

FY 2005

South Dakota



Highway Safety

Annual Report

Crash Data / Trends

| | Baseline Data 1994-1997 | | | | | Progress Report Data 1998-2003 | | | | |
|---|-------------------------|--------|--------|--------|--------|--------------------------------|--------|--------|--------|--------|
| Fatalities (Actual) | 1995 | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 |
| | 158 | 175 | 148 | 165 | 150 | 173 | 171 | 180 | 203 | 197 |
| Fatality Rate /100 million VMT | 1995 | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 |
| | 2.1 | 2.2 | 1.9 | 2.1 | 1.8 | 2.1 | 2.0 | 2.1 | 2.4 | 2.3 |
| Injuries (Actual) | 1995 | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 |
| | 8,323 | 8,490 | 8,161 | 7,723 | 7,574 | 7,888 | 7,118 | 6,997 | 6,944 | 6,535 |
| Fatality & Serious Injury Rate/100 million VMT | 1995 | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 |
| | 24.66 | 26.38 | 22.85 | 21.69 | 21.88 | 21.35 | 19.17 | 19.63 | 19.61 | 16.8 |
| Fatality Rate/100K Population | 1995 | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 |
| | 21.43 | 23.58 | 19.89 | 22.11 | 20 | 23.06 | 22.61 | 23.65 | 26.56 | 25.56 |
| Fatal & Serious Injury Rate/100K population | 1995 | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 |
| | 256.39 | 277.28 | 242.27 | 233.76 | 238.27 | 235.07 | 212.13 | 216.28 | 216.27 | 185.37 |
| Alcohol Related Fatalities | 1995 | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 |
| | 70 | 68 | 59 | 65 | 62 | 77 | 75 | 91 | 94 | 78 |
| Proportion of Alcohol Related Fatalities | 1995 | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 |
| | 44.3 | 38.9 | 39.9 | 39.4 | 41.3 | 44.5 | 43.9 | 50.6 | 46.3 | 39.6 |
| Alcohol Related Fatality Rate/100M VMT | 1995 | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 |
| | 0.9 | 0.7 | 0.8 | 0.79 | 0.75 | 0.91 | 0.87 | 1.07 | 1.12 | 0.92 |
| Percent of Population Using Safety Belts* | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 |
| | 47.00% | N/A | 43.50% | 38.60% | 53.40% | 63.30% | 64.00% | 69.90% | 69.40% | 68.80% |
| Speeding Driver Fatal & Injury Crashes | 1995 | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 |
| | 1367 | 1459 | 1405 | 1112 | 1104 | 1278 | 1177 | 1107 | 1210 | 882 |
| Partial /Total Ejection Fatalities | 1995 | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 |
| | 49.0 | 53.0 | 62.0 | 67.0 | 59.0 | 54.0 | 48.0 | 83.0 | 88.0 | 71.0 |
| Reservation Based Fatalities | 1995 | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 |
| | 26.0 | 26.0 | 31.0 | 32.0 | 38.0 | 34.0 | 31.0 | 42.0 | 53.0 | 43.0 |
| Non-Reservation Based Fatalities | 1995 | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 |
| | 132.0 | 149.0 | 117.0 | 133.0 | 112.0 | 139.0 | 140.0 | 138.0 | 150.0 | 154.0 |

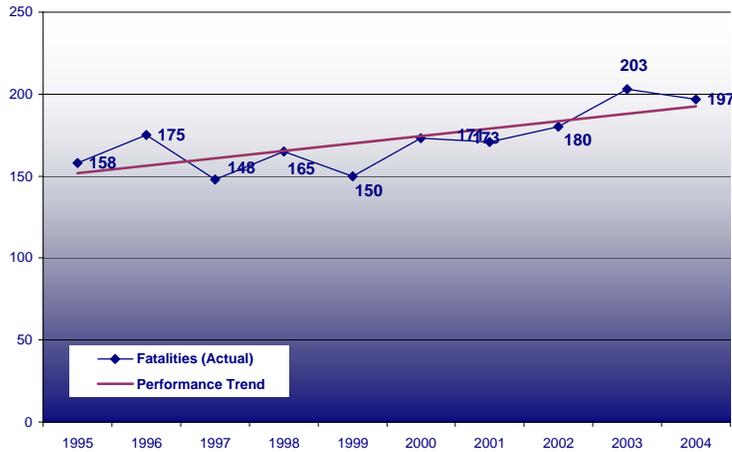
Performance Goals and Trends
All baselines established by previous three year average

