecuting felony DUI cases. Additionally, the Commission co-sponsored the Criminal Law Section of the 2005 Magistrates Advisory Council's Intensive Training Seminar in Columbia, South Carolina on May 9-10, 2005. Approximately fifty (50) magistrates attended this training.

The Commission's goals were also accomplished through the publication of six (6) bi-monthly newsletters entitled "Behind the Wheel." The newsletters contained information pertaining to DUI legislation, recent court cases, training information, traffic safety campaigns, and other DUI-related information that would be of interest and assistance to those who are involved in the prosecution of DUI cases.

RESULTS

- The Commission sponsored four (4) multi-disciplinary DUI Training programs in the area of "DUI Trial Advocacy from A to V (Arrest to Verdict)." Participants included prosecutors, law enforcement officers, coroners, and judges from across the State. The Commission also sponsored two (2) one-day trainings for the SC Highway Patrol entitled "Preparing a Winning Case." The Commission published and distributed six (6) editions of the "Behind the Wheel" DUI newsletter, which was disseminated in December 2004 and February, May, June, July, and September of 2005 to approximately 1,600 people per publication statewide. The Commission currently disseminates information on DUI training programs and traffic safety campaigns through NHTSA and other agencies. The Commission also distributes DUI-related case law and statutes and monitors pending DUI legislation for the Offices of Solicitor. Many of these materials are also disseminated to law enforcement agencies and judges via the newsletter and/or mass mail outs, training programs, and other communications between these agencies and the Commission.
- South Carolina Court Administration's annual reports showed a slight decrease in the DUI conviction rate from July 2003-June 2004 as compared to July 2002-June 2003. One of the contributing factors to this decline is the pro-defense DUI laws that South Carolina enacts. Assistance from the recently established SC Impaired Driving Prevention Council will provide valuable resources for combating pro-defense legislation.

- The SC Commission on Prosecution Coordination sponsored four (4) “DUI Trial Advocacy from A to V (Arrest to Verdict)” training seminars. The dates and site location for these trainings were as follows:
 - a) March 31-April 1, 2005, Florence Civic Center, Florence, South Carolina. Approximately **45** attendees.
 - b) May 12-13, 2005, Spartanburg Marriott at Renaissance Park, Spartanburg, South Carolina. Approximately **55** attendees.
 - c) July 21-22, 2005 SC Sheriff’s Association, Columbia, South Carolina. Approximately **50** attendees.
 - d) August 18-19, 2005, Charleston Riverview Hotel, Charleston, South Carolina. Approximately **45** attendees.

Specialized Training: The Commission on Prosecution Coordination also sponsored other specialized trainings for a selected audience. The dates and locations for these trainings were as follows:

 - a) The Commission presented two (2) South Carolina Highway Patrol trainings entitled “Preparing a Winning Case.” The trainings were held at the South Carolina Sheriff’s Association on March 16 and June 16, 2005. There were **49** and **37** officers attending, respectively.
 - b) The Commission co-sponsored the Criminal Law Section of the Magistrates Advisory Council’s Intensive Training Seminar in Columbia, South Carolina on May 10 and 11, 2005. Approximately **50** attendees.
 - c) The Commission sponsored a Traffic Safety Resource Prosecution breakout segment at the 2005 Annual Solicitor’s Conference to approximately **35** attendees. This section included an Accident Reconstruction portion as well.
- The Commission sponsored four (4) regional and two (2) South Carolina Highway Patrol DUI Trial Advocacy training programs. The Commission maintained sign-in sheets and evaluations from each training and provided them, along with the program material to the Office of Highway Safety. There were approximately 421 attendees at these trainings.
- The Commission provided a list of attendees from each training to the Office of Highway Safety, as well as to the South Carolina Bar, Court Administration, and the South Carolina Criminal Justice Academy for CLE, JCLE, and CLEE accreditation.
- The Commission established an agenda and secured speakers and meeting facilities for the four (4) regional trainings. Copies of the agenda and materials, biographies for each speaker, and location sites were submitted to the Office of Highway Safety for prior approval.
- The Commission distributed the DUI Newsletter “Behind the Wheel” to approximately 1,600 recipients. The distribution list includes the Solicitors, Magistrates, Municipal Court Judges, Chiefs of Police, Highway Patrol District Captains, Sheriffs, and Coroners. There was also a list comprised of training attendees and others who have requested to be placed on the newsletter mailing list.
- At the conclusion of each training program, course evaluations were distributed to all attendees. Many useful comments and remarks were given by the attendees. The comments were used when considering future meeting facilities, course topics, and speakers. Copies were provided to the Office of Highway Safety.
- The Commission sponsored a DUI breakout session entitled “Traffic Safety Prosecution” at the 2005 Annual Solicitor’s Conference for approximately thirty-five (35) prosecutors. A

member of the SC Highway Patrol's MAIT Team also presented a segment entitled "Crash and Crime Scene Animation."

- The Commission sponsored the Criminal Law portion of the 2005 Magistrates Advisory Council Training Seminar. Approximately fifty (50) magistrates attended this training. The Criminal Law portion covered several DUI topics, including Miranda, videotaping, and Datamaster.

FUNDING	
Section 402	\$ 142,405.00
Local	N/A
CONTACT	
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State Office of Highway Safety Program Manager Barney C. Derrick	

PROJECT NAME
DUI Prosecution Team

PROJECT LOCATION
Spartanburg County, SC

PROJECT NUMBER
2H05011

PROGRAM AREA(S)
Alcohol Countermeasures

TYPE OF JURISDICTION
Judicial Circuit Solicitor

TARGETED POPULATION
DUI Repeat Offenders

PROBLEM IDENTIFICATION

In the last five years, Spartanburg County has experienced one of the highest reported frequencies of alcohol-related collisions and the highest arrest rates for driving under the influence. DUI second offense has been the highest arrest rate of all the driving under the influence counts. It is evident that Spartanburg County has a great number of DUI 2nd offender arrests, as well as a significant number of DUI third offense arrests.

GOALS AND OBJECTIVES

- To improve the DUI conviction rate in Spartanburg County by 30% through improved investigation, coordination and training from 15% to 45%.
- To decrease the backlog of DUI-related referrals by 20%, from 40% to 20%, and reduce the dismissal rate by 10%, from 30% to 20%.
- To improve the number of DUI alcohol/drug-related driving convictions by 30%, from 15% to 45% through improved investigations and reporting (2002: 231 convictions).
- To reduce the current case log of all DUI alcohol/drug-related driving offenses by 20%, from 40% to 20%.
- To reduce the number of cases dismissed or nolle prossed by 10%, from 30% to 20%.
- The prosecution team will schedule quarterly awareness meetings with local police officers.

STRATEGIES AND ACTIVITIES

The overall goal of the DUI Prosecution Team was to prosecute and increase the conviction rate of alcohol/drug-related offenses to the number of alcohol/drug-related traffic collisions, injuries and fatalities in Spartanburg County. The prosecution team addressed the stated problem by fast tracking cases through the DUI Prosecution Team grant. More cases were prosecuted at the Magistrate Court level this grant year. This worked as a prevention method to keep additional cases from being dismissed due to the defendant's attorney asking for dismissal in a case being prosecuted by a law enforcement officer. The DUI Prosecution team also addressed law enforcement's role in processing more accurate incident reports, investigation and case preparation.

RESULTS

- Over the last twelve months, the DUI Prosecution has increased the number of cases convictions by 60%. During the 2003/04 grant period 242 cases were disposed of in comparison to the 404 cases disposed of during the current grant period, 2004/05. Through better preparation of cases and clear expectations of law enforcement this goal was met with great satisfaction.
- The convictions outlined in program goal #1 directly affected our ability to reduce the backlog. Over the two grant years we have been able to successfully dispose of 646.
- There were 29 dismissals this quarter, the majority of which were not DUI cases. Twelve charges were dismissed per plea agreement; five dismissed due to insufficient evidence, and one case was dismissed because the officer was unavailable and four additional cases were dismissed at request of the officer. Finally, two cases were dismissed due to the death of the defendants.
- The DUI Prosecution team has hosted network meetings with law enforcement officers concerning the goals and objectives of the prosecution team. At these meetings information was given on how to file a more concise report that could be prosecuted more efficiently. Network meetings provided law enforcement an opportunity to ask questions and gave the prosecutor an opportunity to inform all of what is needed to gain a conviction in a DUI case. In addition to working with law enforcement, the DUI prosecution team made presentations at two driver's education classes at area high schools in Spartanburg County in an effort to get the message out to the public, especially young drivers, about the consequences of driving under the influence.
- Spartanburg County has consistently ranked in the top five for the highest reported frequencies of alcohol-related collisions and the highest arrest rates for driving under the influence. Media coverage of the DUI Prosecution team showed that the Solicitor's Office was taking an active stand against the problem of those who drive under the influence therefore curbing the number of referrals from Highway Patrol.

FUNDING	
Section 402	\$ 64,381.00
Local	\$ 21,458.00
CONTACT	
Valerie Sullivan, Project Director Spartanburg County Courthouse 180 Magnolia St. Spartanburg, South Carolina 29036 (864) 596-2575	
State Office of Highway Safety Program Manager Amie Hammond	

PROJECT NAME
DUI Enforcement

PROJECT LOCATION
Chesterfield County, SC

PROJECT NUMBER
2H05013

<p>PROGRAM AREA(S) Alcohol Countermeasures</p> <p>TYPE OF JURISDICTION Countywide</p> <p>TARGETED POPULATION General Population</p>
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PROBLEM IDENTIFICATION

Prior to the awarding of this highway safety grant project, the Chesterfield County Sheriff's Office did not have any full-time officers to provide traffic enforcement on highways and roads within the county's jurisdiction. The population of Chesterfield County increased from 38,000 in 1990 to 42,768 in 2000, which constitutes a 12% growth in population. Chesterfield County had 12 fatal crashes in 2000 and 2001, and 19 in 2002, and 20 in 2003 which is a 66.7% increase in fatalities. CY 2003 saw 21 traffic fatalities in the county, an additional 10.5% increase over 2002. Alcohol was a contributing factor in 78 crashes in 2000, 59 collisions in 2001, 128 crashes in 2002, and 73 crashes in 2003.

GOALS AND OBJECTIVES

- Reducing speed-related traffic accident fatalities in Chesterfield County by running radar at specific checkpoints and designated times, with a reduction goal over the prior year of 10%, by the end of the grant period.
- Reducing collisions and traffic accidents in Chesterfield County through aggressive traffic enforcement with special emphasis on school and work zones with a reduction goal over the prior year of 10%, by the end of the grant period.
- Reducing alcohol/drug-related fatal and injury accidents by conducting sobriety checkpoints and DUI saturation, with a reduction goal of 10% over the prior year's alcohol/drug-related fatal and injury accidents by the end of the grant period.
- Increasing public awareness of the effectiveness of safety belts and child restraint devices and preventing injury and death accidents by speaking in schools and other public events educating the public on proper seat belt and child restraint usage, speeding and driving under the influence and the participation of officers in the "Sober or Slammer" campaign.
- To establish a two-member traffic unit and purchase all needed equipment within 90 days of the grant award.
- To conduct at least twelve (12) public safety checkpoints by September 30, 2005.

- To have an appropriate corresponding increase in citations for violations such as failure to yield right-of-way, following too closely, disregarding sign/signal, improper turn, and improper lane change by September 30, 2005, due to enhanced traffic enforcement efforts over the course of the grant period.
- To have an appropriate corresponding increase in speeding citations by September 30, 2005, due to enhanced traffic enforcement efforts over the course of the grant period.
- To have an appropriate corresponding increase in citations for safety belt and child restraint violations by September 30, 2005, due to enhanced traffic enforcement efforts over the course of the grant period.
- To have an appropriate, corresponding increase in DUI arrests by September 30, 2005, due to enhanced traffic enforcement efforts over the course of the grant period.
- To conduct a minimum of twelve (12) traffic safety presentations to area schools, business, and civic groups by September 30, 2005.
- To issue monthly press releases to the local media outlets detailing the activities of the traffic unit.
- To plan and conduct special enforcement and educational activities in support of National Child Passenger Safety Week (February); Buckle Up, America! Week (May); and Drunk and Drugged Driving Prevention Month (December).
- To continue training of all grant-funded officers in areas essential for proper operation of a traffic unit.
- To conduct a meeting with 90 days of the grant award with local judges to explain and discuss the program.
- To have each grant-funded officer maintain a daily log of contacts made in the course of patrolling, to include verbal warnings and written citations.

STRATEGIES AND ACTIVITIES

The intended goal of the project was to prevent injuries and save lives by reducing alcohol and speeding related traffic crashes in Chesterfield County. The Chesterfield County Sheriff's Office attempted to meet this goal through the planned activities and strategies of the two-member traffic unit, which had been established through the FFY 2004 grant. However one member of the traffic unit was terminated due to performance during the last quarter of the FFY 2005 grant.

The unit provided educational information to the public on safety measures. The information proved to be a factor in the reduction of total collisions and collisions involving injury, alcohol, and property damage. Checkpoints were conducted, and the officer's visibility to the public reduced speeding and other violations.

RESULTS

- There were nine (9) speed-related traffic fatalities in Chesterfield County in CY 2004. According to estimates by the Statistical Analysis Center of the Office of Highway Safety, Chesterfield County will experience eight (8) speed-related traffic fatalities in CY 2005, a decrease of 11.1%.
- There were 663 total traffic collisions in Chesterfield County in CY 2004. According to estimates by the Statistical Analysis Center of the Office of Highway Safety, Chesterfield County will experience 636 total traffic collisions in CY 2005, a decrease of 4.1%.

- There were forty-three (43) alcohol-related fatal and injury crashes in Chesterfield County in CY 2004. According to estimates by the Statistical Analysis Center of the Office of Highway Safety, Chesterfield County will experience thirty-seven (37) alcohol-related fatal and injury crashes in CY 2005, a decrease of 14%.
- The Chesterfield County Sheriff's Department maintained the two-member traffic unit for the majority of the grant period. Jerry Lee Polson was hired under the FFY 2004 grant on November 1, 2003. Clarence Francis was also hired under the FFY 2004 grant on March 1, 2004. Both Jerry Lee Polson and Clarence Francis were also the officers for the FFY 2005 grant. There was no equipment requested or approved under this grant cycle.
- Checkpoints conducted were as follows: In October 2004, there was one (1) safety checkpoint conducted on October 3rd. In November 2004, there were two (2) safety checkpoints conducted, one on November 5th and the other on November 12th. In December 2004, there was one (1) checkpoint conducted. In March 2005, there were two (2) safety checkpoints conducted in the Pageland area and one (1) safety checkpoint conducted in the McBee area. In April 2005 there were two (2) safety checkpoints conducted, one on April 2nd and the other on April 8th. In May 2005 there were two (2) safety checkpoints conducted, one May 20th and the other on May 27th. In June 2005 there was one (1) safety checkpoint conducted on June 16th.
- During the month of October 2004 there were five (5) citations written for following too closely, one (1) citation for failure to yield right-of-way, two (2) citations written for disregarding sign/signal, seven (7) citations written for improper lane change, thirty-eight (38) citations written for speeding, five (5) citations written for safety belt violations, one (1) citation written for child restraint violations, and one (1) citation written for driving under the influence. During the month of November 2004 there were three (3) citations written for following too closely, four (4) citations written for disregarding sign/signal, two (2) citations written for improper lane change, thirty-five (35) citations written for speeding, two (2) citations written for safety belt violations, one (1) citation written for child restraint violations, and three (3) citations written for driving under the influence. During the month of December 2004 there were four (4) citations written for following too closely, five (5) citations written for disregarding sign/signal, seven (7) citations written for improper turn and improper lane change, thirty-six (36) citations written for speeding, five (5) citations written for safety belt violations, and four (4) citations written for driving under the influence. During the month of January 2005 one (1) citation was written for failure to yield right-of-way, four (4) citations were written for following too closely, three (3) citations written for disregarding sign/signal, ten (10) citations written for improper lane change, sixty-five (65) citations written for speeding, two (2) citations written for safety belt violations, two (2) citations written for child restraint violations, and three (3) citations written for driving under the influence. During the month of February 2005 there were eight (8) citations written for following too closely, one (1) citation for failure to yield right-of-way, seven (7) citations written for disregarding sign/signal, eleven (11) citations written for improper lane change, twenty-eight (28) citations written for speeding, three (3) citations written for safety belt violations, one (1) citation written for a child restraint violation, and one (1) citation written for driving under the influence. During the month of March 2005 there were three (3) citations written for following too closely, one (1) for failure to yield right-of-way, five (5) citations written for disregarding sign/signal, four (4) citations written

for improper lane change, thirty-seven (37) citations written for speeding, two (2) citations written for safety belt violations, three (3) citations written for child restraint violations, and one (1) citation written for driving under the influence. During the month of April 2005 there were four citations written for following too closely, two citations written for disregarding sign/signal, two citations written for improper turn, six citations written for improper lane change, twenty-one citations written for speeding, three citations written for safety belt, one citation written for child restraint, and one citation written for Driving Under Influence. During the month of May 2005 there were three (3) citations written for failure to yield right-of-way, eight (8) citations written for following too closely, five (5) citations written for disregarding sign/signal, three (3) citations written for improper turn, fourteen (14) citations written for improper lane change, sixty-six (66) citations written for speeding, sixteen (16) citations for safety belt violations, three (3) citations written for child restraint violations, and two (2) citations written for driving under the influence. During the month of June 2005 there was one (1) citation written for failure to yield right-of-way, five (5) citations were written for following too closely, five (5) citations written for disregarding sign/signal, twelve (12) citations written for improper lane change, fifty-three (53) citations written for speeding, seven (7) citations written for safety belt violations, three (3) citations written for child restraint violations, and three (3) citations written for driving under the influence. During the month of July 2005 there was one (1) citation written for failure to yield right-of-way, six (6) citations were written for following too closely, four (4) citations written for disregarding sign/signal, one (1) citation written for improper turn, ten (10) citations written for improper lane change, sixty-eight (68) citations written for speeding, six (6) citations written for safety belt violations, five (5) citations written for child restraint violations, and two (2) citations written for driving under the influence. During the month of August 2005 there were five (5) citations written for disregarding sign/signal, one (1) citation written for improper turn, two (2) citations written for improper lane change, thirteen (13) citations written for speeding, one (1) citation written for a safety belt violation, and one (1) citation written for driving under the influence.

- On October 11, 2004, the Traffic Unit conducted a traffic safety presentation for the Chesterfield Pee Dee Coalition; there were seventy-five (75) people present. On October 17, 2004, the Traffic Unit conducted a traffic safety presentation for Dudley Baptist Church; there were fifteen (15) people present. On October 24, 2004, the Traffic Unit conducted a traffic safety presentation for fifth grade students at Edwards Elementary School; there were one hundred (100) present. On October 26, 2004, the Traffic Unit conducted a Traffic safety presentation at New Heights Middle School; there were two hundred (200) students present. On October 27, 2004, the Traffic Unit conducted a Traffic safety presentation at New Heights School; there were two hundred (200) students present. On October 27, 2004, the Traffic Unit conducted a traffic safety presentation at Pageland Elementary School; there were four hundred (400) students present. On October 28, 2004 the Traffic Unit conducted a Traffic safety presentation at New Heights Middle School for two hundred (200) students. On February 3, 2005, the Traffic Unit conducted a traffic safety presentation at Petersburg School; there were twenty (20) students present. On February 3, 2005 the unit conducted a second traffic safety presentation at Petersburg School; there were twenty (20) students present. On February 17, 2005, the Traffic Unit conducted a traffic safety presentation at Central High School; there were twenty-five (25) students present. On March 3, 2005, the

Traffic Unit conducted a traffic safety presentation at Edwards Elementary School; there were two hundred (200) students present. On March 18, 2005, the Traffic Unit conducted a traffic safety presentation at Cheraw Primary School; there were three hundred (300) students present. On March 18, 2005, the unit conducted a second traffic safety presentation at Cheraw Primary School; there were three hundred (300) students present.

- Press releases regarding enforcement activity during the grant period were published in the local paper.
- The Traffic Unit conducted driver’s license checks in observance of Drunk and Drugged Driving Prevention Month in December 2004 and National Child Passenger Safety Week in February 2005.
- On October 14, 2004, Officer Polson attended a meeting of the 4th Judicial Circuit Law Enforcement, which included training by Officer Craig Townsend regarding Alcohol, Tobacco and Firearms enforcement. In January 2005 both officers attended Legal Update Training. Also in January, Officer Polson attended the 4th Judicial Circuit LEN meeting and received training on utilization of the BATmobile. On May 3, 2005, the officers attended the 4th Judicial Circuit LEN Meeting. On May 13, 2005, the officers participated in a pre-prom Mock DUI Crash at Chesterfield High School. On May 5, 2005, both officers attended the 4th Judicial Circuit LEN Meeting, which was hosted by the Chesterfield County Sheriff’s Department.
- A meeting with the local judiciary was conducted on November 2, 2004 in Cheraw, South Carolina. Attendants at the meeting were: Chief Magistrate Jackie Burch, Judge Cundiff, Judge Tilley, Judge Lee, Sheriff Sam Parker, Major James Dixon, Captain Harold Hainey, Jo Linda Creech, Mary Florence Watson, Officer Polson, and Officer Francis.
- Daily logs have been maintained and forwarded through Progress Reports.

FUNDING	
Section 402	\$ 74,963.00
Local	\$ 24,985.00
CONTACT	
Sam Parker, Sheriff	
Chesterfield County Sheriff’s Department	
200 W. Main Street	
Chesterfield, South Carolina 29709	
(843) 623-2101	
State Office of Highway Safety Program Manager	
Barney C. Derrick	

PROJECT NAME
SC Highway Patrol's
DUI Enhanced Enforcement Team

PROJECT LOCATION
Anderson, Greenville, Pickens
and Spartanburg counties

PROJECT NUMBER
2T05001

<p>PROGRAM AREA(S) Alcohol Countermeasures</p> <p>TYPE OF JURISDICTION Anderson, Greenville, Pickens and Spartanburg counties</p> <p>TARGETED POPULATION Driving under the influence and alcohol violators</p>

PROBLEM IDENTIFICATION

There is a significant driving under the influence (DUI) problem in the SC Highway Patrol's Troop 3. Preliminary statistics from the SC Dept of Public Safety show that during 2002 and 2003, where DUI was the primary contributing factor to collisions, Troop 3 experienced 140 fatal collisions, 1,089 injury collisions, 896 property-damage-only collisions, 2,125 total collisions, 148 persons killed, and 1,667 persons injured. Based on the above-referenced DUI problems in Troop 3, there continues to be a valid need for a specialized Highway Patrol DUI Enforcement Team. Their primary responsibilities continued to be selective, concentrated, and strict enforcement of the state's DUI laws in those areas of the state deemed high risk for 1) frequency of DUI collisions; 2) fatal DUI collisions; 3) DUI injury collisions; 4) and frequent/flagrant DUI violations.

GOALS AND OBJECTIVES

- To reduce the number of total DUI-related collisions by 10% in Troop 3 (from 1,151 to 974) during the grant period. (The figures are the aggregate totals from 2002 to 2003 as provided by the Office of Highway Safety's Traffic Collision Fact Book for 2002 and 2003).
- To reduce the number of DUI-related fatal collisions by 10% in Troop 3 (from 78 to 62) during the grant period. (The figures are the aggregate totals from 2002 to 2003 as provided by the Office of Highway Safety's Traffic Collision Fact Book for 2002 and 2003).
- To reduce the number of DUI-related injury collisions by 10% in Troop 3 (from 555 to 534) during the grant period. (The figures are the aggregate totals for 2002 to 2003 as provided by the Office of Highway Safety's Traffic Collision Fact Book for 2002 and 2003).
- To select and assign eight state troopers (7 road troopers and 1 supervisor) to a DUI Team in Troop 3.
- To develop and submit a DUI Enforcement Action Plan for the DUI Team within 90 days of the grant award.
- To conduct at least 104 public safety checkpoints by September 30, 2005.
- To increase DUI arrests by 10% in Troop 3 (from 2008 to 2209) by September 30, 2004.

- To conduct a meeting with local judges to discuss the program in Troop 3 and garner their support within 90 days of the grant award.
- To fully participate in the state's *Sober or Slammer!* Campaign.
- To plan and conduct special enforcement activities in support of Drunk and Drugged Driving Prevention Month (December).
- To have each grant-funded officer maintain a weekly log of contacts made in the course of patrolling, to include written warnings and types of citations issued.

STRATEGIES AND ACTIVITIES

The Project Director, Colonel, Troop 3 Commander, and the supervisors assigned to the project, identified the eight personnel that made up the Troop 3 DUI Enhanced Enforcement Team. The criteria for selection were based on length of service, activity level, interest in the initiative, and the willingness to travel within the troop. In the counties affected by the project, a study of traffic crash problems was conducted to determine: specific highways and roadways within those counties where the greatest numbers of DUI crashes were occurring and when they were occurring. A DUI Enforcement Plan was developed for the DUI Team to target specific segments of highways and roadways within Troop 3. The counties which were identified within Troop 3 for DUI enforcement were: Anderson, Greenville, Pickens and Spartanburg. The Troop 3 DUI Enhanced Enforcement Team participated in checkpoint saturations, as well as national highway safety campaigns during the month of December 2004.

RESULTS

- During the 2004 calendar year, there were 1,087 DUI-related collisions in Troop 3. This was a 5% reduction in DUI-related collisions from CY 2003. However, funding for the grant project was exhausted prior to the end of the federal fiscal year.
- In CY 2004, there were 87 DUI-related fatal collisions in Troop 3. This represented an 11% increase over the 78 which were reported in CY 2003. However, funding for the grant project was exhausted prior to the end of the federal fiscal year.
- In CY 2004, there were 523 DUI-related injury collisions in Troop 3. This was a 6% reduction from the 555 which were reported in CY 2003. However, funding for the grant project was exhausted prior to the end of the federal fiscal year.
- The following personnel were assigned to the Troop 3 DUI Team from October 1, 2004 through February 26, 2005: Cpl. Michael Coffey, L/Cpl. J.D. Fowler, L/Cpl. M.E. Duncan, S/Trp. J.S. Black, S/Trp. M.S. George, L/Cpl. D.H. Burgess, S/Trp. R. Thompson and L/Cpl. J.L. Craig.
- The Selective DUI Enforcement Action Plan for the DUI team was submitted to the Office of Highway Safety with the first quarterly progress report.
- From October 1, 2004 through February 26, 2005 there were a total of 37 checkpoints held by the Troop 3 DUI Enhanced Enforcement Team. However, due to the grant funding being exhausted, additional checkpoints could not be conducted.
- The initial objective of the grant was to increase DUI arrests by 10%. During the time period from October 1, 2004 until the grant funds were exhausted on February 26, 2005, there were a total of 805 DUI arrests made in Troop 3. During the same time period from October 1, 2003 until February 26, 2004, there were 720 total DUI arrests made in Troop 3. This represented an increase of 10.5 % in DUI arrests made.

- All local judges were contacted by Lt. N.F. Brown about the DUI Enhanced Enforcement Team in Troop 3.
- The Troop 3 DUI Team would have participated in the *Sober or Slammer!* campaign; however, the grant funds were exhausted prior to the campaign's implementation.
- The Troop 3 DUI Team concentrated its efforts on alcohol-related violations. The Troop 3 DUI Team was involved in enforcement activities during the month of December in support of Drunk and Drugged Driving Prevention Month.
- All grant-funded troopers submitted weekly reports of enforcement activity for the grant period.

FUNDING	
Section 164	\$ 196,243.25
Local	N/A
CONTACT	
Sgt. B.S. Ward, Project Director SCDPS-Highway Patrol 10311 Wilson Blvd. P.O. Box 1993 Blythewood, South Carolina 29016 (803) 896-5475	
State Office of Highway Safety Program Manager Barney C. Derrick	

PROJECT NAME
Spartanburg County DUI Task Force

PROJECT LOCATION
Spartanburg County, SC

PROJECT NUMBER
2T05003

PROGRAM AREA(S)

Alcohol Countermeasures/
Police Traffic Services

TYPE OF JURISDICTION

County

TARGETED POPULATION

Spartanburg County citizens and visitors

PROBLEM IDENTIFICATION

Over the past three years, Spartanburg County has been one of the top five counties for fatal traffic collisions. DUI is a frequent contributor to these collisions. Over the past three years, there have been 941 alcohol/drug-related collisions reported that resulted in 575 injuries and 54 deaths. Speed is also a major factor in fatal collisions. Over the past three years, there have been 4,767 speed-related collisions resulting in 1,250 injuries and deaths.

GOALS AND OBJECTIVES

- To reduce the number of alcohol-related crashes by 10%, from 271 to 244, during the project period through the development and implementation of a DUI Task Force.
- To reduce the number of alcohol-related injuries by 10%, from 158 to 142, during the project period through the development and implementation of a DUI Task Force.
- To reduce the number of alcohol-related fatalities by 10%, from 16 to 14, during the project period through the development and implementation of a DUI Task Force.
- Through a Multi-Agency Task Force established with the City of Spartanburg, to have a 4% reduction in the overall number of traffic crashes in Spartanburg County by the end of the grant, from 6,040 to 5,798.
- To select and assign three (3) deputy sheriffs to a DUI team and purchase all needed equipment within 90 days of the grant award.
- To train and certify the DUI team in areas essential for the proper operation of DUI-related tactics over the course of the grant period, to include: Advanced DUI Enforcement Detection; Selective Traffic Enforcement; Complete and Legal Enforcement Stops; Radar Operations; and Datamaster Operation.
- To conduct a minimum of thirty-six (36) public safety checkpoints, to include multi-jurisdictional checkpoint efforts with the City of Spartanburg and other state and local agencies during the grant period. At a minimum checkpoint information will include the names of participating officers, citations issued, and types of charges and arrests made. Multi-jurisdictional efforts will be rotated between the City of Spartanburg and Spartanburg

County and will identify checkpoint areas through analysis of crash data. Impaired driving, speed enforcement, safety belt and child restraint violations will be targeted during the joint operations. Information will be shared between the Spartanburg County Sheriff's Office and the City of Spartanburg.

- To plan and conduct special enforcement and educational activities with the City of Spartanburg in support of *Sober or Slammer!*; *Buckle Up, South Carolina. It's the law and it's enforced.*; National Child Passenger Safety Week; and Buckle Up, America! Week.
- To have an appropriate, corresponding increase in DUI arrests by September 30, 2005, due to enhanced traffic enforcement efforts over the course of the grant period.
- To conduct in area schools, civic organizations and community businesses a minimum of twelve (12) public education and information presentations during the project period.
- Monthly meetings will be held between at least the City of Spartanburg Traffic Sergeant and the Spartanburg County Traffic sergeant to discuss areas of enforcement concern and grant progress.

STRATEGIES AND ACTIVITIES

The grant project attempted to reduce the overall numbers of traffic crashes in Spartanburg County with special attention given to alcohol-related crashes through a combination of enforcement strategies and educational activities. The project thus correspondingly attempted also to reduce traffic injuries and deaths in Spartanburg County.

RESULTS

A combination of strict enforcement, education, and cooperation between the Spartanburg County Sheriff's Office and the Spartanburg Department of Public Safety over the grant period produced the following results:

- Alcohol-related crashes in Spartanburg County were reduced by 6%, from 271 in FFY 2004 to 254 in FFY 2005. This was below the goal of 10%, but remained a significant improvement.
- Alcohol-related crash injuries were reduced in Spartanburg County by 24%, from 158 in FFY 2004 to 120 in FFY 2005, thus exceeding the established goal.
- Alcohol-related crash fatalities were reduced in Spartanburg County by 25%, from 16 to 12, thus exceeding the established goal.
- Overall traffic crashes in Spartanburg County increased by 10.5% in FFY 2005, from 6,040 in FFY 2004 to 6,637 in FFY 2005. More enforcement attention obviously needs to be focused on this area.
- The three grant-funded officers were assigned and all equipment was purchased within 90 days of the starting of the grant. Interviews were conducted before selecting the officers and proper purchasing procedures were followed in the ordering of equipment.
- The officers assigned to this grant have received the following training to date: Traffic Reconstruction; Drugs that Impair; Technical Traffic Investigations; Media Skills; Radar; and Datamaster.
- The Traffic Task Force, combined with other traffic enforcement partners, conducted a total of 14 public safety checkpoints during the grant period. This falls short of the grant goal; however, the grant project was not awarded until February 1, 2005.

- The Traffic Task Force participated in all national and statewide special enforcement activities and emphases.
- The Traffic Unit had a total of sixty-six (66) DUI arrests in FFY 2005, as compared to sixty-two (62) DUI arrests for FFY 2004, a 6.5% increase.
- The Traffic Unit conducted a total of eleven (11) public education presentations with 359 individuals in attendance.
- The Sergeants of the Spartanburg County Sheriff's Office and the Spartanburg Department of Public Safety met formally in February, March, June, and August. More regular meetings are anticipated during the FFY 2006 grant year.

FUNDING	
Section 164	\$ 94,289.00
Local	\$ 10,475.00
CONTACT	
Lt. Mike Creek, Project Director Spartanburg County Sheriff's Office 366 North Church Street Spartanburg, South Carolina 29304 (864) 596-3787	
State Office of Highway Safety Program Manager Amie Hammond	

PROJECT NAME

Alcohol Enforcement Program

PROJECT LOCATION

Pickens County, SC

PROJECT NUMBER

2T05004

PROGRAM AREA(S)

Alcohol Countermeasures

TYPE OF JURISDICTION

County

TARGETED POPULATION

Young Adults

PROBLEM IDENTIFICATION

The South Carolina Traffic Collision Fact Book for 2002 states that Pickens County had 95 total collisions where driving under the influence was a contributing factor, which puts Pickens County 19th among the state's forty-six (46) counties. Pickens County is tied for 18th in the state for persons killed (9) in collisions where DUI was a contributing factor, and Pickens County is 15th in injuries (82) resulting from collisions where DUI was a contributing factor. According to the South Carolina Traffic Collision Fact Book for 2001, 2002, and 2003, there were 2,009 (2001), 1,745 (2002) and 1,624 (2003) total collisions in Pickens County. Seat belts were used in these collisions 92% (2001), 92% (2002), and 93% (2003) of the time. Also, child restraints were used in these collisions 95% (2001), 98% (2002), and 96% (2003) of the time.

GOALS AND OBJECTIVES

- To reduce the total number of alcohol-related crashes in Pickens County by 10%, from 78 to 70, by the end of the grant period.
- To reduce the total number of alcohol-related crashes that result in injury in Pickens County by 10%, from 33 to 29, by the end of the grant period.
- To reduce the total number of alcohol-related crashes that result in fatalities in Pickens County by 10%, from 9 to 8, by the end of the grant period.
- To hire two DUI Enforcement Officers and purchase the needed equipment within 90 days of the grant award.
- To conduct at least twelve (12) public safety checkpoints by the end of the grant period.
- To have an appropriate, corresponding increase in DUI arrests due to enhanced traffic efforts over the course of the grant period.
- To conduct a minimum of twelve (12) DUI educational presentations to area schools, businesses, and/or civic groups each year of the grant period.
- To issue a monthly press release to the local media outlets detailing the activities of the DUI Enforcement Unit.
- To plan and conduct special enforcement and education activities in support of National Child Passenger Safety Week (February), Buckle Up, America! Week (May), and Drunk and

Drugged Driving Prevention Month (December).

- To have all grant-funded Alcohol Enforcement Officers trained in areas essential for the proper operation of the unit.
- To conduct a meeting with local judges to discuss the program. This meeting will take place within 90 days of the grant award.

STRATEGIES AND ACTIVITIES

The Pickens County Sheriff's Office hired two officers to staff a DUI Enforcement Unit. This increased the number officers to lessen the impact of the high population growth rate and improve the ratio of officers per 1000 citizens. The officers were trained in DUI enforcement, from DUI detection to court presentations. The unit developed methods, by using current statistical data, to determine locations in the county that needed increased DUI enforcement efforts. Once these locations were determined, the unit conducted checkpoints and saturation efforts in an attempt to apprehend intoxicated drivers. Statistics were kept of locations and results of checkpoints and saturation efforts in order to track the effectiveness of the unit's efforts. The grant-funded officers were assigned to the grant project full time in order for the project to be proactive and effective.

Educational programs were also developed that focused, based on statistical information, on those who were most likely to be involved in an alcohol-related crash. The unit then developed an educational program focusing on the at-risk group. Next, the unit determined appropriate locations, such as schools, businesses, etc., where the program should be taught in order to reach the focus group. The unit then contacted these locations and offered to conduct the training.

The DUI Task Force generally worked from 6pm until 2:30am, five nights per week. This schedule was somewhat flexible in order to allow the officers to work later or earlier hours, extra weekends, and holidays as needed for the most effective enforcement strategies to be implemented. Officers worked areas in the County that have the highest rate of DUI collisions. This was determined from statistics obtained from the South Carolina Highway Patrol.

RESULTS

- Seventy-eight (78) alcohol-related crashes occurred in Pickens County in 2003. The grant project was awarded in February 2005. Therefore, for statistical purposes, the February through September time frame for 2004 will be compared to that of 2005. During the grant period (Feb. 2005 through Sept. 2005), alcohol-related crashes totaled fifty-five (55), a 17.9% reduction from the sixty-seven (67) alcohol-related crashes that occurred during the same time period in 2004.
- Alcohol-related crashes that resulted in injury in Pickens County in 2003 totaled thirty-three (33). The grant project was awarded in February 2005. Therefore, for statistical purposes, the February through September time frame for 2004 will be compared to that of 2005. During the grant period (Feb. 2005 through Sept. 2005), alcohol-related crashes resulting in injury totaled twenty-four (24), a 20% reduction from the thirty (30) alcohol-related crashes resulting in injury that occurred during the same time period in 2004.
- Alcohol-related fatal crashes in Pickens County in 2003 totaled nine (9). The grant project was awarded in February 2005. Therefore, for statistical purposes, the February through

September time frame for 2004 will be compared to that of 2005. During the grant period (Feb. 2005 through Sept. 2005), alcohol-related fatal crashes totaled five (5), a 25% increase from the four (4) alcohol-related fatal crashes that occurred during the same time period in 2004.