Goal: Fatalities
Baseline

Reduce three year baseline 5%
Baseline 185

2004 data 197 2005 goal 176 -21

Fatality Trends

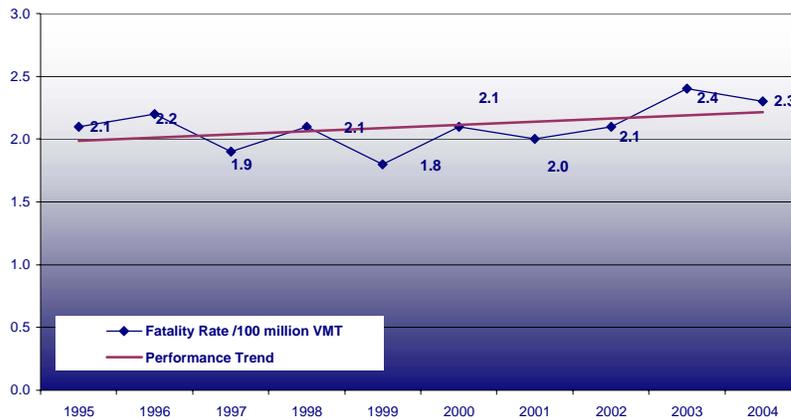


Goal: Fatality Rate/VMT
Baseline

Reduce Three year baseline 5%
Baseline 2.17

2004 data 2.3 2005 goal 2.06 -.24

Fatality Rate



Goal: Injuries

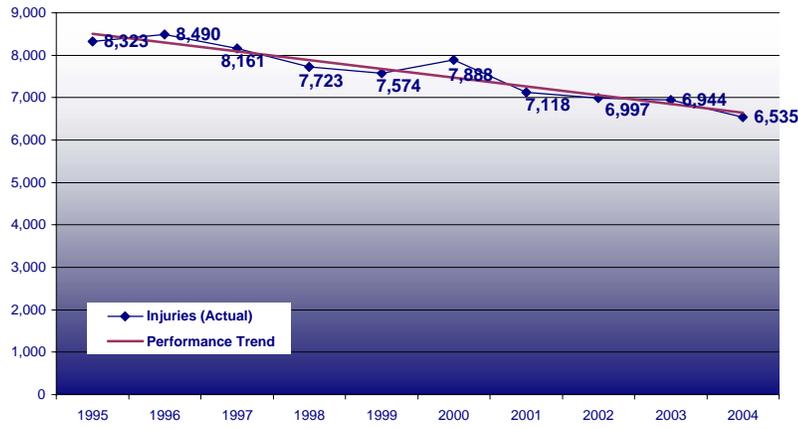
Baseline

2004 data 6,535 2005 goal 6,65 +.115

Reduce three year baseline 5%

Baseline 7

Injury Trends



Goal: Fatal and Injury Rate/VMT

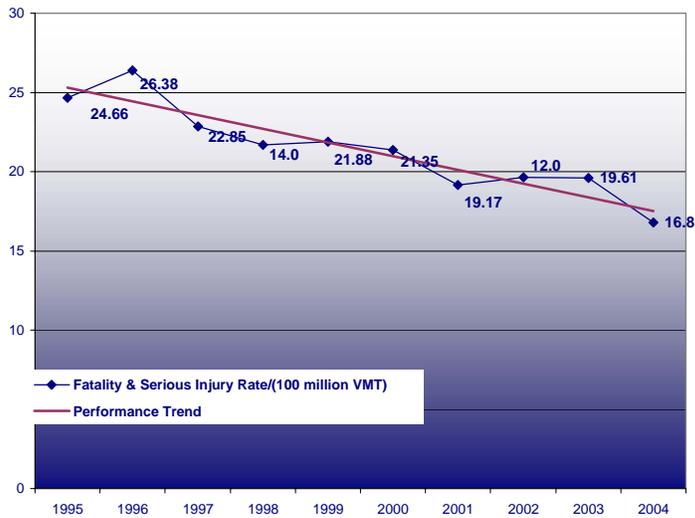
Baseline

2004 data 16.8 2005 goal 18.5 +1.7

Reduce three year baseline 5%

Baseline 19.47

Fatal and Serious Injury Rate per 100M VMT



Goal: Fatality Rate/100K Population

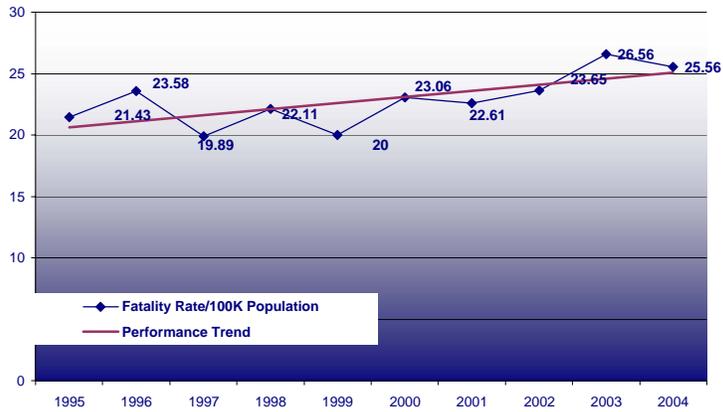
Reduce three year baseline 5%

Baseline

Baseline 24.27

2004 data 25.56 2005 goal 23.06 -2.5

Fatality Rate/100K Population



Goal: Fatal/Injury Rate/100K Population

Reduce three year baseline 5%

Baseline

Baseline 214.89

2004 data 185.37 2005 goal 204.16 +18.79

Fatal and Injury Rate / 100K Population



Goal: Alcohol Fatalities

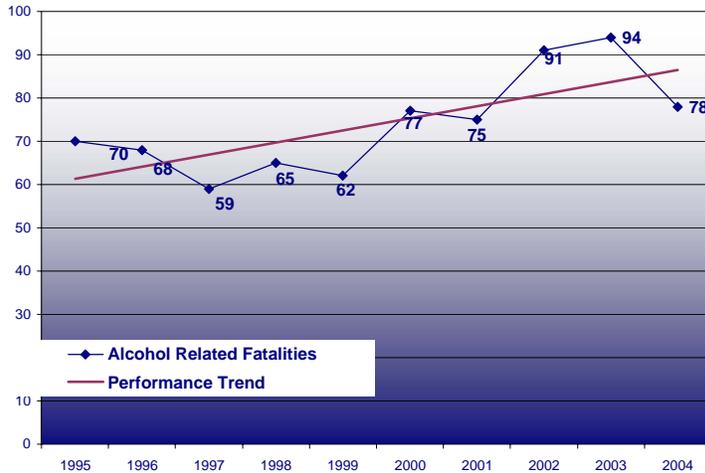
Baseline

204 data 78 205 goal 83 +5

Reduce three year baseline by 5%

Baseline 87

Alcohol Related Fatalities



Goal: Alcohol Fatality Proportion

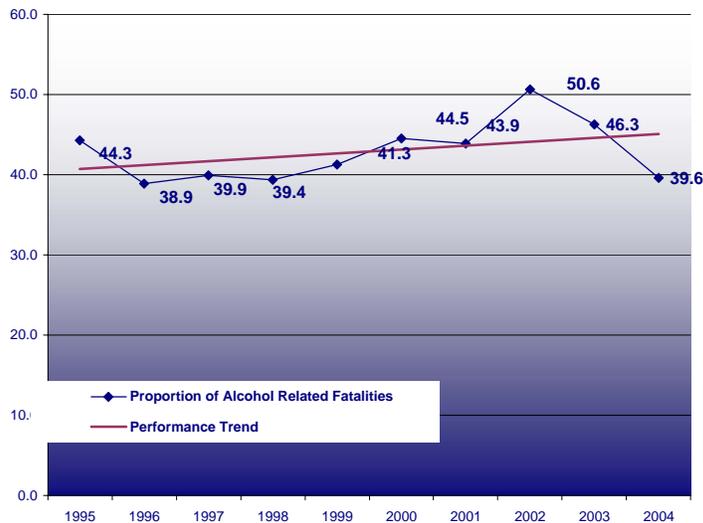
Baseline

2004 data 39.6 205 goal 44.58 +4.98

Reduce three year baseline by 5%

Baseline 46.93

Alcohol Related Fatalities as a Proportion of All Fatalities



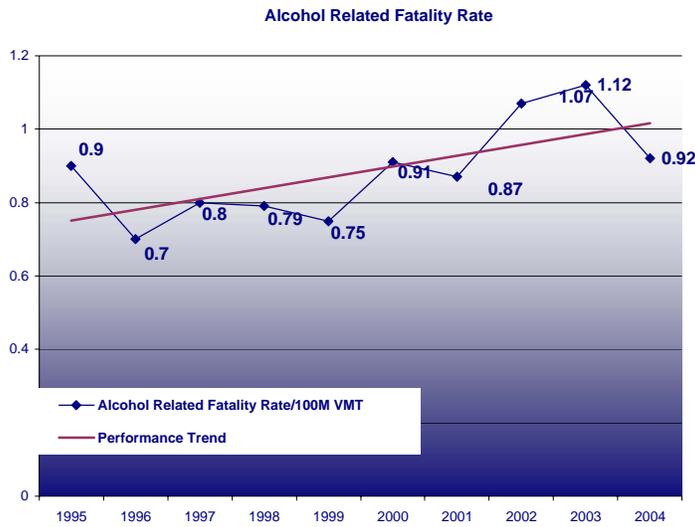
Goal: Alcohol Fatality Rate/VMT

Reduce three year baseline by 5%

Baseline

Baseline 1.02

2004 data .92 2005 goal .97 +.05



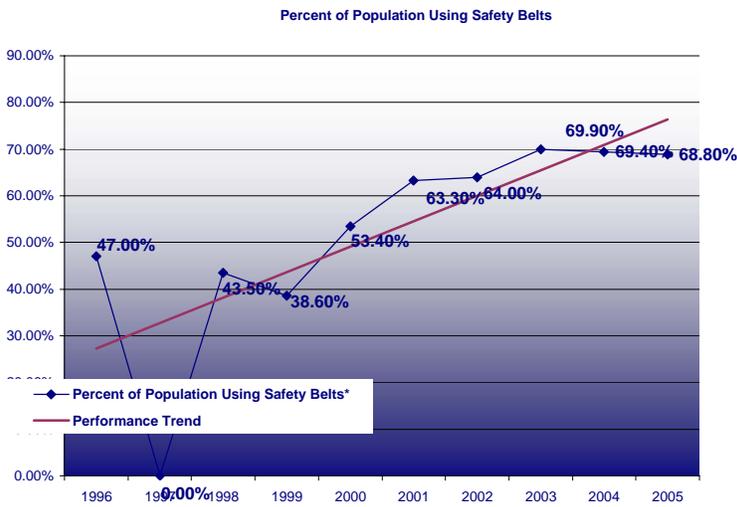
Goal: Safety Belt Use

Increase seatbelt use to 71% by 2005 state survey

Baseline

2004 seatbelt use 69.4%

2005 data 68.8 2005 goal 71 - 2.2%



Goal Speed Related Crashes

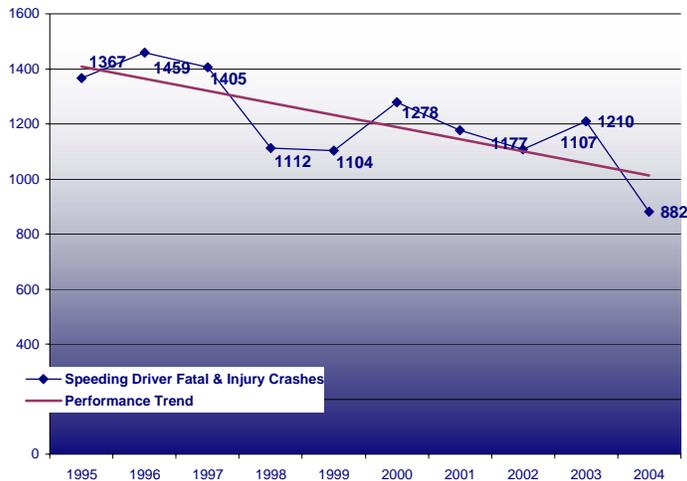
Baseline

2004 data 882 2005 goal 1107 + 225

Reduce three year baseline by 5%

Baseline 1165

Performance Goal 1



Goal: Ejection from Vehicle

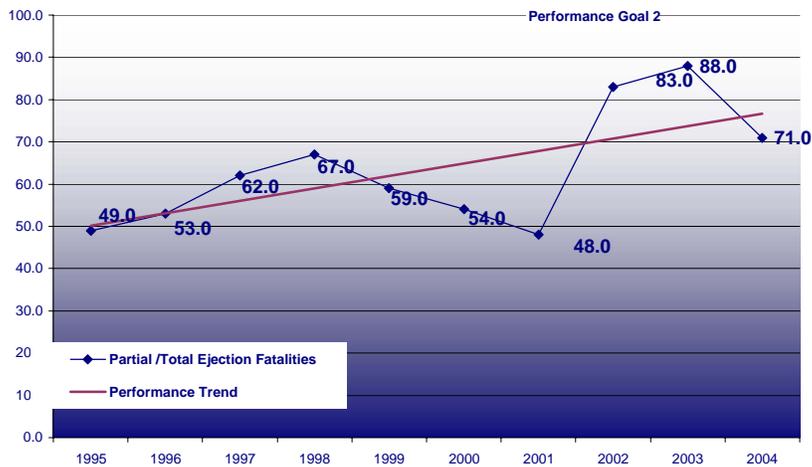
Baseline

2004 data 71 2005 goal 63 -8

Reduce three year baseline by 5%

Baseline 66

Performance Goal 2



Goal: Reservation Fatalities

Baseline

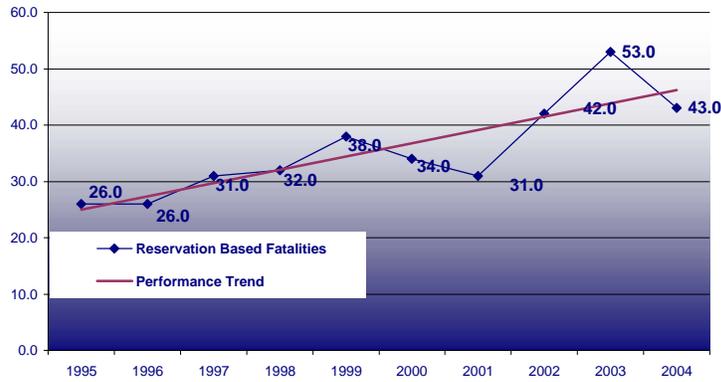
2004 data 43 2005 goal 40 -3

Reduce three year baseline by 2%

Baseline

42

Performance Goal 3



Goal: Non Reservation Fatalities

Baseline

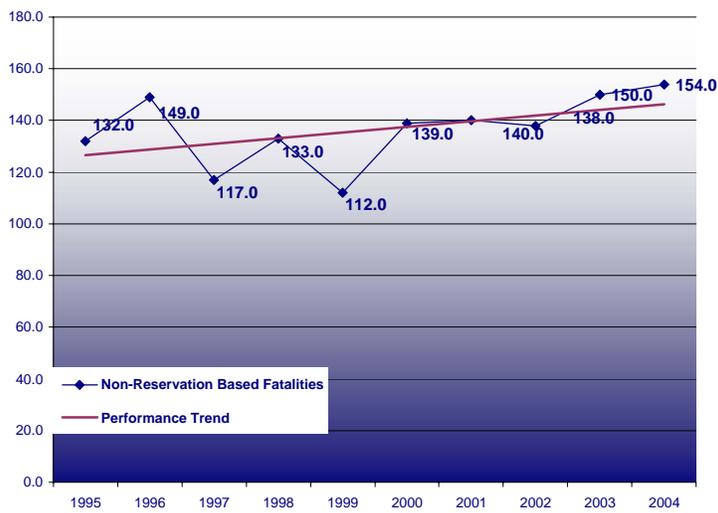
2004 data 154 2005 goal 136 -18

Reduce three year baseline by 5%

Baseline

143

Performance Goal 4



FFY 2005 Program Overview and Evaluation:

The South Dakota Office of Highway Safety (OHS) is an office within the South Dakota Department of Public Safety. The OHS provides technical and financial assistance to state/local government agencies and non-profit organizations to implement programs aimed at reducing the human and economic loss that result from traffic crashes.

The number of fatalities, injuries and personal suffering resulting from motor vehicle crashes remains a top priority for the SD Department of Public Safety. Current strategies are showing improvement, but to achieve quantified goals is dependent not only on the work of one agency, but on the collaborative and ongoing efforts of a multitude of governmental and private entities involved in improving highway safety. We continue to enhance our efforts to aggressively coordinate and work with local, state, federal and tribal agencies to implement a statewide strategic plan that will increase the use of seatbelts, reduce drinking and driving, improve road design, eliminate traffic hazards, heighten public awareness and reduce underage alcohol and illegal drug use.