- Officers have been assigned to the program and their positions backfilled. All needed equipment has been purchased.
- Forty-four (44) public safety checkpoints were conducted.
- In 2003, the entire Pickens County Sheriff’s Office made nine (9) DUI arrests. From February through September 2004, the Sheriff’s Office made twenty-five (25) DUI arrests. During the FFY 2005 grant period, the two grant-funded officers made twenty-three (23) DUI arrests, and other officers within the Sheriff’s Office made ten (10) DUI arrests. Therefore, the grant project is making a significant impact on impaired driving enforcement in the county.
- Grant-funded officers conducted twelve (12) educational presentations at local schools and churches.
- Monthly press releases were issued to local media outlets listing enforcement activities.
- Officers participated in Buckle Up, America! Week. Officers were not able to participate in National Child Passenger Safety Week or Drunk and Drugged Driving Prevention Month due to late grant award date (February 1, 2005).
- Grant-funded officers are trained in areas essential for proper operation of the unit.
- A meeting with local judges was conducted within 90 days of the grant award to discuss the program.

FUNDING	
Section 164	\$ 63,585.00
Local	\$ 7,067.00
CONTACT	
Ben Fortner, Project Director Pickens County Sheriff’s Office 216 LEC Road Pickens, South Carolina 29671 (864) 898-5514	
State Office of Highway Safety Program Manager Barney C. Derrick	

OCCUPANT PROTECTION

The goal of the Office of Highway Safety's Occupant Protection Program is to promote and increase the usage rate and proper use of safety belts and child restraints by vehicle occupants in South Carolina. Education and enforcement efforts were targeted towards parents, teens, and children (ages 0-5) because of increasing numbers of fatalities in the state. Research also has shown a clear link between adult safety belt usage and the use of child restraint devices. A June 2005 Statewide Seat Belt Usage Survey indicated that the overall seat belt usage rate was 69.7% for South Carolina during the *Buckle Up, South Carolina. It's the law and it's enforced.* Memorial Day Campaign.

Studies show that many fatalities and injuries to infants and small children in motor vehicles could be prevented by the proper usage of child safety seats and safety belts. During FFY 2005, the Office of Highway Safety worked with state and local agencies to provide child safety seats to low-income families. Agencies also made a concerted effort to provide parents and caregivers with the proper instructions for installing child safety seats. Projects targeting groups and/or geographic areas with low usage rates and/or non-compliance with occupant protection laws received priority.

Children, ages 0-5, are a high-risk population group for injury/death because of the increasing number of fatalities and incorrect usage of child restraint devices. In 2004, 10,334 children under the age of six were involved in traffic crashes. Of these, 7,044 were restrained by a child safety seat; 2,725 by some other restraint (seat belt, seat/lap combination); 374 were unrestrained; and for 191, restraint usage was unknown. However, data indicates that many of the child occupant restraint devices are used improperly. Young drivers under the age of 25, who traditionally have lower rates of restraint use than some other age groups, accounted for 300 traffic fatalities in 2004; this is 29% of the total. In addition, NHTSA has reported that young black males are also at risk due to infrequent restraint use.

PERFORMANCE GOALS

Short Range Goals:

1. To increase safety belt usage rates from 72.8% in 2003 to at least 75% by the end of CY 2005 through the continued development and implementation of statewide occupant protection programs.
 - Level of Accomplishment: In 2005, a statewide observational safety belt usage survey, utilizing NHTSA's revised 1998 guidelines, was conducted by the University of South Carolina Statistical Laboratory. Results from the 2005 Statewide Seat Belt Usage Survey conducted during the *Buckle Up, South Carolina. It's the law and it's enforced.* Memorial Day Campaign indicated that the overall seat belt usage rate increased from 66.8% during Memorial Day 2004 to 69.7% as of mid-June 2005. Survey results indicated that women are more likely than men to use safety belts (78.7% to 62.2%). Passengers are less likely than drivers to use safety belts (66.5% to 70.3%). Based on past survey data, the current survey

demonstrates a narrow gap in usage between drivers and passengers; rural dwellers are more likely to use safety belts than urban residents (73.5% to 68%). A lower usage rate by males is the major factor that continues to pull the statewide average down. Much of the drop in usage rates in the state can be attributed to the widespread debate that ensued as a result of a Senate filibuster to prevent enactment of a primary enforcement seat belt law. However, in June 2005, a primary safety belt law was enacted in South Carolina, to be made effective on December 9, 2005. The passage of this legislation should result in increased usage rates in the state in the near future.

2. To reduce the MDR for children under the age of six by 10% by the end of CY 2005.

Level of Accomplishment: Projected estimates for CY 2005 by the Statistical Analysis Center of the OHS indicate an estimated MDR of 0.024 for traffic crash fatalities involving children under the age of six. This represents an estimated 4% decrease over the CY 2004 MDR of 0.025 for traffic crash fatalities involving children under the age of six. In CY 2004, there were twelve (12) fatalities in this age group compared to twelve (12) projected in CY 2005. Occupant Protection Grants for FFY 2005 were continued in the following counties/agencies:

- The South Carolina Department of Health and Environmental Control (SCDHEC)
- Summerville Fire Department

It should be noted that there are occupant protection components in two Safe Communities grants awarded in FFY 2005, Anderson Area Safe Communities Program through Anderson Area Medical Center and Pee Dee Safe Communities through Pee Dee Healthy Start, Inc. in Florence, SC. It should also be noted that an Occupant Protection grant project with the Richland County Coroner's Office was approved but not awarded in FFY 2005 due to non-availability of federal funds.

Long Range Goals (2005 - 2009):

1. To increase the statewide safety belt usage rate from 72.8% in 2003 to at least 85% by the end of CY 2009.

- Level of Accomplishment: The current seat belt usage rate is 69.7%. This is based on a June 2005 Statewide Observational Safety Belt Usage Survey conducted by the University of South Carolina Statistical Laboratory. In June 2005, a primary safety belt law was enacted in South Carolina, to be made effective on December 9, 2005. The passage of this legislation should result in increased usage rates in the state in the near future.

2. To reduce the MDR for children under the age of six by 30% by the end of CY 2009.

Level of Accomplishment: Projected estimates for CY 2005 by the Statistical Analysis Center of the OHS indicate an estimated MDR of 0.024 for traffic crash fatalities involving children under the age of six. This represents an estimated 4% decrease over the CY 2004 MDR of 0.025 for traffic crash fatalities involving children under the age of six and 27.3%

lower than the MDR of 0.033 which accrued in CY 2003. In CY 2004, there were sixteen (16) fatalities in this age group compared to twelve (12) projected in CY 2005. This goal is achievable by 2009.

3. To establish a consistent diversity outreach program to address occupant restraint issues among minority populations.

Level of Accomplishment: Research has confirmed that use of safety belts and child restraint devices remain lower among certain minority groups than among non-minority groups. The Office of Highway Safety awarded a highway safety grant for FFY 2005 to the South Carolina Department of Health and Environmental Control's (SCDHEC) Bureau of Chronic Disease and Health Promotion Injury & Violence Prevention Division. With these funds SCDHEC continued the employment of a full-time bilingual Program Assistant to concentrate on increasing occupant restraint use among the state's Latino population.

South Carolina has experienced rapid growth in its Latino population during the past ten years. Most of this increase can be attributed to high levels of migration due to economic opportunities in agriculture, construction, and food industries, as well as high Latino birth rates. In 1999, the Census Bureau estimated the state's Latino population to be 49,817. This represents a 63.3% increase from the 1990 figure of 30,500. At the current rate of growth, by the year 2010, the Latino population in South Carolina will total 106,427. The projections do not include the state's migrant and seasonal farm worker population. It is estimated that 97% of migrant and seasonal farm workers are Hispanic and speak Spanish as their primary language. They work in each of South Carolina's 46 counties throughout the nine-month growing season, following the eastern migrant stream. The upstate and coastal regions of the state housed the largest segment of the permanent Hispanic/Latino population growth in South Carolina, 88% in the Upstate and 76% in the Coastal.

SCDHEC focused on reaching the Hispanic population of the state through its statewide health district system. The subgrantee issued information about safety belt and child passenger safety restraint use, conducted CPS Technician trainings, conducted training relative to the proper use of child safety seats and distributed safety seats to minority individuals based on need.

A major effort undertaken by the Department during the past year involved educating the public about the state's new primary enforcement safety belt legislation, which became effective December 9, 2005. The educational effort included earned and paid media (press events, press releases, radio advertising, and outdoor advertising) and the distribution of printed materials about the new law to legislators, law enforcement officers statewide, and the general public. The educational effort also included reaching out to the African American and Hispanic citizens of the state to secure their support for the new law and to reassure them of the Department's strong stance against differential enforcement.

PROJECT NAME
Occupant Protection Program Management

PROJECT LOCATION
South Carolina

PROJECT NUMBER
2H05002

<p>PROGRAM AREA(S) Occupant Protection</p> <p>TYPE OF JURISDICTION Statewide</p> <p>TARGETED POPULATION General Population</p>

PROBLEM IDENTIFICATION

South Carolina’s mileage death rate (MDR) continues to be above the national average. In 2004, the mileage death rate (MDR) was 2.1 deaths per 100 million miles traveled; nationally, the MDR was estimated at 1.5. In 2004, a traffic crash was reported in South Carolina every 4 minutes and 8 seconds, with 110,029 crashes reported during the year. A factor in this deadly trend continues to be low usage rates of occupant protection devices. Although safety belt usage rates have increased from 21.7% in 1985 to a statewide average of 69.7% in FY 2004, more than thirty-four percent of the state's motorists refuse to obey the state's occupant protection laws. For calendar year 2004, there were 1,033 automobile and truck occupants totally ejected from the vehicle in which they were riding during a crash; and, of those, 229, or 22.2%, were killed. Of the 260,737 occupants not ejected, 553, or only 0.20% were killed. These statistics indicate a continued need for the development and implementation of occupant restraint programs statewide.

GOALS AND OBJECTIVES

- To increase safety belt usage rates from 66.8% to 78% during the project period through the continued development and implementation of occupant protection programs statewide.
- To increase the number of Fitting Stations in the State currently posted on the NHTSA web site by 10%.
- To reduce the number of fatal traffic-related injuries by 10%, from 966 to 869.
- To reduce the number of incapacitating traffic-related injuries by 10%, from 3,686 to 3,317.
- To conduct a statewide public information, education and enforcement campaign to increase safety belt usage in the state.
- To increase the number of permanent child safety seat Fitting Stations to 50 in the state of South Carolina by September 30, 2005.
- To plan and coordinate, with all Highway Safety Project Directors, special public information events during Buckle Up, America! Week in May 2005 and National Child Passenger Safety Awareness Week in February 2005.

- To distribute quarterly planners for the state through two (2) mail-outs to all Highway Safety Project Directors and other safety advocates for Buckle Up, America! Week and Child Passenger Safety Awareness Week.
- To plan, schedule and conduct a minimum of six (6) statewide Child Passenger Safety Technician classes and ten (10) CPS presentations.
- To conduct a minimum of twenty (20) presentations to Hispanic and African American participants by September 30, 2005. Also, the office will continue to provide CPS one-on-one training by appointment to the public through its Fitting Station.
- To develop and administer all occupant protection programs funded through the Highway Safety Program, including on-site programmatic monitoring of 100% of assigned projects; providing technical assistance as required; conducting monthly desk reviews of all assigned projects; and completing an evaluation report of all assigned projects by November 15, 2005.
- To prepare the Occupant Protection sections of the annual Summaries and Recommendations for Highway Safety projects; the Highway Safety and Performance Plan, and the Annual Evaluation Report by the required deadlines. In addition, prepare and submit quarterly progress and final narrative reports for the Occupant Protection Program.
- To conduct ten (10) presentations at high schools in ten (10) of South Carolina's eighty-six (86) school districts on the importance of highway safety focusing on the following issues: obeying posted speed limits, occupant protection, and the avoidance of alcohol and drug use while driving.
- To implement the NHTSA Gold Standards in two (2) pilot counties in the state during the year.
- To utilize the SCDPS Contractor to conduct a statewide observational safety belt usage survey by June 2005, to determine if any change in the seat belt usage rates has occurred.

STRATEGIES AND ACTIVITIES

During FFY 2005 the Occupant Protection (OP) staff continued to administer all occupant protection programs funded through the State Office of Highway Safety Program. Specific activities included the following:

- The OP staff continued Child Passenger Safety (CPS) Trainings, CPS Updates for South Carolina Technicians and SCDPS-sponsored child safety seat checks with local partners.
- The OP staff coordinated activities with all Highway Safety Project Directors for special public information events during Buckle Up, America! Week, and National Child Passenger Safety Awareness Week in February 2005, as well as support for the *Buckle up, South Carolina. It's the Law and it's enforced.* briefings.
- The OP staff continued to oversee SCDPS's Fitting Station, which serves the public through appointments.
- Throughout FFY 2005, the OP staff conducted eighteen (18) Child Passenger Safety Technician Classes and trained 143 participants. The Occupant Protection Trainer has participated in twenty-two (22) child safety seat clinics in which 648 seats were checked. Thirty-seven (37) seats were checked at the SCDPS Fitting Station.

RESULTS

- The Statewide Safety Belt Use Survey report for June 2005 indicated that 69.7%.of South Carolinians were using safety belts.

- There were thirty-four (34) South Carolina Fitting Stations listed with the National Highway Traffic Safety Administration (NHTSA). An additional thirteen agencies have established Fitting Stations not listed on the NHTSA web site.
- National Child Passenger Safety Week was observed February 13–19, 2005. The Office of Highway Safety along with the Office of Community Relations (within the Highway Patrol) conducted several planning meetings leading up to Child Passenger Safety Week. Representatives from SafeKids of the Midlands, Richland County Coroner’s Office, SC Department of Health and Environmental Control, various Fire/Rescue Departments and the South Carolina Department of Education were in attendance. The media kick-off event for Buckle Up, America! Week was held the week of May 16, 2005. The *Sober or Slammer!* web site was updated with information on National Drunk and Drugged Driving Prevention Month, as well as tips for safe holiday travel. E-mails were sent to businesses, school superintendents, EMS, injury prevention organizations, hospital outreach groups, etc. Information was also placed on the law enforcement Listserve.
- The OPT has conducted eighteen (18) Child Passenger Safety Technician Classes and trained 143 participants. The OPT has participated in twenty-two (22) child safety seat clinics where 648 seats have been checked. Thirty-seven (37) seats were checked at the SCDPS Fitting Station.
- SCDHEC continued the employment of a full-time bilingual Program Assistant to concentrate on increasing occupant restraint use among the state’s Latino population. The grant project scheduled and completed a variety of presentations focusing on this demographic group.
- The OP Program Manager contacted all subgrantees and scheduled on-site monitoring visits for the second quarter in FFY 2005. Grant projects were monitored a second time in May/June 2005.
- The Occupant Protection section of the Annual Evaluation and Final Narrative for FFY 2004 was completed during the first quarter of FFY 2005. The Occupant Protection sections of the Funding Guidelines and Highway Safety and Performance Plan documents were completed by assigned deadlines.
- No youth presentations were conducted by the Program Manager. However, SCHP CRO’s conducted a significant number of youth presentations at schools, churches and other venues utilizing curriculum materials developed through the CROPE grant.
- The Program Manager attended a NHTSA DWI Standards Assessment Program meeting in Spartanburg on December 12, 2004. Another meeting was planned for March 2005, but was postponed. This meeting has not yet been rescheduled.
- OP staff worked with the agency contractor and NHTSA’s national contractor to assist in the coordination of the statewide occupant protection mobilization campaign, *Buckle up, South Carolina. It’s the law, and it’s enforced.*

FUNDING	
Section 402	\$ 130,240.22
Local	N/A
CONTACT	
Max H. Young, Project Director Director Office of Highway Safety SC Department of Public Safety Blythewood, South Carolina 29016 (803) 896-9950	
State Office of Highway Safety Program Manager Amie Hammond	

PROJECT NAME

Children Restrained Safely and Securely

PROJECT LOCATION

Statewide

PROJECT NUMBER

2H05015

PROGRAM AREA(S)

Occupant Protection

TYPE OF JURISDICTION

Statewide

TARGETED POPULATION

Adult and child passengers

PROBLEM IDENTIFICATION

Motor vehicle crashes are the leading cause of all injury death in America. Statistics indicate that less than 15% of people use child safety seats correctly, thus the need for training and education is evident. Despite the fact that South Carolina has a primary enforcement child restraint law, many children are transported improperly or completely unrestrained. In order to increase the correct and consistent usage of child safety restraint systems for children in South Carolina, it is important to have appropriate state agency staff, community partners and caregivers properly educated and trained in all aspects of child passenger safety.

GOALS AND OBJECTIVES

- To increase the number of permanent Child Passenger Safety Fitting Stations in the state of South Carolina from 50 to 60 by September 30, 2005.
- To reduce the number of fatal traffic crashes for children under 6 years of age by 25%, from 16 to 12, by the end of the grant period.
- To increase the availability of CPS Instructor's technical assistance support to child care providers, EMT's, Coroners, medical professionals, automobile dealerships and other safety advocates from 8 to 16 by the end of the grant period.
- To increase the safety belt usage rate by 7.2%, from 72.8% to 80%, by the end of the grant period.
- To reduce the number of traffic injuries and traffic fatalities for African American and Hispanic/Latino children in the state of South Carolina under the age of six by 5% during the grant period.
- To increase the number of minority individuals, African American and Hispanic/Latino, trained as CPS technicians and instructors in the state of South Carolina.
- To conduct a minimum of thirty-six (36) presentations, reaching an estimated 700 people, regarding the proper use of seatbelts and child restraint devices by September 30, 2005.
- To conduct or participate in a minimum of twelve (12) NHTSA Certified Technician classes by September 30, 2005.
- To establish four (4) CPS Fitting Stations in DHEC Health Districts by September 30, 2005.

- To plan and conduct educational activities in support of National Child Passenger Safety Week (February) and Buckle Up, America! Week (May).
- To conduct or participate in a minimum of forty-eight (48) child safety seat check-up events by September 30, 2005.
- To fully participate in the state's Occupant Protection Program throughout the grant period, to include the *Buckle up, South Carolina. It's the law, and it's enforced.* mobilization.
- To establish infrastructure for child passenger safety fitting stations in targeted counties with the highest population of Hispanic/Latinos (Lexington, Richland, Greenville, Spartanburg, Beaufort, Horry, Saluda, Newberry, Greenwood, Jasper, Hampton and Laurens).
- To distribute and properly install 1,000 child safety seats (convertible) in the targeted Hispanic/Latino counties.
- To distribute and properly install 500 child safety seats (booster) in the targeted Hispanic/Latino counties.

STRATEGIES AND ACTIVITIES

The overall goal of the project was to decrease the number of children under the age of six who are injured or killed due to the lack of proper child safety seat use. This program supported efforts to prevent injuries and deaths to children in South Carolina caused by motor vehicle crashes through a partnership among the South Carolina Department of Public Safety (SCDPS), South Carolina SafeKids and the South Carolina Department of Health and Environmental Control (SCDHEC). SCDHEC's child passenger safety training component has two training modules. The child passenger safety-training module is geared specifically to educate and empower participants about child passenger safety. The DHEC training module addressed clients' needs in child safety seat training. SCDHEC's clients are childcare providers, state public health agency staff, SafeKids Coalitions, health educators (private sector), and various community organizations, but is not limited to the above. The Training modules are:

- Four (4) hour training. This training module is a compliment to the NHTSA 32 hour child passenger safety Technician course and was offered in partnership with DPS, SafeKids and DHEC.
- Thirty-two (32) hour training. This training module is based on the NHTSA Technician Certification course and was offered in partnership with SCDPS, SafeKids and DHEC.

Another major focus of the grant was to reach non-traditional partners, such as local fire departments, childcare providers, emergency medical technicians, coroners, medical professionals, automobile dealerships and child-based businesses to establish CPS permanent fitting stations.

Other grant activities included a Hispanic/Latino outreach project in targeted communities across the state. A bilingual staff person was hired to build infrastructure in counties containing the highest population density of Hispanic/Latinos. Key informant interviews with community leaders and entities already engaged with this population were conducted.

RESULTS

- CPS permanent fitting stations in South Carolina increased from 51 to 57 (Source: NHTSA and SCDPS). The following reflect new fitting stations established during FFY 2005:
 - Greenwood SafeKids
 - Anderson SafeKids
 - Waccamaw Health District – (Georgetown, Horry, and Williamsburg)
 - Appalachia II Health District – (Greenville and Pickens)
 - Low Country Health District – (Beaufort, Colleton, Hampton and Jasper)
 - Edisto/Savannah Health District – (Aiken, Barnwell, Allendale, Bamberg, Calhoun, and Orangeburg)
- The OHS Statistical Analysis Center projects that during CY 2005 there will be twelve (12) fatal crashes for children under six (6) years of age. This represents no change from the previous year's (CY 2004) total.
- CPS Instructor's technical assistance support was provided to the following:
 - Childcare providers:
 - Early Childhood Readiness, Beaufort
 - Beaufort County School District
 - Richland County DSS
 - Low Country Healthy Start, Denmark
 - EMT's/Fire Stations
 - Murrells Inlet Fire Station
 - Georgetown Fire Department
 - Irmo Fire Department
 - Myrtle Beach Fire Department
 - Camden Fire Department
 - Marion Fire Department
 - Medical Professionals
 - Fairfield County Health Department
 - Saluda County Health Department
 - Spartanburg Community Health Center
 - Palmetto Richland Hospital
 - Tuomey Regional Medical Center
 - AnMed Regional Hospital
 - Self Memorial Hospital
 - Palmetto Baptist Hospital
 - Safety Advocates
 - SCDDSN
 - Spartanburg SafeKids
 - Tri –County Development Center
 - Greenwood SafeKids
 - Anderson SafeKids
 - Pee Dee Safe Communities
 - Midlands SafeKids
 - Sumter SafeKids
 - Greer SafeKids

Greenville SafeKids
Orangeburg SafeKids
Aiken Public Safety
Aiken County Coroner
Automotive Safety Research Institute (Clemson University)
AAA Carolinas Traffic Safety

Law Enforcement

Lexington Police Department
West Columbia Police Department
Myrtle Beach Police Department
SCDPS – Highway Patrol
Lexington County Solicitors Office
SCDHEC Defensive Driving School
Lexington Sheriffs Department
Pickens County Sheriffs Department

- According to a survey conducted by the University of South Carolina in June 2005, the state's safety belt usage rate increased from 65.7% to 69.7%.
- The number of traffic injuries and traffic fatalities for African American and Hispanic/Latino children under the age of six (6) in South Carolina in 2004 totaled seven (7). Estimates by the Statistical Analysis Center of the Office of Highway Safety project a total of five (5) for CY 2005, a 28.6% decrease.
- Twenty-five (25) minority individuals were trained as Child Passenger Safety Technicians and one (1) minority individual was trained as an instructor (Source: NHTSA and SCDPS).
- The following presentations/trainings were conducted by Adrienne McCants (I1388), Meredith Maliszewski (I2255), Neal Martin (I1414) and Zenovia Carter (numbers in parentheses are indicative of attendance at the presentations/trainings):
 - 10/01/04– Spartanburg Class (11)
 - 10/12/04 - Aiken Class (5)
 - 10/29/04 – Anderson Class (9)
 - Mills/Jarrett Fitting Station/October – (5)
 - Mills/Jarrett Fitting Station/November – (6)
 - Lexington School District Two – (1)
 - 11/15/04 – Darlington Class (6)
 - Mills/Jarrett Fitting Station/December – (6)
 - 12/08/04 – Richland County DSS – (16)
 - 12/13/04 – Myrtle Beach Class (14)
 - 12/15/04 – Fairfield County Health Department (7)
 - Mills/Jarrett Fitting Station/January – (4)
 - 01/14/05 – Richland Memorial Class (18)
 - 01/26/05 – NHTSA Site Visit (5)
 - Mills/Jarrett Fitting Station/February – (7)
 - 02/17/05 – Sumter Class (11)
 - 02/24/05 – SCDHEC District Directors of Health Education (9)
 - Mills/Jarrett Fitting Station/March – (9)
 - 03/09/05 – Saluda Health Department (1)

03/18/05 – SCDHEC Defensive Driving Course (23)
 03/28/05 – Hope Worldwide (1)
 Mills/Jarrett Fitting Station/April – (7)
 04/04/05 – Cowpens Town Hall (2)
 04/05/05 – Spartanburg Community Health Center (1)
 04/11/05 – Beaufort County School District (1)
 04/19/05 – Aiken tri County Development (3)
 04/26/05 – Rock Hill SafeKids (11)
 04/28/05 - SCDHEC District Directors of Health Education (8)
 Mills/Jarrett Fitting Station/May (12)
 05/06/05 – Icy’s Bistro Radio Broadcast – radio listeners
 05/07/05 – Kids Day Lexington – (100+)
 05/07/05 – Anderson Latino Healthfair (25+)
 05/11/05 – Beaufort Town Hall (40)
 05/14/05 – Poultry Festival, Leesville (100+)
 05/18/05 – Florence Health Department (6)
 05/19/05 – Lexington County Solicitors Office (2)
 05/21/05 - Black Expo – (100+)
 05/25/05 – SC Department of Health & Human Services Healthfair (30+)
 Mills/Jarrett Fitting Station/June (12)
 06/03/05 – Emmanuel Baptist (1)
 06/06/05 – Lexington Police Department (7)
 06/07/05 – SC Catholic Charities (1)
 06/13/05 – Early Childhood Readiness, Beaufort (5)
 06/22/05 – FACES program (1)
 06/23/05 - SCDHEC District Directors of Health Education (9)
 06/27/05 – Low Country Healthy Start, Denmark (11)
 Mills/Jarrett Fitting Station/July (10)
 07/01/05 – AM1170 (Hispanic radio station) – (1)
 07/01/05 – AM 1230 Andy Thomas Show – radio listeners
 07/04/05 – Lexington County Peach Festival
 07/15/05 – Baptist Hospital Health Fair (100+)
 07/15/05 – Salvation Army (20)
 07/19/05 – Lexington Solicitors Office (6)
 07/28/05 – Richland Memorial Health Fair (200+)
 Mills/Jarrett Fitting Station/August (13)
 08/01/05 – Criminal Justice Academy Class (11)
 08/03/05 – Catholic Charities of the Midlands (13)
 08/10/05 – Hispanic Connections (2)
 08/13/05 – Calhoun County Health Fair (300+)
 08/15/05 – Kershaw Class (4)
 08/16/05 – USC School of Public Health (140)
 08/24/05 – SC SafeKids State Coordinators (24)
 Mills/Jarrett Fitting Station/September (5)
 09/01/05 – Georgetown CPS Recertification Class (11)

- 09/22/05 – SCDDSN Health Fair (175+)
- The following Child Passenger Safety Technician classes were conducted by Adrienne McCants (I1388), Meredith Maliszewski (I2255) and Neal Martin (I1414):
 - 10/01/04 – Spartanburg SafeKids (11 students)
 - 10/12/04 – Aiken Tri Development Center (5)
 - 10/29/04 – Anderson SafeKids (9)
 - 11/15/05 – Darlington Safe Communities (6)
 - 12/13/05 – Myrtle Beach (14)
 - 01/14/05 – Midlands SafeKids/Richland Memorial (18)
 - 02/17/05 – Sumter SafeKids (11)
 - 04/19/05 – Aiken Tri Development Center (3)
 - 04/26/05 – Rock Hill SafeKids (11)
 - 05/18/05 – Florence Health Department (6)
 - 06/06/05 – Lexington Police Department (7)
 - 06/13/05 – Beaufort Early Readiness Program (5)
 - 08/01/05 – Criminal Justice Academy (11)
 - 08/15/05 – Kershaw County/Camden Fire Department (4)
- The following four (4) permanent fitting stations were established during year two:
 - Waccamaw Health District – (Georgetown, Horry, and Williamsburg)
 - Appalachia II Health District – (Greenville and Pickens)
 - Low Country Health District – (Beaufort, Colleton, Hampton and Jasper)
 - Edisto/Savannah Health District – (Aiken, Barnwell, Allendale, Bamberg, Calhoun, and Orangeburg)
- Project staff participated in National Child Passenger Safety Week in February 2005 and Buckle Up, America! Week in May.
- The following child safety seat check-up events were conducted and/or participated in by Adrienne McCants (I1388), Meredith Maliszewski (I2255) and Neal Martin (I1414):
 - 10/01/04 – 10/31/05 Mills/Jarrett Fitting Station
 - 10/02/04 – Spartanburg SafeKids
 - 10/09/04 – Sumter Health Department
 - 10/16/04 – Aiken Tri Development Center
 - 10/20/04 – Storage 2000, Cayce
 - 11/01/04 – 11/30/04 Mills/Jarrett Fitting Station
 - 11/19/04 – Darlington Safe Communities
 - 11/20/04 – Anderson SafeKids
 - 12/01/04 – 12/31/04 Mills/Jarrett Fitting Station
 - 12/15/05 – Fairfield County Health Department
 - 12/17/04 – Myrtle Beach CPS class
 - 01/01/05 – 01/31/05 Mills/Jarrett Fitting Station
 - 02/01/05 – 02/28/05 Mills/Jarrett Fitting Station
 - 02/05/05 – Midlands SafeKids
 - 02/16/05 – Wal-Mart, Garners Ferry Road
 - 02/18/05 – Griffin Motors, Rock Hill
 - 02/26/05 – Sumter SafeKids
 - 03/01/05 – 03/31/05 Mills/Jarrett Fitting Station

03/11/05 – Wal-Mart, Winnsboro
 04/01/05 – 04/30/05 Mills/Jarrett Fitting Station
 04/08/05 – Killian Elementary
 04/22/05 – Aiken SafeKids
 04/23/05 – Florence SafeKids
 04/29/05 – Pawley’s Island Fire Department
 04/30/05 – Rock Hill SafeKids
 05/01/05 – 05/31/05 Mills/Jarrett Fitting Station
 05/09/05 – Marion County Health Department
 05/28/05 – Florence Safe Communities
 06/01/05 – 06/30/05 Mills/Jarrett Fitting Station
 06/04/05 – Babies R Us
 06/10/05 – Lexington Police Department
 06/16/05 – Beaufort Early Readiness Program
 07/01/05 – 07/31/05 Mills/Jarrett Fitting Station
 07/21/05 – Newberry Wal-Mart
 08/01/05 – 08/31/05 Mills/Jarrett Fitting Station
 08/05/05 – Babies R Us
 08/11/05 – Kohl’s, Lexington
 08/13/05 – Calhoun County High School
 08/19/05 – Kershaw County, Camden
 08/20/05 – Emanuel Baptist
 09/01/05 – 09/30/05 Mills/Jarrett Fitting Station
 09/10/05 – Orangeburg SafeKids
 09/12/05 – Greer SafeKids
 09/15/05 – Greenville SafeKids
 09/17/05 – Gilbert Park
 09/24/05 – Babies ‘R’ Us
 09/24/05 – Gilbert Park

- Project staff fully participated in all Occupant Protection Programs and fully collaborated with Office of Highway Safety staff. Staff participated in all SCDPS campaigns to include: National Child Passenger Safety Week; National Buckle Up, America! Week; *Sober or Slammer!*; and *Buckle up, South Carolina. It’s the law, and it’s enforced.* Project staff attended press conferences and briefings, participated in safety seat inspections, issued press releases to SCDHEC media outlets, posted signs and conducted safety belt usage checks at three (3) SCDHEC buildings. Staff also attended the SCDPS Media Skills Workshop held in Greenville, SC.
- SCDHEC project staff conducted meetings with or made presentations to the following entities: Cowpens, SC Town Meeting; Beaufort County School District; SC Minority Health Conference; Regenesi Community Health Center in Spartanburg; “Festival de la Primavera” Latino Health Fair in Anderson; Beaufort Town Hall Meeting; Lexington County Solicitor’s Office; “Providing Culturally Competent Services” to Hispanics; planning committees for (4) Baptist churches in West Columbia for Hispanic Events; SC Catholic Charities Meeting; Early Childhood Readiness Program in Beaufort; the FACES Program; Hope Worldwide meeting; Poultry Festival; Peach Festival; Black Expo; attended Hispanic Culture

presentation by ETV; New Horizon Health Center in Greenville; Dunbar Child Development in Greer; Greenville Head Start; “A Child’s Heaven Outreach Center” in Greenville; and the Interpreter Qualification Project. The SCDHEC Hispanic/Latino outreach project was highlighted in the SC SafeKids News publication.

- SCDHEC project staff distributed and properly installed 443 convertible child safety seats and one (1) infant carrier child safety seat.
- SCDHEC project staff distributed and properly installed 140 high-back booster seats.

FUNDING	
Section 402	\$ 65,284.00
Section 2003b	\$ 107,956.00
Local	N/A
CONTACT	
Neal Martin, Project Director Program Manager SC Department of Health & Environmental Control Mills/Jarrett Complex Box 101106 Columbia, South Carolina 29211 (803) 898-0370	
State Office of Highway Safety Program Manager Amie Hammond	

PROJECT NAME
Child Restraint Fitting Station

PROJECT LOCATION
Summerville, SC

PROJECT NUMBER
2H05019

<p>PROGRAM AREA(S) Occupant Protection</p> <p>TYPE OF JURISDICTION City Fire Department</p> <p>TARGETED POPULATION General Population</p>
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PROBLEM IDENTIFICATION

Summerville, SC has experienced an unprecedented increase in traffic flow through all town roadways. Along with the increased traffic flow came an increased number of children injured or killed in motor vehicle crashes. A large number of Summerville’s adult population do not understand or adhere to installation instructions for child vehicle restraints, thus unnecessarily increasing the number of child injuries or fatalities in motor vehicle crashes.

GOALS AND OBJECTIVES

- To increase the proper use of child safety restraints by 5%, from 79% to 84%, in the targeted areas by the end of the grant period.
- To reduce the number of children injured in crashes in Summerville by 25%, from 8 to 6, by September 30, 2005.
- To continue operation of the fitting station on a 24-hour basis to perform child seat inspections and by appointment for local institutions, such as schools and daycares, and to participate in special events within the local area at least three (3) times during the grant period.
- To increase the number of firefighters trained as Child Passenger Safety Technicians from ten (10) to eighteen (18) by the end of the grant period.
- To conduct at least six (6) child restraint safety checkpoints at local daycares and elementary schools by the end of the grant period.
- To issue at least six (6) press releases to the local media outlets detailing hours of operation and progress of the fitting station by the end of the grant period.
- Summerville Fire Department shall participate in national and state highway emphases such as *Buckle up, South Carolina. It’s the law, and it’s enforced.*

STRATEGIES AND ACTIVITIES

The Summerville Fire Department made a commitment to provide education to the community by providing instruction on proper installation and inspection of child seats to ensure that citizens conform to all safety requirements. Through these two initiatives, the Summerville Fire Department aspired to provide a safer community for Summerville’s children.

RESULTS

- The project increased proper use of child safety restraints by five percentage points, from 79% to 84%, in the targeted area by the end of the grant period.
- During the grant period, the number of children injured in traffic crashes in Summerville increased from eight (8) in FFY 2004 to fourteen (14) in FFY 2005.
- The Summerville Fire Department operated three (3) fitting stations on a 24-hour basis. Project staff inspected 446 child seats at the Fitting Stations by the end of the grant period.
- The project increased the number of firefighters trained as Child Passenger Safety Technicians from ten (10) in FFY 2004 to seventeen (17) in FFY 2005.
- Twelve (12) child restraint safety check points were conducted at local daycares and schools.
- The project issued more than six (6) press releases for the year to include radio advertisement at least twice a week on local radio stations.
- Firefighters participated in sixteen (16) events outside of the context of the fitting stations inspecting a total of 127 seats.

FUNDING	
Section 402	\$ 5,831.00
Local	\$ 1,944.00
CONTACT	
Ben Bunting, Project Director Summerville Fire Department 300 W. Second North Street Summerville, South Carolina 29483 (843) 821-8794	
State Office of Highway Safety Program Manager Amie Hammond	

ROADWAY SAFETY

The South Carolina Department of Transportation (SC DOT) and the local political subdivisions operating statewide continue to apply engineering measures to assist in reducing the state's motor vehicle, pedestrian, and two-wheeled vehicle crashes, deaths, and injuries. Continued budgetary constraints on the national, state, and local levels have resulted in curtailment of new highway construction. The present roadway system is already in need of repair and must continue to accommodate an increasing traffic volume. Work zone crashes affect both the traveling public and SCDOT/contractor personnel working in these construction and maintenance areas.

In 1999, SCDOT's construction agenda dramatically increased with the implementation of the "27 in 7" Program. The focus of this program is to make twenty-seven years of roadway repairs in seven years. The number of work zone crashes in South Carolina increased nearly 40% from 1998 to 2000. Statistics for 2001 showed a tremendous increase in work zone crashes. Due to changes in the reporting criteria, work zone fatalities for 2001 cannot be compared to previous years' data. Work zone fatalities in the state decreased by 45% from 2001 (20) to 2002 (11), but sharply increased again in 2003 by 109%, from 11 to 23. Work zone crashes affect both the traveling public and SCDOT/contractor personnel working in construction and maintenance areas.

PERFORMANCE GOALS

Short Range Goal:

To reduce the number of work zone crashes by 10% during CY 2005, as compared to 2004 data, through public education and worker training.

Level of Accomplishment: The number of work zone crashes that occurred in South Carolina in CY 2004 totaled 1,978. The number of work zone crashes projected by the Statistical Analysis Center of the Office of Highway Safety for CY 2005 totals 1,591. This represents a decrease in Work Zone crashes of 19.6%, thus exceeding the short range goal for CY 2005.

Long Range Goals (2005 - 2009):

1. To work with SCDOT to plan for continued training and education on work zone safety by CY 2009.

Level of Accomplishment: The SCDOT continued its work zone safety emphasis by entering into an agreement with the SC Highway Patrol to increase work zone enforcement during specific time periods in 2005. These enforcement emphases coincided with public information and education that was continued regarding work zones by SCDOT. SCDOT also conducted presentations at SC Law Enforcement Network (SCLLEN) meetings around the state to inform SCLLENs about construction projects that began in 2005 in their respective jurisdictions and encouraging the local law enforcement members of the networks to increase work zone enforcement efforts as well.

2. To reduce the number of work zone crashes by 20% by CY 2009.

Level of Accomplishment: The number of work zone crashes that occurred in South Carolina in CY 2004 totaled 1,978. The number of work zone crashes projected by the Statistical Analysis Center of the Office of Highway Safety for CY 2005 totals 1,591. This represents a decrease in work zone crashes of 19.6%. Obviously, it will be possible to exceed the long range goal.