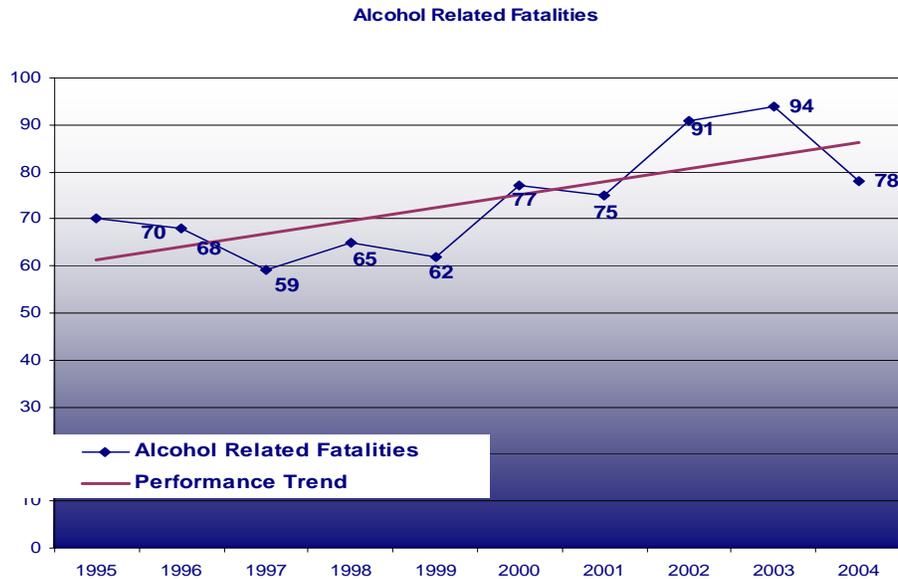
The following graph is an overview of the most current South Dakota Crash data documenting a positive trend and reinforces our commitment to continue our current efforts and to look for additional strategies to reduce the death and injuries on South Dakota roadways.

| JANUARY THROUGH AUGUST OF 2003-2005. | | | | |
|--------------------------------------|---------------------------------------|-------------|-------------|-------------|
| | | <u>2003</u> | <u>2004</u> | <u>2005</u> |
| | FATAL CRASHES | 129 | 116 | 96 |
| | NUMBER KILLED | 152 | 136 | 113 |
| | | | | |
| | | | | |
| | PROCESSED RECORDS: | | | |
| | | TO DATE | TO DATE | TO DATE |
| | <u>JANUARY - AUGUST OF EACH YEAR:</u> | <u>2003</u> | <u>2004</u> | <u>2005</u> |
| | TOTAL CRASHES | 10,934 | 10,526 | 9,612 |
| | INJURY CRASHES | 3,162 | 3,058 | 2,874 |
| | DAMAGE ONLY CRASHES | 7,643 | 7,352 | 6,642 |
| | | | | |
| | NUMBER INJURED | 4,614 | 4,362 | 4,115 |

The 2005 annual report outlines the strategies implemented in South Dakota and documents our success in reaching the objectives of the FFY 2005 HSP. The strategies implemented in FFY 2005 fall under eleven program areas that have been identified as priority areas through analysis of South Dakota motor vehicle crash data: Alcohol and Drugs, Enforcement, Occupant Protection, Emergency Response Services, Safe Communities, Motorcycle Safety, Data and Technology, Engineering, Media, Driver Education and Commercial Motor Vehicles.

Alcohol and Drug:

Reduce alcohol/drug related injuries and fatalities from the previous three year average of 87 by 5% in FFY 2005.



South Dakota has reduced alcohol related fatalities from a three year average of 87 to 78, this represents a 10% decrease in alcohol related fatalities. Injuries were reduced from a three year average of 947 to 936 representing a 1% decrease. The following tasks were implemented by combining 402, 410, 164 and Department of Justice “Enforcing Underage Drinking Laws” (EUDL) funds;

- 95% of local law enforcement participated in alcohol enforcement campaigns,
- Community based alcohol programs were increased from three universities in FFY 2004 to five in FFY 2005.
- An alcohol specific epidemiology work group was established through a partnership with the Department of Human Services to research and identify high risk target groups and geographic areas.
- University based Safe Ride programs were increased from three in 2004 to four in 2005. Three additional Safe Ride programs are being developed and will be implemented in FFY 2005 in Reservation based communities through a partnership with the SD Liquor Retailers Association.
- A Special Traffic Enforcement Prosecutor was acquired through a partnership with the SD Attorney Generals Office.
- Two media campaigns to support high visibility enforcement of underage drinking and DUI were implemented.
- Compliance checks of alcohol retailers have been implemented in rural areas through the development of a multiple county alcohol task force.

- Three statewide training courses for law enforcement personnel were provided through a partnership with the South Dakota Law Enforcement Academy and the Division of Criminal Investigation.
- Seven alcohol information forums were hosted by SD Council of Mental Health Center Inc., Unified Judicial System and Department of Human Services to enhance judicial personnel's awareness of alcohol prevention strategies and DUI interventions.
- South Dakota implemented and is assessing the effectiveness of the CHANGE DUI curriculum; we have increased the number of DUI offenders participating in the course from 500 in FFY 2004 to over 1000 in FFY 2005. The CHANGE Curriculum showed a 96% success rate of preventing recidivism in the first year.
- High visibility enforcement efforts were supported by providing community grants to fund 4,425 hours of overtime, 114 PBT's and 21 In-Car-Video cameras to enhance the effectiveness of DUI prosecution.
- TAM classes have been provided to train 6 instructors and 90 servers through a partnership with the SD Liquor Retail Association, this will increase the availability of TAM certified servers in rural areas and Reservation communities,
- The following youth programs were established and provided resources to combat underage drug and alcohol use:
 - Five Teen Court Programs
 - Four Youth 2 Youth Programs
 - Three SADD Chapters
 - Five school based youth safety coalitions
- The implementation of alcohol screenings for teen court referrals in five communities provide early recognition and access to interventions for youth that are identified as high risk.
- 75,000 pieces of educational materials were distributed through multiple agencies to enhance public awareness of high visibility enforcement and alcohol prevention strategies,
- Through a coordinated effort with the South Dakota Office of Drivers License a statewide course was provided to 55 trainers to assist law enforcement and retailers identify false ID documents.
- Three School systems implemented a counseling program to identify and provide early intervention to high risk students.
 - 1231 student evaluated
 - 451 parent contacts
 - 303 students referred for intervention

The three year evaluation of the school based prevention program resulted in a reduction of students using alcohol/drugs from 64% to 45% at the high school level and from 28% to 16% at the middle schools. This evaluation was completed in the Sioux Falls School system.

Enforcement:

Implement a statewide enforcement plan with 75% of the law enforcement agencies participating in high visibility enforcement campaigns. Implement two statewide campaigns utilizing high visibility enforcement in high risk traffic corridors.

South Dakota Highway Patrol reported a 12.4% increase in overtime enforcement resulting in an increase from 3,012 in 2004 to 3,281 DUI arrests in 2005 for an 8.9% increase. Some additional efforts by the SDHP and local law enforcement include; 307 sobriety check points and 24 Operation Safe corridor enforcement campaigns. Almost 100% of these efforts were supported by media coverage in FFY 2005.

Local law enforcement efforts increased significantly from FFY 2004 to FFY 2005. The following table documents the increase in four primary enforcement areas.

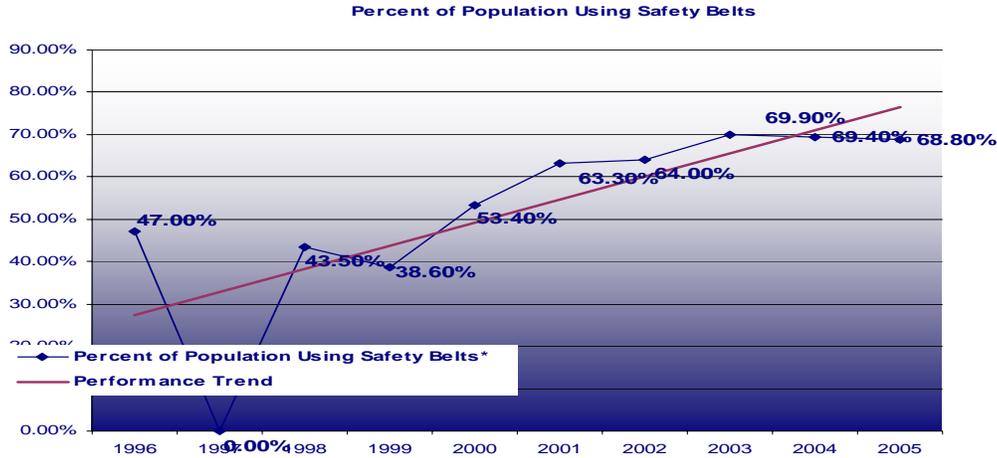
| | FFY 2004 | FFY 2005 |
|-----------|----------|----------|
| Speed | 31,735 | 59,831 |
| DUI | 3,829 | 6,667 |
| Alcohol | 6,023 | 10,648 |
| Seatbelts | 5,193 | 9,926 |

The following strategies were utilized to meet the FFY 2005 objectives;

- Overtime, equipment and media was provided to enhance public awareness and support high visibility enforcement campaigns.
- Law Enforcement Liaisons were utilized to coordinate Sheriffs, Police and Highway Patrol agency efforts in statewide sustained highly visible enforcement.
- Crash data was analyzed by law enforcement to identify high risk populations and locations to prioritize enforcement efforts.
- 95% of the SD law enforcement agencies participate in the national mobilization campaigns Seat Belts Save Lives and You Drink & Drive You Lose.
- Through a partnership with the SD Law Enforcement Academy and DCI three statewide law enforcement training courses were provided to local law enforcement personnel.
- Media was coordinated with high visibility enforcement campaigns to heighten public awareness of enforcement efforts.
- Overtime and equipment were provided to support high visibility enforcement (reference alcohol enforcement).
- Speed enforcement was provided by SDHP aircraft.
- 37 radar units were provided to law enforcement to enhance speed enforcement.
- Overtime and equipment supported 307 traffic safety checkpoints,
- Educational materials to heighten public awareness of safety strategies were distributed by local safety advocates and law enforcement.
 - 70,000 alcohol educational items
 - 20,000 highway safety items (belts, alcohol, speed)
 - 107,000 seatbelt and child safety seat items

Occupant Protection:

Increase seat belt compliance in South Dakota from the 2004 rate of 69.4 to 70 % by enhancing public awareness of seatbelt safety.