SAFE COMMUNITIES

Over the past five years (CY 2000-2004) in South Carolina, there have been 531,563 reported traffic collisions resulting in 5,101 fatalities and 260,659 injuries. Many of these injuries represent extended rehabilitation care costs and loss of productivity. Fatalities are only a small part of the total injury picture. For an individual, these injuries vastly diminish quality of life. For society, injuries pose a significant drain on the health care system as victims accrue enormous treatment, acute care and rehabilitation costs. For businesses, loss of productivity is a very real concern. The number of reported traffic collisions in South Carolina increased by 6% in 2004 over against 2003. The Statistical Analysis Center of the OHS in South Carolina projects an estimated 116,508 collisions for CY 2005. When compared to the 110,029 collisions in CY 2004, this represents an estimated increase in collisions for CY 2005 of 5.9%.

Motor vehicle injuries, in particular, are a leading cause of injury deaths for individuals in South Carolina. Traffic fatalities are the most severe consequence of motor vehicle collisions. However, even in non-fatal collisions, the cost in human suffering can be severe. Traffic crash injuries increased by 1% in CY 2004 over against CY 2003. The Statistical Analysis Center of the OHS in South Carolina projects an estimated 51,759 traffic crash injuries for CY 2005. When compared to the 51,226 traffic crash injuries in CY 2004, this represents an estimated increase in traffic crash injuries for CY 2005 of 1%. Comprehensive traffic safety programs are designed to reduce and prevent the costs associated with traffic crashes.

During FFY 2005 in South Carolina, there were three (3) Safe Communities programs funded through Section 402 funds. The projects were located in Aiken County through the Aiken Tri-Development Center, in Anderson County through the Anderson Area Medical Center, and in Florence County through Pee Dee Healthy Start, Inc. Efforts continue to link police-reported collision data with emergency medical services and hospital discharge data. These efforts attempt to track collision victims through the continuum of care provided within the state, assessing the cost and effectiveness of various safety measures.

The target population of Safe Communities programs includes all community residents, as well as those identified as over-represented in crashes, based on an examination of the data. The program areas for the Safe Communities are occupant protection, DUI, child restraint usage, youth traffic safety issues, elder driving and pedestrian and two-wheel safety. The community programs brought together an array of community leaders from the areas of business, health professions, law enforcement, and local government to address their respective highway safety injury problems. The established Safe Communities expanded their coalitions with the implementation of their strategic plans. The Network of Employers for Traffic Safety (NETS) focused on driving populations for safety issues such as school safety zones, driver inattention, aggressive driving and driver fatigue.

PERFORMANCE GOALS

Short Range Goals:

1. To continue implementation and support of the three (3) Safe Communities programs identified, as well as the nine (9) organizations with similar functions.

Level of Accomplishment: There is currently a list of twelve (12) coalitions identified as Safe Communities: Greenville, Aiken County Safe Communities, Florence County Safe Communities, Lancaster, Community Health Partners of the Low Country, Greenwood Cornerstone, Lee County, Anderson County Safe Communities, OBC (Orangeburg, Bamberg, & Calhoun Counties) Healthy Communities, Abbeville Healthy Communities, and Marion County. The Office of Highway Safety has continued with federal funding support of the Safe Communities programs in Aiken, Anderson and Florence counties. The Office of Highway Safety continued to stand ready to assist the other similar organizations in the state.

2. To reduce the MDR in the counties in which the five grant-funded Safe Communities programs are located by at least 5% by the end of CY 2005.

Level of Accomplishment: As indicated above, there were three (3) counties in the state (Aiken, Anderson, and Florence) which had grant-funded Safe Communities programs in FFY 2005. The MDR for the above counties in CY 2004 was as follows: Aiken County – 2.35; Anderson County – 2.04; and Florence – 2.56. According to projections by the Statistical Analysis Center of the OHS, the MDR for CY 2005 in these counties is estimated as follows: Aiken County – 1.36; Anderson County – 2.15; and Florence County – 2.09. Reductions were seen by 42% in Aiken County and 18.4% in Florence County. Anderson County's MDR increased by 5.4% in CY 2005. Though the above goal was not reached, the MDR reductions achieved in Aiken and Florence counties are encouraging

Long Range Goal (2005 - 2009):

To reduce the MDR in the counties in which the grant-funded Safe Communities programs are located by at least 15% by the end of 2008.

Level of Accomplishment: See Short Range Goal number 2, Level of Accomplishment above. The long range goal is clearly achievable by CY 2009.

PROJECT NAME

Anderson County Safe Communities

PROJECT LOCATION

Anderson County, SC

PROJECT NUMBER

2H05016

<p>PROGRAM AREA(S) Safe Communities/ Occupant Protection/ Alcohol Countermeasures</p> <p>TYPE OF JURISDICTION County</p> <p>TARGETED POPULATION Anderson County drivers, teens, employers</p>
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PROBLEM IDENTIFICATION

Motor vehicle crashes are a problem in Anderson County. From 1997-2004, 296 people were fatally injured on local roadways. Anderson County experiences a disproportionate number of fatalities based on the county's population. In the past several years our annual fatality total has exceeded that of much more populated counties. Healthy People 2010 Objectives for the nation include a specific target to reduce motor vehicle crash injuries (Objective 15-15a) to a rate of 9.2 fatalities per 100,000 population (1998 baseline: 15.6). The motor vehicle crash fatality rate for Anderson County is more than twice this target rate. When analyzing Anderson County's motor vehicle crash fatalities, it is immediately clear that alcohol and other drugs were involved in an increasing percentage of both fatal and injurious collisions. Approximately 31% of fatal injury collisions and 6.7% of injury-only collisions involved alcohol or other drugs. The frequency of injury crashes where alcohol or other drugs was related to the collisions has increased from 1 in 16 crashes in 1997 to 1 in 11 crashes in 2003. The high number of fatalities only depicts a portion of the total crash problem, however. Inpatient and outpatient billing data reveal an average of 2,314 Anderson County residents annually seen in an Emergency Department for motor vehicle crash injuries for the six-year period dating 1997-2002. Of particular concern is data that shows teenagers are being injured with alarming frequency. From 1997-2002, 1,440 drivers of high school age in Anderson County sustained motor vehicle crash injuries serious enough to necessitate a trip to the hospital emergency room. This represents 52% of motor vehicle crash-related injuries seen in the emergency room for all ages 0-17.

GOALS AND OBJECTIVES

- Reduce the number of motor vehicle crash-related traffic fatalities in Anderson County by 5%, from 35 in 2003 to 33 in 2006.
- Reduce the number of motor vehicle crash-related injuries in Anderson County by 5%, from 2,023 in 2003 to 1,922 in 2006.
- Reduce the number of motor vehicle collisions involving alcohol and other drugs in Anderson County by 5%, from 218 in 2003 to 207 in 2006.

- By November 1, 2004, continue hosting bi-monthly Anderson County Safe Communities coalition meetings.
- By April 30, 2005, begin placement of D.U.I. prevention/occupant protection advertisements in the *Anderson Independent-Mail* newspaper.
- By March 31, 2005, begin conducting hands-on D.U.I. prevention education with at least 200 adults as part of GEM car activities.
- By March 31, 2005, continue providing D.U.I. education to at least 300 middle school and 300 high school students.
- By February 28, 2005, host the first “55 Alive” safe driving course for seniors.
- By March 31, 2005, compile data on fatal crashes in Anderson County for year 2004, and compare with previous years.
- By March 31, 2005, host the first “Safe Driving Day,” a combined vehicle safety check/car seat check event.
- By April 30, 2005, continue submission of periodic news releases on Safe Communities strategies to local print and electronic media.
- By April 30, 2005, continue outreach efforts by planning and implementing school-based occupant protection and D.U.I. prevention education activities specifically targeting prom and graduation season in the seven (7) high schools in Anderson County.
- By Memorial Day weekend, 2005, support local law enforcement efforts to promote national highway safety mobilization efforts (i.e. You Drink & Drive, You Lose campaign).

STRATEGIES AND ACTIVITIES

The overall goal of Anderson County Safe Communities was to continue the promotion of occupant protection and alcohol countermeasures strategies as part of a comprehensive community-based injury prevention initiative in Anderson County that (1) reduces the number of motor vehicle crash-related injuries and fatalities, and (2) reduces the number of motor vehicle collisions involving alcohol and other drugs.

Anderson Area Medical Center has remained the lead agency for the Anderson County Safe Communities initiative. The Safe Communities coordinator has continued to assess, survey, implement, and evaluate the project’s activities focusing on the reduction of motor vehicle crash injuries and fatalities. The Anderson County Safe Communities coalition met bi-monthly over the course of the grant period wherein the project coordinator convened and facilitated the meetings. During these meetings coalition members planned strategies to address identified problems.

The Safe Communities coordinator developed and submitted periodic news releases on Safe Communities progress and strategies to local print and electronic media. Drunk and Drugged Driving Prevention month, National Tire Safety Week and the Independence Day holiday weekend were the focus of some news releases. Occupant protection and DUI prevention-based advertisements were continuously submitted throughout the grant period. This paid media effort was designed to raise awareness among the community of the magnitude of the DUI problem in Anderson County. *Buckle up, South Carolina*, Independence Day weekend and “Back to School” were the focus of a few of the prevention-based advertisements.

Another program focus was occupant protection education and DUI prevention strategies targeting local high schools and their teen drivers. Seat belt usage surveys and classroom education programs on occupant protection and DUI prevention strategies were conducted throughout the grant period. This innovative effort, entitled “Safe & Sober,” employed a hands-on approach to conducting DUI education for middle and high school students, as well as adults. Safe & Sober incorporated the use of a Global Electric Motorcar (GEM), paid for with resources other than grant funding, and Fatal Vision goggles during both community education programs and DUI prevention education activities for students. The participants had an opportunity to navigate the GEM car through a traffic skills course in both sober and simulated impairment modes. The uniqueness of the GEM car created a natural appeal and attraction to participate in DUI awareness-raising activities.

The traffic fatality review committee has recorded detailed information on every motor vehicle fatality in Anderson County for the years 2003, 2004, and January 1, 2005 to present. Coroner’s findings, law enforcement reports, and EMS run reports were researched in an attempt to gain a better understanding of risk factors which contribute to the tragedies, as well as improving communication and linkages among local and state agencies to enhance efforts aimed at preventing future fatalities. The findings have proven to be very valuable, revealing common themes to fatal crashes not previously noticed. The Safe Communities coordinator is currently working with the Transportation Division of Anderson County government to geographically map crash locations that occur in Anderson County. It is anticipated that this process will identify roadways which warrant consideration for engineering modifications and concentrated law enforcement efforts.

In December 2004 a combined child passenger safety seat check and vehicle safety check, promoted as “Vehicle Safety Day,” was hosted by Anderson County Safe Communities and Safe Kids Anderson County, a coalition partner. The event included free vehicle safety inspections conducted by Holiday Auto Repair & Towing, an American Automobile Association-approved automobile repair center. Free child passenger safety seat inspections were conducted by certified child passenger safety technicians. Sixteen (16) vehicles were inspected with vehicle owners being educated as to the findings. Numerous safety violations were noted. Twenty-four (24) child passenger safety seats were inspected with all corrections being made.

In an effort to refresh the driving skills of senior drivers, Anderson County Safe Communities hosted an AARP Driver Safety Program in March. This program is the nation’s first and largest classroom driver refresher course specially designed for drivers age 50 and older. The eight-hour course was taught in two (2), four-hour sessions spanning two (2) days. Twenty-two (22) senior drivers received certificates of completion from the American Association of Retired Persons.

RESULTS

- Anderson County experienced thirty-nine (39) motor vehicle crash-related fatalities in CY 2004, an 11.4% increase over the thirty-five (35) for CY 2003. According to estimates made by the Statistical Analysis Center of the Office of Highway Safety, Anderson County’s motor vehicle crash-related fatalities for CY 2005 will number forty-four (44), a 12.8% increase as compared to CY 2004.

- Anderson County experienced 1,156 motor vehicle crash-related injuries in CY 2004, a 42.9% decrease as compared to the 2,023 in CY 2003. According to estimates made by the Statistical Analysis Center of the Office of Highway Safety, Anderson County's motor vehicle crash-related injuries for CY 2005 will number 1,843, a 59.4% increase as compared to CY 2004, but still lower than the total from CY 2003.
- Anderson County experienced 205 motor vehicle collisions involving alcohol and other drugs in CY 2004, a 6% decrease as compared to the 218 for CY 2003. According to estimates made by the Statistical Analysis Center of the Office of Highway Safety, Anderson County's alcohol-related motor vehicle crashes for CY 2005 will number 162, a 21% decrease as compared to CY 2004.
- The Anderson County Safe Communities Coalition has continued to meet bi-monthly during the grant period. The Coalition met on November 9, 2004 and January 11, March 8, May 10, July 12, and September 13, 2005. Meeting minutes through May 10, 2005 were included in Quarterly Progress Reports. The July and September meeting minutes were enclosed with the Final Narrative Report.
- DUI prevention and occupant protection advertisements have been ongoing since May 25, 2005. The advertisements appeared on May 25, June 22, June 29, July 1, July 20, August 11 – 14, August 17, August 24, August 31, September 4 – 7, and September 21, 2005.
- Hands-on DUI prevention education has been provided to 79 adults as part of GEM car activities. These activities took place at Hunt Meadows Elementary School in Easley, the Townville Truck & Tractor Show in Townville, T.L. Hanna High School in Anderson, Chiquola Baptist Church in Honea Path, and Mt. Bethel Baptist Church in Belton. The GEM car was also on static display at Community Safety Day and Freedom Weekend Aloft, both in Anderson, where approximately 105,500 adults were exposed to Safe Communities project resources.
- Classroom education focusing on alcohol countermeasures was provided to 3,446 middle and high school students in Anderson County at Crescent High School, T.L. Hanna High School, Westside High School, Wren High School, McCants Middle School, Southwood Middle School, Starr-Iva Middle School, and New Foundations Children and Family Services. Hands-on DUI education using Safe & Sober resources was provided to 2,196 Anderson County middle and high school students. Programs were presented at Pendleton High School, T.L. Hanna High School, Wren High School, Chiquola Baptist Church, and Mt. Bethel Baptist Church. A CD or VHS containing highlights of activities from the grant year was included in Quarterly Progress Reports and the Final Narrative Report.
- Anderson County Safe Communities hosted the AARP Driver Safety Program on March 16 and 17, 2005, from 1 p.m. until 5 p.m. at the AnMed Health North Campus in Anderson. The program graduated twenty-two (22) participants over the age of 50.
- The Anderson County traffic fatality review committee, a working sub-committee of Anderson County Safe Communities, compiled data on all 2004 fatal crashes in Anderson County. The fatal crashes were then reviewed on an individual basis wherein a greater understanding of the risk factors that contributed to the crashes was discussed. This process helped improve communication and linkages among committee members for efforts aimed at preventing future fatalities. A similar set of data was compiled on all 2003 fatal crashes in Anderson County, and it was determined that 2004 fatal crashes exceeded those of 2003 by 5.25%. Detailed summary sheets were included in Quarterly Progress Reports.

- On December 11, 2004, Anderson County Safe Communities hosted the first Vehicle Safety Day at the Toys ‘R’ Us parking lot in Anderson County. Sixteen (16) vehicles were inspected by Holiday Auto Repair & Towing, an American Automobile Association-approved automobile repair center. Numerous safety violations were noted, i.e. inoperable turn signals, bad hoses and belts, bad windshield wipers, bad tires, low air pressure in tires, high brake pad wear, low battery life, and inoperable horns. Vehicle owners were apprised of the findings. Additionally, twenty-four (24) child passenger safety seats were inspected for proper use, installation, and recall by certified child passenger safety technicians. A copy of the advertising flyer and vehicle safety checklist were included in Quarterly Progress Reports.
- Periodic news releases regarding Drive Safely Work Week and National Drunk and Drugged Driving Prevention Month were made available to AnMed employees and guests (minimum number reached = 3,500) via AnMed’s internal broadcasting system. A bulletin entitled “Zero Traffic Deaths is Goal for This Week” was also made available to AnMed Health employees in October 2004 during promotions for “Put the Brakes on Fatalities Day.” A press release highlighting Vehicle Safety Day was submitted to the *Anderson Independent-Mail* on November 24, 2004. Vehicle Safety Day advertisements were printed in the *Anderson Independent-Mail* newspaper during the week prior to the event. Local media, WSPA-TV 7 (CBS affiliate) provided electronic media coverage on December 28, 2004, with regard to the DUI prevention advertisement efforts. On February 28, 2005, an announcement appeared in the *Anderson Independent-Mail* with regard to the upcoming AARP Driver Safety Program. AnMed Health employees received an internal e-mail on April 22, 2005, highlighting National Tire Safety Week. Further, AnMed Health employees and guests were exposed to various facts associated with National Tire Safety Week via AnMed’s internal television broadcasting system. Occupant protection advertisements began on May 25, 2005, with *Buckle up, South Carolina. It’s the law, and it’s enforced.* A second occupant protection ad was printed in the *Anderson independent-Mail* August 11-14, 2005. DUI Prevention advertisements began on June 22, 2005, and followed with ads printed on June 29, July 1, July 20, August 24, August 31, September 4-7, and September 21, 2005. A press release entitled “Anderson County Safe Communities Urges Drivers Not to Drink and Drive Over Holiday Weekend” was submitted to the *Anderson Independent-Mail* on June 29, 2005. AnMed Health employees and guests were shown an ad on AnMed’s internal television broadcasting system over four (4) days in July 2005, urging everyone to be safe over the Independence Day weekend. Another DUI prevention advertisement was shown on the same network outlining the costs incurred as a result of a first offense DUI conviction. A press release entitled “Start of New School Year Heightens Anxiety for Parents of Teen Drivers” was submitted to the *Anderson Independent-Mail* on August 8, 2005. On September 8, 2005, a picture and caption appeared in the *Anderson Independent-Mail* entitled “Students Get Driving Experience. The same picture with caption appeared on September 9, 2005, in the *Anderson Journal*. A media alert was submitted to all local print and electronic media on September 28, 2005, highlighting the September 30 visit of Milton L. Creagh, a nationally acclaimed speaker with a strong anti-alcohol and anti-drug message. An article about Mr. Creagh’s visit later appeared in the *Anderson Journal*.
- School-based occupant protection and DUI prevention activities targeting prom and graduation season was provided to two (2) Anderson County high schools. 1,950 students at

Pendleton High School and Wren High School either participated in or witnessed the participation of fellow students in Anderson County Safe & Sober.

- In April 2005, Anderson County Safe Communities highlighted National Tire Safety Week by producing PowerPoint slides that were shown to all AnMed Health employees via AnMed's internal television broadcasting system. On May 25, 2005, an occupant protection advertisement with regard to *Buckle up, South Carolina* was mailed and/or delivered to 76,000 Anderson County citizens. DUI prevention advertisements promoting the *You Drink & Drive. You Lose.* campaign were mailed and/or delivered during the months of July and September.

FUNDING	
Section 402	\$ 24,650.00
Local	\$ 8,216.00
CONTACT	
Dwayne Smith, Project Director Anderson Area Medical Center Emergency Department 800 N. Fant Street Anderson, South Carolina 29621 (864) 224-0251	
State Office of Highway Safety Program Manager Amie Hammond	

PROJECT NAME
Safe Communities Program

PROJECT LOCATION
Florence, SC

PROJECT NUMBER
2H05018

<p>PROGRAM AREA(S) Safe Communities</p> <p>TYPE OF JURISDICTION County</p> <p>TARGETED POPULATION People of all ages in Florence County</p>
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PROBLEM IDENTIFICATION

Florence County traffic fatalities have remained high for the past five years. The fatality rate showed a significant decrease in the year 2000, when 23 fatalities occurred as compared to 37 in 1999. There was an increase in fatalities to 39 in 2001 and 40 in 2002. A slight decrease was seen in 2003, with 36 fatalities. The primary contributing factors of fatalities during this time period were driving too fast for conditions, failure to yield the right-of-way, disregarding signs and signals, and driving under the influence (DUI).

GOALS AND OBJECTIVES

- To reduce the number of traffic collisions, fatalities, injuries, and property damages in Florence County by 10% over the next three years, from 4,045 to 3,640 collisions, through the implementation of a Safe Communities initiative.
- To increase awareness of the number of community-based groups and organizations on traffic collisions, fatalities, injuries and property damage issues in Florence County by 20% by September 30, 2005. Source: Baseline will be established during calendar year 2004.
- Project Staff will continue to work full-time (100%) with the Safe Communities Program.
- Safe Communities Coalition will meet monthly initially, and at least quarterly throughout the grant period.
- The Safe Communities Program will conduct at least twenty-four (24) public awareness and educational highway safety presentations to community/civic groups and agencies by the end of the grant year.
- The Safe Communities Injury Prevention Strategic Plan will be updated quarterly as new statistical data is collected.
- Maintain and update database as new information is collected on highway traffic and safety issues.
- Conduct three (3) safety seat surveys at high schools in Florence County.
- Conduct countywide activities in support of national traffic safety observances during February, May, July, and December.
- Submit news articles on Safe Communities strategies to local print and electronic media at least quarterly.

- Conduct a DUI Campaign within Florence County by July 31, 2005.
- Conduct an Occupant Protection Campaign by September 30, 2005.

STRATEGIES AND ACTIVITIES

The Pee Dee Safe Communities Program implemented activities and programs that address occupant protection and other traffic safety issues for all ages. The program focused on child safety seat issues for ages 0 – 6; teen driving issues for teenagers 15-19; impaired driving issues for the 15 – 44 age group; and driving too fast for conditions for all drivers regardless of age. The Safe Communities Program also gathered and disseminated educational materials on Safe Communities to parents, youth, faith-based organizations, state and community agencies, law enforcement, and the general public. The Program also planned and implemented a media campaign that involved print, radio and television to inform the general public about the Safe Communities Program. Collaboration activities included the participation of State Farm Insurance, Safe Kids, First Steps and all Pee Dee Healthy Start programs to enhance service implementation and awareness.

The Safe Communities Department planned and coordinated the following activities:

- Maintained an active Safe Communities Coalition;
- Partnered with Florence Safe Kids by participating in health fairs held in elementary schools and the Annual Family Fling;
- Targeted high school driver's education classes on traffic safety through educational presentations with a focus on safety belts and DUI;
- Targeted neighborhood community groups throughout the city of Florence through educational presentations;
- Partnered with State Farm Insurance on its First Child Safety Day Event;
- Developed and implemented a media campaign to increase community awareness of traffic safety problems and issues;
- Promoted the Safe Communities program and highway safety issues on television and radio talk shows and through the use of PSA's;
- Conducted a Child Safety Seat Program with Florence School Districts, Even Start Literacy programs, First Steps, and Head Start to train and educate parents and caregivers on safety issues;
- Alerted parents and childcare staff of the danger of airbags and the importance of children ages 12 and under riding in the back seat of a vehicle;
- Educated the public on the new primary enforcement safety belt law, which became effective December 9, 2005, by disseminating literature on the new law and conducting presentations;
- Attended health fairs at Honda and the Carver Center and throughout Florence County and the Pee Dee area to promote Pee Dee Safe Communities;
- Assisted with activities pertaining to South Carolina laws concerning DUI and occupant protection;
- Attended all press conferences conducted by the Office of Highway Safety;
- Partnered with the Women's Task Force of Florence County for Alcohol and other Drug Abuse Prevention and the Lake City Community for Substance Abuse Prevention; and
- Set up educational booths at various locations.

RESULTS

- As of 12/22/05 Florence County showed a total of traffic collisions, fatalities, property-damage-only collisions and injury collisions of 3,874, a decrease of 4.2% over CY 2004. However, with several days left in the calendar year, these numbers may change. The potential reduction is encouraging.
- The Project Administrator made seven (7) presentations to community groups and faith-based organizations.
- Project Staff worked full-time with the Safe Communities Program.
- The Pee Dee Safe Communities Coalition held its first meeting of the grant year in February 2005 and met a total of five (5) times throughout the grant year.
- Forty (40) highway safety presentations were made to high school driver's education classes, churches, neighborhood/community Crime Watch and Pee Dee Healthy Start consumer group meetings.
- The Injury Prevention Strategic Plan was updated and submitted with the Second Quarterly Report.
- The Program Assistant maintained data from South Carolina Highway Patrol, hospitals and other law enforcement agencies.
- A total of twelve (12) safety belt surveys were conducted at the following high schools: South Florence, West Florence, Pamplico, Johnsonville and Lake City.
- In support of National Child Passenger Safety Week, the Safe Communities staff held a child safety seat checkup event and conducted a Child Safety Day event co-sponsored by State Farm Insurance. A *Prom Promise* program was conducted in April and May. Project staff attended all SCHP District 5 media press conferences.
- A news article on Child Safety Day in May appeared in *The Morning News*. Safe Communities staff and Starlee Alexander, coalition member and State Farm agent, appeared on TV 13's (WBTW) midday program on May 27, 2005, with newswoman Kimberly Gill to talk about the Child Safety Day event. Staff also appeared on Tom Kinard's morning radio talk show on WSIM 93.7 to discuss the event. Cumulus Broadcasting aired radio safety messages throughout the grant year. Copies of newspaper articles were submitted and kept on file.
- Project staff conducted *Prom Promise* programs at Wilson High School and Johnsonville High School. Students pledged not to drink and drive during prom night. Copies of the signed pledge sheets were kept on file, along with a signed banner.
- The Pee Dee Safe Communities program conducted an occupant protection campaign from February 14 through May 28, 2005. A total of nine (9) child safety seat classes were conducted in Florence, Darlington, Chesterfield, Marion, and Williamsburg counties. Two (2) child safety seat checkups were conducted in addition to individual checkups at Pee Dee Healthy Start's Fitting Station.

FUNDING	
Section 402	\$ 71,434.00
Local	\$ 23,797.00
CONTACT	
Madie Robinson, Project Director Pee Dee Healthy Start, Inc. 314 W. Pine Street Florence, South Carolina 29501 (843) 662-1482	
State Office of Highway Safety Program Manager Amie Hammond	

SPEED ENFORCEMENT/POLICE TRAFFIC SERVICES

Traffic law enforcement plays a critical role in deterring impaired driving, increasing safety belt and child restraint usage, encouraging compliance with speed laws, and reducing other unsafe driving behaviors. A combination of highly visible, selective enforcement; public information and education; and advanced training combined with state-of-the-art traffic enforcement equipment continues to be utilized by the law enforcement community in order to make South Carolina's roadways safer for the motoring public. Eighteen (18) counties were designated as "priority" counties in South Carolina during 2005, and it was determined that subsequent programmatic and funding efforts of the OHS would be focused on these eighteen counties. The identified "priority" counties were Abbeville, Aiken, Anderson, Berkeley, Charleston, Darlington, Florence, Greenville, Greenwood, Horry, Lancaster, Laurens, Lexington, Orangeburg, Pickens, Richland, Spartanburg, and York. An emphasis was once again placed on the development of Multi-Agency Traffic Units for FFY 2006 grant applications. Traffic enforcement capabilities were introduced in some areas and existing efforts were enhanced in other areas where previous traffic enforcement initiatives were already in place.

Short Range Goals:

1. To reduce the number of traffic collisions during CY 2005 by 5%, as compared to CY 2004 data, by developing and implementing well-organized, comprehensive traffic enforcement programs with program support from all levels of command.

Level of Accomplishment: According to projected estimates of the OHS Statistical Analysis Center, the number of traffic crashes for 2005 is 116,508, an increase of 6.1% from the 109,786 in 2004. PTS Grants for FY 2005 were implemented or continued in the following counties/agencies:

Richland County:	Richland County Sheriff's Department
Charleston County:	North Charleston Police Department Mount Pleasant Police Department
Berkeley County:	Hanahan Police Department
Lancaster County:	Lancaster County Sheriff's Department
Dorchester County:	Summerville Police Department
Darlington County:	Darlington Police Department

Alcohol countermeasures projects with an enforcement component were also continued or implemented in Anderson County (Anderson Police Department); Pickens County (Pickens County Sheriff's Department); Laurens County (Laurens County Sheriff's Department); Lexington County (Lexington Police Department); Spartanburg County (Spartanburg Department of Public Safety and Spartanburg County Sheriff's Department); York County (Rock Hill Police Department); and Chesterfield County (Chesterfield County Sheriff's Department). It should be noted that a police traffic services project was awarded to the Charleston Police Department, but the subgrantee refused to accept the grant award. Another grant project submitted by the Isle of Palms Police Department was approved but not funded due to non-availability of federal funds.

2. To reduce the number of traffic collisions with a contributing factor of exceeding the posted speed limit by 2% during CY 2005, as compared to CY 2004 data.

Level of Accomplishment: According to projected estimates of the OHS Statistical Analysis Center, the estimated number of crashes with a factor of exceeding the speed limit for 2005 is 2,199, an increase of 2.1% from the 2,153 in 2004.

3. To reduce the number of traffic collisions with a contributing factor of alcohol or drugs by 2% during CY 2005, as compared to CY 2004 data.

Level of Accomplishment: According to projected estimates of the OHS Statistical Analysis Center, the estimated number of traffic crashes with a factor of alcohol for 2005 is 4,928, an increase of 4.1% from the 4,733 in 2004.

4. To reduce the number of traffic collisions caused by aggressive driving behaviors, including driver inattention, failing to yield the right of way, disregarding a sign/signal, and improper lane change, by 2% during CY 2005, as compared to CY 2004 data.

Level of Accomplishment: According to projected estimates of the OHS Statistical Analysis Center, the estimated number of crashes with selected aggressive driving factors for 2005 is 56,628, an increase of 2.4% from the 55,326 in 2004.

Long Range Goals (2005 - 2009):

1. To reduce the number of traffic collisions reported on the state's streets and highways by 15% by the end of CY 2009.

Level of Accomplishment: As indicated above, projected estimates from the OHS Statistical Analysis Center indicates 116,508 collisions for CY 2005. When compared to the 109,786 collisions in CY 2004, this represents an estimated increase in total collisions for CY 2005 of 6.1%. With the continued increases in the State relative to population, registered vehicles and vehicle miles traveled, it may be necessary to look at some sort of percentage or collision rate in order to deal adequately with the collisions occurring.

2. To reduce the number of traffic crashes with a primary contributing factor of exceeding the posted speed limit by 10% by the end of CY 2009.

Level of Accomplishment: See Short Range Goals above. The increase reflects the overall problems with speeding experienced in the state of South Carolina and nationally. However, with the adoption of the "Target Zero" umbrella theme for highway safety campaigns in the state and with increased cooperation in enforcement activities between state and local law enforcement agencies, this goal is achievable by 2009.

3. To reduce the number of alcohol-related traffic crashes in South Carolina by 10% by the end of CY 2009.

Level of Accomplishment: See Short Range Goals above. Though the numbers are up slightly for 2005 over against the 2004 statistics, this goal is achievable. With increased emphasis on enforcement and public information and education campaigns in the coming years, as well as an anticipated strengthening of the state's DUI laws, this goal should be achieved by 2009.

4. To reduce the number of traffic collisions caused by aggressive driving behaviors, including driver inattention, failing to yield the right of way, disregarding a sign/signal, and improper lane change, by 10% by the end of CY 2009.

Level of Accomplishment: See Short Range Goals above. The increase reflects the overall problem with aggressive driving in the state of South Carolina and nationally. With the adoption of the "Target Zero" umbrella theme for highway safety campaigns in the state and with increased cooperation in enforcement activities between state and local law enforcement agencies, this goal is achievable by 2009.

PROJECT NAME

Police Traffic Services Program Management

PROJECT LOCATION

Statewide

PROJECT NUMBER

2H05005

PROGRAM AREA(S)

Police Traffic Services

TYPE OF JURISDICTION

Not Applicable

TARGETED POPULATION

Law Enforcement Agencies statewide

PROBLEM IDENTIFICATION

South Carolina's mileage death rate in 2004 of 2.1 (up from 2.0 in 2003) remains considerably higher than the national MDR of 1.46. Total fatal collisions increased on South Carolina roadways in 2004 by an approximate 4.5%, and the number of total traffic fatalities increased an approximate 8%. Driving Under the Influence (DUI) and speeding continue to be the leading contributing factors in crashes, while various aggressive driving behaviors continue to contribute to property damage and injury collisions statewide. In spite of the great strides being made to coordinate enforcement and education efforts throughout the state, the need to maintain strong communication networks among law enforcement agencies and to ensure that traffic safety remains a priority is quite evident.

GOALS AND OBJECTIVES

- To achieve a 5% reduction in traffic crashes through the development and implementation of traffic enforcement units in targeted counties.
- To achieve a 5% reduction in traffic injuries through the development and implementation of traffic enforcement units in targeted counties.
- To achieve a 5% reduction in traffic fatalities through the development and implementation of traffic enforcement units in targeted counties.
- To assist in coordinating participation by law enforcement projects in two "blitz periods". These periods are Memorial Day and Labor Day.
- To coordinate and schedule all monitoring visits by February 1, 2004.
- To develop and administer all Police Traffic Services projects, with development activities concentrating on agencies in counties with high crash rates, on an ongoing basis.
- To prepare the PTS section of the annual Summaries and Recommendations, Highway Safety and Performance Plan, Funding Guidelines and the Annual Evaluation Report by assigned deadlines.
- To assist in coordinating statewide activities in observance of National Drunk and Drugged Driving Prevention Month in December, including "Lights on for Life" day and "Lifesavers Holiday Weekend", and prepare a report of activities completed.
- To develop new PTS project applications in targeted areas and review all applications

submitted in the program areas by assigned deadlines.

- To provide ongoing technical assistance to all PTS programs, including responding to correspondence and revision requests, making monthly telephone contacts, desk monitoring projects, and providing for needed training and technical assistance to local project staff as requested.
- To coordinate the use of BATmobile units among state and local law enforcement agencies in the state.
- To establish and maintain relationships between the OHS and local law enforcement agencies in the state.
- To continue to develop and maintain Law Enforcement Networks throughout the state.
- To coordinate the awarding of Law Enforcement Network mini-grants.

STRATEGIES AND ACTIVITIES

The implementation, establishment, and enhancement of traffic units are the primary means of reducing traffic crashes, fatalities, and injuries on our state's roadways. In order to enhance coordinated law enforcement efforts to address the major violations causing traffic crashes in our state, Law Enforcement Network briefings and regularly scheduled meetings were held during the grant period as forums for law enforcement to exchange ideas about successful enforcement initiatives and strategies. Enforcement blitzes were another component of the project and were coordinated around the Memorial Day and Labor Day holiday periods (*Buckle up South Carolina. It's the law and it's enforced.* and *Sober or Slammer!*, respectively), the Christmas/New Year's holiday period (*Target Zero*) and the summer months (*100 Days of Summer Heat*). Agencies receiving grant funds were also required to conduct presentations about highway safety issues (speeding, DUI, aggressive driving, etc.) to various audiences, thus combining enforcement and education to make highway safety a priority.

During the grant year, the state of South Carolina joined fourteen (14) other states as the National Highway Traffic Safety Administration's Strategic Evaluation States (SES). As a result, South Carolina initiated a year-long sustained DUI enforcement campaign utilizing the national slogan (*You drink and drive. You lose.*) and the state impaired driving slogan (*Sober or Slammer!*). The campaign began on July 1, 2005 and will conclude on June 30, 2006. The state is utilizing the efforts of the sixteen (16) judicial circuit Law Enforcement Networks to increase impaired driving enforcement activity for the year-long endeavor. The campaign focuses on eighteen (18) counties that comprise 69% of the state's population and that account for 72% of the state's alcohol-related crash fatalities. The campaign consists of sobriety checkpoints, saturation patrols and the utilization of two Breath Alcohol Testing (BAT) mobile units to increase impaired driving enforcement efforts on a regular basis during the year.

RESULTS

- The 2004 Traffic Collision Fact Book indicates that from 2003 to 2004 traffic crashes in South Carolina increased by 1%, from 108,886 to 110,029, and fatalities increased by 8%, from 969 to 1,046; however, crash-related injuries decreased by 0.1%, from 51,267 to 51,226. For the three-year period from 2002 to 2004, there was an increase in total traffic crashes (1.6%) and in injury collisions (0.2%), a decrease in the total number of fatal crashes (-0.3%), in fatalities (-0.7%), and injuries sustained (-1.7%). Projections by the OHS Statistical Analysis Center for 2005 show an increase in fatalities (1,131 estimated for 2005,

over against 1,046 in 2004), an increase in injuries (51,759 estimated for 2005, over against 51,226 for 2004), and an increase in total collisions (116,508 estimated for 2005, over against 110,029 for 2004).

- Law enforcement agencies statewide were periodically reminded of upcoming seatbelt and alcohol countermeasures initiatives via e-mail and telephone calls. The Program Manager routinely called subgrantees to ensure reports were submitted.
- All subgrantees who were awarded grants October 1, 2004, were monitored by the assigned deadline. Monitoring reports were submitted to the Planning and Evaluation Manager and Assistant Director. Final copies of the reports were maintained in the grant files.
- Development of PTS projects is done throughout the year. FFY 2005 PTS projects were continued in the following counties: Richland, Charleston, Dorchester, Berkeley, Lancaster, Darlington, and Anderson.
- The FFY 2005 Summaries and Recommendations and the PTS section of the FFY 2006 Highway Safety and Performance Plan were completed and submitted to the Planning and Evaluation Manager by the assigned deadlines. The Annual Evaluation Report was submitted to the Planning and Evaluation Manager by November 30, 2005.
- Law enforcement agencies and highway safety advocates statewide were contacted and asked to support the national *You Drink and Drive. You Lose.* Campaign, in conjunction with Drunk and Drugged Driving Prevention Month during the month of December. Activity was documented in the *Sober or Slammer!* grant file.
- The Program Manager assisted several potential subgrantees with their grant applications by previewing applications prior to the deadline and offering technical assistance and suggestions when necessary. The Program Manager reviewed all applications submitted and completed review sheets for each applicant and summaries for assigned projects by the assigned deadlines.
- Technical assistance was provided to all PTS programs throughout the grant period. Project Directors were routinely asked if assistance was needed.
- The two (2) BATmobiles were placed into service on December 16, 2004. Both units have been used at least one time by agencies in each of the 16 South Carolina Law Enforcement Network. Some LENS have used the units exclusively for enforcement purposes at road checks and saturation patrols, while others have combined education opportunities at high schools, middle schools and civic group functions with enforcement activities.

Through September 30, 2005, the enforcement activity associated with the use of the BATmobiles is as follows:

<u>83</u>	Documented Checkpoints (hours devoted to saturation patrols not necessarily documented at this point)
<u>198</u>	DUI arrests
<u>280</u>	Driving Under Suspension
<u>128</u>	Operating Uninsured Vehicle
<u>171</u>	Open Container
<u>35</u>	Fugitives Apprehended
<u>1</u>	Stolen Vehicle Recovered
<u>1,700</u>	Other Cases (includes misdemeanor/felony drug cases, weapons charges, traffic charges, and other violations)
<u>213</u>	Written Warnings (agencies did not track verbal warnings)

5 Talked w/students about DUI Law & BATmobile

- The Office of Highway Safety Law Enforcement Liaisons have maintained relationships with local law enforcement agencies by taking advantage of every opportunity that may arise to talk to agency representatives, either as a group or individually, about the highway safety campaigns or traffic safety in general. Law Enforcement Liaisons attend every Law Enforcement Network (LEN) meeting. Additionally, the South Carolina Sheriff's Association, the SC Law Enforcement Officers Association and the SC Police Chief's Association have annual and semi-annual meetings which offer opportunities for networking with law enforcement officers. Most of the local and state agencies have access to e-mail, and this presents another option for sustained communication with law enforcement agencies. Also, the LEN Coordinator in the 16th Circuit, which covers York and Union counties, made contact with Extranet Secure Portals (ESP), a secure server provider in Virginia, which agreed to host a no cost e-mail communication server for the SC Law Enforcement Network. There are now about 141 South Carolina law enforcement officers that are members of this communication server, which provides them access to the dissemination of traffic safety information.
- There are approximately 265 law enforcement agencies that have officers who perform some sort of traffic enforcement function, either as part of their duties in a Traffic Division or in a Patrol Division. The Office of Highway Safety encourages these agencies to participate in the statewide campaigns and the sustained impaired driving enforcement effort in focus counties. Currently, about 50% of these agencies have regular attendance at the LEN meetings. The Law Enforcement Liaisons work with the LEN Coordinators and Assistant LEN Coordinators to increase awareness of the function of the LEN. The Office of Highway Safety has about 40-45% participation from state and local law enforcement agencies with the enforcement mobilizations and sustained effort.
- There are sixteen (16) judicial circuits in South Carolina, each comprised of two to five counties. The Law Enforcement Networks are based on the judicial circuit, and each LEN has a coordinating agency. These agencies are eligible for Law Enforcement Network mini-grants. During the first year of funding for the LEN, each coordinating agency was eligible for \$10,000. The first LEN was formed in the 2nd Circuit (Bamberg, Barnwell and Aiken counties) in April 2003. To date, networks have been formed in each of the sixteen (16) judicial circuits, and mini-grants have been awarded to each network's coordinating agency. Agencies have been allowed to use funds for the purchase of computers to track enforcement and media activities, radar units for speed detection and enforcement and in-car video camera systems. Grant funds were also used for ongoing support for and maintenance of the LEN, to include the purchase of incentive prizes for LEN participating agencies, meeting room costs, traffic enforcement trailers, generators, or other items used to support LEN enforcement activities. For FFY 2005, each LEN was eligible for \$2,000 that could be used for LEN support. Also, some networks had carry-forward funds from FFY 2004 which augmented their funding. The Law Enforcement Liaisons handled necessary paperwork for the Office of Highway Safety to award all 16 LEN mini-grants.

FUNDING	
Section 402	\$ 277,678.14
Local	N/A
CONTACT	
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Office of Highway Safety	
PO Box 1993	
Blythewood, SC 29016	
(803) 896-9950	
State Office of Highway Safety Program Manager	
Amy Caldwell	

PROJECT NAME
Traffic Enforcement Division

PROJECT LOCATION
Richland County, SC

PROJECT NUMBER
2H05008

PROGRAM AREA(S)
Police Traffic Services

TYPE OF JURISDICTION
County

TARGETED POPULATION
Motorists of Richland County

PROBLEM IDENTIFICATION

The capital of the state of South Carolina, Columbia, is located within the boundaries of Richland County. Columbia is host to many governmental agencies, hospitals, and institutions of higher learning. There is a high number of commuters coming in and out of the county on a daily basis. Reasons such as the above have contributed to a higher level of traffic incidents and speed-related collisions. Richland County consistently ranks at the top of the state in total collisions, fatal collisions, alcohol-related collisions and collisions resulting in injury. A Traffic Enforcement Division, specifically assigned to traffic duties, was formed to help alleviate these problems.

GOALS AND OBJECTIVES

- To reduce the number of speed-related collisions by 5%, from 3,378 to 3,209, over the grant period by incorporating education and enforcement.
- To reduce the number of speed-related injuries by 5%, from 839 to 797, over the grant period by incorporating education and enforcement.
- To reduce the number of speed-related fatalities by 5%, from 14 to 13, over the grant period by incorporating education and enforcement.
- To reduce the number of “driving under the influence” related collisions by 5%, from 379 to 360, over the grant period.
- To reduce the number of “driving under the influence” related fatalities by 5%, from 20 to 19, over the grant period.
- To continue the employment of four (4) Traffic Enforcement Officers.
- To conduct at least thirty-five (35) checkpoints by 9/30/05.
- To have an appropriate, corresponding increase in citations for violations to include failure to yield right-of-way, following too closely, driving under suspension, disregarding sign/signal, improper turn, and improper lane change by September 30, 2005, due to enhanced traffic enforcement efforts over the course of the grant period.
- To have an appropriate, corresponding increase in speeding citations by September 30, 2005, due to enhanced traffic enforcement efforts over the course of the grant period.

- To have an appropriate, corresponding increase in safety belt and child restraint citations by September 30, 2005, due to enhanced traffic enforcement efforts over the course of the grant period.
- To have an appropriate, corresponding increase in DUI arrests by September 30, 2005, due to enhanced traffic enforcement efforts over the course of the grant period.
- To conduct a minimum of twenty (20) traffic safety presentations to area schools, businesses, religious organizations and civic groups by 9/30/05.
- To issue monthly press releases to the local media outlets detailing the activities of the Traffic Enforcement Division.
- To plan and conduct special enforcement and education activities in support of the National Child Passenger Safety Week (February), Buckle Up, America Week! (May) and Drunk and Drugged Driving Prevention Month (December).
- To train all grant-funded officers in areas essential for proper operation of a Traffic Division.
- To have each grant-funded officer maintain a daily log of contacts made in the course of patrolling, to include verbal warnings and written citations.

STRATEGIES AND ACTIVITIES

The Richland County Sheriff's Department hired four (4) grant-funded Traffic Deputies and one (1) non-grant-funded Traffic Corporal. The Corporal served as liaison to all of the other law enforcement agencies and the South Carolina Highway Patrol in the coordination of joint specialized enforcement efforts, such as public safety checkpoints. Duties of the Traffic Unit included proactive traffic enforcement to reduce collisions in known dangerous intersections and problematic stretches of the highway; detection and apprehension of DUI offenses; and rapid report of road conditions that could be a factor in the cause of traffic collisions. The Deputies conducted speed enforcement in regions assigned by the Traffic Corporal to reduce speed-related injuries and deaths. The Traffic Unit conducted checkpoints and engaged in selective enforcement of safety belt and child restraint usage. The Unit conducted selective DUI enforcement and checkpoints. The Unit patrolled in areas and conducted checkpoints during the times that were considered to be dangerous due to the high number of people driving under the influence. The Traffic Unit conducted educational driver safety and safe practices presentations to area community groups, the public and schools. The Traffic Unit participated in various media events and issued press releases in order to educate the public about the Unit and the highway safety issues in the county. The Unit participated in special enforcement and educational activities in support of the National Child Passenger Safety Week, Buckle Up, America! Week and Drunk and Drugged Driving Prevention Month. In addition, the Unit agreed to participate in the state's occupant protection and alcohol countermeasures programs throughout the year. Each Traffic Officer has, or is in varying stages of receiving, Traffic Safety Officer certification. Documentation of citations and statistics has been maintained for goal setting and strategic planning.

RESULTS

- During FFY 2004, Richland County experienced 2,871 speed-related traffic collisions. During FFY 2005, Richland County experienced 3,855 speed-related traffic collisions, an increase of 34.3%.

- During FFY 2004, Richland County experienced 1,042 speed-related traffic injuries. During FFY 2005, Richland County experienced 1,419 speed-related traffic injuries, an increase of 36.2%.
- During FFY 2004, Richland County experienced thirteen (13) speed-related traffic fatalities. During FFY 2005, Richland County experienced twenty-four (24) speed-related traffic fatalities, an increase of 84.6%.
- During FFY 2004, Richland County experienced 360 alcohol-related traffic crashes. According to preliminary estimates of the Statistical Analysis Center of the Office of Highway Safety, during FFY 2005 Richland County experienced 347 alcohol-related traffic crashes, a decrease of 3.6% as compared to FFY 2004.
- During FFY 2004, Richland County experienced 23 alcohol-related traffic fatalities. According to preliminary estimates of the Statistical Analysis Center of the Office of Highway Safety, during FFY 2005 Richland County experienced 24 alcohol-related traffic fatalities, an increase of 4.3% as compared to FFY 2004.
- Four traffic deputies were hired and spent 100 percent of their time performing traffic duties. The officers contributed a total of 8,126 hours to traffic enforcement and safety in Richland County, and patrolled 109,451 miles.
- The Traffic Unit conducted thirty-six (36) checkpoints during FFY 2005 grant year, thus eclipsing the objective of thirty-five (35) checkpoints.
- The Traffic Unit increased citations for violations to include failure to yield right of way, following too closely, driving under suspension, disregarding sign/signal, improper turn, and improper lane change. The Unit issued 881 citations for these violations during the FFY 2005 grant year, a 34.7% increase over the 654 issued in the FFY 2004 grant year.
- The Traffic Unit saw a 19% decrease in citations for speeding during the FFY grant year, from 1,948 in FFY 2004 to 1,578 in FFY 2005.
- The Traffic Unit also saw a decrease in citations for safety belt and child restraint citations during FFY 2005. The Unit wrote 717 citations for these violations during FFY 2005, a decrease of 39.7% as compared to the 1,190 citations written in FFY 2004.
- The Traffic Unit made 49 DUI arrests in FFY 2005, a 25.8% decrease as compared to the 66 DUI arrests made in FFY 2004.
- There were 59 traffic education presentations conducted throughout the grant year that reached 3,365 people in Richland County, surpassing the objective of 20 presentations for the year.
- The Traffic Safety Unit participated in media events throughout the grant year. Copies of newspaper articles were included with progress reports.
- Special enforcement and education activities in support of the National Child Passenger Safety Week (February), Buckle Up, America! Week (May) and Drunk and Drugged Driving Prevention Month (December) were conducted throughout the grant period.
- Due to circumstances beyond the control of the subgrantee, the grant-funded officers did not receive certification as Traffic Safety Officers through the Criminal Justice Academy. Classes are being attended by grant-funded officers as they become available through the Criminal Justice Academy and other sources.
- All traffic officers are maintaining daily logs of contacts made in the course of patrolling, to include verbal warnings and written citations.

FUNDING	
Section 402	\$ 42,664.00
Section 157a	\$ 59,006.00
Local	\$ 101,669.00
CONTACT	
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State Office of Highway Safety Program Manager	
Amy Caldwell	

PROJECT NAME
Traffic Enforcement Unit

PROJECT LOCATION
Lancaster County, SC

PROJECT NUMBER
2H05009

PROGRAM AREA(S)

Selective/Proactive Traffic Enforcement

TYPE OF JURISDICTION

County

TARGETED POPULATION

Vehicle operators, occupants and pedestrians

PROBLEM IDENTIFICATION

The Lancaster County Sheriff's Office did not have full-time traffic enforcement officers to provide traffic enforcement on highways and roads in its jurisdiction until November 2003 (FFY 2004) when the Traffic Enforcement Unit began its duties pursuant to first year grant funding. As in many sheriffs' departments, the office had previously focused on other criminal activities considered to be its primary mission, while leaving most traffic enforcement responsibilities in the county to the SC Highway Patrol. However, Lancaster County has experienced substantial growth in population and traffic volume and an alarming increase in traffic fatalities in the past few years. Traffic deaths rose from twenty (20) in 1999 to twenty-three (23) in 2002, a staggering 15% increase. Because of these factors and due to personnel constraints within the Highway Patrol, the sheriff's office became convinced that it needed a full-time traffic enforcement unit to enhance citizen safety and reduce deaths and injuries on Lancaster County highways and roads.

GOALS AND OBJECTIVES

- To reduce the total number of crashes in Lancaster County by 5%, from 1,738 to 1,651 by the end of the grant period.
- To reduce the total number of injury-related crashes in Lancaster County by 5%, from 519 to 492 by the end of the grant period.
- To reduce the total number of alcohol-related crashes in Lancaster County by 5%, from 117 to 111 by the end of the grant period.
- To reduce the total number of alcohol-related fatalities in Lancaster County by 5%, from 23 to 21 by the end of the grant period.
- To reduce the total number of traffic fatalities in Lancaster County by 5%, from 19 to 17 by the end of the grant period.
- To maintain Officers and purchase the needed equipment within the first quarter of the grant award.
- To conduct twelve (12) public safety checkpoints each year of the grant period.

- To have an appropriate, corresponding increase in citations for violations such as speeding, failure to yield the right-of-way, following too closely, improper turn, and improper lane change by September 30, 2005.
- To have an appropriate, corresponding increase in citations for child restraint and safety belt violations by September 30, 2005.
- To have an appropriate, corresponding increase in the number of DUI arrests by September 30, 2005.
- To conduct a minimum of twelve (12) traffic safety presentations to area schools, businesses and civic groups each year of the grant period.
- To issue a monthly press release to the local media outlets detailing the activities of the Traffic Unit.
- To plan and conduct special enforcement and education activities in support of National Child Passenger Safety Week (February), Buckle Up, America! Week (May), and Drunk and Drugged Driving Prevention Month (December).
- To have all grant-funded Traffic Enforcement Officers trained in areas essential for the proper operation of the traffic unit by the end of the grant period.
- To conduct a meeting with local judges to discuss the program in the first quarter of the grant year.
- To have each grant-funded officer maintain a daily log of contacts made in the course of patrolling, to include verbal warnings and written citations.

STRATEGIES AND ACTIVITIES

The Traffic Enforcement Unit of the Lancaster County Sheriff's Office is a two-person team composed of a sergeant and one deputy (level II). The Sergeant is the direct supervisor of the Traffic Enforcement Unit and reports directly to the Captain over the traffic division. The main goal of the project was to reduce traffic deaths and injuries in Lancaster County.

Traffic checkpoints proved to be a valuable tool in detecting intoxicated drivers and deterring moving violations. Checkpoints were established in locations based on collision rates, problem history, and/or citizen complaints. Officers prepared activity reports noting citations issued and arrests made at checkpoints. The unit supervisor correlated the number and nature of violations, locations, time of day and day of week to evaluate checkpoint effectiveness.

One aspect of the project's traffic safety plan was the enforcement of hazardous moving violations, including failure to yield right-of-way, following too closely, disregarding sign/signal, improper turn, and improper lane change. The Sergeant was responsible for scheduling and assigning the members of the unit to proactive enforcement duties, including saturation patrols. Clerical personnel entered citation data into the department's traffic database. The database generated reports based on violation, incident location, time of day, day of week, and other pertinent categories. These reports aided the Captain and Sergeant in evaluating individual and team effectiveness, and in developing and fine-tuning enforcement strategies.

Increasing the number of citations issued for speeding violations by using grant-funded radar was another component of the project plan to reduce traffic deaths and injuries. The same methods cited in the previous paragraph regarding moving violations were used to select

enforcement locations and gather statistics. High crash areas and school zones were primary targets of speed enforcement efforts.

The number of citations for safety belt and child restraint violations was increased due to the implementation of the traffic unit. Traffic unit officers were instructed to look for secondary violations when they cited drivers for other traffic offenses, either as a result of vehicle stops or at checkpoints. These offenses were also tracked in the traffic database.

The Traffic Enforcement Unit was expected to increase the number of driving under the influence arrests as a result of enhanced enforcement. The Traffic Sergeant examined locations and times of past alcohol and drug-related arrests and collisions to determine problem areas and peak periods for this offense. Duty hours were adjusted to cover these periods. Conducting saturation patrols and checkpoints near bars and taverns also proved to be useful tactics. The grant-funded in-car video systems enhanced enforcement efforts by providing visual proof of offender impairment.

Traffic safety presentations were used to inform the public about the fundamentals of traffic safety and traffic law and to make them aware of the enforcement efforts and initiatives that the Traffic Enforcement Unit was implementing. The ultimate goal was to increase citizen compliance with traffic laws and reduce collisions, injuries and deaths. The unit supervisor created traffic safety presentations for area schools, businesses and civic groups. The presentations focused on the dangers of impaired driving, aggressive driving, driver inattention and driving/riding while unrestrained.

The unit supervisor and/or project director prepared monthly press releases for the media to inform the public about the enforcement program's purpose, the activities of the unit, the dates/times/locations of traffic safety presentations, and to gain support from the public. The department also gave safety tips to the public through the media, especially during high traffic volume holidays and inclement weather.

The unit supervisor planned and conducted special enforcement and education activities in support of National Child Passenger Safety Week (February), Buckle Up, America! Week (May), and Drunk and Drugged Driving Prevention Month (December). The supervisor kept records of these activities. The sergeant also encouraged local newspapers and radio stations to run public service articles and announcements about these events. The primary objective of the events was to increase public awareness of these problems and to encourage compliance with the applicable laws.

The training officer ensured that each member of the Traffic Enforcement Unit received and maintained specialized training in DUI Detection, Radar Certification, Datamaster Certification, Selective Traffic Enforcement, and Occupant Protection Enforcement. The Sheriff's Office only investigated traffic crashes that presented a potential conflict of interest for the Highway Patrol, but also sought training in crash investigation. Course completion was contingent upon class availability.

The Captain and unit supervisor met with the three county magistrates to inform them about the Traffic Enforcement Unit's enforcement duties and objectives during the second year in an effort

to continue the magistrates' support. Follow-up meetings were held as necessary to discuss problems.

The unit supervisor ensured that the Traffic Enforcement Unit participated fully in the state's Occupant Protection and Alcohol Countermeasures Programs throughout the grant period. The unit supervisor collected data on citations issued for safety belt and child restraint violations and DUI arrests during these program emphases. The primary objective of the Occupant Protection efforts was to improve citizen compliance with seat belt and child restraint laws and decrease fatalities resulting from failure to use or properly employ restraint devices. The purpose of the Alcohol Countermeasures efforts was to reduce traffic collisions due to driving under the influence of alcohol.

RESULTS

All goals were pursued using a combination of techniques: public safety checkpoints; increasing the number of citations issued for hazardous moving violations, speeding, safety restraint violations and DUI; traffic safety presentations; press releases to inform the public about unit activity; special enforcement and education activities during state and national traffic initiatives; and specialized training for officers in traffic-related subjects.

- In CY 2004, there were 1,311 traffic collisions in Lancaster County. According to estimates by the Statistical Analysis Center of the Office of Highway Safety, Lancaster County should experience 1,276 traffic collisions in CY 2005, a decrease of 3%.
- In CY 2004, there were 770 total injury-related collisions in Lancaster County. According to estimates by the Statistical Analysis Center of the Office of Highway Safety, Lancaster County should experience 635 injury-related traffic collisions in CY 2005, a decrease of 18%.
- In CY 2004, there were eighty-six (86) alcohol-related collisions in Lancaster County. According to estimates by the Statistical Analysis Center of the Office of Highway Safety, Lancaster County should experience 101 alcohol-related traffic collisions in CY 2005, an increase of 17%.
- In CY 2004, there were five (5) alcohol-related traffic fatalities in Lancaster County. According to estimates by the Statistical Analysis Center of the Office of Highway Safety, Lancaster County should experience ten (10) alcohol-related traffic fatalities in CY 2005, an increase of 100%.
- In CY 2004, there were eighteen (18) traffic fatalities in Lancaster County. According to estimates by the Statistical Analysis Center of the Office of Highway Safety, Lancaster County should experience eighteen (18) traffic fatalities in CY 2005, reflecting no change.
- During the first quarter of the second year, there was one personnel change in the Traffic Enforcement Unit due to an officer voluntarily resigning employment with the department. There were no personnel changes during the remainder of the grant period. Sergeant Roberts, a certified Traffic Safety Officer, was assigned as the traffic sergeant for the traffic unit. All of the grant-funded equipment was purchased by the end of the grant period.
- Eighteen (18) public safety checkpoints were conducted during the grant period resulting in numerous arrests and citations being issued and exceeding the objective of twelve (12).
- Speeding citations that were issued in the County of Lancaster during the grant period increased by 24.3%, from 1,825 in FFY 2004 to 2,268 in FFY 2005. Other moving violation

citations were also increased in FFY 2005 by 33.6%, from 559 in FFY 2004 to 747 in FFY 2005.

- Child restraint violation citations increased from fifty-two (52) in FFY 2004 to 99 in FFY 2005, a 90.4% increase. Safety belt violation citations increased from 134 in FFY 2004 to 627 in FFY 2005, a 368% increase.
- DUI arrests increased in FFY 2005 in Lancaster County as compared to FFY 2004 by 5.9%, from seventeen (17) in FFY 2004 to eighteen (18) in FFY 2005.
- Ten (10) traffic safety presentations were conducted for several different schools and civic groups reaching almost 300 attendees.
- Each press organization was called at the beginning of every month to make them aware of activities of the traffic unit during the previous month.
- The traffic unit participated in state and national emphasis mobilizations.
- The appointed officer was already a certified traffic safety officer at the beginning of the grant.
- Meetings were held with local judges to apprise them of the grant project during the first month of the grant.
- Grant-funded officers maintained a daily log of contacts made via computer located in the officer's vehicle and can be printed out upon request of the granting agency.

FUNDING	
Section 402	\$ 93,314.00
Local	\$ 31,104.00
CONTACT	
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State Office of Highway Safety Program Manager	
Amy Caldwell	

PROJECT NAME
Traffic Enforcement Unit

PROJECT LOCATION
Summerville, SC

PROJECT NUMBER
2H05012

<p>PROGRAM AREA(S) Police Traffic Services</p> <p>TYPE OF JURISDICTION Municipal</p> <p>TARGETED POPULATION Town of Summerville</p>
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PROBLEM IDENTIFICATION

The Town of Summerville is one of the fastest growing communities in the state of South Carolina. With the increase in new residential building comes an increase in commercial building and a large influx of traffic on already overcrowded roadways. Once cited as a “small quiet town”, the Town of Summerville has been exceeding all projected census numbers for population growth. The 2000 US Census showed the Town’s population at 27,752, and the current population is estimated at approximately 34,000, an increase of almost 23%. With the increase in traffic flow, increased traffic fatality rate (3 fatalities in 2002, 7 fatalities in 2003), and increased patrol call volume, the Town needed an established Traffic Unit.

GOALS AND OBJECTIVES

- To reduce the total number of traffic crashes in the Town of Summerville by 10%, from 1,125 to 1,012, by the end of the grant period.
- To reduce the total number of traffic crash injuries in the Town of Summerville by 10%, from 303 to 272.
- To reduce the total number of DUI related crashes in the Town of Summerville by 20%, from 17 to 13.
- To reduce the total number of traffic crash fatalities by 66%, from 3 to 1.
- To conduct at least 12 multi-jurisdictional public safety checkpoints by September 30, 2005.
- To have an appropriate, corresponding increase in citations for violations such as failure to yield right-of-way, following too closely, disregarding sign/signal, improper turn, and improper lane change by September 30, 2005, due to enhanced traffic enforcement efforts over the course of the grant period.
- To have an appropriate, corresponding increase in speeding citations by September 30, 2005, due to enhanced traffic enforcement efforts over the course of the grant period.
- To have an appropriate, corresponding increase in citations for safety belt and child restraint violations by September 30, 2005, due to enhanced traffic enforcement efforts over the course of the grant period.
- To have an appropriate, corresponding increase in DUI arrests by September 30, 2005, due to enhanced traffic enforcement efforts over the course of the grant period.

- To conduct a minimum of 12 traffic safety presentations to area schools, businesses, and civic groups by September 30, 2005.
- To issue at least 6 press releases to the local media outlets detailing the activities of the Traffic Unit.
- To plan and conduct special enforcement and education activities in support of national and statewide highway safety initiatives, to include National Child Passenger Safety Week (February); Buckle up, America! Week (May); and Drunk and Drugged Driving Prevention Month (December).
- To continue with the two-member traffic unit along with training in the areas essential for proper operation of a traffic unit.
- To have each grant-funded officer maintain a daily log of contacts made in the course of patrolling, to include verbal warnings and written citations.

STRATEGIES AND ACTIVITIES

Along with increased population and traffic flow, an increase in aggressive, impatient drivers is also seen. The goal of this project was to get voluntary compliance regarding traffic regulations through education and enforcement, and to reduce traffic fatalities and injuries. The project included educating Summerville's high school youth enrolled in Drivers Education classes on DUI and other important traffic laws and topics, and through DUI crash demonstrations. Traffic Officers attended local meetings in the community to address traffic concerns and also educate elder drivers on DUI and other traffic laws and issues. The Traffic Officers conducted pro-active patrols to search for moving violations and impaired driving offenders. The Traffic Unit worked with other surrounding agencies in conducting Multi-Jurisdictional Public Safety Check Points, and with the SC Department of Public Safety and the National Highway Traffic Safety Administration to participate in statewide and national traffic safety campaigns.

RESULTS

- Traffic crashes in the Town of Summerville from October 2002 to September 2003 totaled 1,322. During the FFY 2004 grant period, Town of Summerville traffic crashes increased by 19%, from 245 to 1,567. During the FFY 2005 grant period, the rate of increase of crashes slowed to 4%, from 1,567 to 1,631. This increase is less than the amount of increase of our traffic volume on the local highways. According to the Berkeley-Charleston-Dorchester Council of Governments, traffic on the roadways of Summerville went up almost 20% in CY 2004 as compared to CY 2003.
- Traffic crash injuries in the Town of Summerville totaled 346 during FFY 2003. During FFY 2004, traffic crash injuries increased to 367, or 6%. During FFY 2005, traffic crash injuries increased to 414, or 13%.
- The total number of DUI related crashes in the Town of Summerville totaled 26 during FFY 2003. During the FFY 2004 grant period, DUI related crashes totaled 23, a decrease of 13%. During the FFY 2005 grant period, DUI related traffic crashes increased by 4.3%, to 24. This remains a decrease from FFY 2003.
- There were nine (9) traffic crash related fatalities in the Town of Summerville during FFY 2003. During FFY 2004 that number was reduced to zero, a decrease of 100%. During FFY 2005, the Town of Summerville saw two (2) fatalities, an increase from the previous year, but still a major reduction from FFY 2003.

- The Traffic Enforcement Unit conducted the following twenty-one (21) multi-jurisdictional public safety checkpoints during the FFY 2005 grant year: Oct 5th (SCHP); Oct 21st (Charleston County); 2 on Oct 29th (one with SCHP and one with Charleston County); Nov 9th (Charleston County); 2 on Nov 19th (Dorchester County); Dec 1st (Charleston County); January 21-22, 2005 (six multi-jurisdictional checkpoints with Dorchester County and SCHP, involving the BATmobile); Mar 23rd (two multi-jurisdictional checkpoints with Dorchester County); May 27th (3 checkpoints with Dorchester County and SCHP); September 3rd (two checkpoints with Dorchester County Sheriff's Office); The Traffic Enforcement Unit also conducted twelve (12) Public Safety Checkpoints with other officers of the Summerville Police Department.
- During FFY 2003, there were 356 moving citations issued by the Summerville Police Department for violations including failure to yield right-of-way, following too closely, disregarding sign/signal, improper turn and improper lane change. During FFY 2004, the first year of grant funding, the Department issued 420 such citations, 89 of which came from the two grant-funded officers. This was an increase of 17%. During the FFY 2005 grant year, the Department issued 2,756 moving citations, 328 of which came from the grant-funded officers, representing an increase of 656%.
- During FFY 2003, the Summerville Police Department issued 1,803 citations for speeding. During FFY 2004, the first year of grant funding, the Department issued 2,546 citations, with the two grant-funded officers accounting for 947, or 37%. This was an increase of 41%. During FFY 2005, the Department issued 2,763 speeding citations, 1,237 of which came from the grant-funded officers. This represents an increase of 53% over FFY 2003 and 9% over FFY 2004.
- During FFY 2003, the Summerville Police Department issued 517 citations for seatbelt and child restraint violations. During FFY 2004, the first year of grant funding, the Department issued 993 such citations, with the two grant-funded officers accounting for 317, or 31% of the citations. This was an increase of 92%. During FFY 2005, the Department issued 1052 citations, 300 of which, or 28.5%, came from the grant-funded officers. This represents an increase of more than 100% over FFY 2003 and 6% over FFY 2004.
- During FFY 2003, the Summerville Police Department made 64 arrests for DUI. During FFY 2004, the first year of grant funding, the Department made 74 DUI arrests, with the two grant-funded officers accounting for 30 of the DUI arrests, or 40%. This was an increase of 15%. During FFY 2005, the Department made 144 DUI arrests, 56 of which, or 38.9% were made by grant-funded officers. This represents an increase of 125% over FFY 2003 and 95% over FFY 2004.
- The two grant-funded officers participated in seventeen (17) Traffic Safety Presentations, from Summerville High School (driver's education, pre-prom DUI presentations), to crime watch meetings and business training sessions (Westvaco, Nurses Association), with approximately 1,704 total individuals in attendance.
- Six (6) media-related activities were completed. The first occurred on the awarding of the traffic grant. PFC Link attended the *Target Zero* kickoff media event in North Charleston. There were two press releases issued in January 2005 regarding *Target Zero* and the Department's use of the Batmobile through Channel 5's live newscast and through the local newspaper, *The Summerville Journal and Scene*. In April 2005, had Channel 2 and *The Summerville Journal and Scene* covered the Department's mock DUI car crash conducted at

Summerville High School as a pre-Prom DUI education event. Grant-funded officers attended the media event for kicking off the *Sober or Slammer!* mobilization in August 2005.

- The Traffic Enforcement Unit participated in Drunk and Drugged Driving Prevention Month with checkpoints and saturation patrols in December 2004. The Unit also attended the National Child Passenger Safety Week kick-off media event in Charleston at MUSC and conducted saturation patrols with checkpoints near schools. The Unit participated in Buckle up, America! Week by conducting saturation patrols. The Traffic Enforcement Unit again worked with school resource officers in conducting a program called “Final Exam”, a traffic safety and awareness effort for exiting high school students. The Summerville Police Department participated in the Labor Day 2005 *Sober or Slammer!* by conducting saturation patrols and checkpoints. All mobilization campaign reporting forms were submitted to the Department of Public Safety. The Summerville Police Department also participated in the 9th Judicial Circuit Law Enforcement Network meetings.
- The Traffic Enforcement Unit was established on November 17, 2003, with Cpl. Peeples and PFC Medlock, upon the awarding of the original grant. PFC Link replaced PFC Medlock on January 17, 2004, and PFC Middleton replaced promoted Sgt. Peeples on May 15, 2004. All equipment was purchased and placed into service by January 2004. During FFY 2005, Cpl. Shingler replaced PFC Link in January 2005. PFC Middleton attained NCIC certification on 11-4-04. PFC Middleton completed Advanced Traffic Collision Investigation through IPTM in March 2005. Cpl. Shingler attended SCHP DVD Traffic Safety Presentation training in Columbia in June 2005. Cpl. Shingler attended In-Car Mobile Video Camera instructor class in Nashville, TN in June 2005. In July, both officers attended the Southeast Reconstructionists Training Seminar in Charleston, SC. Cpl. Shingler attended the Media Skills Workshop presented by the Office of Highway Safety in September 2005.
- The Summerville Police Department has been using “Profile Sheets” to keep track of traffic stop statistical data. The grant-funded officers have been using this sheet for daily log entries. The sheets are maintained by the Traffic Lieutenant.

FUNDING	
Section 402	\$ 65,530.00
Local	\$ 21,845.00
CONTACT	
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State Office of Highway Safety Program Manager Amy Caldwell	

PROJECT NAME
Traffic Enforcement Program

PROJECT LOCATION
Darlington, SC

PROJECT NUMBER
2H05014

<p>PROGRAM AREA(S) Selective/proactive traffic enforcement</p> <p>TYPE OF JURISDICTION Municipality</p> <p>TARGETED POPULATION City of Darlington</p>
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PROBLEM IDENTIFICATION

Prior to the awarding of this grant project, the Darlington City Police Department did not have a full time traffic unit. With increasing numbers of traffic crashes in the City, the Police Department was unable to make the number of traffic cases that had at one time been written. There has been a direct relationship between the lack of traffic enforcement activities and the increasing number of traffic crashes in the jurisdiction.

GOALS AND OBJECTIVES

- Continue to decrease collisions at a rate of at least five percent per year, from 227 to 216, by incorporating education and enforcement.
- To reduce the number of speed-related injuries by five percent, from 42 to 40, over the grant period by incorporating education and enforcement.
- To reduce the number of speed-related fatalities by fifty percent, from 2 to 1, over the grant period by incorporating education and enforcement.
- To continue to keep DUI-related collisions at 0 over the grant period by incorporating education and enforcement.
- To continue to keep DUI-related fatalities at 0 over the grant period by incorporating education and enforcement.
- To continue the Traffic Enforcement Program and purchase additionally requested equipment within 90 days of the grant award.
- To conduct at least 16 public safety checkpoints by September 30, 2005.
- To have an appropriate, corresponding increase in citations for violations such as failure to yield right-of-way, following too closely, disregarding sign/signal, improper turn, and improper lane change by September 30, 2005, due to enhanced traffic enforcement efforts over the course of the grant period.
- To have an appropriate, corresponding increase in speeding citations by September 30, 2005, due to enhanced traffic enforcement efforts over the course of the grant period.
- To have an appropriate, corresponding increase in citations for safety belt and child restraint violations by September 30, 2005, due to enhanced traffic enforcement efforts over the course of the grant period.

- To have an appropriate corresponding increase in Driving under the Influence arrests by September 30, 2005, due to enhanced traffic enforcement efforts over the course of the grant period.
- To conduct a minimum of 12 traffic safety presentations to area schools, businesses, and civic groups by September 30, 2005.
- To issue monthly press releases to the local media outlets detailing the activities of the Traffic unit.
- To plan and conduct special enforcement and education activities in support of national and statewide highway safety initiatives, to include National Child Passenger Safety Week (February); Buckle Up, America! Week (May); and Drunk and Drugged Driving Prevention Month (December).
- To have the grant-funded officer maintain a daily log of contacts made in the course of patrolling, to include verbal warnings and written citations.

STRATEGIES AND ACTIVITIES

The strategy of the program was to increase the number of tickets written in the jurisdiction to directly impact the number of crashes in the City of Darlington. This was done by targeting intersections and streets that have been historically found to be the sites of crashes in the jurisdiction. The program gave the traffic officer complete autonomy to work traffic only and to use selective and proactive enforcement through the use of speed checks and road checks to lessen the number of crashes in those areas most affected by these types of incidents. Additionally, the project provided community groups and student groups with presentations concerning traffic problems affecting the City of Darlington.

RESULTS

- Baseline information listed in the project grant's goal was from 2003. Traffic collisions actually occurring in the City of Darlington for FFY 2004 totaled 153. The total number of traffic collisions occurring in the City of Darlington in FFY 2005 totaled 189, a 24% increase.
- Speed-related injury crashes in the City of Darlington were reduced from 42 in FFY 2004 to 33 during the grant period, a decrease of 21.4%.
- Speed-related traffic fatalities in the City of Darlington were reduced from two (2) in FFY 2004 to zero (0) during the grant period, a 100% decrease.
- DUI-related traffic collisions in the City of Darlington increased from zero (0) in FFY 2004 to six (6) in FFY 2005.
- The City of Darlington once again experienced zero (0) traffic fatalities in FFY 2005.
- Sgt. Michael Cooke continued in his duties as the grant-funded officer. All equipment was purchased by the end of the grant period.
- The City of Darlington Police Department conducted twenty-four (24) traffic safety checkpoints during the grant period resulting in numerous arrests and citations being issued.
- The City of Darlington Police Department increased the number of citations issued for moving violations such as failure to yield right-of-way, following too closely, disregarding sign/signal, improper turn and improper lane change by 37% over CY 2004, from 1,420 in CY 2004 to 1,950 in CY 2005.
- The City of Darlington Police Department increased the number of speeding citations issued by 3.1% over CY 2004, from 2,340 in CY 2004 to 2,412 in CY 2005.

- The City of Darlington Police Department increased the number of safety belt citations issued by 5.3% over CY 2004, from 413 in CY 2004 to 435 in CY 2005, and the number of child restraint citations issued by 91.6% over CY 2004, from 107 in CY 2004 to 205 in CY 2005.
- The City of Darlington Police Department increased the number of DUI arrests made by 19.2% over CY 2004, from 26 in CY 2004 to 31 in CY 2005.
- Seventeen (17) traffic safety presentations were made to various groups with a total of 358 people in attendance.
- Each local media organization was notified monthly of traffic enforcement and education activities conducted during the previous month. Television coverage was secured as a result of some of the grant project's enforcement activities.
- The City of Darlington Police Department participated in special national and statewide campaign emphases and enforcement efforts during the grant period.
- The grant-funded traffic officer maintained a daily log of enforcement activities.

FUNDING	
Section 402	\$ 29,703.00
Local	\$ 9,902.00
CONTACT	
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State Office of Highway Safety Program Manager Amy Caldwell	

PROJECT NAME
SPSD Traffic Enforcement with
Multi-Jurisdictional Tasks with
Spartanburg County Sheriff's Office

PROJECT LOCATION
Spartanburg, SC

PROJECT NUMBER
2H05020

PROGRAM AREA(S)
Speed Enforcement/ Police Traffic Services

TYPE OF JURISDICTION
City of Spartanburg

TARGETED POPULATION
City of Spartanburg

PROBLEM IDENTIFICATION

Even through the City of Spartanburg has seen traffic enforcement as a priority for a number of years, the number of traffic crashes has not been reduced drastically. In fact, traffic crashes increased slightly from 2003 to 2004. The City of Spartanburg is seeing growth in businesses without the transportation infrastructure being improved to keep up with the economic growth. This has caused congestion in the downtown area. The traffic enforcement grant project served as an attempt to reduce the number of crashes and crash-related injuries and deaths in the City of Spartanburg.