For the second consecutive year seatbelt usage has decreased slightly. The 2005 seatbelt usage fell to a rate of 68.8 %. While the seatbelt usage rate is disturbing, our effort to promote a comprehensive child safety seat campaign was successful. The correct installation and use of child safety seats is a key component to youth riding safely in motor vehicles. The OHS partnered with the Department of Social Services to provide child seat checkup events and to train citizens in the proper use and installation of child safety seats. DSS support for the child safety seat distribution program provides an infrastructure that will help ensure a statewide systematic approach to safety education and installation training. Funding was provided to purchase and distribute infant seats, convertible child safety seats, booster seats, and special needs seats. Child safety seats continue to be distributed through community based distribution programs, law enforcement, fire/rescue squads, ambulance services and other organizations wishing to participate in this project. With the infrastructure already established through DSS this program can be expanded and sustained statewide. DSS will incorporate seatbelt safety into their child safety seat messaging throughout the state. The following strategies utilized in FFY 2005 will be evaluated to determine if revisions are needed to enhance effectiveness in FFY 2006. These include;

- Provided support for sustained high visibility enforcement to promote “Seatbelts Save Lives”.
- Support was provided for local, state, federal and tribal programs promoting occupant protection for high risk age groups. (reference Safe Communities)
 - Ages 0-5 2004 - 72.3% 2005 - 77.1%
 - Ages 5-13 2004 - 56.2% 2005 - 57.1%
 - Ages 14-17 2004 - 44.9% 2005 - 48.1%
 - Ages 18- 2004 - 65.6% 2005 - 64.7%

- Supported grass roots community programs providing local child safety seats, training, installation clinics and seatbelt awareness projects.
 - Child safety seat check up events (12 in 2004 – 40 in 2005)
 - Public training courses (4 in 2004 – 18 in 2005)
- 90,000 pieces of educational material were distributed during traffic stops by law enforcement agencies to heighten public awareness of safety restraints.
- Media support was utilized during two national campaigns (Seatbelts Save Lives and YDYDYL) and one statewide traffic enforcement campaign (Operation Safe) to enhance seatbelt awareness.

Emergency Response Services:

EMS will promote the involvement of emergency response agencies in community prevention activities and to promote the implementation of best practices. Train and certify an adequate number of EMT’s to insure quality care of individuals injured in motor vehicle crashes.

Training in FFY 2005:

| Goal | Actual | Outcome |
|--------------------------------|----------------------|---------|
| Train 500 EMT’s | Trained 512 | 100% |
| Train 100 First Responders | Trained 89 | 89% |
| 25 Defensive driving courses | 37 courses conducted | 148% |
| Continuing education for 3,800 | 3,800 | 100% |
| Recertification for 1,300 EMTs | 1563 recertified | 120% |
| 8 BTLS/PTLS courses | 8 courses | 100% |

EMS continues to work with local communities to promote grass roots prevention projects. In FFY 2005 eight (8) communities implemented safety projects and participated in the People Saving People award compared to three in FFY 2004.

Safe Communities:

Coordinate the development of Safe Community Coalitions to implement safety strategies at the grass roots level in communities, universities and Native American Reservations.

South Dakota had success in the coordination and development of both state and community based coalitions. Through the development of the Roadway Safety Committee and the Alcohol Forum we developed and implemented a state strategic plan to address highway safety and alcohol/drug issues. Technical assistance is provided through the coalitions for data analysis, needs assessment, countermeasures development, public information and awareness efforts promoting safety and prevention strategies. The coalitions provide statewide community safety briefings promoting highway safety campaigns, engineering design, traffic laws, occupant protection projects, law enforcement strategies, as well as addressing alcohol countermeasures to gain support for highway safety projects.

The same philosophy is utilized at the local level to identify local needs and address issues at the grass roots level. Communities have accepted the responsibility and are taking the authority to monitor injuries and implement prevention strategies. Communities are partnering with local safety advocates to facilitate the development and implementation of prevention projects, media campaigns and informational resources that enhance public awareness. These efforts have resulted in;

- Support for public education:
 - Coordinated local media to support three statewide media campaigns.
 - Distribution of 205,000 pieces of educational material to heighten public awareness of injury prevention projects.
 - Developed and published multiple local safety stories and PSA's.,
- Supported the SMILE program using Miss Click It to provide safety messages through magic and clowning.
- Implemented safety projects in 49 communities that addressed safety strategies for bike safety, pedestrian safety, school crossings, alcohol/drug awareness, home safety, stranger danger, and leadership skills.
- Enhanced the efficiency of resources by coordinating the development and implementation of safety strategies through state and community agencies;
 - Partnered with Department of Human Services to coordinate community based alcohol programs enhancing DUI strategies.
 - Coordinated the child safety seat program with Department of Social Services to utilize Child Services to deliver child safety seat and seatbelt training and educational materials.
 - Partnered with the Office of the Attorney General to coordinate the 24/7 alcohol diversion program in five counties.
 - Partnered with SD Council of Mental Health Center Incorporated to develop and implement the DUI CHANGE curriculum for DUI offenders.
- Continue to meet and identify partnership opportunities with tribal governments.