GOALS AND OBJECTIVES

- To have a 4% reduction in the overall number of traffic crashes in Spartanburg County by the end of the grant period, from 6,779 to 6,508, through enforcement with the Multi-Agency Task Force with the Spartanburg County Sheriff's Office.
- To have a 5% reduction in the total number of property damage related crashes in the City of Spartanburg by the end of the grant period, from 1,163 to 1,105.
- To have a 5% reduction in the total number of crashes in City of Spartanburg, from 1,428 to 1,357 through the increased enforcement by the Traffic Enforcement Officer funded through this grant by the end of the grant period.
- To reduce by 5% the total number of traffic crashes involving injuries in the City of Spartanburg, from 261 to 248, by the end of the grant period.
- To conduct joint traffic enforcement activities and/or checkpoints with the Spartanburg County Sheriff's Office at least twice monthly, with the total time being dedicated to the joint activities being at least four (4) days per month. Activities will be rotated between the City of Spartanburg and the Spartanburg County Sheriff's Office, and located in areas identified through the analysis of collision data. Speed enforcement, seat belt, DUI, and child restraints will be targeted during the joint operations.
- To hold monthly meetings between the City of Spartanburg Traffic Sergeant and the Spartanburg County Traffic Sergeant, to discuss areas of enforcement concern and grant

progress.

- To increase the current Traffic Division by one officer and purchase all needed equipment within 90 days of grant award.
- To have an appropriate, corresponding increase in citations for violations such as failure to yield right-of-way, following too closely, disregarding sign/signal, improper turn, and improper lane change by September 30, 2005, due to enhanced traffic enforcement efforts over the course of the grant period.
- To have an appropriate, corresponding increase in speeding citations by September 30, 2005, due to enhanced traffic enforcement efforts over the course of the grant period.
- To have an appropriate, corresponding increase in citations for safety belt and child restraint violations by September 30, 2005, due to enhanced traffic enforcement efforts over the course of the grant period.
- To have an appropriate, corresponding increase in DUI arrests by September 30, 2005, due to enhanced traffic enforcement efforts over the course of the grant period.
- To conduct traffic safety presentations at least once a month in area schools, businesses, and civic groups by September 30 2005.
- To issue monthly press releases to the local media outlets detailing the activities of the Traffic Unit.
- To plan and conduct special enforcement and education activities in support of national and statewide highway safety initiatives, to include National Child Passenger Safety Week (February); Buckle Up, America! Week (May); and Drunk and Drugged Driving Prevention Month (December).
- To conduct a meeting with local judges to explain and discuss the program. The meeting will be conducted within 90 days of the grant award.
- To have the grant-funded officer maintain a daily log of contacts made in the course of patrolling, include verbal warnings and written citations.

STRATEGIES AND ACTIVITIES

The overall goal of the project was to increase enforcement in the City of Spartanburg, as well as in Spartanburg County, and thus reducing the number of collisions in Spartanburg County. The project resulted in a relationship with the Spartanburg County Sheriff's Office that has opened the doors to joint enforcement. The agencies are committed to increasing the joint enforcement activities during the coming grant period. Educational activities in high schools and other community locations increased the knowledge of safe driving behaviors throughout the community.

RESULTS

- According to estimates by the Statistical Analysis Center of the Office of Highway Safety, Spartanburg County's total number of traffic collisions for CY 2005 should reach 6,589, a reduction of 2.8% as compared to the 6,779 traffic collisions in CY 2004.
- According to estimates by the Statistical Analysis Center of the Office of Highway Safety, the total number of property-damage-only traffic collisions for CY 2005 worked by the Spartanburg Department of Public Safety should reach 844, a reduction of 27.4% as compared to the 1,163 property-damage-only traffic collisions in CY 2004.
- According to estimates by the Statistical Analysis Center of the Office of Highway Safety, the total number of traffic collisions for CY 2005 worked by the Spartanburg Department of

Public Safety should reach 1,235, a reduction of 13.5% as compared to the 1,428 traffic collisions in CY 2004.

- According to estimates by the Statistical Analysis Center of the Office of Highway Safety, the total number of injury traffic collisions for CY 2005 worked by the Spartanburg Department of Public Safety should reach 388, an increase of 48.7% as compared to the 261 injury traffic collisions in CY 2004.
- Joint enforcement activities began in May 2005. Spartanburg County Council did not sign off for receipt of the grant award until April 2005. Five (5) joint enforcement activities were conducted in May 2005, three (3) in June 2005, three (3) in July 2005, and three (3) in August 2005.
- Meeting for planning did occur between the Spartanburg County Traffic Sergeant and the City Traffic Sergeant on February 24, 2005, and March 18, 2005. The two traffic sergeants also met on June 28, 2005, and August 29, 2005.
- Officer Les Lindsey was assigned to the grant-funded position on February 14, 2005. His previous traffic division position was replaced by Officer Joey Stapleton. A new officer was hired by Spartanburg Public Safety Department to increase the authorized strength of the department.
- Traffic citations have increased in most categories from 2004 to 2005. A comparison was done of traffic citations for the period February-September 2004 to February-September 2005. The following table shows that comparison.

	Failure to Yield Right-of-Way	Following too Closely	Disregarding Signs/signals	Improper turns	Improper Lane Changes
February–September 2004	250	360	75	31	40
February–September 2005	221	379	89	42	76

- Speeding citations have decreased when comparing February-September 2004 to February-September 2005. The comparison shows the following:

	Speeding
February–September 2004	3,095
February–September 2005	3,075

- Both safety belt and child restraint citations have increased when comparing February-September 2004 to February-September 2005, as the following chart indicates:

	Safety Belts	Child Restraints
February–September 2004	426	58
February–September 2005	485	59

- DUI arrests have only increased slightly when comparing the 2004 statistics to 2005. This is an area for improvement in the next year.

Safety Belts	
February–September 2004	63
February–September 2005	64

- During March 2005, five (5) traffic presentations were conducted. During the third quarter of the grant period, three (3) presentations were conducted. During the last quarter, three (3) presentations were held.
- A press conference was held on March 30, 2005, concerning the grant project, which resulted in the grant-funded officer being interviewed. Coverage was provided on the local television station, Channel 7. On May 10, 2005, the Spartanburg Herald-Journal did coverage on an Operation Lifesaver event. Flyers were handed out during Operation Lifesaver Awareness Week. On June 28, 2005, News Channel 7 provided coverage on the *100 Days of Summer Heat* enforcement activities. On August 11, 2005, staff met with Channel 4 about the school start date and related enforcement activities. On August 17, 2005, staff held a press conference at the Spartanburg County Jail regarding the state effort for the *Sober or Slammer!* campaign effort. Regular efforts have been made to keep the news media informed.
- The following efforts were conducted in observance of statewide and national campaign emphases: May 4, 2005, enforcement efforts occurred in a work zone effort; May 9, 2005, a railroad safety blitz occurred on Magnolia Street. Pamphlets were passed out; May 27, 2005, City and County partnered to complete two checkpoints during Buckle Up, America! Week; June 23, 24, and 29, 2005, enforcement occurred in the work zones; July 5, 2005, joint enforcement was conducted on I-85 with 9 DUI citations being written for the 4th of July period; July 14, 2005, enforcement activities on North Pine Street were held in a work zone. This was a joint City and County effort.
- In February 2005, the Traffic Sergeant and the grant-funded officer met with the Municipal Court Judge to inform him about the grant project.
- The grant-funded officer maintained daily logs of enforcement activity.

FUNDING	
Section 402	\$ 30,517.00
Local	\$ 3,391.00
CONTACT	
Joyce Lipscomb, Project Director Spartanburg Public Safety Department P.O. Box 1746 Spartanburg, South Carolina 29304 (864) 596-2010	
State Office of Highway Safety Program Manager Amie Hammond	

PROJECT NAME

North Charleston Traffic Enforcement

PROJECT LOCATION

North Charleston, SC

PROJECT NUMBER

2H05022

<p>PROGRAM AREA(S) Selective/proactive traffic enforcement</p> <p>TYPE OF JURISDICTION Municipality</p> <p>TARGETED POPULATION Citizens of North Charleston, visitors and others who utilize roadways in North Charleston</p>
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PROBLEM IDENTIFICATION

North Charleston’s traffic is comprised of shoppers and commuters who work within this metropolitan area and commute to rural locations. For several years, the city has seen its geographic boundaries expand faster than public services have been augmented. North Charleston's current population is estimated at over 82,000. Public service manpower allocations have not kept pace with municipal growth. The North Charleston Police Department's Traffic Unit has faced a decline in personnel assigned to it over the past few years, as other needs in the Department have been met. The continuing growth of the City of North Charleston creates an ever increasing demand for traffic services and enforcement.

GOALS AND OBJECTIVES

- To decrease fatal traffic collisions in the city of North Charleston by 1%, from 9 to 9, by the end of the grant period.
- To decrease the total number of collisions in the city of North Charleston by 5%, from 8,007 to 7,607, by the end of the grant period.
- To decrease the total number of alcohol-related collisions in the city of North Charleston by 10%, from 3,019 to 2,717, by the end of the grant period.
- To decrease the total number of alcohol-related fatalities in the city of North Charleston by 5%, from 3 to 3, by the end of the grant period.
- Increase the Traffic Division by 3 officers, and purchase all needed equipment within 90 days of the grant award.
- To conduct a minimum of 24 public safety checkpoints by 9/30/05.
- To have an appropriate, corresponding increase in citations for violations such as failure to yield right-of-way, following too closely, disregarding sign/signal, improper turn, and improper lane change by September 30, 2005, due to enhanced traffic enforcement efforts over the course of the grant period.
- To have an appropriate, corresponding increase in speeding citations by September 30, 2005, due to enhanced traffic enforcement efforts over the course of the grant period.

- To have an appropriate, corresponding increase in citations for safety belt and child restraint violations by September 30, 2005, due to enhanced traffic enforcement efforts over the course of the grant period.
- To have an appropriate, corresponding increase in DUI arrests by September 30, 2005, due to enhanced traffic enforcement efforts over the course of the grant period.
- To conduct traffic safety presentations at least once a month to area schools, businesses, and civic groups by September 30, 2005.
- To issue monthly press releases to the local media outlets detailing the activities of the Traffic Unit.
- To plan and conduct special enforcement and education activities in support of national and statewide highway safety initiatives, to include National Child Passenger Safety Week (February); Buckle Up, America! Week (May); and Drunk and Drugged Driving Prevention Month (December).
- To conduct a meeting with local judges to explain and discuss the program. The meeting will be conducted within 90 days of the grant award.
- To have each grant-funded officer maintain a daily log of contacts made in the course of patrolling, to include verbal warnings and written citations.

STRATEGIES AND ACTIVITIES

The strategy of this program was to increase the number of traffic citations written in order to directly impact the number of collisions in North Charleston. This was done by targeting intersections and streets within the jurisdiction that have been historically found to be high volume crash sites. The program gave the traffic officers autonomy to work traffic only and to use selective and proactive enforcement through the use of speed checks and road checks to lessen the number of crashes in those areas most affected by these types of incidents. The officers additionally provided educational presentations to community groups.

RESULTS

- From January through September 2004, there were ten (10) fatal collisions in North Charleston as compared to four (4) for the same time period in 2005. This represents a 60% decrease in fatal traffic collisions.
- From January through September 2004, there were 5,690 total traffic collisions in North Charleston as compared to 4,846 for the same time period in 2005. This represents a 14.8% decrease in total traffic collisions.
- For CY 2004, fourteen (14) alcohol-related collisions were worked by the North Charleston Police Department. According to estimates by the Statistical Analysis Center of the Office of Highway Safety, a projected thirteen (13) alcohol-related collisions were worked in CY 2005, a decrease of 7.1%.
- For 2004, five alcohol-related fatalities were worked by the North Charleston Police Department. According to estimates by the Statistical Analysis Center of the Office of Highway Safety, a projected three (3) alcohol-related fatalities were worked in CY 2005, a decrease of 40%.
- Funding for this grant project began February 1, 2005. Three officers were assigned to the grant on March 14, 2005. One officer was removed from the grant on August 1st (Blake Lott) and was replaced by Officer Brian West. A letter was sent to DPS notifying them of this change.

- There were thirty-six (36) public safety checkpoints conducted during the grant period.
- The North Charleston Police Department’s grant-funded officers issued 1,164 citations for “Other Moving” and “Other Non-Moving” violations during the grant period. The entire Traffic Unit combined for 3,379 citations for “Other Moving” and “Other Non-Moving Violations during the FFY 2005 grant period, a 253% increase as compared to the same time period in 2004.
- The North Charleston Police Department’s grant-funded officers issued 1,581 citations for “Speeding” during the grant period. The entire Traffic Unit combined for 4,685 citations for “Speeding” during the FFY 2005 grant period, a 223% increase as compared to the same time period in 2004.
- The North Charleston Police Department’s grant-funded officers issued 491 citations for “Safety Belt” and “Child Restraint” violations during the grant period. They also installed and/or corrected 46 child safety seats. The entire Traffic Unit combined for 710 citations for “Seat Belt/Child Restraint” violations during the FFY 2005 grant period, a 257% increase as compared to the same time period in 2004.
- The North Charleston Police Department’s grant-funded officers issued 30 citations for impaired driving during the grant period. The entire Traffic Unit combined for 66 DUI citations during the FFY 2005 grant period, a 314% increase as compared to the same time period in 2004.
- The North Charleston Police Department’s grant-funded officers conducted twenty-three (23) presentations to area schools, businesses and civic groups during the grant period.
- The North Charleston Police Department issued monthly press releases to local media outlets detailing the activities of the Traffic Unit. The Department achieved coverage during the grant year on all three local television stations, and in print media (*Charleston Post and Courier* and the *North Charleston News*).
- The North Charleston Police Department participated in statewide and national highway safety campaign emphases during the course of the grant year.
- The North Charleston Police Department informed the Chief Municipal Judge of the grant and its proposed enforcement activities on March 14, 2005.

FUNDING	
Section 402	\$ 109,433.00
Local	\$ 12,157.00
CONTACT	
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City of North Charleston	
Post Office Box 190016	
North Charleston, SC 29419	
(843) 740-2588	
State Office of Highway Safety Program Manager Amy Caldwell	

PROJECT NAME

City of Rock Hill
Traffic Enforcement Unit

PROJECT LOCATION

Rock Hill, SC

PROJECT NUMBER

2H05023

<p>PROGRAM AREA(S) Police Traffic Services/ Alcohol Countermeasures</p> <p>TYPE OF JURISDICTION Municipal</p> <p>TARGETED POPULATION Motorists within the city limits of Rock Hill</p>

PROBLEM IDENTIFICATION

Despite increasing traffic congestion and the rising cost of gas, citizens are still depending on the automobile for mobility, and there’s no significant trend towards change in the immediate future. With so many individuals choosing automobiles as their means of transportation, traffic issues remain a large public safety issue. Rising traffic concerns have made traffic safety and speed enforcement one of the biggest challenges facing the Rock Hill Police Department and has significantly contributed to York County being one of the leading sixteen counties in the state of South Carolina in terms of fatal and severe injury crashes.

GOALS AND OBJECTIVES

- To decrease fatal traffic collisions in the City of Rock Hill by 20% from 5 to 4, by the end of the grant period.
- To decrease the total number of collisions in the City of Rock Hill by 5%, from 2,482 to 2,383, by the end of the grant period.
- To decrease the total number of alcohol-related collisions in the City of Rock Hill by 7%, from 32 to 30, by the end of the grant period.
- To decrease the number of alcohol-related traffic fatalities in the City of Rock Hill by 100% from 1 to 0, by the end of the grant period.
- To establish a two-member traffic unit and purchase all needed equipment within 90 days of the grant award.
- To conduct at least one (1) public safety checkpoint during each month of the grant period.
- To have an appropriate, corresponding increase in citations for violations such as failure to yield right-of-way, following too closely, disregarding sign/signal, improper turn, and improper lane change by September 30, 2005, due to enhanced traffic enforcement efforts over the course of the grant period.
- To have an appropriate, corresponding increase in speeding citations by September 30, 2005, due to enhanced traffic efforts over the course of the grant.

- To have an appropriate, corresponding increase in citations for safety belt and child restraint violations by September 30, 2005, due to enhanced traffic enforcement efforts over the course of the grant period.
- To have an appropriate, corresponding increase in DUI arrests by September 30, 2005, due to enhanced traffic enforcement efforts over the course of the grant period.
- To conduct traffic safety presentations at least once a month to area schools, businesses, and civic groups by September 30, 2005.
- To issue monthly press releases to the local media outlets detailing the activities of the Traffic Enforcement Unit.
- To plan and conduct special enforcement and educational activities in support of national and statewide highway safety initiatives, to include National Child Passenger Safety Week (February); Buckle up, America! Week (May); and Drunk and Drugged Driving Prevention Month (December).
- To conduct a meeting with local judges to explain and discuss the program. The meeting will be conducted within 90 days of the grant award.
- To have each grant-funded officer maintain a daily log of contacts made in the course of patrolling, to include verbal warnings and written citations.

STRATEGIES AND ACTIVITIES

The overall goal of the Traffic Enforcement Unit was to provide the citizens of Rock Hill with a safe environment in which to travel within the city. The strategy of the grant project was to be as visible as possible using traffic enforcement and community education as the driving force to promote traffic safety.

The Traffic Enforcement Unit (TEU) concentrated on traffic enforcement activities to include enforcement of all traffic laws during the grant period. Traffic enforcement activities were accomplished through the evaluation of high traffic collision areas, patrolling roadways that contained heavy traffic, issuing appropriate citations for traffic violations, and implementing traffic safety checkpoints and saturation efforts. The TEU participated in numerous national and statewide traffic safety initiatives that included *Buckle up, South Carolina. It's the law and it's enforced* and *Sober or Slammer!*.

In addition to traffic enforcement, the Rock Hill Police Department Traffic Enforcement Unit provided the community with numerous opportunities to educate themselves regarding current traffic laws and traffic safety concerns. Safety programs were presented to local high schools, churches, day care centers, and neighborhood associations. Through education, the Rock Hill Police Department attempted to increase awareness of traffic laws to decrease the number of collisions and fatalities in Rock Hill.

RESULTS

- Fatal traffic collisions within the city limits of Rock Hill rose by 20% during the grant period. There were a total of five (5) fatal traffic collisions in FFY 2004 as compared to six (6) for FFY 2005. Unfortunately, the goal of reducing the total number of fatal traffic crashes was not achieved during this grant period. It is anticipated that increased efforts and public education by the TEU in the future will aid in the decrease of fatal traffic collisions within the city limits of Rock Hill.

- Traffic collisions within the Rock Hill Police Department's jurisdiction increased by 7.5%, from 2,482 in FFY 2004 to 2,668 in FFY 2005. The increase may be attributed to the increased volume of vehicular traffic in the area. .
- The total number of alcohol-related collisions in the City of Rock Hill decreased by 23%, from 32 in FFY 2004 to 23 in FFY 2005. This exceeded the goal of a 7% reduction in the number of alcohol-related collisions through increased visibility in the community by TEU officers, in conjunction with increased checkpoints throughout the grant period.
- Alcohol-related traffic fatalities remained unchanged from one (1) in FFY 2004 to one (1) in FFY 2005. Through continued traffic safety education and increased efforts by the TEU, it is anticipated that the grant's objective will eventually be achieved.
- A two-member traffic enforcement unit was established on March 7, 2005. The Chief of Police posted a notice of interest for the Traffic Enforcement Unit and selected the best two candidates from those who showed interest in the position. Officers Kyle Quinn and Roderick Stinson were assigned to the Traffic Enforcement Unit (TEU), and their positions were backfilled by David Shelton on February 2, 2005, and Jamie Faulkenberry on April 18, 2005. Memos were included in the second and third quarterly progress reports pertaining to the filling of the TEU positions. In addition, all equipment (except the Mobile Data Terminals [MDT]) was purchased within 90 days of the grant award. Documentation of all equipment purchased was submitted with the second and third quarterly progress reports. The Rock Hill Police Department experienced some difficulty regarding the purchase of the MDT. Since the submittal of the grant application, the Rock Hill Police Department evaluated the use of the existing MDT and began implementing the replacement with new equipment so that all patrol vehicles would contain the same equipment. Unfortunately, the cost of the requested MDT was in excess of the awarded grant amount. Also, the TEU equipment was not installed into the patrol vehicles at the time of the Monitoring visit due to pending approval for the MDT. All purchased equipment was installed into the TEU officers' vehicles by the beginning of August 2005.
- The number of successful checkpoints by the TEU far exceeded expectations for the grant period. The TEU successfully completed forty-eight (48) traffic safety checkpoints throughout the city limits of Rock Hill during the grant period. The TEU participated in Department-wide checkpoints during day and night shifts and conducted TEU exclusive checkpoints at various locations within the Rock Hill Police Department's jurisdiction. Checkpoint plans and outcomes were submitted to the Patrol Captain upon termination of each event. The number of checkpoints in which the TEU participated was also indicated on Daily Activity Logs. Several checkpoints were also held in conjunction with the York County Multi-jurisdictional Traffic Enforcement Unit, which is a member of the 16th Judicial Circuit Law Enforcement Network. Due to the delayed grant reward, traffic safety checkpoints were unable to be completed during the months of February and March. Below is a breakdown of the results of the checkpoints during the grant period.
- The number of citations that were issued by the TEU during the grant period for violations such as failure to yield right-of-way, following too closely, disregarding sign/signal, improper turn, improper lane change, etc. were reduced by 5.8 % during the period of October 1 through September 30. There were 8,100 Other Traffic Violations in 2004 compared to 7,631 in 2005. The TEU issued a total of two hundred seventy-three (273) citations for Other Traffic Violations. The third quarter was the most productive with a total of one hundred thirty-four (134) citations issued. The TEU spent a concerted effort in

proactively avoiding traffic collisions and other infractions by observing and issuing citations for violators within Rock Hill. The TEU officers maintained a daily log of all citations and violations throughout the course of the grant period. Those logs were provided to the Patrol Captain to evaluate the effectiveness of the TEU. The evaluation was provided to the Chief of Police monthly for his review and consideration. Further concentrated efforts in traffic enforcement throughout the jurisdiction will aid in obtaining the objective for citations in the future.

	Feb	March	April	May	June	July	Aug	Sept	TOTAL
Checkpoints For Month	0	0	12	2	3	10	3	5	35
Total Citations	0	0	153	132	73	148	44	181	731
Warnings	0	0	2	0	5	10	1	30	48
Seat Belt	0	0	40	16	33	12	2	15	118
Child Restraint	0	0	8	2	3	16	3	4	36
Speeding/Moving	0	0	7	145	1	31	2	122	308
Arrests	0	0	35	0	0	0	0	0	35
DL Vios	0	0	32	3	10	37	10	7	99
Insurance Vios	0	0	11	0	6	7	0	0	24
DUS	0	0	20	2	4	11	5	7	49
Poss Marij./Drug	0	0	4	0	4	1	1	0	10
Veh Lic Vio	0	0	15	1	2	8	10	8	44
Open Container/Alcohol	0	0	11	0	0	8	7	10	36
Faulty Equip	0	0	4	4	3	5	2	3	21
Other Violations	0	0	3	0	0	4	1	0	8
DUI	0	0	0	0	0	3	1	5	9

- The number of citations that were issued by the TEU during the grant period for speeding violations increased by 45.8% when compared to the same time period in 2004. A total of 2,452 citations for speeding (combined above and below 10 mph) during FFY 2004 compared to 3,575 speeding violations for FFY 2005. The TEU issued a total of three hundred thirty-three (333) speeding violations during the grant period. Trends indicate a steady increase in the number of speeding violations issued throughout the grant period. The TEU officers maintained a daily log of all citations and violations throughout the course of the grant period. These logs were provided to the Patrol Captain to evaluate the effectiveness of the TEU. The evaluation was provided to the Chief of Police monthly for his review and consideration.
- Citations for seat belt violations issued by the Rock Hill Police Department increased from one hundred forty-eight (148) in FFY 2004 to three hundred seventy-nine (379) in FFY 2005. The total number of child restraint violations increased from one hundred thirteen (113) in FFY 2004 to one hundred fifty (150) in FFY 2005. The TEU issued a total of fifty (50) citations for safety belt violations and twenty (20) citations for child restraint citations during the grant period. The TEU officers maintained a daily log of all citations and violations throughout the course of the grant period. These logs were provided to the Patrol Captain to

evaluate the effectiveness of the TEU. The evaluation was provided to the Chief of Police monthly for his review and consideration.

- The Rock Hill Police Department's DUI citations increased by 16.5% during FFY 2005. A total of one hundred ninety (190) DUI arrests were made during FFY 2005 as compared to one hundred sixty-three (163) during FFY 2004. The TEU issued a total of eleven (11) DUI citations during the grant period. A large number of these citations were issued during successful traffic safety checkpoints throughout Rock Hill. The TEU officers maintained a daily log of all citations and violations throughout the course of the grant period. These logs were provided to the Patrol Captain to evaluate the effectiveness of the TEU. The evaluation was provided to the Chief of Police monthly for his review and consideration.
- The Rock Hill Police Department's Traffic Enforcement Unit has had great success in conviction rates. Officer Kyle Quinn demonstrated a conviction rate of 91% (259 of 285 cases). Officer Roderick Stinson's conviction rate for the grant period was 93.8% (288 of 307 cases).
- The Traffic Enforcement Unit conducted monthly traffic safety presentations to local businesses, schools and civic groups. The following groups benefited from the expertise of the TEU during the grant period: Northwestern High School, Hagins-Fewell Neighborhood Association, East Town Neighborhood Association, Crawford Road North Neighborhood Association, Spencer Estates Neighborhood Association, Rabun Circle Neighborhood Association, Wedgewood Subdivision Homeowner's Association, Woodhaven Baptist Church Day Care Center, Sunshine House Day Care, and Laney Terrace Neighborhood Association. Presentation topics included Teenage Drivers and Seat Belt Usage, Neighborhood Traffic Safety, and Child Passenger Restraint Law. A total of sixteen (16) presentations were made to one hundred sixty-three (163) individuals throughout the grant period. Due to the late grant award, we were unable to provide a safety presentation during the months of February and March. In addition, a scheduled simulated crash scene was cancelled at Northwestern High School due to outside conflicts that arose with the school. The TEU officers included presentation information on the daily logs throughout the course of the grant period. A Presentation Report was also completed monthly to document the presentations provided to the community. These logs were provided to the Patrol Captain to evaluate the effectiveness of the TEU. The evaluation was provided to the Chief of Police monthly for his review and consideration.
- Monthly press releases were issued to the local media through the Rock Hill Police Department's Public Information Officer. Copies of all issued press releases during the months of February through June were included in the second and third quarterly progress reports and the Final Narrative Report. Although press releases were issued, the activities of the Traffic Enforcement Unit did not receive as much media coverage as anticipated. The TEU will continue to work with the City of Rock Hill's Public Affairs Director to increase media coverage in the future. Copies of all press releases were also provided to the Patrol Captain to evaluate the effectiveness of the TEU. The evaluations were provided to the Chief of Police monthly for his review and consideration.
- Due to the late grant award, the Rock Hill Police Department's Traffic Enforcement Unit was unable to participate in the Drunk and Drugged Driving Prevention Month in December and National Child Passenger Safety Week in February. The Traffic Enforcement Unit participated in several national and statewide special enforcement activities throughout the grant period. Participation included: "Final Exam" School Zone Enforcement on April 25-

26, 2005; *Buckle up, South Carolina* on May 27, 2005; SCDOT/SCDPS Work-zone Safety Blitz Program throughout the grant period when areas were available; low manpower checkpoint on July 9, 2005 as part of the *Sober or Slammer!* effort; *Target Zero* checkpoints in August and September 2005; and *Sober and Slammer!* on July 2, 2005 and during the 2005 Labor Day enforcement mobilization. Results of all special enforcement activities were provided to the Patrol Captain to evaluate the effectiveness of the TEU. The evaluations were also provided to the Chief of Police for his review and consideration.

- A meeting was held with Judge Jane Modla of the Rock Hill Municipal Court by the TEU on March 10, 2005. Officers Quinn and Stinson met with Judge Modla. The purpose and goals of the grant were described, and the impact of the implementation of the grant was discussed. A copy of the TEU's work schedule was also provided. The discussion included advisement on the anticipated increased number of court cases that would be scheduled due to increased traffic enforcement. During discussion, Judge Modla requested that the Traffic Enforcement Unit officers schedule court dates opposite of each other to reduce the number of court cases on the docket. She also requested that court dates be scheduled on the Friday mornings that the TEU is scheduled to work. The TEU has taken steps to accommodate the Court's requests. A memorandum was issued and distributed to the Patrol Captain and included in the second quarterly progress report. A copy was also provided to the Chief of Police with the monthly TEU report for his review.
- The two Traffic Enforcement Unit officers have maintained a Daily Log of all activities performed throughout the day. The log includes the daily/weekly total number of: enforcement hours worked, miles patrolled (including daily mileage), DUI arrests, speeding citations, safety belt violations, child restraint violations, other traffic violations, traffic warnings issued, checkpoints conducted, presentations made, traffic crashes, injury crashes, fatal crashes, property-damage-only crashes, persons injured, persons killed, alcohol-related crashes, and criminal violations. The Daily Logs are completed and provided to the Traffic Enforcement Unit Supervisor and the Patrol Captain. The Captain of Patrol uses the information obtained in the Daily Activity Reports to assist in the composition of the Monthly TEU report that is provided to the Chief. Copies of the second and third quarter Daily Activity Logs were included with the respective Quarterly Reports. The fourth quarter Daily Activity Logs were included with the Final Narrative Report for review. Copies of all fourth quarter documentation (press releases, Daily Activity Logs, and TEU Monthly Progress Reports) were included with the Final Narrative Report. All previous documentation has been provided to the Office of Highway Safety with the second and third quarterly progress reports.

FUNDING	
Section 402	\$ 76,359.00
Local	\$ 8,484.00
CONTACT	
Lt. Mike Peek, Project Director Rock Hill Police Department 120 East Black Street Rock Hill, South Carolina 29730 (803) 329-7200	
State Office of Highway Safety Program Manager Barney C. Derrick	

PROJECT NAME

Traffic Safety and Collision Reduction Project for the Town of Lexington

PROJECT LOCATION

Lexington, SC

PROJECT NUMBER

2H05024

PROGRAM AREA(S)

Speed Enforcement/Police Traffic Services

TYPE OF JURISDICTION

Municipality

TARGETED POPULATION

The citizens of Lexington, SC

PROBLEM IDENTIFICATION

Despite the efforts of the Lexington Police Department, the number of traffic collisions in the Town of Lexington has increased 35% over the three years from 2001-2003, from 680 in 2001 to 924 in 2003. For the last four years, the Town of Lexington Police Department has investigated the third highest number of accidents within Lexington County, behind only the SC Highway Patrol and the West Columbia Police Department. The number of injury and property-damage-only crashes occurring on public roadways has increased 48% since 2001, according to preliminary 2003 SC Department of Public Safety (SCDPS) figures. The economic impact as computed by the SCDPS reveals these crashes alone represent a loss of \$3,949,800 to our citizens. The population of the Town, and corresponding traffic, continues to increase exponentially.

GOALS AND OBJECTIVES

- To reduce the number of traffic crashes caused by speeding and following too closely by 15%, from 145 to 123, during the grant period.
- Reduce the number of accidents involving those drivers ages 15-34 by 15%, from 214 to 182, during the grant period.
- Reduce injury accidents by 10%, from 137 to 124, within the grant period.
- Reduce the number of traffic crashes by 15%, from 924 to 786, within the grant period.
- Increase seatbelt usage by 11%, from the current average of 72% to 80% within the grant period.
- To expand the current Traffic Enforcement Unit from two (2) to four (4) officers to accommodate daytime coverage and purchase all necessary equipment within the first quarter of the grant.
- To conduct a press conference and issue monthly press releases to make the community aware of the increased enforcement.
- To have an appropriate, corresponding increase in speeding, following too closely and disregarding sign/signal citations written by September 30, 2005, due to enhanced enforcement efforts over the course of the grant period.

- To have an appropriate, corresponding increase in citations written for safety belt and child restraint violations by September 30, 2005, due to enhanced traffic enforcement efforts over the course of the grant period.
- To have an appropriate, corresponding increase in citations written for all other moving violations by September 30, 2005 due to enhanced traffic enforcement efforts over the course of the grant period.
- To conduct monthly high profile enforcement and/or educational campaigns.
- To conduct at least twelve (12) public safety checkpoints throughout the grant period.
- To develop a Town of Lexington Traffic Safety Information web-site and telephone traffic complaint line by the second quarter of the grant.
- To conduct an annual *Prom Promise/Grim-Reaper* program at the Lexington Middle School during the grant period.
- To fully participate in the four national and state-sponsored seatbelt and DUI campaigns through combined educational and enforcement efforts each year.
- To develop and create a community traffic safety advisory panel involving concerned citizens' groups, public safety, state and local officials as well as highway planners and engineers.
- To conduct meetings with local judicial officers to educate, inform and gain the support for the Traffic Enforcement Unit's activities within the first quarter.
- To certify all Traffic Enforcement Unit officers as Traffic Safety Officers and Child Passenger Safety Technicians, as defined by the South Carolina Criminal Justice Academy and NHTSA, within the grant period.
- To have each grant-funded officer maintain a daily log of contracts made in the course of patrolling, to include verbal warnings and written citations.

STRATEGIES AND ACTIVITIES

The Lexington Police Department is committed to having a positive impact on the traffic problems within the Town of Lexington and reducing the number of vehicular collisions. The strategies developed to assist in this area included: heavy daytime enforcement activities by the traffic officers; directed traffic patrols; conducting public safety checkpoints; continuous utilization of the Department's traffic trailer; participation in various traffic safety campaigns; and joint enforcement activities with other law enforcement agencies.

The Lexington Police Department also attempted to use a proactive approach to educate the public. Activities in this area included: a mock traffic fatality presentation made to the Lexington Middle School; active participation in child safety seat inspections; regular presentations to the community; involvement in the Town of Lexington Traffic Advisory Committee; and the formulation of the Lexington Police Traffic Website. Many of these activities were accompanied by press releases to the area press outlets.

RESULTS

The Lexington Police Department was one of several new enforcement projects for FFY 2005 awarded effective February 1, 2005, due to availability of federal funding. The later start date had an effect on the proposed goals and objectives. In the Lexington Police Department's case, this resulted in grant-funded officers not being available for duty until April 11, 2005. The following results reflect the later starting date for the grant project.

- Grant-funded officers were active beginning April 11, 2005. From this point in time until the end of the grant year, the goal was achieved. There were 103 traffic crashes investigated where the cause was speeding or following too closely as compared to 154 the previous year in that time period, a 33% decrease.
- Grant-funded officers were active beginning April 11, 2005. From this point in time until the end of the grant year, there were 152 traffic crashes involving drivers 15-34 years of age as compared to 175 the previous year in that time period, a 14% decrease.
- Grant-funded officers were active beginning April 11, 2005. From this point in time until the end of the grant year, there were thirty-four (34) injury wrecks investigated by the Department as compared to twenty-five (25) the previous year in that time period, a 36% increase.
- Grant-funded officers were active beginning April 11, 2005. From this point in time until the end of the grant year, the Department investigated 255 total crashes as compared to 254 the previous year in that time period.
- Grant-funded officers were active beginning April 11, 2005. From this point in time until the end of the grant year, the safety belt usage rate in the Town of Lexington increased by nine (9) percentage points, from 72% to 81%, an increase of 12.5%. This exceeded the objective established for the grant project.
- The Lexington Police Department traffic unit was expanded by two Officers. Officer Rick Hazewinkel and Officer Ryan Whitlock began their duties on April 11, 2005. All equipment was purchased in a timely manner with respect to the awarding of the grant.
- The Department has issued a monthly press release to inform the public of increased enforcement with the exception of the first month (April) and held a press conference.
- Grant-funded officers were active beginning April 11, 2005. From this point in time until the end of the grant year, the Lexington Police Department issued 1,409 citations for speeding, following too closely, and disregarding sign/signal. This represented an increase of 242 citations issued, or 20.7%, as compared to the same time period in 2004.
- Grant-funded officers were active beginning April 11, 2005. From this point in time until the end of the grant year, the Lexington Police Department issued 141 citations for safety belt and child restraint violations. This represented a decrease of 18 citations issued, or 11.3%, as compared to the same time period in 2004.
- Grant-funded officers were active beginning April 11, 2005. From this point in time until the end of the grant year, the Lexington Police Department issued 1,506 citations for other moving violation traffic offenses. This was an increase of 493 citations issued, or 48.7%, as compared to the same time period in 2004.
- The Lexington Police Department has conducted monthly high-profile activities. The officers spoke at seventeen (17) community events; held child seat inspections at various locations throughout the town, as well as routinely conducting walk-up inspections; participated in twelve (12) public safety checkpoints, participated in national/state campaigns, as well as serving the lead organizer of a mock fatality presented at the Lexington Middle School. The Lexington Police Department was also involved with saturation patrols and directed patrols, which included patrols of areas in response to citizen complaints.
- The Lexington Police Department conducted twelve (12) public safety check points during the grant period.
- The Lexington Police Department developed a Town of Lexington Traffic Safety Information web-site (www.lexsc.com/police/traffic) and added a traffic complaint hotline

(803.358.1509).

- On April 15, 2005, the Lexington Police Department held a mock fatality presentation focused on young drivers and the dangers of not wearing a safety belt. The Department was assisted by the Lexington County EMS, fire services, central communications, Coroner's Office, Care Force Air Medical Service, and Caughman-Harmon Funeral Home.
- The Lexington Police Department participated in *Buckle Up SC, 100 Days of Summer Heat*, the 2005 SCDPS Work Zone Safety Blitz, and the *Sober or Slammer!* campaign.
- A Traffic Safety Committee was initiated, and at least one Traffic Officer attends monthly meetings. This Committee consists of a wide cross-section of concerned parties within the town limits.
- An initial meeting was held on April 28, 2005, with the Municipal Judge, the Clerk of Court, the Assistant Clerk of Court, the Chief of Police, and the Project Director to explain and discuss the mission of the Grant Award. All parties pledged their support. Additionally, the Project Director generally meets with the Municipal Judge on a bi-weekly basis to discuss pertinent issues.
- The Traffic Officers were certified as Child Passenger Seat Technicians. They have also received prerequisite training required of certified Traffic Safety Officers; however, all of the required training was not available during the grant period to fully complete this objective.
- The Traffic Officers have maintained daily logs since April 11, 2005, that include written citations and verbal warnings.

FUNDING	
Section 402	\$ 75,321.00
Local	\$ 8,369.00
CONTACT	
Lt. Chad Snelgrove, Project Director Town of Lexington Police Department P.O. Box 397 111 Maiden Lane Lexington, South Carolina 29071 (803) 359-6260	
State Office of Highway Safety Program Manager Barney C. Derrick	

PROJECT NAME

Enhanced Traffic Enforcement Program

PROJECT LOCATION

Town of Mount Pleasant, SC

PROJECT NUMBER

2H05025

<p>PROGRAM AREA(S) Police Traffic Services</p> <p>TYPE OF JURISDICTION Municipality</p> <p>TARGETED POPULATION Town of Mt. Pleasant</p>
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PROBLEM IDENTIFICATION

Over recent years, the Town of Mount Pleasant has experienced significant growth in population, businesses, and tourism that has created a host of traffic issues. These issues have been: (1) failing roadways during peak traffic hours; (2) heavy traffic congestion from the new bridge and road construction which becomes grid locked when traffic crashes occur; and (3) an increase in collisions (both minor and serious) from the influx of vehicular traffic, inexperienced drivers and aggressive driving behaviors to include, speeding, drunk and drugged driving, disregarding traffic controls, failure to signal, etc. There has been a 19% decrease of DUI arrests, from 225 in the year 2004 to 183 in the year 2005 made by grant-funded officers and patrol. There have been 2 traffic fatalities as of September 2005. Traffic issues and construction of roadways have created an extensive strain on the Mount Pleasant Police Department's ability to adequately protect the safety of its citizens. This massive increase in traffic congestion and growth has resulted in 1,921 vehicle collisions a 23% decrease, 218 injuries a 37% decrease, there have been 42 alcohol related an 11% increase. Grant personnel have handled 130 vehicle collisions, 54 injuries and 2 fatalities.

GOALS AND OBJECTIVES

- To decrease fatal traffic collisions in the Town of Mount Pleasant by 50%, from 2 to 1, by the end of the grant period.
- To decrease the total number of collisions in the Town of Mount Pleasant by 1%, from 2,398 to 2,374, by the end of the grant period.
- To decrease the total number of alcohol-related collisions in the Town of Mount Pleasant by 10%, from 47 to 42, by the end of the grant period.
- To decrease the number of alcohol-related fatalities in the Town of Mount Pleasant by 50%, from 2 to 1, by the end of the grant period.
- To establish a two-member traffic unit and purchase all needed equipment with 90 days the grant award.
- To conduct at least one public safety checkpoint during each month of the grant period.
- To have an appropriate, corresponding increase in citations for violations such as failure to yield right-of-way, following too closely, disregarding sign/signal, improper turn, and

improper lane change by September 30, 2005, due to enhanced traffic enforcement efforts over the course of the grant period.

- To have an appropriate, corresponding increase in speeding citations by September 30, 2005, due to enhanced traffic enforcement efforts over the course of the grant period.
- To have an appropriate, corresponding increase in citations for safety belt and child restraint violations by September 30, 2005, due to enhanced traffic enforcement efforts over the course of the grant period.
- To have an appropriate, corresponding increase in DUI arrests by September 30, 2005, due to enhanced traffic enforcement efforts over the course of the grant period.
- To conduct traffic safety presentations at least once a month to area schools, businesses, and civic groups by September 30, 2005.
- To issue monthly press releases to the local media outlets detailing the activities of the traffic unit.
- To plan and conduct special enforcement and education activities in support of national and statewide highway safety initiatives, to include National Child Passenger Safety Week (February) and Buckle Up, America! Week (May).
- To conduct a meeting with local judges to explain and discuss the program. The meeting will be conducted within 90 days of the grant award.
- To have each grant-funded officer maintain a daily log of contacts made in the course of patrolling, to include verbal warnings and written citations.

STRATEGIES AND ACTIVITIES

The overall goal of the Mount Pleasant Police Department's Enhanced Traffic Enforcement Program has been to combat the high number of traffic crashes due to aggressive driving behaviors. The two-person Traffic Enforcement Team was formed to provide proactive traffic enforcement throughout Mount Pleasant. Officers have developed strategies, programs and coordinated enforcement efforts with other agencies to protect the motoring public. In order to educate the public, the Traffic Enforcement officers have utilized aggressive driving campaigns, educational programs and enforcement efforts that would reduce motor vehicle collisions and injury by changing aggressive driving behaviors of the motoring public of Mount Pleasant and creating an environment of voluntary compliance. The officers planned and conducted presentations for several different groups including schools, businesses, and civic groups. The officers also conducted special enforcement activities and DUI-related activities throughout the grant period. The media was contacted regularly to keep the public informed about checkpoints, and the efforts of the Enhanced Traffic Enforcement Program. Throughout the grant period, crash and citation data were collected and analyzed to pinpoint the locations and areas that needed focused enforcement efforts.

RESULTS

- Fatal traffic collisions in the Town of Mount Pleasant were reduced, as compared to the previous year, by 50%, from 2 to 1, during the grant period.
- Traffic collisions in the Town of Mount Pleasant were reduced from 2,398 in 2004 to 1,921 in 2005, a 19.9% decrease.
- Alcohol-related traffic collisions in the Town of Mount Pleasant were reduced from 47 in 2004 to 42 in 2005, a 10.6% decrease.

- Alcohol-related traffic fatalities were reduced, as compared to the previous year, by 50%, from 2 to 1.
- The Town of Mount Pleasant maintained the two (2) grant-funded Traffic Safety Officers and increased traffic enforcement and DUI enforcement and focused police efforts on decreasing vehicle collisions, injuries and fatalities.
- During the grant period, seven (7) public safety checkpoints were conducted. The effective date of the grant was February 1, 2005, thus the project fell one checkpoint short of achieving the grant objective. The checkpoints involved multi-jurisdictional efforts with local agencies. Several of the checkpoints were held in conjunction with “Buckle-Up America Week” and “Child Passenger Safety Week.”
- The Mount Pleasant Police Department issued 1,310 citations for violations such as failure to yield right-of-way, following too closely, disregarding sign/signal, improper turn and improper lane change during the course of the grant period. This number represents an increase of 20% as compared to FFY 2004.
- The Mount Pleasant Police Department issued 1,256 speeding citations during the grant period. This represents a 14% decrease as compared to FFY 2004.
- During the grant period, Child Safety Seat clinics were conducted to educate the public about properly buckling up children, and presentations were held at various locations relating to safety belt usage. A total of 83 safety belt and child restraint violations citations were issued during the grant period, representing a 28% increase as compared to FFY 2004.
- The Traffic Safety Officers were able to make 16 DUI arrests during the grant period. The DUI arrests increased more than 74% through the efforts and rotating time periods of DUI shifts.
- Throughout the grant period twenty-three (23) traffic safety presentations were conducted with more than eight hundred (800) people in attendance. The presentations focused on the dangers of driving under the influence of drugs and alcohol, defensive driving, work zone safety, seatbelt and child safety seats, and unsafe driving behaviors. This exceeded the projects objective for presentations conducted.
- Media contact was maintained weekly in order to report project enforcement activities. A positive rapport was maintained with media throughout the grant period. The media aided the Traffic Safety officers by keeping the public informed about the efforts of the Enhanced Traffic Enforcement Program and activities of the traffic unit.
- The Traffic Safety Officers planned and conducted activities to support various national and statewide enforcement campaigns and emphases by working with other departments and creating safety checkpoints during these events.
- The officers met with local judges prior to special enforcement and educational activities to discuss the programs and garner their support. Local judges were very supportive during these efforts.
- Officers maintained daily logs of enforcement activity and submitted copies of these logs with each Progress Report.

FUNDING	
Section 402	\$ 66,904.00
Local	\$ 9,586.00
CONTACT	
Major Harry Sewell, Project Director	
Mount Pleasant Police Department	
100 Ann Edwards Lane	
Mount Pleasant, SC 29464	
(843) 884-4176	
State Office of Highway Safety Program Manager	
Amy Caldwell	

PROJECT NAME
Traffic Death Prevention (TDP)

PROJECT LOCATION
Laurens County, SC

PROJECT NUMBER
2H05026

PROGRAM AREA(S)
Speed Enforcement/Police Traffic Services

TYPE OF JURISDICTION
County

TARGETED POPULATION
Laurens County citizens

PROBLEM IDENTIFICATION

The Laurens County Sheriff’s Office currently has 57 full-time sworn deputies. Because of the vast population in the upstate area of South Carolina (1,027,141 residents, or 25.6% of the state’s population), the two major interstates (I-26 and I-385) that run through the county, and the more than fifteen major roadways leading into and through the county, the time each deputy can devote to traffic enforcement duties has been severely limited. Due to human resource and budget constraints, taking a strong proactive stance on traffic enforcement has been difficult. By funding a new Traffic Death Prevention Unit, the sheriff’s office was able to make roadways safer by attempting to reduce traffic crashes, increase traffic enforcement efforts, conduct more public safety checkpoints, and educate the community on impaired driving and occupant protection issues.

GOALS AND OBJECTIVES

- To reduce the number of fatalities by 25%, from 17 to 13, over the grant period by incorporating education and enforcement.
- To reduce the number of speed-related collisions by 25%, from 640 to 480.
- To reduce the number of “driving under the influence” related collisions by 25%, from 95 to 71, over the grant period.
- To employ two (2) Traffic Enforcement Deputies and purchase all needed equipment within 90 days of the grant award.
- To conduct at least thirty-five (35) checkpoints by 9/30/05, four (4) of which are multi-jurisdictional.
- To have an appropriate, corresponding increase in citations for violations, to include failure to yield right-of-way, following too closely, driving under suspension, disregarding sign/signal, improper turn, and improper lane change by 9/30/05.
- To have an appropriate, corresponding increase in citations for speeding during the grant period.
- To have an appropriate, corresponding increase in safety belt and child restraint citations by 9/30/05.
- To have an appropriate, corresponding increase in DUI arrests by 9/30/05.

- To conduct a minimum of fifteen (15) traffic safety presentations to area schools, businesses, religious organizations and civic groups by 9/30/05.
- To issue monthly press releases to the local media outlets detailing the activities of the Traffic Death Prevention Division.
- To plan and conduct special enforcement and education activities in support of the National Child Passenger Safety Week (February), Buckle Up, America! Week (May) and Drunk and Drugged Driving Prevention Month (December).
- To train all grant-funded deputies in areas essential for proper operation of a Traffic Death Prevention Unit by 12/31/04.
- To meet with local judges to discuss the program by 12/31/04.
- To fully participate in the state's occupant protection and alcohol countermeasures programs throughout the grant period.
- To have each grant-funded officer maintain a daily log of contacts made in the course of patrolling, to include verbal warnings and written citations.

STRATEGIES AND ACTIVITIES

The overall project goal was to reduce the number of fatalities caused by excessive speed and vehicle crashes caused by impaired driving. Through the Traffic Death Prevention grant, the Laurens County Sheriff's Office was able to hire two (2) full-time deputies that were assigned to traffic enforcement, 100% of their time. The Traffic Death Prevention deputies have received formal training in impaired driving detection, as well as other traffic enforcement trainings. The Laurens County Sheriff's Office has been able to have the Traffic Death Prevention deputies work during higher risk times and days of the week in order to combat current problem days and times.

The Laurens County Sheriff's Office has been able to work with other agencies in establishing safety checkpoints and have been able to utilize the two (2) grant-funded deputies to focus more on true traffic safety. The checkpoints have been in strategic locations based on prior crashes and/or potential crash locations based on statistical information.

Since the beginning of the grant period, more community awareness has been engendered. The Laurens County Sheriff's Office has seen an improvement in driving behaviors. Through education and awareness programs, this and other grant projects are assisting the Laurens County Sheriff's Office and other agencies in reducing the number of fatalities throughout our state and, therefore, making South Carolina a safer place to drive.

RESULTS

- The Traffic Death Prevention project deputies provided 100% of their time to traffic enforcement during the grant period even though they were assigned on April 11, 2005, all three of the listed goals were reduced. The number of fatalities was reduced more than 33%, from 17 to 11, during the grant period. The total number of speed-related crashes was reduced from 640 to 506, a 21% reduction. The total number of "driving under the influence" related collisions was reduced from 95 to 79, a 16.8% reduction. All final numbers reflect the grant period (February 1, 2005 to September 30, 2005) and were provided to the Laurens County Sheriff's Office from the South Carolina Highway Patrol.

- Two (2) Traffic Death Prevention deputies were hired and assigned to their duties on April 11, 2005. They were assigned to this task 100% of the working time. All of their equipment was purchased within 90 days of the Laurens County Sheriff's Office receiving the grant, with the exception of budget revision items that were purchased within the approval time frame.
- A total of thirty-eight (38) checkpoints were conducted, ten (10) of which were multi-jurisdictional. This exceeds the grant objective.
- From April 11, 2005 to the end of the grant year, there were a total of sixty-one (61) citations issued for such things as failure to yield right-of-way, following too closely, driving under suspension, disregarding sign/signal, improper turn, and improper lane change. These violations have led to further charges, such as simple possession and driving under the influence. The Laurens County Sheriff's Office is in the process of obtaining numbers prior to the grant period in order to get the corresponding increases.
- From April 11, 2005 to the end of the grant year, there were a total of 239 citations issued for speeding during the grant period. This is an appropriate, corresponding increase since, prior to the receipt of the grant, the Laurens County Sheriff's Office did not have deputies assigned to traffic only.
- From April 11, 2005 to the end of the grant year the Traffic Death Prevention deputies issued a total of fifty-one (51) safety belt citations and child restraint citations.
- From April 11, 2005 to the end of the grant year, the Traffic Death Prevention deputies have arrested four (4) individuals for driving under the influence.
- The Traffic Death Prevention deputies conducted fifteen (15) presentations to schools, businesses, religious organizations, and different civic groups. They distributed safety material obtained from the National Highway Traffic Safety Administration's website, as well as other materials received from the South Carolina Department of Public Safety. The total of attendees at the above presentations reached 544.
- Monthly press releases have been issued to local radio stations (WLBG-Laurens) and (WPCC-Clinton), as well as the local newspapers in Clinton and Laurens. Several deputies were also able to conduct live broadcasts at local radio stations during the occupant protection weeks. One of the Traffic Death Prevention deputies currently issues a weekly article to a local newspaper.
- The Laurens County Sheriff's Office has participated in the special enforcement and education activities in support of the Buckle Up, America! (May) and Drunk and Drugged Driving Prevention Month (December).
- The deputies have been trained in Advance Driving Under the Influence classes, driving and radar training.
- The Traffic Death Prevention deputies met with local judges after being assigned to the grant. They have established a very good working relationship with each of the judges and continue to work with the magistrates.
- The Laurens County Sheriff's Office Traffic Death Prevention deputies have been participating in all of the state's occupant protection and alcohol countermeasures programs throughout the grant period.
- The Traffic Death Prevention deputies maintain a daily log of contacts made in the course of patrolling, to include verbal warnings and all writing citation.

FUNDING	
Section 402	\$ 50,513.00
Local	\$ 5,613.00
CONTACT	
Capt. W. Christopher Hudson, Project Director Laurens County Sheriff's Office P.O. Box 68 216 West Main Street Laurens, South Carolina 29360 (864) 984-4967	
State Office of Highway Safety Program Manager Barney C. Derrick	

PROJECT NAME

Hanahan Police Traffic Safety Unit

PROJECT LOCATION

Hanahan, SC

PROJECT NUMBER

2H05027

PROGRAM AREA(S)

Police Traffic Services

TYPE OF JURISDICTION

Municipal

TARGETED POPULATION

13,000

PROBLEM IDENTIFICATION

The City of Hanahan has a population of approximately 13,000 residents. Construction is under way to develop a once unused sprawling tract of land into a site for 1,500 homes and a multitude of businesses. The City is within close proximity to the cities of Goose Creek, North Charleston and Charleston. This places the City of Hanahan in a geographic position such that a substantial number of people are moving in, out and around the City commuting to jobs, school, economic venues and vacation destinations. With such a large transient population, the Hanahan Police Department services substantially more than the actual resident population.

Traffic collisions within the City of Hanahan have steadily increased over the last ten years. In 1993, 130 collisions were investigated. The number of collisions grew each year except in 1997 and 2001. During 2003, the City of Hanahan experienced the largest number of crashes in the last twenty years. With the increase in traffic flow, increased traffic collision rate, and increased patrol call volume, the City needed an established Traffic Unit.

GOALS AND OBJECTIVES

- To maintain zero fatal traffic collisions in the City of Hanahan during the grant period.
- To decrease the total number of collisions in the City of Hanahan by 15%, from 264 to 224, by the end of the grant period.
- To decrease the total number of alcohol-related collisions in the City of Hanahan by 20%, from 9 to 7, by the end of the grant period.
- To maintain zero alcohol-related fatalities in the City of Hanahan during the grant period.
- To establish a two-member traffic unit and purchase all needed equipment within 90 days of the grant award.
- To conduct at least one (1) traffic safety checkpoint during each month of the grant period.
- To have an appropriate, corresponding increase in citations for violations such as failure to yield right-of-way, following too closely, disregarding sign/signal, improper turn, and improper lane change by September 30, 2005, due to enhanced traffic enforcement efforts over the course of the grant period.

- To have an appropriate, corresponding increase in speeding citations by September 30, 2005, due to enhanced traffic enforcement efforts over the course of the grant period.
- To have an appropriate, corresponding increase in citations for safety belt and child restraint violations by September 30, 2005, due to enhanced traffic enforcement efforts over the course of the grant period.
- To have an appropriate, corresponding increase in DUI arrests by September 30, 2005, due to enhanced traffic enforcement efforts over the course of the grant period.
- To conduct traffic safety presentations at least once a month to area schools, businesses, and civic groups by September 30, 2005.
- To issue monthly press releases to the local media outlets detailing the activities of the Hanahan Traffic Safety Unit.
- To plan and conduct special enforcement and education activities in support of national and statewide highway safety initiatives, to include National Child Passenger Safety Week (February); Buckle Up, America! Week (May); and Drunk and Drugged Driving Prevention Month (December).
- To conduct a meeting with local judges to explain and discuss the program. The meeting will be conducted within 90 days of the grant award.
- To have each grant funded officer maintain a daily log of contacts made in the course of patrolling, to include verbal warnings and written citations.

STRATEGIES AND ACTIVITIES

The goals of this project are to get voluntary compliance with traffic regulations through education and enforcement and to reduce traffic fatalities and injuries. In an attempt to accomplish these goals, the Unit began by educating young people in Drivers Education classes in the local high school on DUI and other important traffic laws, and through DUI crash demonstrations. Traffic Officers attended local meetings in the community to address traffic concerns and also to educate the older driver on DUI and other traffic laws. In addition, the Unit conducted proactive patrols in an effort to focus on moving violations and impaired drivers. The grant-funded officers worked with other surrounding agencies within the Ninth Judicial Circuit Law Enforcement Network, and with the Department of Public Safety and the National Highway Traffic Safety Administration to participate in national and statewide traffic safety campaigns and emphases.

RESULTS

- There were no traffic crash-related fatalities from April 2004 to October 2004. During the grant period, from April 2005 to September 2005, there was a single traffic crash fatality. This lone incident occurred at 4:30 am and involved a single car driven at a high rate of speed by an impaired individual who was not wearing a seatbelt.
- Traffic crashes from April 2004 to September 2004 in Hanahan totaled 143. During the grant period, from April 2005 to September 2005 the crashes decreased by 49%, from 143 to 72.
- Traffic crash injuries from April 2004 to September 2004 in Hanahan totaled 30. During the grant period, from April 2005 to September 2005 the injuries decreased by 67%, from 30 to 10.
- There were a total number of 9 alcohol-related crashes from April 2004 to September 2004 in Hanahan. During the grant period, from April 2005 to September 2005 alcohol-related crashes decreased by 44%, from 9 to 5.

- There were no traffic crash-related fatalities from April 2004 to October 2004. During the grant period, from April 2005 to September 2005, there was a single traffic crash fatality. This lone incident occurred at 4:30 am and involved a single car driven at a high rate of speed by an impaired individual who was not wearing a seatbelt.
- The Traffic Safety Unit was operational on April 1, 2005. All grant-funded equipment was ordered immediately, however, equipment items were not in place until mid-May 2005.
- The Traffic Safety Unit conducted public safety checkpoints on April 29, May 26, June 30, July 24, and September 29. The BATmobile was utilized at two of the checkpoints.
- During the grant period, the Hanahan Police Department realized the following changes in moving violation citations issued over the same period last year:

Offense	2004	2005	Diff	Percent
Disregarding Traffic Signal	22	64	42	191%
Disregarding Stop Sign	57	214	157	275%
Failure to Yield Right of Way	15	11	(4)	-27%
Following Too Closely	16	22	6	38%
Improper Turn	11	6	(5)	-45%

- During the grant period, the Hanahan Police Department realized the following changes in speeding citations issued over the same period last year:

Offense	2004	2005	Diff	Percent
Speeding < 10	37	99	62	168%
Speeding 11 +	494	1,215	721	146%

- During the grant period, the Hanahan Police Department realized the following changes in occupant protection citations issued over the same period last year:

Offense	2004	2005	Diff	Percent
Child Seat Violations	20	16	(4)	-20%
Safety Belt Violations	139	211	72	52%

The decrease in child seat violation appears to be in connection with the increase in proper usage of these devices.

- During the grant period, the Hanahan Police Department issued 15 citations for impaired driving, which is a 7% increase over last year's total of 14.
- The Traffic Safety Unit conducted 13 traffic safety presentations during the grant period. The total number of persons attending these presentations was 1,434.
- Upon receipt of the grant, the Hanahan Police Department notified all major media outlets of the grant and the grant's implementation schedule. Each month the Traffic Safety Unit submitted traffic citation statistics to the local newspaper for publication. The Traffic Safety Unit also notifies the media of every checkpoint prior to implementation. Several television outlets have provided live coverage of checkpoints. NBC affiliate Channel 2, CBS affiliate Channel 5 and ABC affiliate Channel 4 have all covered the team's enforcement and educational efforts. Channel 5 covered the anti-DUI educational campaign conducted by the team during prom week. The Team has received successful television coverage; however, the main area newspaper has not taken an interest in covering the team's activities. Unit members also participated in the *Target Zero* kickoff media event in North Charleston and the *Sober or Slammer!* mobilization in August 2005.

- The team actively participated in the Buckle Up, America! Week in May. Activity reports were submitted to the South Carolina Department of Public Safety for this time frame. Public presentations were geared towards occupant protection. The team also participated in the Ninth Judicial Circuit Law Enforcement Network.
- On March 22, 2005, Project Director, Donald Wilcox, met with the Chief Municipal Judge and the Municipal Clerk of Court to discuss the program. Chief Wilcox received a positive response from both parties. The local Circuit Solicitor was also notified of the receipt of the grant.
- The Hanahan Police Department maintains traffic stop statistical data. The grant-funded officers have been using a specialized form for daily log entries, and these forms are submitted to the project manager monthly.

FUNDING	
Section 402	\$ 69,772.00
Local	\$ 12,080.00
CONTACT	
Chief Donald Wilcox, Project Director	
Hanahan Police Department	
1255 Yeamans Hall Road	
Hanahan, SC 29406	
(843) 554-4221	
State Office of Highway Safety Program Manager Amy Caldwell	

PROJECT NAME

Multi-jurisdictional Task Force Traffic Unit

PROJECT LOCATION

Anderson County, SC

PROJECT NUMBER:

2T05002

<p>PROGRAM AREA(S) Cities of Anderson, Belton, Honea Path and Pendleton</p> <p>TYPE OF JURISDICTION Municipal</p> <p>TARGETED POPULATION 25,000-50,000</p>
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PROBLEM IDENTIFICATION

Anderson County has been in the top ten among South Carolina’s counties for traffic collisions since 1998. These collisions have resulted in a significant number of fatalities. According to the statistics for South Carolina, Anderson County ranks in the top five worst counties for persons killed in alcohol and drug-related crashes in the state. The current level of resources available to the four (4) cities participating in the grant project was inadequate to increase DUI arrests and citations for moving violations. Anderson, Belton, Honea Path, and Pendleton were unable to immediately enhance their efforts at traffic enforcement and DUI detection, thereby making it necessary to seek outside funding.

GOALS AND OBJECTIVES

- To have a 10% reduction in the total number of alcohol and drug-related traffic crashes in the County of Anderson by the end of the grant period. For 2002, the figure was 204. The grant period target is 184.
- To have a 10% reduction in the total number of alcohol and drug-related traffic injuries in the County of Anderson by the end of the grant period. For 2002, the figure was 164. The grant period target is 148.
- To have a 10% reduction in the total number of alcohol and drug-related traffic fatalities in Anderson County by the end of the grant period. For 2002, the figure was 16. The grant period target is 14.
- To have a 10% reduction in the overall number of traffic crashes in Anderson County by the end of the grant period. For 2002 the figure was 2,062. The grant period target is 1,856.
- To establish a five-member Multi-jurisdictional Task Force Traffic Unit and purchase any additional equipment within ninety (90) days of the grant award.
- To hold a major press conference re-introducing the Multi-jurisdictional Task Force Traffic Unit within ninety (90) days of the grant award.
- To issue monthly press releases to the local media outlets detailing the activities of the multi-jurisdictional team.

- To have an appropriate, corresponding increase in DUI arrests by September 30, 2005 due to enhanced traffic enforcement efforts over the course of the grant period.
- To conduct (a) two (2) high profile enforcement campaigns each month throughout the grant period, with the total time dedicated to these joint activities to be at least four (4) days per month and (b) two (2) major statewide enforcement campaigns during the grant period.
- To conduct at least one (1) public safety checkpoint in each agency's jurisdiction per quarter throughout the grant period.
- To foster partnerships with local media outlets and create a media campaign to disseminate both highway safety messages and the activities of the team during the entire grant period.
- To have an appropriate corresponding increase in speeding citations by September 30, 2005, due to enhanced traffic enforcement efforts over the course of the grant period.
- To have an appropriate corresponding increase in citations for safety belt and child restraint violations by September 30, 2005, due to enhanced traffic enforcement efforts over the course of the grant period.
- To conduct at least one (1) *Prom Promise/Grim Reaper* program in each agency's jurisdiction during the grant year.
- To fully participate in national and state sponsored seatbelt and DUI campaigns through combined educational and enforcement efforts each year of the grant program.
- To conduct meetings within ninety (90) days of the grant award with local judicial officers of all involved agencies to educate and inform them of the Multi-jurisdictional Task Force Traffic Unit's activities.
- To conduct quarterly meetings with participating agencies in order to discuss the progress of the program.
- To have each grant-funded officer maintain a daily log of contacts made in the course of patrolling, to include verbal warnings and citations.
- To conduct at least one (1) media event for each of the four (4) scheduled statewide enforcement blitzes (Memorial Day, Independence Day, thanksgiving, and Christmas/New Year's Day).

STRATEGIES AND ACTIVITIES

The strategy of the program was to increase the number of citations issued in the jurisdictions involved to directly impact the number of crashes in each city. This was done by targeting violations that directly result in crashes in the respective jurisdictions. The program allowed Task Force Traffic officers to utilize enhanced proactive traffic enforcement and traffic safety educational program presentations to lessen the number of crashes.

RESULTS

- There were 205 alcohol and drug-related crashes in Anderson County for CY 2004 in comparison to 204 alcohol and drug-related crashes in Anderson County in CY 2002. This represents a .49% increase in crashes. To date, there have been 271 alcohol and drug related crashes in Anderson County in CY 2005.
- There were 133 alcohol and drug-related traffic injuries in Anderson County for CY 2004 in comparison to 164 alcohol and drug-related traffic injuries in Anderson County in CY 2002. This represents a 23% decrease in injuries. To date there have been 167 injuries resulting from alcohol and drug-related traffic crashes in Anderson County in CY 2005.

- There were twenty-five (25) alcohol and drug-related fatalities in Anderson County in CY 2004 in comparison to sixteen (16) alcohol and drug-related fatalities in Anderson County in CY 2002. This represents a 64% increase in fatalities. To date there have been thirty-three (33) fatalities resulting from alcohol and drug-related traffic crashes in Anderson County in CY 2005.
- There were 4,152 total collisions in CY 2004 in Anderson County in comparison to 2,062 total collisions in CY 2002 in Anderson County. This represents an increase of 101% in total collisions. If the trend follows as in previous years, Anderson County is projected to have over 5,000 total crashes in CY 2005.
- The five-member Multi-jurisdictional Task Force Traffic Unit was maintained during most of the grant year. Two jurisdictions (Pendleton and Honea Path) did not participate in the grant project after August 31, 2005. The grant budget did not contain any equipment items for the grant year.
- Team members were introduced to both public and private agencies during the first quarter of the grant.
- Articles and Multi-jurisdictional Task Force Traffic Unit information and statistics were sent to the media every four (4) to six (6) weeks during the grant period.
- There were eighty (80) arrests for DUI in the cities of Anderson, Belton, Honea Path and Pendleton from 10/01/2004 to 09/30/2005 in comparison to ninety-eight (98) DUI arrests from 10/01/2003 to 09/30/2004, an 18.4% decrease.
- At least two (2) high profile enforcement campaigns were conducted in the respective jurisdictions over the course of the grant period which encompassed at least 4 days each month. Multi-jurisdictional Task Force Traffic Unit members participated in the *Target Zero* campaign as well as the *Buckle up, South Carolina. It's the law, and it's enforced.* and the *Sober or Slammer!* campaigns. The team also participated in the *Hands Across the Border* initiative with Georgia and North Carolina law enforcement agencies.
- There were twenty-six (26) public safety checkpoints held in the four (4) jurisdictions of Anderson, Belton, Honea Path and Pendleton from 10/01/2004 to 09/30/2005.
- An excellent relationship with the local media outlets was fostered and good coverage was received.
- There were 1,936 speeding citations issued by the Anderson, Belton, Honea Path and Pendleton officers from 10/01/2004 to 09/30/2005 in comparison to 2,246 issued by the agencies from 10/01/2003 to 09/30/2004, a decrease of 13.8%.
- There were 1,053 citations issued for violations of safety belt laws from 10/01/2004 to 09/30/2005 in comparison to 1,162 issued during the same period last year, a decrease of 9.4%. There were 108 citations issued for child restraint violations from 10/01/2004 to 09/30/2005 in comparison to 100 citations issued during the same period last year, an increase of 8%.
- The grant-funded officers worked with School Resource Officers in Anderson School District Five to conduct traffic safety presentations for prom season.
- The Multi-jurisdictional Task Force Traffic Unit participated fully in national and state sponsored safety belt and DUI campaigns by utilizing educational presentations to schools, civic groups and private employee health fairs, as well as concentrated enforcement efforts in the jurisdictions during the course of the grant program.
- Meetings were conducted with all affected judicial officers to inform them of the grant project.
- Meetings with grant-funded personnel were held in February and April.
- Daily logs were maintained by the grant-funded officers.
- Media events were held in support of statewide enforcement blitzes.

FUNDING	
Section 164	\$ 133,074.00
Local	\$ 44,366.00
CONTACT	
Captain Jack Sanders, Project Director	
Anderson Police Department	
401 South Main Street	
Anderson, SC 29624	
(864) 231-2270	
State Office of Highway Safety Program Manager	
Amy Caldwell	

TRAFFIC RECORDS

The efficient collection and analysis of appropriate highway safety data have always been essential to highway safety and are critical in the development, implementation, and evaluation of appropriate countermeasures to reduce traffic collisions, injuries and fatalities. There are many users of this data. Law enforcement utilizes 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 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.

The South Carolina Department of Public Safety (SCDPS) is the state agency charged with the overall responsibility for maintenance of traffic records. 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, 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.

Given the above information, a further assessment of the State's traffic records system was conducted in 2001 by an independent contractor with a view toward necessary requirements for the roll out phase of a redesigned system. The contractor has submitted a detailed plan indicating all the necessary steps for implementation of the redesigned system. The Traffic Records Steering Committee will continue to meet and discuss plans to implement assessment recommendations.

The project funded to conduct the assessment outlined above was named "South Carolina Collision and Ticket Tracking System," or SCCATTS.

PERFORMANCE GOALS:

Short Range Goal:

To continue, with limited funding, the rollout phase of the SCCATTS initiative based on the assessment of GartnerGroup.

Level of Accomplishment:

The next phase of the project is continuing. The SCDPS Director is committed to the SCCATTS initiative and has given full support to its completion. The SCDPS has also hired a new Information Technology Operations (ITO) Manager who is also committed to the further development of the project.

The SCCATTS Project Manager, hired in FY2003, continued planning for the project by meeting directly with a representative from South Carolina Department of Motor Vehicles (SCDMV) and the South Carolina Judicial Department (SCJD). The SCCATTS Project Manager met with the SCDMV Planning and Policy Administrator and the SCJD Lead IT Project Manager on several occasions. The goal of these meetings was to develop a high level proposal to define the scope of the SCCATTS project. The needs of all stakeholders were considered. Rough drafts of an overview document and data flow diagram were completed. Several areas of concern have been addressed in the overview document, including technical support of any new development and data flow throughout State and local agencies. Funding sources for development will require further discussions. The documents have been reviewed by the Directors of the SCDPS and SCDMV, as well as the IT Director of SCJD. The next step is to have the various Directors meet and agree on a course of action. An initial legislative proposal to mandate a project working group has been drafted. The Directors will need to determine whether or not to submit the proposal to the State Legislature for consideration.

Throughout the year the SCCATTS Project Manager attended several meetings including the TraCS Steering Committee in May 2005. The SCCATTS Project Manager continued meeting with data users to thoroughly document and diagram the collision and citation data work flow. Also, the SCCATTS Project Manager attended several meetings with State GIS representatives in an effort to centralize the state street centerline database. Additional information regarding these meetings was documented in the quarterly status reports. In addition, the SCCATTS Project Manager obtained the SC Chief Information Officer (SCCIO) Associate and Senior Project Manager Certifications as well as the Project Management Professional (PMP) certification. The SCCATTS Project Manager has also been meeting with SCGIO Project Management staff to ensure that the SCCATTS project is following the SCGIO Methodology. SCGIO has offered to provide guidance throughout the project.

The GIS (Geographic Information Systems) aspect of the SCCATTS project reached a level that required specialized knowledge. Without the expertise of a specialized GIS Analyst, the SCCATTS Project Manager, along with SMARTPerson consultants, has continued the growth of the GIS functionality. They are reviewing possible options for the collection and preparation of GIS baseline data required to accurately map collisions for analysis. In addition, they are establishing GIS reporting and analysis procedures within the SCCATTS project. They have also facilitated the creation of reports that better utilize the GIS data and have trained current staff to process these reports.

SCDPS contracted with Bradshaw Consulting Services (BCS) to continue developing the SCCATTS GIS functionality. BCS completed enhancements to the Fatality Application, as well as the mapping websites developed last year. The enhancements improved the ease of data entry, added stricter data validations, and added web-based reports that can easily be accessed by SCDPS management. BCS also developed and documented possible GIS data improvement measures. The intent is to utilize temporary intern labor to complete the manual part of the data improvement procedures. An attempt has been made to obtain additional funds from another grant to pay for the temporary labor. In addition, BCS developed hiring recommendations for a GIS Analyst position, including a position description, pre-employment exam, and GIS-specific

interview questions. These recommendations will be utilized in the next fiscal year to hire a GIS Analyst.

Long Range Goal (2005-2009):

To complete and have a fully operational SCCATTS system by the end of CY 2009.

Level of Accomplishment:

The rollout phase of the SCCATTS project continues to move forward. Due to funding constraints, it is unclear at this time when the project can be brought to completion. The project needs to take advantage of available funding to continue the rollout of the project and move closer to meeting this long range goal. Another key piece required by SCCATTS will be the development of a common set of procedures and policies that will need to be agreed upon by every division within SCDPS. These policies and procedures will serve as a roadmap to continue the development of the project and make it easier for other state agencies to become involved with the effort. The commitment by the Director of the Office of Highway Safety, the ITO Director and the agency Director will go a long way toward bringing the project to fruition.

PROJECT NAME
South Carolina Collision and Ticket Tracking System

PROJECT LOCATION
Columbia, SC

PROJECT NUMBER
2H05003

PROGRAM AREA(S)

Traffic Records

TYPE OF JURISDICTION

Statewide

TARGETED POPULATION

General Population

PROBLEM IDENTIFICATION

The SC Department of Public Safety is experiencing timeliness and data accuracy issues with the collision and ticket records that it processes. The primary factors contributing to these issues are the processes themselves and the systems that support them. Specifically, the processes are manual, redundant, and error-prone. The systems are disparate and inflexible.

GOALS AND OBJECTIVES

- Substantially increase the accuracy and timeliness of data entry functions administered by the South Carolina Department of Public Safety (SCDPS).
- Reduce the overall cost of populating the various traffic records databases managed by SCDPS.
- Enhance the ability to provide the public access to the various traffic records documents maintained by SCDPS.
- To implement suggestions provided by the analysis and assessment offered by GartnerGroup and other Subject Matter Experts (SME's).
- To maintain the employment of a SCCATTS Project Manager during FFY 2005.
- To hire a "Smart Person" consultant to continue the development of the Gateway Application, the Fatality Application, Geographic Information System (GIS) Infrastructure and Analysis, TraCS, and Data Improvements.
- To provide appropriate training for staff of the Office of Highway Safety Statistical Analysis Center and the ITO division by the end of the grant year.
- To purchase the necessary software by January 1, 2005.

STRATEGIES AND ACTIVITIES

The purpose of the SCCATTS project is to 1) review the existing processes and systems, 2) identify deficiencies and opportunities, and 3) design, develop, and implement an integrated system that supports the entire traffic record life cycle. Given the breadth of the task, the project was divided into several phases. The first phase was to perform the business and workflow analysis and to develop the requirements for a new system. The remaining phases are to be the actual design, development, prototyping, testing, and implementation of the proposed solution.

Within each phase, the primary focus will be on the following areas: data retrieval, workflow, storage, and reporting. While each of these areas alone offers opportunities for improving the timeliness and accuracy of the data, it is important for development purposes to address them as a cohesive, integrated unit.