Motorcycle Safety:

Reduce motorcycle crashes 5% based on the preceding three year trend by increasing Beginner Rider Course participants by 5% and Experienced Rider Course graduates by 5%. The table below shows a steady increase in the number of participants involved in motorcycle safety training annually. The FFY 2005 increase was 4.53% just short of our 5% goal.

| Year | Students Trained |
|--------------|------------------|
| 1999 | 537 |
| 2000 | 776 |
| 2001 | 942 |
| 2002 | 1114 |
| 2003 | 1342 |
| 2004 | 1591 |
| 2005 | 1663 |
| TOTAL | 7,965 |

The Sturgis Motorcycle Rally is a continuing challenge for South Dakota to address motorcycle safety and implement short term strategies to enhance the safety thousands of out-of-state motorcycle enthusiasts visiting South Dakota to participate in the Black Hills Motorcycle Rally. With the influx of out-of-state cyclists it's hard to evaluate if increased participation in training impacts the strategies for the OHS motorcycle safety program. South Dakota's motorcycle fatalities increased from 21 in 2003 to 26 in 2004. 2005 data is unavailable to measure the outcome of additional educational and public awareness projects implemented in conjunction with the 2005 rally. Additional strategies implemented during the 2005 rally include;

- Signage to warn of construction zones.
- Signage for loose gravel.
- Signage for sharp curves or motor cycle specific hazards.
- Partnership with ABATE for a statewide *Look Twice Save a Life* campaign to heighten public awareness of motorcycles.
- Safe Ride program to transport motor cycle riders during the rally for reduction of DUI and to reduce traffic congestion and road rage.
- High Visibility enforcement of traffic laws.
- Shut down and/or reduction of local road construction during the two weeks of the rally.

Engineering:

The Engineering program provides resources to local communities to improve traffic signal maintenance and management, evaluate and improve pavement markings, traffic control signs, help identify dangers in work zones and safety priorities through Roadway Safety Audits and Roadway Safety Audit Reviews. Three Roadway Safety Audits were conducted in FFY 2005, these audits identified several low cost improvements that could improve safety and reduce crashes. In partnership with FHWA 164 Hazard Elimination money is being obligated to local governments to correct these safety hazards. A study conducted by the SDDOT verifies in the past five years, safety projects have reduced the number of crashes and economic loss. The data is currently unavailable to isolate and document saving on specific projects funded under this program.

During FFY 2005, Traffic Engineering worked with 40 local jurisdictions and assessed their traffic engineering needs as requested. Some of the activities for this project are as follows:

- Develop signing improvements to address complaints received.
- Provide assistance on correct signing applications at spot locations.
- Determine signing needs for newly constructed local government roads.
- Drawing up signing layouts, stake sign locations.
- Evaluate and make recommendations for school crossing signing/flashers/crosswalks.
- Review plans for pavement marking/signal upgrades/signing projects.
- Evaluate and recommend the use of stop and yield signs at intersections.
- Analyze accident history, and review plans and make recommendations for construction/maintenance signing on local government construction projects.
- Review scope of local government projects with SDDOT design squad.

Media:

Three media campaigns were implemented in FFY 2005 to enhance public awareness, support safety strategies and enhance the effectiveness of high visibility enforcement during the national Seatbelts Save Lives, You Drink You Drive You Lose and a statewide Operation Safe Campaign. The media campaign consisted of specific messaging placed through three outlet sources. The following graph outlines media placement in FFY 2005.

| Date | Television | Radio | Internet |
|---|--------------------------------|--------------------------------|-----------------|
| May Seatbelt Mobilization May 23 -June 5 | 420 paid ads 420 earned ads | 280 paid ads 280 earned ads | 53,000 contacts |
| Traffic Enforcement Blitz June 30 – July 4 | | 140 paid ads 140 earned ads | |
| YDYDYL August 19 – September 5 | 544 paid ads 544 earned ads | 504 paid ads 504 earned ads | 53,000 contacts |

Media Distribution Summary

| | |
|-----------------------------|---|
| Stations Reporting | 17 stations reported airing |
| Airings | 3,776 airing reported 222 average airing per station |
| Audience Impressions | 2,284,480 total of all stations, number of plays times their arbitron agh average |
| Target Audience | 18 to 28 years of age |

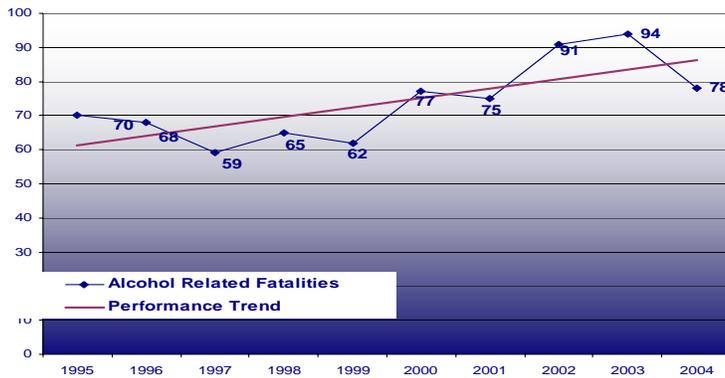
Driver Education:

Increase enforcement of traffic laws and provide education to enhance public awareness concerning the dangers of aggressive, impaired, fatigued, and inattentive driving to reduce alcohol and speed related fatal and injury crashes by 5%. The following table shows the support provided to 68 local law enforcement agencies to enhance the enforcement of SD Traffic Laws.

| Overtime | PBT's | Radar Equipment | In-Car-Video |
|-------------|-----------|-----------------|--------------|
| 4,425 hours | 114 units | 43 units | 21 units |

95% of the law enforcement agencies in SD signed up to participate in the Seatbelt Save Lives and You Drink You Drive You Lose mobilizations in FFY 2005. The graphs below document the reduction in alcohol related crashes by 10% from a three year average of 87 to 78 and a reduction in speed related crashes by 24% from a three year average of 1165 to 882. We are encouraged by success of these efforts and will continue to look for ways to enhance the effectiveness of our strategies. Strategies utilized to meet these goals are outlined in other programs of this report. They included; public education, high visibility enforcement, media and community- based programs.

Alcohol Related Fatalities



Performance Goal 1



Hazard Elimination:

12.5 percent of the 164 Hazard Elimination funds were obligated to the Office of Highway Safety Section 402 to fund projects to reduce fatalities and injuries on South Dakota roadways. The South Dakota Roadway Safety Committee provided data based recommendations to the Office of Highway Safety and the South Dakota Department of Transportation highlighting multiple countermeasures that met the statutory requirement of these funds and supported the goals and objectives of the FFY 2005 HSP. The following is a brief overview of the major programs funded under this program.

24/7 is an innovative program implemented in partnership with the South Dakota Office of the Attorney General. The "24-7" program monitors repeat DWI offenders on a daily basis to determine if they maintain sobriety. It allows people to continue their employment, not drink, enter treatment, and start getting their lives turned around. The following is a table documenting the first year data;

| | | |
|------------------------------------|-------|-------|
| Total # of Tests Given | 22360 | |
| Passed Tests | 22244 | 99.5% |
| Failed Tests | 116 | 0.5% |
| # Participants w/failed tests | 80 | 21.4% |
| Taken into custody for failed test | 6 | 1.6% |
| Participants w/no shows | 31 | 8.3% |
| # No Shows without permission | 18 | 4.8% |
| | | |
| Participants completed | 8 | 2.1% |
| Participants graduated | 3 | 0.8% |

Youth 2 Youth is a program designed to decrease alcohol and drug use among youth ages 10-18. This is accomplished through early recognition and intervention of alcohol and drug related problems, imposing meaningful consequences upon youth who violate underage drug and alcohol laws, provide leadership training, providing basic emergency response procedures and develop comprehensive youth lead awareness programs focusing on positive choices.

A multi county alcohol task force was formed to provide needed manpower through a cooperative effort to conduct alcohol compliance checks of alcohol retailers. The number of retailer successfully passing the compliance checks increased from 81% at the beginning of the project to 90% by the close of FFY 2005 resulting in 8 fewer establishments selling alcohol to underage youth.

410 Alcohol Funds:

South Dakota reduced alcohol related fatalities from a three year average of 87 to 78 representing a 10% decrease in alcohol related fatalities. Injuries were reduced from a three year average of 947 to 936 representing a 1% decrease. The following countermeasures were funded utilizing 410 funds combined with 402, 164 and Department of Justice *Enforcing Underage Drinking Laws* (EUDL) funds. The funds were utilized to support high visibility enforcement efforts by providing 4,425 hours of overtime, 114 PBT's and 21 In-Car-Video cameras to 68 local law enforcement agencies to enhance the effectiveness of DUI enforcement and prosecution.

157 Innovative and Incentive Funds:

The 157 Incentive funds have been utilized in conjunction with 402 and EUDL funds to support stepped up enforcement. South Dakota Highway Patrol reported a 12.4% increase in overtime enforcement resulting in an increase from 3,012 to 3,281 DUI arrests for an 8.9% increase from 2004 to 2005. Some additional efforts by the SDHP and local law enforcement include; 307 sobriety check points and 24 Operation Safe corridor enforcement campaigns

Local law enforcement efforts increased significantly from FFY 2004 to FFY 2005. The following table documents the increase in four primary enforcement areas. South Dakota utilizes the enforcement of three primary contributing factors to motor vehicle crash to enhance our seatbelt compliance efforts.

| | FFY 2004 | FFY 2005 |
|------------------|----------|----------|
| Speed | 31,735 | 59,831 |
| DUI | 3,829 | 6,667 |
| Alcohol | 6,023 | 10,648 |
| Seatbelts | 5,193 | 9,926 |

The 157 Innovative funds supported part of the May Mobilization campaign to enhance public awareness, support safety strategies and enhance the effectiveness of high visibility enforcement during the national Seatbelts Save Lives and a statewide Operation Safe Campaign. The Operation Safe Campaign focused on corridor enforcement of all traffic laws with an emphasis on speed and seatbelt enforcement. Almost 100% of these efforts were supported by media coverage, a significant increase compared to FFY 2004. A FFY 2004 baseline for media coverage was not established to allow an evaluation to document the increase in coverage.

Planning and Administration:

The South Dakota OHS has worked with NHTSA Rocky Mountain Region to review the highway safety strategies and funding to determine if funds are obligated proportionately to the severity of injury factors based on South Dakota data analysis.

In FFY 2005 the SDOHS completed an alcohol assessment through a cooperative effort with the Rocky Mountain Regional Office. Several of the recommendations were implemented in FFY 2005; the remaining recommendations have either been incorporated into the FFY 2006 HSP or are being evaluated to determine the feasibility of implementation within our safety and prevention strategies.

The remaining goals and objectives outlined in the 2005 HSP Planning and administrative program have been completed in compliance with federal guidelines and/or the 2005 HSP.

FFY 2005 Accomplishments:

Preliminary 2005 FARS data indicates South Dakota continues to see a steady reduction in the number of injuries and fatalities caused from motor vehicle crashes.

At 39.6 % in 2004, alcohol related fatalities are at their lowest level in six years with 2005 numbers looking at another reduction.

The Roadway Safety Committee continues to expand and has opened up several opportunities to partner with other agencies to enhance our ability to provide more effective safety programs.

FFY 2006 Challenges:

The rural makeup of South Dakota continues to pose major challenges in the prevention of DUI. The majority of South Dakota communities do not have alternative transportation resulting in far too many individuals getting behind the wheel and driving after consuming alcohol. These individuals often drive in poor weather conditions on narrow rural roads, both of these factors increase the probability of a crash.

Seatbelts continue to be a political issue versus a safety issue. We need to find ways to take seatbelts out of the political arena and get the public to embrace it as a safety issue.

The Native American Population continues to be over represented in all types of motor vehicle crashes, injuries and fatalities. The lack of data from the reservation contributes to our inability to identify the magnitude of the problem and develop intervention to address the unknown factors.

Financial Summary

| | 402 | 405 | 410 | 411 | 154 | 157 | 157 | 163 | 164 | 2003b | Total | % of Total |
|---------------------------|-----------|-----|---------|-----|-----|--------|-----|-----|-----------|-------|--------------------|------------|
| P&A | \$74,684 | | | | | | | | | | \$74,684 | 1.0% |
| Traffic Engineering | \$93,842 | | | | | | | | | | \$93,842 | 1.2% |
| Impaired Driving | \$68,504 | | 128,064 | | | | | | 130,532 | | \$327,100 | 4.3% |
| Occupant Protection | \$252,881 | | | | | | | | | | \$252,881 | 3.3% |
| Traffic Enforcement/Media | \$217,686 | | | | | 24,658 | | | | | \$242,344 | 3.2% |
| Speed Enforcement | \$117,624 | | | | | | | | | | \$117,624 | 1.5% |
| CTSP/ Safe Communities | \$166,270 | | | | | | | | | | \$166,270 | 2.2% |
| Motorcycles | \$60,000 | | | | | | | | | | \$60,000 | 0.8% |
| Police Traffic Services | \$98,133 | | | | | | | | | | \$98,133 | 1.3% |
| EMS | \$180,061 | | | | | | | | | | \$180,061 | 2.4% |
| Roadway Safety | \$5,868 | | | | | | | | 6,036,717 | | \$6,042,585 | 78.9% |
| TOTAL | | | | | | | | | | | \$7,655,524 | |