RESULTS

- The SCCATTS Project Manager, hired in FY2003, continued planning for the project by meeting directly with a representative from South Carolina Department of Motor Vehicles (SCDMV) and the South Carolina Judicial Department (SCJD). The SCCATTS Project Manager met with the SCDMV Planning and Policy Administrator and the SCJD Lead IT Project Manager on several occasions. The goal of these meetings was to develop a high level proposal to define the scope of the SCCATTS project. The needs of all stakeholders were considered. Rough drafts of an overview document and data flow diagram were completed. Several areas of concern have been addressed in the overview document, including technical support of any new development, and data flow throughout State and local agencies.
- Funding sources for development will require further discussions. The documents have been reviewed by the Directors of the SCDPS and SCDMV, as well as the IT Director of SCJD. The next step is to have the various Directors meet and agree on a course of action. An initial legislative proposal to mandate a project working group has been drafted. The Directors will need to determine whether or not to submit the proposal to the State Legislature for consideration.
- Throughout the year the SCCATTS Project Manager attended several meetings including the TraCS Steering Committee in May 2005. The SCCATTS Project Manager continued meeting with data users to thoroughly document and diagram the collision and citation data work flow. Also, the SCCATTS Project Manager attended several meetings with State GIS representatives in an effort to centralize the state street centerline database. Additional information regarding these meetings was documented in the quarterly status reports.
- In addition, the SCCATTS Project Manager obtained the SC Chief Information Officer (SCCIO) Associate and Senior Project Manager Certifications, as well as the Project Management Professional (PMP) certification. The SCCATTS Project Manager has also been meeting with SCCIO Project Management staff to ensure that the SCCATTS project is following the SCCIO Methodology. SCCIO has offered to provide guidance throughout the project.
- The GIS (Geographic Information Systems) aspect of the SCCATTS project reached a level that required specialized knowledge. Without the expertise of a specialized GIS Analyst, the SCCATTS Project Manager, along with SMARTPerson consultants, has continued the growth of the GIS functionality. They are reviewing possible options for the collection and preparation of GIS baseline data required to accurately map collisions for analysis. In addition, they are establishing GIS reporting and analysis procedures within the SCCATTS project. They have also facilitated the creation of reports that better utilize the GIS data, as well as trained current staff to process these reports.
- SCDPS contracted with Bradshaw Consulting Services (BCS) to continue developing the SCCATTS GIS functionality. BCS completed enhancements to the Fatality Application, as well as the mapping websites developed last year. The enhancements improved the ease of

data entry, added stricter data validations, and added web-based reports that can easily be accessed by SCDPS management.

- BCS also developed and documented possible GIS data improvement measures. The intent is to utilize temporary intern labor to complete the manual part of the data improvement procedures. An attempt has been made to obtain additional funds from another grant to pay for the temporary labor. In addition, BCS developed hiring recommendations for a GIS Analyst position, including a position description, pre-employment exam, and GIS-specific interview questions. These recommendations will be utilized in the next fiscal year to hire a GIS Analyst.

FUNDING	
Section 402	\$ 112,390.54
Local	N/A
CONTACT	
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State Office of Highway Safety Planning and Evaluation Manager Ed Harmon	

TWO-WHEEL VEHICLE SAFETY

According to the National Highway Traffic Safety Administration's Traffic Safety Facts 2001, South Carolina's motorcycle fatality rate (number of fatalities per 10,000 registrations) was the second highest in the nation at 15.9. Only the District of Columbia had a higher motorcycle fatality rate, making South Carolina the most dangerous state in which to ride a motorcycle, based on collision statistics at that time. In CY 2004, the motorcycle fatality rate fell to 9.7, still 54% higher than the national average of 6.3.

In 2004, there was a total of 1,740 crashes involving motorcycles in the state of South Carolina. Eighty-five (85) of these crashes took the lives of 85 persons. A total of 1,607 persons were injured in these crashes. Over the past five years, motorcycle crashes have represented 1.4% of all crashes, 7.7% of all crash fatalities, and 2.6% of all crash injuries in South Carolina. The counties with the highest number of motorcycle crashes in 2004 were Horry, Greenville, Charleston, Spartanburg, Anderson, Richland, and Lexington counties.

In 2004, there were 527 collisions involving bicycles. Twenty-one (21) persons were killed in the crashes and 467 were injured. A total of 257 (49%) of the riders in crashes were over 30 years of age; 75 (14%) were in the 12-15 age range; 53 (10%) were in the 16-20 age range; 67 (13%) were in the 21-30 age range; 54 (9.5%) were under ten years of age; 24 (5%) were in the 10-11 age range; and ten (0.2%) was unknown. Fifteen of the 21 persons fatally injured were over 30 years of age, and two were in the 21-30 age range. A total of 459 (87%) of the cyclists involved in crashes were males; eighteen (18) of the 21 bicycle fatalities (85.7%) were males.

The largest number of bicycle collisions occurs during the warm weather months. The three summer months accounted for 38% of all bicycle collisions. The vast majority (351/67%) of all bicycle collisions occurred during the day in clear or cloudy weather conditions, including eleven (11) of the twenty-one (21) fatal collisions. Most bicycle crashes occurred in the daylight hours; however, two (2) of the twenty-one (21) fatal collisions (10%) occurred in the dark.

There were 240 collisions involving mopeds reported during 2004. Five (5) persons were killed, and 222 were injured in these crashes.

Current initiatives in the area of Two-Wheel Vehicle Safety have fallen on difficult budget times in the State. The motorcycle rider training program funded by the state through the state's technical college system has recently been a victim of state budget cuts. The program may continue, but will only do so if technical colleges can recoup costs by charging tuition for the program.

The South Carolina Department of Public Safety has attempted to address two-wheel vehicle problems in part by enhancing a project for younger children. The project is known as SAFETY CITY. SAFETY CITY is a video series focusing on highway safety that has been made available to every elementary school in the state of South Carolina. SAFETY CITY targets children in kindergarten through third grade with pedestrian and bicycle safety messages.

Also, for the past two years, the Office of Highway Safety has conducted a Motorcycle Safety Campaign which has focused on the large motorcycle rallies that occur in Myrtle Beach, SC during the month of May each year and the Harley Owner's Group Rally, which takes place at various locations around the state each September. The campaigns have primarily focused on the distribution of educational and printed materials during the rallies to keep riders focused on highway safety while riding their bikes. The campaigns have been successful thus far in reducing motorcycle crash fatalities during the rally weeks.

Obviously, more attention must be focused on this highway safety problem in the state.

PERFORMANCE GOALS

Short Range Goals:

1. To reduce the number of crashes involving bicycles by 2% by the end of CY 2005, as compared to CY 2004 data.

Level of Accomplishment: Projected estimates from the Statistical Analysis Center of the OHS indicate 537 crashes involving bicycles for CY 2005. This represents an estimated 2.0% reduction in crashes involving bicycles in CY 2005 as compared to 2004.

2. To reduce the motorcycle registration fatality rate by 10% by the end of CY 2005, as compared to CY 2004 data.

Level of Accomplishment: Projected estimates from the Statistical Analysis Center of the OHS indicate that the motorcycle registration fatality rate in South Carolina for CY 2005 is 10.0. This represents an estimated 3.1% increase in the rate as compared to the motorcycle registration fatality rate of 9.7 in CY 2004.

3. To reduce the motorcycle registration collision rate by 10% by the end of CY 2005, as compared to CY 2004 data.

Level of Accomplishment: Projected estimates from the Statistical Analysis Center of the OHS indicate that the motorcycle registration collision rate in South Carolina for CY 2005 is 1.7. This represents a 15% reduction in the rate as compared to CY 2004.

Long Range Goals (CY 2005-2009):

1. To reduce the number of bicycle crashes by 7% by the end of CY 2009.

Level of Accomplishment: Projected estimates from the Statistical Analysis Center of the OHS indicate 537 crashes involving bicycles for CY 2005. This represents an estimated 2% reduction in crashes involving bicycles in CY 2005 in comparison to CY 2004. This goal could be easily reached by 2009.

2. To reduce the motorcycle registration fatality rate by 30% by the end of CY 2009.

Level of Accomplishment: Projected estimates from the Statistical Analysis Center of the OHS indicate that the motorcycle registration fatality rate in South Carolina for CY 2005 is 10.0. This represents an estimated 3.1% increase in the rate as compared to the motorcycle registration fatality rate of 9.7 in CY 2004. Though the increase is discouraging, it is still anticipated that the goal could be reached by 2009.

3. To reduce the motorcycle registration collision rate by 30% by the end of CY 2009.

Level of Accomplishment: Projected estimates from the Statistical Analysis Center of the OHS indicate that the motorcycle registration collision rate in South Carolina for CY 2005 is 1.7. This represents a 15% reduction in the rate as compared to CY2004. This goal could also be reached by 2009.

PROJECT NAME
Traveling SAFE in Aiken County

PROJECT LOCATION
Aiken County, SC

PROJECT NUMBER
2H05017

<p>PROGRAM AREA(S) Two-Wheel Vehicle Safety/ Safe Communities</p> <p>TYPE OF JURISDICTION N/A</p> <p>TARGETED POPULATION Population of Aiken County</p>
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PROBLEM IDENTIFICATION

Aiken County continues to have a substantial problem with the occurrence of deaths and injuries that are preventable. An organized and focused community effort is needed in order to address some of the particular problems causing injuries and deaths in this community. The purpose of this grant is to continue the efforts of the Aiken County Safe Communities Coalition that include the formulation and implementation of planning strategies designed to reduce instances of deaths, injuries, and lifelong disabilities related to automobile, pedal cycle, motorcycle, and pedestrian crashes. With regard to automobile crashes, while the statistics in Aiken County remain alarming, this project chose to address the specific problem of automobile crashes in which people who are elderly are involved as drivers. There are already ongoing community efforts to address some of the other problems associated with vehicular crashes; however, little attention has been paid to the special needs of senior citizens. Local programs have only begun to be developed to specifically address the problems and fears experienced by drivers who are elderly. Efforts have been initiated to assist them in knowing that life does not end when you turn in your license if that is, indeed, what is the best for the health and safety of others. While Aiken County does experience high safety belt usage rates among its elderly population, it remains clear that a large number of them continue to be injured in vehicle crashes. Improving their skills and assisting them in assessing their continued ability to drive, as well as assisting them in finding alternative drivers and modes of transportation to meet their needs is especially desirable and, in fact, critical in an area where the population is graying. Through the Aiken County Safe Communities program, a “55 Alive Driver Safety Program” sponsored by the AARP has recently begun that has as its main focus senior citizens in Aiken County.

On an average, a pedestrian is involved in a fatal crash every 90 minutes (National Pedestrian Program Guide, 2000). From 1999 to 2003, Aiken County lost a total of fifteen (15) pedestrians due to motor vehicle crashes (SC Codes Report, 1999-2003). This figure may be broken down as follows: 6 pedestrians killed in 1999; 1 in 2000, 6 in 2001, 2 in 2002 and 0 in 2003. It is inadequate, however, to only focus on lost lives in describing Aiken County’s problem in the area of pedestrian safety. Injuries, many causing severe disabilities, resulted in major losses to

our communities. The earning power of many individuals is decreased, or they become permanently disabled and unable to work at all. As a community, Aiken County has continued to focus more on educating pedestrians and drivers about what can be done to reduce the risk of crashes and the resulting deaths and disabilities.

The attitude of motorcyclists toward safety varies greatly. Some motorcyclists emphasize safety in motorcycle activities, while others give it little thought. From 1999-2003, Aiken County had a total of fifteen (15) motorcyclists who died on our highways (SC Collision Traffic Safety Book). The top probable causes for motorcycle deaths in Aiken County for the years 1999-2003 are as follows: 1999 – driver inattention, 2000 – driver inattention, 2001 – driving too fast for conditions, 2002 – driver driving too fast for conditions, and 2003 – driver failed to yield right-of-way (SC Codes, 1999-2003). Too many people continue to be killed, injured and disabled in crashes involving motorcycles in Aiken County. Since 2000, Aiken County has undertaken a substantial program of major highway construction. During this construction, traffic has been diverted into neighborhoods and other secondary streets not accustomed to high traffic volume and speeds. Drivers are unfamiliar with new routes, and are often more focused on finding their way rather than watching out for motorcyclists, pedestrians, pedal cyclists, and children.

In Aiken County, bicycle safety is an area where it is visibly obvious that more concern needs to be shown. One does not have to travel very long to see both children and adults riding bicycles without wearing protective helmets. The use of elbow and knee pads is even more limited. An observation of area bicycle riders demonstrated that shoes with laces are much more common than those without laces. Even in instances where safety helmets are worn, many are not worn properly. The effect of helmets on prevention of head injuries is, therefore, significantly jeopardized. Studies have shown that bicycle helmets are 85% to 88% effective in mitigating head and brain injuries, making the use of helmets the single most effective way to reduce head injuries and fatalities resulting from bicycle crashes.

GOALS AND OBJECTIVES

- Within Aiken County, reduce the total number of traffic injuries related to motorcycle crashes by 15%, from 31 to 26, by September 30, 2006.
- Within Aiken County, reduce the total number of traffic injuries related to bicycle crashes by 25%, from 13 to 10, by September 30, 2006.
- Within Aiken County, reduce the total number of traffic injuries related to pedestrian crashes by 25%, from 15 to 11, by September 30, 2006.
- Reduce injuries sustained in crashes where senior citizens, ages 65 and above, were drivers by 15%, from 463 to 394, by September 30, 2006.
- Distribute bi-monthly, through three (3) motorcycle shops, brochures and posters about motorcycle safety.
- Conduct a meeting with motorcyclists about motorcycle safety in the second quarter to discuss the importance of sharing the road with other motorists.
- Distribute 1,500 brochures to doctors' offices, therapy centers, etc. frequented by senior citizens by June 30, 2005.
- Conduct three (3) Senior Driving Classes through the Aiken County Council on Aging by September 30, 2005.

- To conduct Senior Driving Programs for a minimum of six (6) senior citizens groups by August 31, 2005, on the importance of continually assessing their ability to drive.
- To distribute a monthly newsletter on motorcycle safety, bicycle safety, pedestrian safety and senior driving to churches and businesses in Aiken County.
- To conduct six (6) bicycle rodeos by September 30, 2005 in cooperation with local law enforcement and parks/recreation.

STRATEGIES AND ACTIVITIES

The overall goal of this project was to implement and coordinate a community program plan with an emphasis on two-wheeled vehicles, pedestrian safety and safe driving for senior citizens.

Throughout the grant cycle the Project Administrator distributed brochures to Motorcycle Shops in Aiken County and Aiken Technical College that provides information to local owners, students and their customers about safe riding habits, helmet use and do's and don'ts of riding a motorcycle. The Safety Project Administrator provided statistics to these groups because some of them were very concerned about work loss and other cost due to a crash or death involving a motorcycle. Throughout the grant period, the Safety Administrator attended several motorcycle meetings in Augusta, GA (we are a bordering state) to find what they are doing to increase safe riding practices and educate other motorcycle groups in their area.

Most motorcycle groups that participated with the grant required most of their members to wear a helmet. However, it was only a requirement and there were no penalties for not wearing a helmet in one of their events. The relationships and communications that the Safety Project Administrator has developed over the grant period will be maintained monthly in order to see if there has been any change in attitudes, injuries, and deaths in those counties.

The Safety Project Administrator and the Safe Communities Coordinator distributed several brochures to doctors' offices and therapy centers throughout the grant period. The Safety Project Administrator also conducted several classes to the elderly using the AARP 55 Alive Defensive Driving curriculum. Some of the classes were taught at Aiken Regional Medical Centers and churches throughout Aiken County. These classes placed an emphasis on change. Noticing that family and friends are concerned about your driving, getting lost on routes that were once familiar, receiving police warnings of poor driving behavior, being involved in a near miss or actual crash, or being advised by your physician or other health caregivers to restrict or stop driving. The response to this class was great and I feel this is a class that will continue well after this grant has ended. Brochures and inserts will continue to be provided and the seven (7) senior centers in Aiken County, churches, businesses and civic groups in order to help the "senior drivers" of Aiken County drive a little safer.

RESULTS

- According to the SC Traffic Collision Fact Book, in 2003 Aiken County had a total of twenty-nine (29) motorcycle injuries. In 2004, Aiken County had a total of thirty-three (33) motorcycle injuries, an increase of 13.8%. According to the Statistical Analysis Center of the Office of Highway Safety, Aiken County is projected to have forty-two (42) motorcycle crash injuries in CY 2005, a 27.3% increase over CY 2004. The Safety Project Administrator will continue to monitor motorcycle crashes monthly in Aiken County and the

relationship that has been established with local motorcycle groups in an effort to reduce the likelihood of injuries increasing.

- According to the SC Traffic Collision Fact Book, the total number of injuries related to bicycle crashes in Aiken County in 2003 was sixteen (16). In 2004, Aiken County had a total of (12) injuries related to bicycle crashes, a decrease of 25%. According to the Statistical Analysis Center of the Office of Highway Safety, Aiken County is projected to have fifteen (15) bicycle crash injuries in CY 2005, a 25% increase over CY 2004. The Safety Project Administrator will continue to monitor bicycle crashes monthly and continue its relationship that has been established with Aiken City Bike Team, EMS Bike Team and the Aiken County Bicycle Club.
- According to the SC Traffic Collision Fact Book, the total number of traffic injuries related to pedestrian crashes in Aiken County for 2003 was seventeen (17). In 2004, Aiken County had a total of twelve (12), a decrease of 29.4%. According to the Statistical Analysis Center of the Office of Highway Safety, Aiken County is projected to have nineteen (19) pedestrian crash injuries in CY 2005, a 58.3% increase over CY 2004. The Safety Project Administrator will continue to monitor pedestrian crashes in Aiken County. The Safety Project Administrator will continue to utilize the media, parks and recreation to communicate safe walking habits and information for the citizens of Aiken County.
- According to data from the Statistical Analysis Center of the Office of Highway Safety, in CY 2003 injuries sustained in crashes where senior citizens aged 65 and older were drivers totaled 236 in Aiken County. In 2004, the total was 225, a 4.7% decrease. However, estimates for CY 2005 show the total number of these types of injuries increasing to a projected 238, a 5.8% increase. The Project Administrator will continue to monitor increase or decrease with this age group as well as provide information to Doctors' Offices, Therapy centers, print and TV media, parks and recreation centers in hopes of educating this population on their driving skills.
- The Safety Project Administrator continued to distribute brochures and posters about motorcycle safety and the use of helmets to the following motorcycle groups: Women on Wheels, SRS/ORR Motorcycle Interest Group, Harley Owners Group (HOG), and August Motorcycle Group. Brochures and posters also continue to be distributed at the following motorcycle shops in Aiken County: Need for Speed, Hard Tail Customs, Adrenalin Cycles, and Aiken Motorcycle Sales and Service.
- During this grant period, the Safety Project Administrator met with several motorcycle groups throughout Aiken County and Augusta. Each of these groups has expressed a concern about motorcycle safety in Aiken County. However, they feel that it is because drivers of cars and trucks think they "own the road." Motorcyclists feel other motorists do not pay attention to them. However, they also feel it's their right to wear or not to wear a helmet in spite of the helmet and other protective riding wear increasing their chances of surviving a serious crash.
- This grant period, the Safety Project Administrator distributed a total of 2,200 brochures to doctors' offices and therapy centers. Those brochures are as listed: Driving When You Have Arthritis, Driving When You Have Parkinson's Disease, Driving When You Have Seizures, Driving When You Have Had a Stroke, Driving When You Have Cataracts, Driving When You Have Glaucoma, Driving While Aging Gracefully, and Safe Driving for Older Adults. The above mentioned brochures were distributed to the following doctors' offices and therapy centers:

- Aiken Cardiovascular Associates – 850 Aiken Mall Drive
- Doctor’s Care of Aiken – 410 University Parkway
- Aiken OB/GYN Associates – 410 University Parkway
- Family MedCenter – 216 Edgefield Ave.
- Parkside Women’s Centre – 1518 Two Notch Rd.
- Aiken Internal Medicine – 410 University Parkway
- Dr. John Cook – 2110 Woodside Executive Court
- Aiken Dermatology – 1520 Two Notch Rd.
- Dr. Ray Bauer Vaughters – 39A Varden Drive
- MedSouth Specialties – 521 Silver Bluff Drive
- Family Health Care – 120 Darlington Drive
- Dr. Gary Fischbach – 721 Richland Ave., Suite 200
- Aiken Center of Dermatology – 118 Park Avenue, SW
- Internal Medicine Associates – 102 Summerwood Way
- Dr. Mark Meiler – 60 Physician Drive
- Doctors Care of Aiken – 850 Aiken Mall
- CSRA Renal Services – 755 Medical Park Drive
- Parkside Women’s Centre - 1518 Two Notch Rd. SE
- Dr. Hugh M. Levens – 103 Waterloo Street
- Aiken Ophthalmology – 410 University Parkway
- Center for Sight – 139 Waterloo Street

The Safety Project Administrator will continue to distribute brochures to doctors’ offices and therapy centers, as well as local chambers of commerce (North Augusta and Aiken) and the Tourism Center in North Augusta. The Safety Project Administrator will continue to provide information to the above offices and therapy centers well after the grant has been completed.

- This grant period, the Safety Project Administrator conducted the 55 Alive Driver Safety Program for five (5) Senior Groups. These classes have been conducted in tandem with classes scheduled at Aiken Regional Medical Center with Mr. Jerald Wright, also an AARP Defensive Driving Instructor. These classes will continue to be taught regularly at Aiken Regional Medical Centers, churches and businesses in the county. This program has proven to be beneficial for the senior community of Aiken County.
- This grant period, the Safety Project Administrator completed five (5) sessions with Senior Groups to discuss the importance of assessing their ability to drive. As mentioned above, the Safety Project Administrator worked with Mr. Jerald Wright, AARP Instructor at Aiken Regional Medical Center, to assist with instruction for the regularly scheduled classes at the hospital.
- This grant period, the Safety Project Administrator distributed a total of 1,000 brochures that contain articles to be included in church bulletins on motorcycle, bicycle, pedestrian safety and senior driving to the following churches and businesses in Aiken County:
 - Aiken Church of Christ
 - Aiken Congregational Holiness Church
 - Aiken First Pentecostal Holiness Church
 - Aiken Pentecostal Church
 - Aiken Seventh-Day Adventist
 - Almond Branch Baptist
 - Antioch Baptist Church

- Ascending Faith Church
- Ashley Grove Baptist Church
- Bath First Baptist Church
- Bath Pentecostal Holiness Church
- Beech Island Church of Christ
- Bell Grove Baptist Church
- Bethel Baptist Church
- Bethesda Christian Center Church
- Bethlehem Baptist Church
- Calvary Baptist Church
- Cedar Creek Church
- First Baptist Church
- Gloverville Baptist Church
- Grace Covenant Church of God
- Grace United Methodist Church
- Graniteville Church of God
- Hampton Avenue Church of Christ
- Hammond Grove Baptist Church
- Hispanic Ministries St. Mary's
- Jackson Christian Fellowship
- Lakeside Baptist Church
- Langley Baptist Church
- Midland Valley Baptist Church
- Millbrook Baptist Church
- Mount Anna Baptist Church
- Oakwood Baptist Church
- Piney Grove Baptist Church
- Second Baptist Church
- Silver Bluff Baptist Church
- South Aiken Church of God
- Union Baptist Church
- Victory Baptist Church & School
- Wagener United Methodist Church
- Warrenton Church of God
- Zion Hill Baptist Church
- Westinghouse Savannah River Company and Subcontractors
- Avondale Mills Inc.
- Kimberley-Clark Corporation
- Advanced Glasfiber Yarn
- Bridgestone-Firestone
- Mount Vernon Mills, Inc.
- Beaulieu of America, Inc.
- Automatic Switch Company
- Carlisle Tire and Wheel Company
- R.E. Phelon, Inc.

These articles will continue to be mailed to the above churches and businesses. Most of the above churches have expressed their thanks for the information, since most have started a Health and Wellness ministry.

- This grant period a total of five (5) bicycle rodeos were conducted in Aiken County on the following dates: April 21, April 23, April 30, June 13-15, and June 22, 2005. The Safety Project Administrator will continue to work with local law enforcement, emergency medical personnel and local bicycle clubs to distribute information

FUNDING	
Section 402	\$ 32,515.00
Local	\$ 10,837.00
CONTACT	
Ralph Courtney, Project Director Tri-Development Center of Aiken County Aiken County Board of Disabilities 1016 Vacluse Road P.O. Box 698 Aiken, South Carolina 29802 (803) 642-8800	
State Office of Highway Safety Program Manager Amie Hammond	

YOUTH ALCOHOL/YOUTH TRAFFIC SAFETY PROGRAMS

Alcohol-related car crashes are the number one killer of young South Carolinians ages 15 - 24. In 2004, drivers between the ages of 15 and 24 were involved in 1,652 alcohol and/or drug-related crashes; of these crashes 109 involved fatalities. In 2004, young drivers between the ages of 15 and 24 were involved in 25% of all alcohol and/or drug-related crashes. Only those drivers that are 21 years of age or older are of legal drinking age in South Carolina. However, drivers between the ages of 15 and 20 were involved in 702, or 43%, of the 1,652 alcohol and/or drug-related crashes involving individuals under the age of 25. Research indicates that the average age at which youths begin using alcohol is between 11 ½ and 12 years of age.

PERFORMANCE GOALS

Short Range Goals:

1. To reduce the rate of drivers under the age of 25, per 1,000 licensed drivers in the age grouping, involved in total collisions which are alcohol-related by 10% by the end of CY 2005, as compared with CY 2004 data.

Level of Accomplishment: Data from CY 2004 shows a rate of 3.21 drivers under the age of 25, per 1,000 licensed drivers in the age grouping, involved in total collisions which had a contributing factor of DUI. Projected estimates from the Statistical Analysis Center for CY 2005 indicate a rate of 3.00 drivers under the age of 25, per 1,000 licensed drivers in the age grouping, involved in total collisions which had a contributing factor of DUI. This represents a 6.5% decrease over against CY 2004.

2. To reduce the rate of drivers under the age of 25, per 1,000 licensed drivers in the age grouping, involved in injury crashes which are alcohol-related by 10% by the end of CY 2004, as compared with CY 2003 data.

Level of Accomplishment: Data from CY 2004 shows a rate of 1.55 drivers under the age of 25, per 1,000 licensed drivers in the age grouping, involved in injury collisions which had a contributing factor of DUI. Projected estimates from the Statistical Analysis Center for CY 2005 indicate a rate of 1.50 drivers under the age of 25, per 1,000 licensed drivers in the age grouping, involved in injury collisions which had a contributing factor of DUI. This represents a 3.2% decrease over against CY 2004.

3. To reduce the rate of drivers under the age of 25, per 1,000 licensed drivers in the age grouping involved in fatal crashes which are alcohol-related by 10% by the end of CY 2004, as compared with CY 2003 data.

Level of Accomplishment: Data from CY 2004 shows a rate of 0.245 drivers under the age of 25, per 1,000 licensed drivers in the age grouping, involved in fatal collisions which had a contributing factor of DUI. Projected estimates from the Statistical Analysis Center for CY 2005 indicate a rate of 0.219 drivers under the age of 25, per 1,000 licensed drivers in the age

grouping, involved in fatal collisions which had a contributing factor of DUI. This represents a 10.6% decrease over against CY 2004.

Long Range Goals (2005 - 2009):

1. To reduce the rate of drivers under the age of 25, per 1,000 licensed drivers in the age grouping, involved in total collisions which are alcohol-related by 30% by the end of CY 2008.

Level of Accomplishment: Data from CY 2004 shows a rate of 3.21 drivers under the age of 25, per 1,000 licensed drivers in the age grouping, involved in total collisions which had a contributing factor of DUI. Projected estimates from the Statistical Analysis Center for CY 2005 indicate a rate of 3.00 drivers under the age of 25, per 1,000 licensed drivers in the age grouping, involved in total collisions which had a contributing factor of DUI. This represents a 6.5% decrease over against CY 2004. With increased emphasis on DUI enforcement statewide, the establishment of the SC Law Enforcement Network System, and the possible strengthening of DUI laws in 2004, this goal is achievable by 2009.

2. To reduce the rate of drivers under the age of 25, per 1,000 licensed drivers in the age grouping, involved in injury crashes which are alcohol-related by 30% by the end of CY 2008.

Level of Accomplishment: Data from CY 2004 shows a rate of 1.55 drivers under the age of 25, per 1,000 licensed drivers in the age grouping, involved in injury collisions which had a contributing factor of DUI. Projected estimates from the Statistical Analysis Center for CY 2005 indicate a rate of 1.50 drivers under the age of 25, per 1,000 licensed drivers in the age grouping, involved in injury collisions which had a contributing factor of DUI. This represents a 3.2% decrease over against CY 2004. With increased emphasis on DUI enforcement statewide, the establishment of the SC Law Enforcement Network System, and the possible strengthening of DUI laws in 2004, this goal is achievable by 2009.

3. To reduce the rate of drivers under the age of 25, per 1,000 licensed drivers in the age grouping, involved in fatal crashes which are alcohol-related by 30% by the end of CY 2008.

Level of Accomplishment: Data from CY 2004 shows a rate of 0.245 drivers under the age of 25, per 1,000 licensed drivers in the age grouping, involved in fatal collisions which had a contributing factor of DUI. Projected estimates from the Statistical Analysis Center for CY 2005 indicate a rate of 0.219 drivers under the age of 25, per 1,000 licensed drivers in the age grouping, involved in fatal collisions which had a contributing factor of DUI. This represents a 10.6% decrease over against CY 2004. With increased emphasis on DUI enforcement statewide, the establishment of the SC Law Enforcement Network System, and the possible strengthening of DUI laws in 2005, this goal is achievable by 2009.

ADDENDUM
FFY 2005 *Buckle Up, South Carolina. It's the Law and it's enforced.*
PAID MEDIA REPORT

The South Carolina Department of Public Safety's Office of Highway Safety utilized Section 157b funds during FY 2005 for paid media efforts relating to the state's *Buckle Up, South Carolina. It's the law and it's enforced. (BUSC)* campaign conducted during Memorial Day 2005. The National Highway Traffic Safety Administration (NHTSA) used its national contractor, The Tombras Group, for the filming of the public service announcement for the campaign. As part of a pilot program South Carolina was awarded extra monies to conduct a Pick-up Truck Campaign. Statistics show that people who drive pick-up trucks are less likely to buckle up. The 60-second PSA featured a law enforcement officer standing in front of a pick-up truck while it was rolling. The message to the motoring public was clear - use safety belts or receive citations, or maybe even worse, lose one's life. The PSA was used extensively during the Memorial Day campaign. The Office of Highway Safety also used an enforcement commercial spot that was developed in a previous campaign year called "Out in Force" during the campaign. The Tombras Group placed the ad utilizing South Carolina's 157 (b) funding.

MEMORIAL DAY *BUSC* CAMPAIGN

In 2005 NHTSA implemented a demonstration project in the Southeast Region to focus on safety belt use among pick-up drivers. As part of the *BUSC* campaign, South Carolina participated in this Pick-up Truck Demonstration Project. Working with NHTSA's Contractor, The Tombras Group, PSA's with television and radio stations were placed throughout the state of South Carolina. The actual cost of placing the PSA's with television media was approximately \$477,170.60 for both the Pick-up Truck Demonstration Project and the *BUSC* Project. This amount paid for the placement of 3,224 radio spots, 1,053 network television spots and 3,603 cable television spots in five major media markets (Charleston, Columbia, Florence, Greenville-Spartanburg and Savannah). Attached (**Attachment A**) to this report are 1) lists of stations throughout South Carolina and sections of Georgia and North Carolina in close proximity to the South Carolina border, that aired the television spots; 2) "Buy Sheets" from these same stations containing detailed information concerning when the spot was aired and the target audiences reached by the messages; and 3) a Media Plan developed by the agency Contractor. Obviously, certain "free" or non-paid ads were aired as part of purchased ad packages with many of these stations. The commercial spots began airing from television outlets on May 23, 2005, and continued through June 5, 2005. Additionally, earned media was secured for the campaign, including press conferences, television news stories, radio news stories and print news stories (**Attachment B**).

The Office of Highway Safety also worked with its contractor, Chernoff Newman, for the development, production and placement of a statewide outdoor advertising campaign as part of the Pick-up Truck Demonstration Project. The OHS used \$103,256 in Section 157(b) funds for the outdoor advertising campaign, talent fees for the "Out in Force" commercial spot and agency services associated with these efforts. The billboard consisted of a pick-up truck on its side with the *BUSC* logo included. The billboards were placed in a total of 149 locations across the state (**Attachment C**).

The agency contractor also developed a commercial spot featuring the Head Football Coach of the University of South Carolina, Steve Spurrier, delivering a message encouraging listeners to utilize safety belts. This commercial production was paid for with Section 402 funding in the amount of \$6,744. The agency contractor secured donated airtime for the airing of this commercial. Also, SC SafeKids and the SC Department of Health and Environmental Control contributed funding for airtime for this commercial spot. The spot ran during the campaign, but was produced in such a way that the ad could be run at any time during the year.

Evaluation

In an attempt to establish appropriate evaluation tools for the effectiveness of the television and radio spots and the overall campaign in increasing the statewide seat belt usage rate, the *BUSC* campaign employed mini-observational and post-campaign observational surveys. Data was compared to a post-blitz survey conducted in June 2004 for a previous occupant protection mobilization.

Mini-Observational and Post-Blitz Statewide Observational Surveys

Six (6) counties were selected by the Department of Public Safety for mini-observational surveys prior to the airing of the campaign PSA's. No comprehensive pre-campaign survey was conducted. For comparison, the percent of the vehicle occupants in the state of South Carolina using safety belts in June 2004 (immediately following the Memorial Day *BUSC* campaign) was used. The usage rate at that point in time was 65.7%. The post-blitz survey was conducted in June 2005 after the enforcement blitz was completed. The survey indicated an increase in safety belt usage rates from 65.7% to 69.7%. **Attachment D** is a copy of the report of these surveys prepared by the Department of Statistics of the University of South Carolina.

Survey results indicated that women are more likely than men to use safety belts (78.7% to 62.2%), and passengers are less likely than drivers to use safety belts (66.5% to 70.3%). Based on past survey data, the current survey demonstrates a narrow gap in usage between drivers and passengers. Also, rural residents are more likely to use safety belts than urban residents (73.5% to 68.0%). A lower usage rate by males is the major factor that continues to pull the statewide average down. It should be noted that, at the time of the campaign, the SC State Senate was debating primary enforcement safety belt legislation. Coverage of the debate received significant statewide print and electronic media attention. Subsequently, a primary enforcement safety belt law was passed. This law became effective on December 9, 2005.

Campaign Enforcement Results

Along with the increase in safety belt usage rates that occurred during the campaign, there were significant positives that resulted from the effort. Significant enforcement activities occurred with 200 law enforcement agencies participating in the statewide effort. Of these participating agencies, 103 reported enforcement activity to the Office of Highway Safety. Approximate total numbers of enforcement actions taken during the campaign include 572 DUI arrests; 3,137 safety belt citations issued; 640 child safety seat citations issued; 324 felony arrests; 89 stolen vehicles recovered; 96 fugitives apprehended; 1,374 driving under suspension citations issued; 563

uninsured motorists cited; 15,111 speeding citations issued; 292 reckless driving cases made; 933 drug arrests; and 13,521 other violation citations issued, including open container, failure to yield right of way, failure to obey police officer, and equipment violations.

ADDENDUM
FFY 2005 *Sober or Slammer!*
and *Target Zero*
PAID MEDIA REPORT

The South Carolina Department of Public Safety's Office of Highway Safety utilized Section 163 and Section 402 funds during FFY 2005 for paid media efforts relating to the state's *Sober or Slammer!* (SOS) campaign conducted during Labor Day 2005. SOS is a high-visibility enforcement crackdown on impaired driving utilizing paid and earned media in an effort to attack the problem of impaired driving in the state and serves as a major centerpiece for South Carolina's ongoing year-long impaired driving enforcement effort as part of the National Highway Traffic Safety Administration's (NHTSA) Strategic Evaluation States (SES) program. Also, the OHS conducted a "*Target Zero*" mobilization between December 17, 2004 and January 31, 2005, designed to encompass various highway safety issues (occupant protection, DUI, speeding, aggressive driving, etc.) with the approach that one traffic fatality is too many. The agency Contractor, Chernoff Newman (CN), assisted with the *Target Zero* effort.

The South Carolina Department of Public Safety (SCDPS) Contractor, CN, was responsible for coordinating and placing national radio ads for the SOS campaign with The Tombras Group, a marketing firm retained by NHTSA. The Labor Day campaign, which was implemented with the enforcement assistance of the SC Highway Patrol, the State Transport Police and local law enforcement agencies through the South Carolina Law Enforcement Network (SCLN) system, used two versions of a national television ad ("Arrest Me" and "Conscious Cars" - English and Spanish versions, respectively), and two versions of a national radio ad (in English and Spanish) to saturate the state with the statewide SOS message and the national *You Drink and Drive. You Lose.* slogan. The state anti-DUI campaign, *Sober or Slammer!*, was used conjunctively with the national campaign, *You Drink and Drive. You Lose.*

LABOR DAY 2005 SOS CAMPAIGN

Since there was limited funding available for the crackdown paid media, and since South Carolina could not use any funds for paid media from the newly acquired monies obtained by joining the Strategic Evaluation States (SES) program, the state originally planned to use a television commercial spot entitled, "Jailhouse," a previously produced ad depicting people from various cultures and socio-economic backgrounds being processed by law enforcement after a DUI arrest. NHTSA did not approve the plan as it was determined that the national focus age group was not addressed appropriately in the commercial spot. Therefore, the state decided to use the national television and radio ads developed by NHTSA's Contractor, The Tombras Group. The Tombras Group placed South Carolina's statewide SOS logo, along with the national slogan, at the end of the television ads for those that the state utilized Office of Highway Safety federal funding to place. The national television ads purchased by NHTSA used only the national slogan. CN coordinated with the Tombras Group on the placement of the radio ads. The Tombras Group utilized NHTSA funding to purchase radio commercial spots aired in South Carolina.

The actual cost of placing the commercial spots with radio and television media (including cable) was approximately \$312,602. This amount included \$271,412 for broadcast and cable television (includes 7,802 paid and 8,694 matched spots) and \$7,000 for placing Hispanic commercial spots utilizing Hispanic Connections. Attached to this report (**Attachment E**) are lists of stations throughout South Carolina that aired the television ads and “Buy Sheets” from these same stations containing detailed information concerning when the commercial spots were aired and the target audiences reached by the messages. As earlier indicated, CN and the Tombras Group coordinated the radio ads which were distributed through the major markets of the state, but at no cost to SCDPS. Additional earned media was secured during the campaign, including twenty-five (25) press conferences, ninety-eight (98) television news stories, thirty-three (33) radio stories and seventy (70) print stories. Many of these earned media events were generated by more than 300 sobriety checkpoints conducted throughout the state during the campaign.

Evaluation

In an attempt to establish appropriate tools for the effectiveness of the television and radio spots and the overall campaign in attacking the DUI problem the state, the Statistical Analysis Center of the OHS was asked to produce statistical information on which to compare the numbers of alcohol-related fatalities, injuries and collisions between the Labor Day crackdowns of 2004 and 2005. Unfortunately, the numbers are incomplete at this time. However, a comparison between the Labor Day crackdowns of 2005 and 2004 shows a reduction in crashes causing injury of 7.4%, from 1,553 to 1,438. There was also a reduction in crashes causing property-damage-only of 10.1%, from 3,704 to 3,361. Likewise, crashes causing injury were reduced by 5.9%, from 2,493 to 2,345. Most conclusively, total crashes were reduced by 8.3%, from 5,288 to 4,848.

Also, random telephone surveys (**Attachment F**) were conducted by the contractor to assess the campaign’s ability to get the SOS message out to the public. Approximately 300 South Carolinians responded. The pre-campaign survey indicated that respondents felt that drinking and driving is the biggest problem as it relates to South Carolina’s highways (54%) and should be the number one priority of state law enforcement (63%). Twenty-three percent (23%) stated that they had heard of the *Sober or Slammer!* campaign and that it did affect their behavior relative to drinking and driving. Thirty-three percent (33%) responded that the campaign made them stop and think about drinking and driving, and thirty-seven percent (37%) agreed strongly that SC law enforcement was making a big effort to crack down on drinking and driving. The post-campaign survey indicated that respondents still felt that impaired driving is the biggest problem as it relates to the state’s highways and should be law enforcement’s first priority of concern. In comparison to the pre-campaign analysis, respondents were more aware of South Carolina’s law enforcement efforts to crack down on impaired driving. Seventy-five percent (75%) responded to noticing a crack down on drinking and driving versus 60% of respondents in the pre-campaign analysis.

Campaign Enforcement Results

Significant enforcement activity occurred during the campaign. Approximate total numbers of enforcement activities include 729 DUI arrests; 2,275 safety belt citations; 591 child restraint citations; 174 felony arrests; 80 stolen vehicles recovered; 90 fugitives apprehended; 864 driving

under suspension violations cited; 470 uninsured motorists cited; 10,418 speeding violations; 7,304 reckless driving citations; 640 drug arrests; and 10,805 other violations including open container, failure to yield right-of-way, failure to obey police officer, and equipment violations.

The number of checkpoints conducted during the 2005 Labor Day crackdown nearly tripled compared to the Labor Day crackdown of 2004 (303 to 102, respectively). Also, the numbers of press conferences increased in 2005 as compared to 2004, from 8 to 25; television stories increased from 20 in 2004 to 98 in 2005; radio news stories increased from 15 in 2004 to 33 in 2005; and print stories increased from 25 in 2004 to 70 in 2005. Interestingly enough, fewer DUI arrests and safety belt violations were written during the 2005 crackdown, even with the massive increase in checkpoints. It is possible that the increased visibility of enforcement and additional educational efforts may be responsible for fewer DUI arrests and safety belt violations.

TARGET ZERO CAMPAIGN

In an effort to address and reduce the extreme increase of fatalities that occurred in January 2004, the SC Department of Public Safety, through the Office of Highway Safety implemented an enforcement mobilization to cover the time period of December 17, 2004 through January 31, 2005, in an effort to attack the problem of traffic fatalities early in the year in an attempt to avoid high numbers of fatalities for 2005. In determining the nature of the enforcement project, the SC Department of Public Safety decided to adopt an umbrella theme for all of its highway safety initiatives. The general theme adopted was *Target Zero...because one traffic fatality is too many*. The *Target Zero* mobilization was preceded by four (4) regional press events, assisted by the OHS contractor, CN. The press events were well attended by state and local law enforcement, as well as supporting organizations such as MADD, and received strong press coverage. The press events included special emphasis on and introduction of the SC Law Enforcement Networks (SCLN) and the newly-acquired impaired driving enforcement tools, the Breath Alcohol Testing mobile units (BATmobiles). The mobilization was strengthened by the cooperating support of the SCLN; each network was given banners, posters, etc. for use in local press events and checkpoints. Additionally, one of the Network Coordinators, State Constable Jim Bruce, donated his time and voice for radio ads produced to air during the mobilization. These ads were shopped to various radio stations around the state in an attempt to secure free airtime for the spots. A number of radio stations statewide aired the commercial spots during the campaign at no cost to the agency.

Evaluation

In comparing the campaign time frame statistically to the previous year (12/17/03 – 1/31/04 versus 12/17/04 – 1/31/05 numbers), the following results were discovered: 2003-2004 crashes totaled 12,678, while 2004-2005 crashes totaled 12,493, a decrease of 1.5%; 2003-2004 crash injuries totaled 5,790, while 2004-2005 crash injuries totaled 5,569, a decrease of 3.8%; and 2003-2004 traffic crash fatalities totaled 140, while 2004-2005 traffic crash fatalities totaled 138, a decrease of 1.4%

Campaign Enforcement Results

DUI Arrests	1,770
Safety Belt Violations	2,302
Child Seat Violations	1,078
Felony Arrests	296
Stolen Veh. Recovered	256
Fugitives Apprehended	184
Susp./Revoked Licenses	2,316
Uninsured Motorists	1,177
Speeding Tickets	39,145
Reckless Driving	764
Drug Arrests	1,056
Other	33,346

Fifteen (15) of the sixteen (16) Law Enforcement Networks reported enforcement activity. Additionally, seventy-five (75) law enforcement agencies (including the SC Highway Patrol and SC State Transport Police) reported their numbers to the OHS. A total of 83,691 cases/violations were reported to OHS for the mobilization.

ADDENDUM
FFY 2005 MOTORCYCLE SAFETY CAMPAIGN
PAID MEDIA REPORT

The South Carolina Department of Public Safety's Office of Highway Safety utilized Section 402 funds during FFY 2005 for paid media efforts relating to a Motorcycle Safety Campaign conducted in Myrtle Beach, SC in May 2005 and Spartanburg, SC in September 2005. The two cities were the sites of three major motorcycle rallies during 2005. Myrtle Beach hosted the annual Spring Bike Week-Harley Davidson Rally May 13-22, 2005, and the annual Atlantic Beach Bikefest May 26-30, 2005. Spartanburg County hosted the Harley Owner's Group (H.O.G.) rally September 29-October 1, 2005. Myrtle Beach is located in Horry County, which is the top county for motorcycle fatalities in the state. The month of May, the month when the Myrtle Beach rallies occur, is typically the top month for motorcycle fatalities in the state. The OHS launched an informational and educational campaign during these rallies to call attention to riders and drivers of the potential safety problems and to attempt to reduce fatalities during the rallies.

The South Carolina Department of Public Safety (SCDPS) Contractor, Chernoff Newman (CN) was responsible for developing and conducting the campaign efforts. The Contractor shot a commercial spot featuring the owners of the Orange County Choppers. The spot ran on cable television 1,022 times during the Myrtle Beach and Spartanburg rallies at a cost of \$14,000. A 60-second radio spot was developed for the 2004 campaign. This same spot was aired in both cities during the rallies. A total of 505 spots aired at a cost of \$16,400. The campaign also used outdoor advertising in the Spartanburg area only at a cost of \$4,600 for 20 postings. The total amount spent on paid media for the campaign was \$35,000 (**Attachment G**). The campaign utilized significant printed materials including motorcycle calendars, posters, and rack cards. Both areas were flooded with safety information. Media coverage was also attracted by the effort in both cities.

Evaluation

The campaigns were successful in lowering motorcycle deaths in the state. During the Myrtle Beach rallies in 2003, fifteen (15) motorcycle crash deaths occurred. In 2004, only four (4) deaths occurred. This is a reduction of 73.3%. Motorcycle deaths increased significantly in Horry County during May of 2005. There were nine (9) motorcycle deaths during this time frame in Horry County. However, this remains significantly lower than the number of deaths that occurred in May 2003. During the time frame of the Spartanburg H.O.G. Rally (September 29 – October 1, 2005), there were zero (0) motorcycle crash deaths reported.

**ADDENDUM
ANDERSON AREA MEDICAL CENTER
PAID MEDIA REPORT**

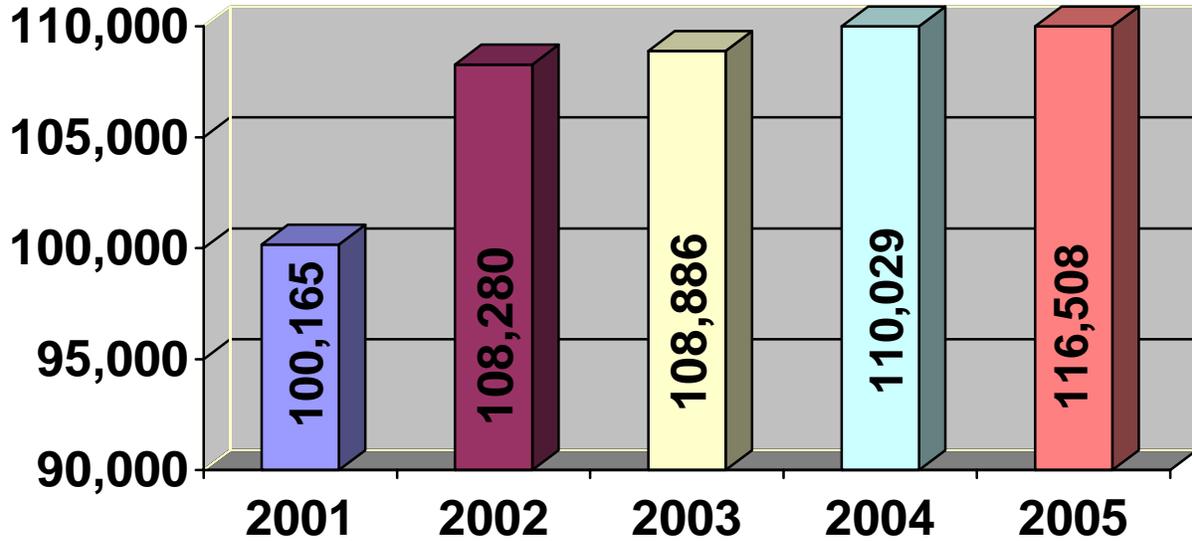
Anderson area Medical Center serves as the lead agency for the Anderson County Safe Communities initiative. The overall goal of Anderson County Safe Communities has been to continue the promotion of occupant protection and alcohol countermeasures strategies as part of a comprehensive community-based injury prevention initiative in Anderson County that (1) reduces the number of motor vehicle crash-related injuries and fatalities, and (2) reduces the number of motor vehicle collisions involving alcohol and other drugs. During FFY 2005, this grant program was funded for a second year with Section 402 dollars. The Safe Communities coordinator has continued to assess, survey, implement, and evaluate the project's activities focusing on the reduction of motor vehicle crash injuries and fatalities. The Anderson County Safe Communities coalition met bi-monthly over the course of the grant period wherein the project coordinator convened and facilitated the meetings. During these meetings coalition members planned strategies to address identified problems.

One of the strategies utilized by this initiative involved the purchasing of paid print advertisements to communicate significant highway safety messages to the general public. During the FFY 2005 grant year, the Anderson Area Medical Center purchased print advertisements in the total amount of \$5,617.00 from the local newspaper, *The Anderson Independent-Mail*. Occupant protection advertisements began on May 25, 2005, with *Buckle up, South Carolina. It's the law, and it's enforced.* A second occupant protection ad was printed in *The Anderson independent-Mail* August 11-14, 2005. DUI Prevention advertisements began on June 22, 2005, and followed with ads printed on June 29, July 1, July 20, August 24, August 31, September 4-7, and September 21, 2005. The Anderson Area Medical Center also printed additional advertisements at no cost in *The Anderson Journal*.

Evaluation

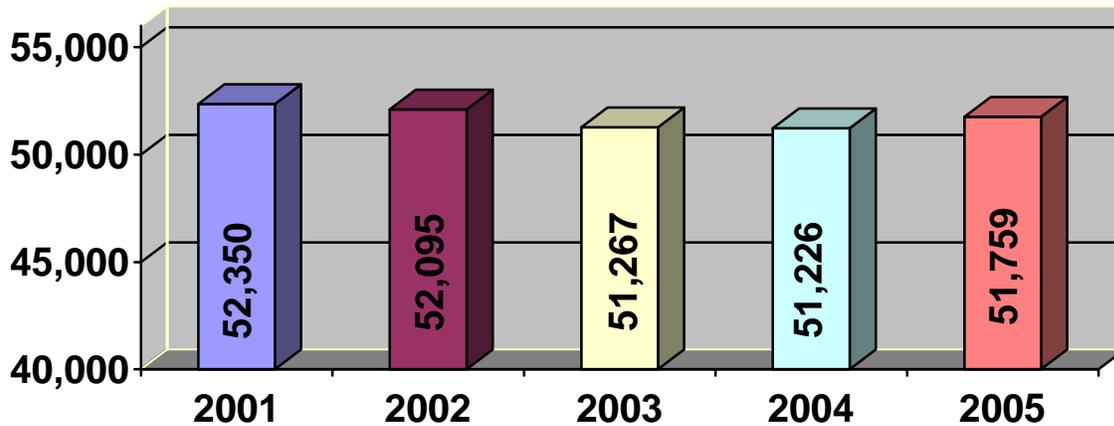
The newspaper advertisements purchased by the Anderson Area Medical Center had significant reach in that *The Anderson Independent-Mail* has a circulation of more than 35,000. *The Anderson Journal* has a wider reach in that the newspaper publication covers a three-county area with a readership of approximately 45,000. Samples of newspaper advertisements run in the above publications are included as **Attachment H**.

Total Motor Vehicle Crashes South Carolina 2001 - 2005*

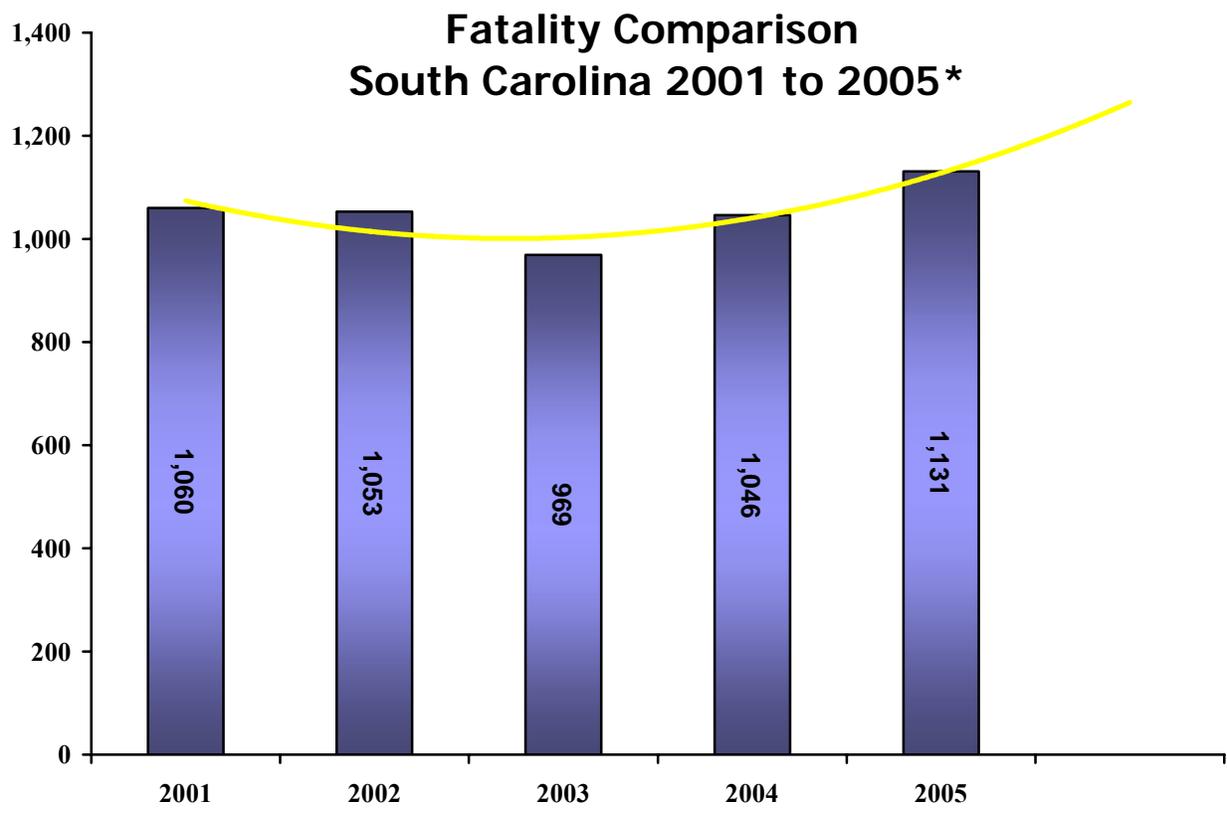


*2005 data based on projected estimates of the Statistical Analysis Center.

Traffic Crash Injuries South Carolina 2001 - 2005*



*2005 data based on projected estimates of the Statistical Analysis Center.



*2005 data based on projected estimates of the Statistical Analysis Center.

2005

South Carolina



Highway Safety

Annual Report

Contact Information

Street	10311 Wilson Blvd.	(803) 896-9950
PO Box	1993	(803) 896-9978
Suite/Room		Email
City	Blythewood	scdps.org
State	SC	
Zip Code	29016	

Introduction

Crash Summary

Accomplishments

Challenges

Crash Data / Trends

Baseline Data 1994-1997

Progress Report Data 1998-2000

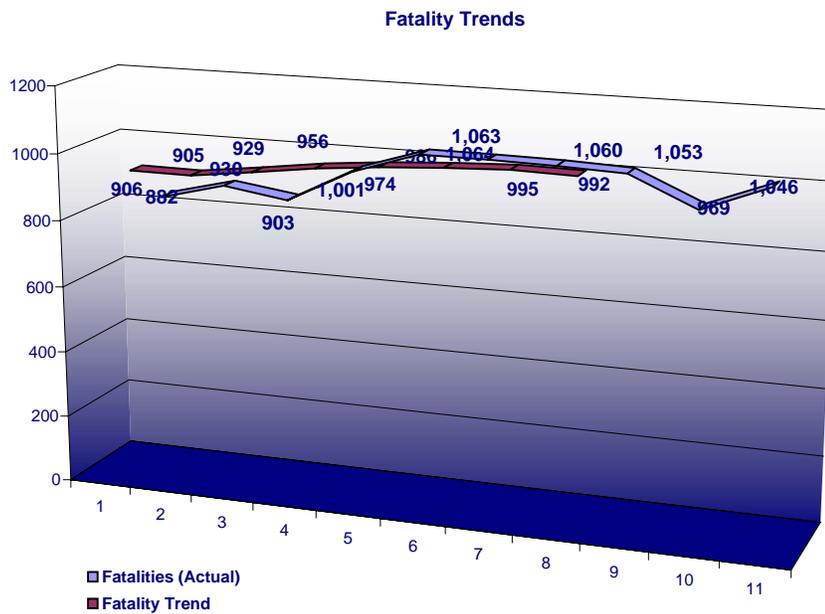
	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004
Fatalities (Actual)	882	930	903	1,001	1,064	1,063	1,060	1,053	969	1,046
Fatality Trend		906	905	929	956	974	986	995	992	997
Fatality Rate /100 million VMT	2.3	2.3	2.2	2.3	2.4	2.4	2.3	2.2	2.0	2.1
Fatality Rate Trend		2.3	2.3	2.3	2.3	2.3	2.3	2.3	2.3	2.3
Injuries (Actual)	56,008	57,387	58,057	56,801	55,322	53,721	52,350	52,095	51,267	51,226
Injury Trend		56,698	57,151	57,063	56,715	56,216	55,664	55,218	54,779	54,423
Fatality & Serious Injury Rate/(100 million VMT)	14.2	13.6	12.5	11.7	11.3	10.2	12.3	11.6	10.1	10.8
Fatality & Serious Injury Rate Trend		13.9	13.4	13.0	12.7	12.3	12.3	12.2	11.9	11.8
Fatality Rate/100K Population	23.3	24.5	24.5	25.54	26.77	26.5	26.42	26.25	23.4	24.9
Fatality Rate Trend/100K Population		23.9	24.1	24.5	24.9	25.2	25.4	25.5	25.2	25.2
Fatal & Serious Injury Rate/100K population	146.99	141.64	134.29	128.5	125.95	114.58	139.21	135.62	125.2	125.2
Fatal & Serious Injury Rate Trend /100K population		144.3	141.0	137.9	135.5	132.0	133.0	133.3	132.4	131.7
Alcohol Related Fatalities	138	142	152	154	154	170	158	428	378	464
Alcohol Related Fatality Trend		140.0	144.0	146.5	148.0	151.7	152.6	187.0	208.2	233.8
Proportion of Alcohol Related Fatalities	15.6	15.3	16.8	15.4	14.5	16.0	14.9	40.6	39.0	44.4
Alcohol Proportion Trend		15.5	15.9	15.8	15.5	15.6	15.5	18.6	20.9	23.3
Alcohol Related Fatality Rate^{100M VMT}	0.36	0.36	0.37	0.36	0.35	0.38	0.35	0.91	0.79	0.95
Alcohol Fatality Rate Trend		0.36	0.36	0.36	0.36	0.36	0.36	0.43	0.47	0.52
Percent of Population Using Safety Belts*	60.80%	61.10%	60.80%	64.80%	65.20%	73.90%	69.60%	66.30%	72.80%	65.70%
Safety Belt Use Trend		60.95%	60.90%	61.88%	62.54%	64.43%	65.17%	65.31%	66.14%	66.10%

Performance Goals and Trends

Goal: Fatalities
Baseline

Reduce/Maintain, etc.

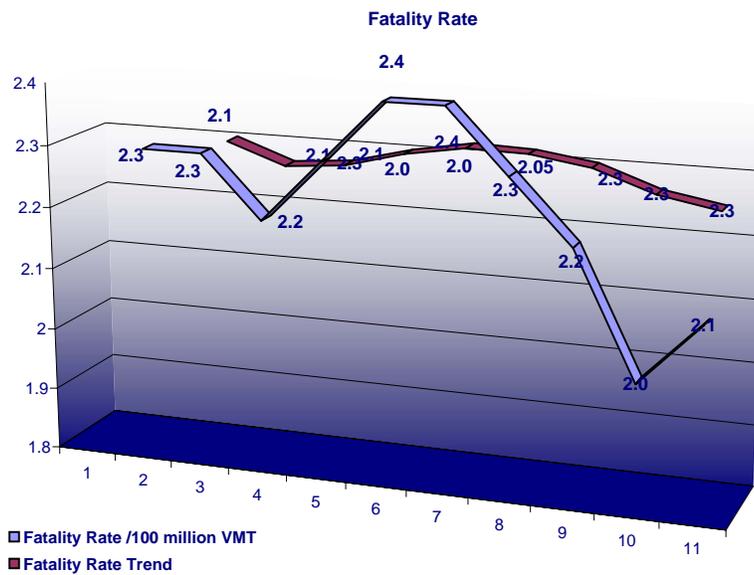
Baseline Data



Goal: Fatality Rate/VMT
Baseline

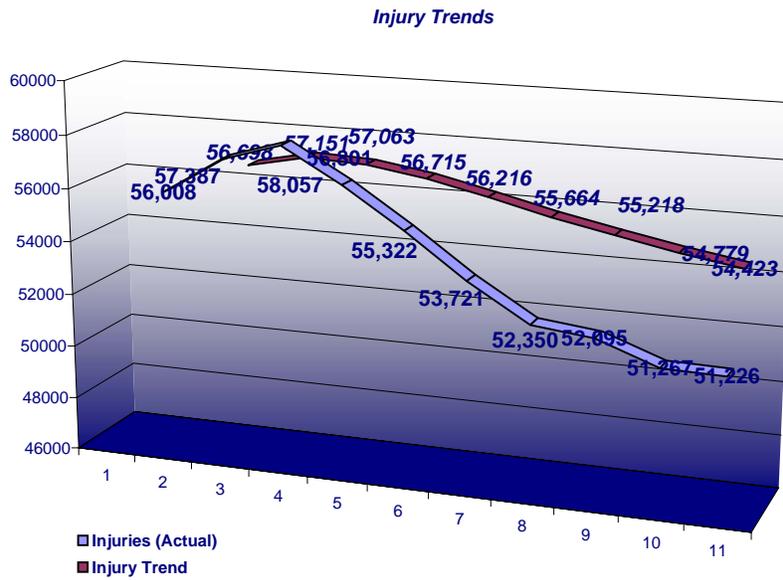
Reduce/maintain, etc.

Baseline Data



**Goal: Injuries
Baseline**

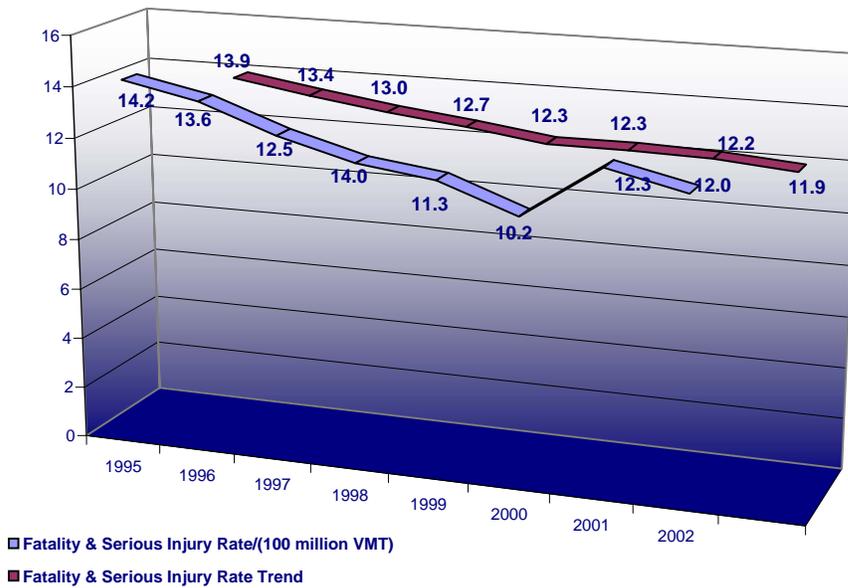
**Reduce/Maintain, etc.
Baseline Data**



**Goal: Fatal and Injury Rate/VMT
Baseline**

**Reduce/Maintain, etc.
Baseline Data**

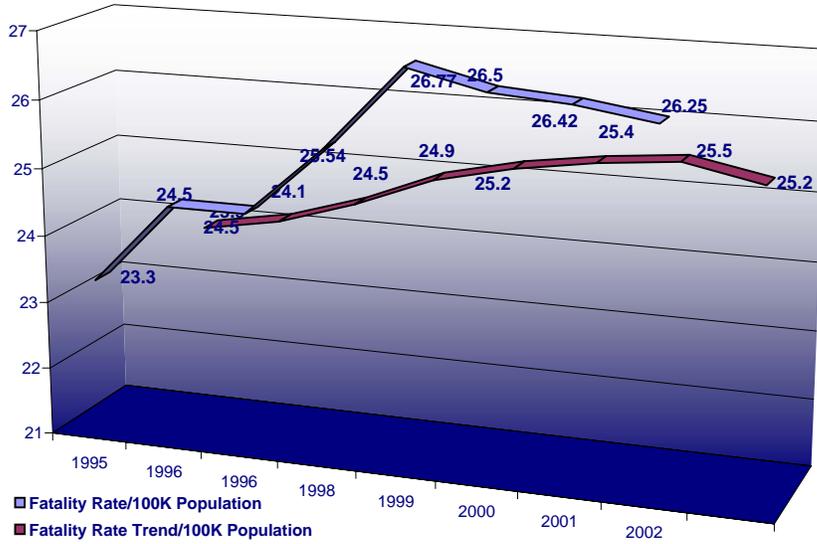
Fatal and Serious Injury Rate per 100M VMT



Goal: Fatality Rate/100K Population
Baseline

Reduce/Maintain, etc.
Baseline Data

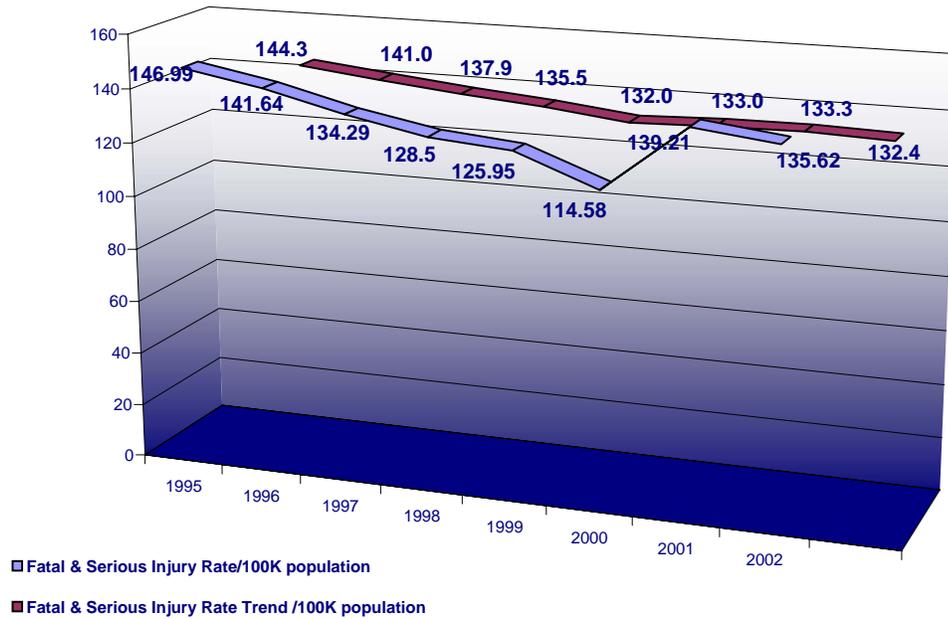
Fatality Rate/100K Population



Goal: Fatal/Injury Rate/100K Population
Baseline

Reduce/Maintain, etc.
Baseline Data

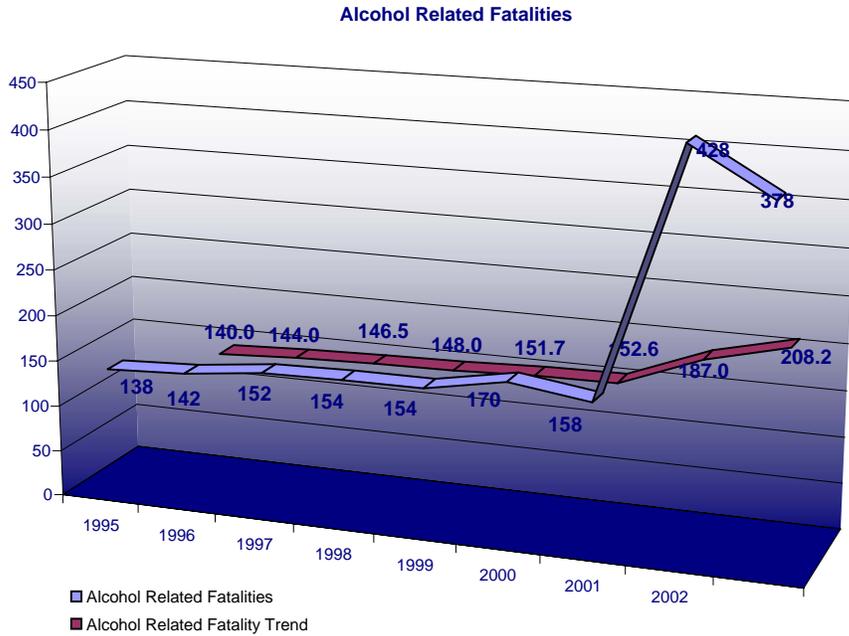
Fatal and Injury Rate / 100K Population



Goal: Alcohol Fatalities
Baseline

Reduce/Maintain, etc.

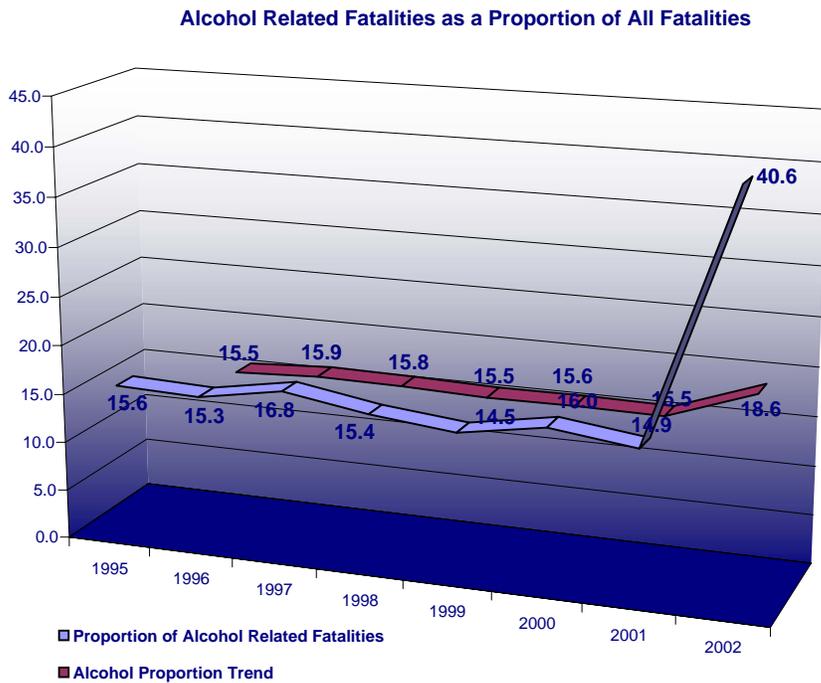
Baseline Data



Goal: Alcohol Fatality Proportion
Baseline

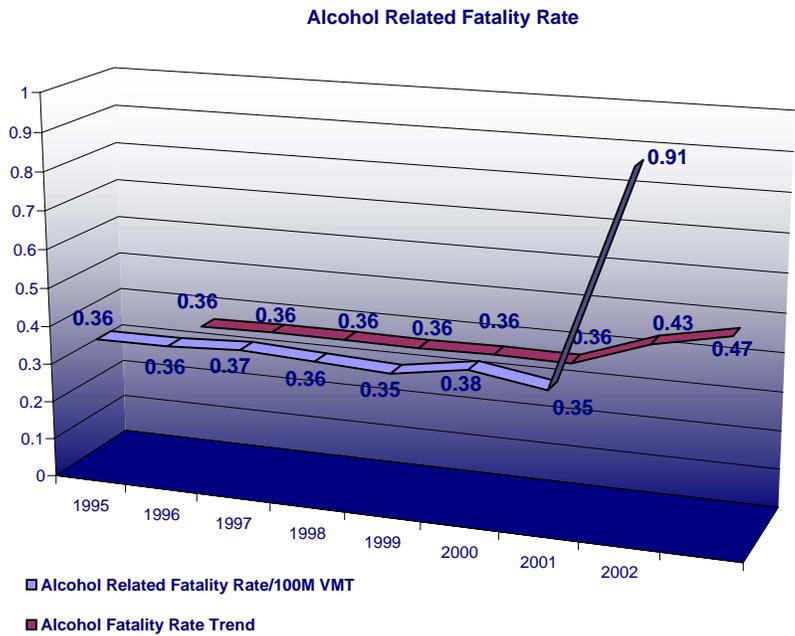
Reduce/Maintain, etc.

Baseline Data



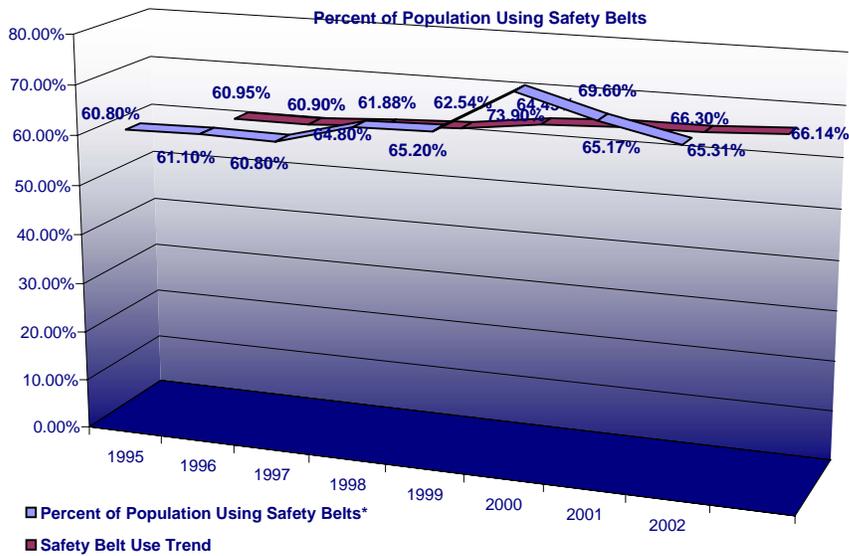
Goal: Alcohol Fatality Rate/VMT
Baseline

Reduce/Maintain, etc.
Baseline Data



Goal: Safety Belt Use
Baseline

Reduce/Maintain, etc.
Baseline Data



Impaired Driving

Provide a general description of the alcohol program: objectives, noteworthy programs, results, future strategies.

Program Overview

Occupant Protection

Provide a general description of the occupant protection program: objectives, noteworthy programs, results and future strategies.

Program Overview

Paid Media Report

Describe how the paid media funds were used and an assessment on the effectiveness of the public service messages. Base the assessment on data collected on paid advertising and on non-paid public service announcements.

Program Overview

Noteworthy Practices

Project Title

Target

Program Area

Problem Statement

Objectives

Strategies

Results

Cost

Funding Source(s)

Contact Information

Name

Title

Agency

Phone Number

Email

Looking to the Future

Significant challenges to be addressed:

Significant training, technical assistance, expertise and other resources necessary for success: