

**FY 2006**

## **South Dakota**



## ***Highway Safety***

**Annual Report**

## Crash Data / Trends

	Baseline Data 1994-1997					Progress Report Data 1998-2003				
<b>Fatalities (Actual)</b>	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005
	175	148	165	150	173	171	180	203	197	186
<b>Fatality Rate /100 million VMT</b>	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005
	2.2	1.9	2.1	1.8	2.1	2.0	2.1	2.4	2.3	2.3
<b>Injuries (Actual)</b>	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005
	8,490	8,161	7,723	7,574	7,888	7,118	6,997	6,944	6,535	6,237
<b>Fatality &amp; Serious Injury Rate/100 million VMT</b>	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005
	26.38	22.85	21.69	21.88	21.35	19.17	19.41	19.82	17.26	16.65
<b>Fatality Rate/100K Population</b>	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005
	23.58	19.89	22.11	20	23.06	22.61	23.65	26.56	25.56	23.97
<b>Fatal &amp; Serious Injury Rate/100K population</b>	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005
	277.28	242.27	233.76	238.27	235.28	211.72	216.47	216.19	185.43	174.37
<b>Alcohol Related Fatalities</b>	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005
	68	59	65	62	77	75	91	94	78	74
<b>Proportion of Alcohol Related Fatalities</b>	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005
	38.9	39.9	39.4	41.3	44.5	43.9	50.6	46.3	39.6	39.8
<b>Alcohol Related Fatality Rate/100M VMT</b>	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005
	0.7	0.8	0.79	0.75	0.91	0.87	1.07	1.12	0.92	0.88
<b>Percent of Population Using Safety Belts*</b>	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006
	N/A	43.50%	38.60%	53.40%	63.30%	64.00%	69.90%	69.40%	68.80%	71.30%
<b>Speeding Driver Fatal &amp; Injury Crashes</b>	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005
	1459	1405	1112	1104	1278	1177	1107	1210	882	866
<b>Partial /Total Ejection Fatalities</b>	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005
	53.0	62.0	67.0	59.0	54.0	48.0	76.0	88.0	71.0	71.0
<b>Reservation Based Fatalities</b>	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005
	26.0	31.0	32.0	35.0	51.0	38.0	43.0	58.0	63.0	45.0
<b>Non-Reservation Based Fatalities</b>	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005
	149.0	117.0	133.0	115.0	122.0	133.0	137.0	145.0	134.0	141.0

## Performance Goals and Trends

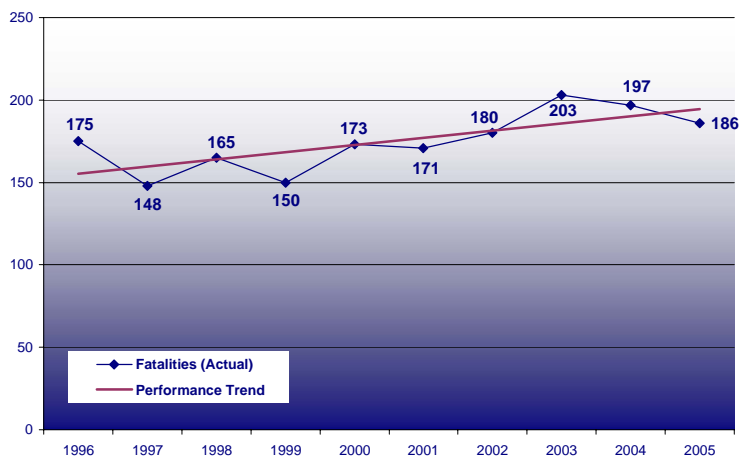
All baselines established by previous three year average

**Goal: Fatalities**  
**Baseline**

**Reduce three year baseline 5%**  
**Baseline 185**

2004 data 197 2005 goal 176 -21

Fatality Trends

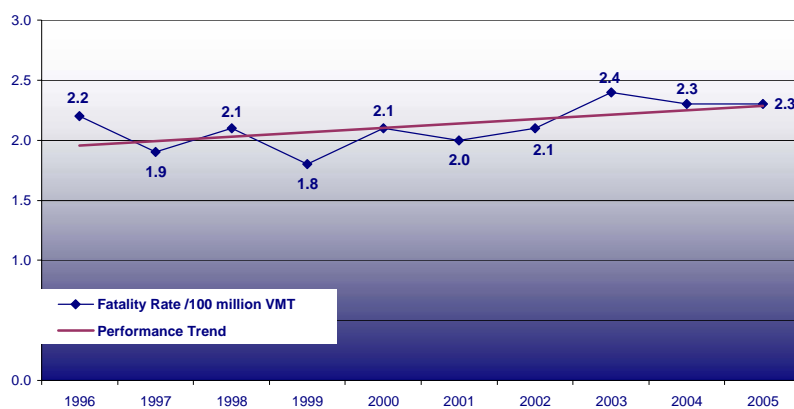


**Goal: Fatality Rate/VMT**  
**Baseline**

**Reduce Three year baseline 5%**  
**Baseline 2.17**

2004 data 2.3 2005 goal 2.06 -.24

Fatality Rate



**Goal: Injuries**

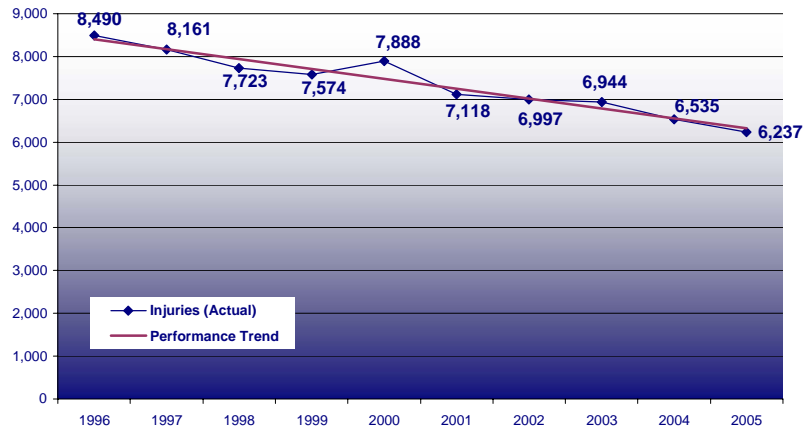
**Baseline**

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

Reduce three year baseline 5%

Baseline 7

*Injury Trends*



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

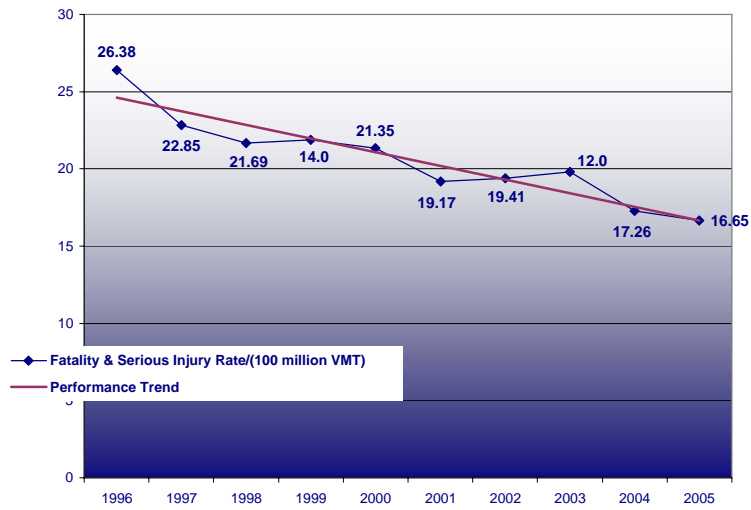
**Baseline**

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**

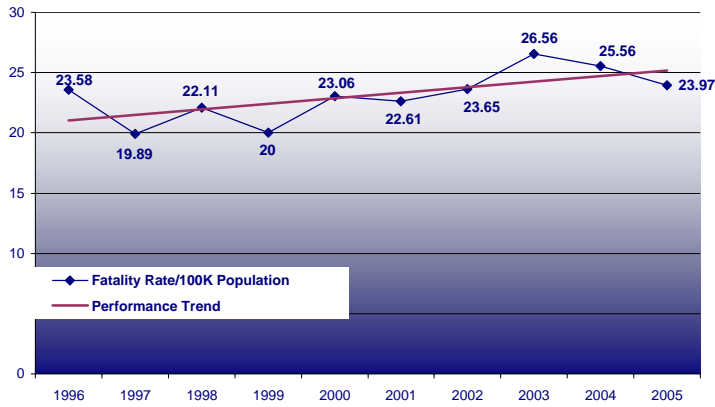
Reduce three year baseline 5%

**Baseline**

**Baseline 24.27**

2004 data 25.56 2005 goal 23.06 -2.5

Fatality Rate/100K Population



**Goal: Fatal/Injury Rate/100K Population**

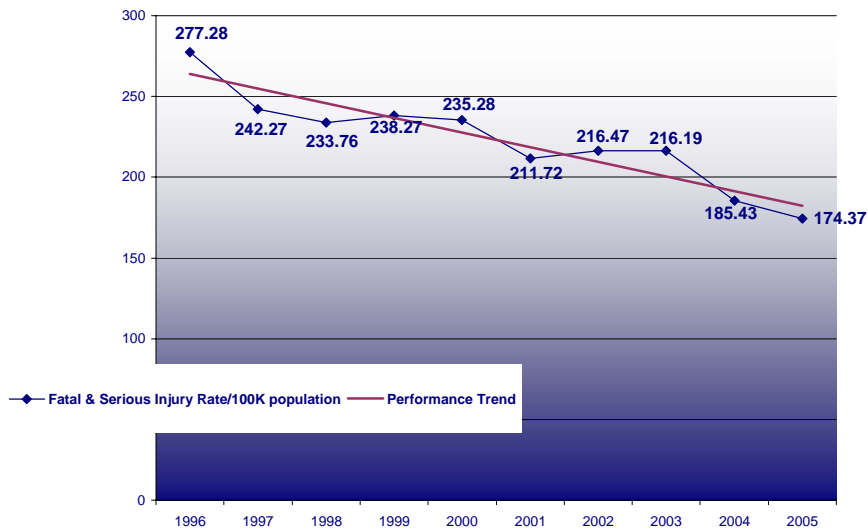
Reduce three year baseline 5%

**Baseline**

**Baseline 214.89**

2004 data 185.37 2005 goal 204.16 +18.79

Fatal and Injury Rate / 100K Population



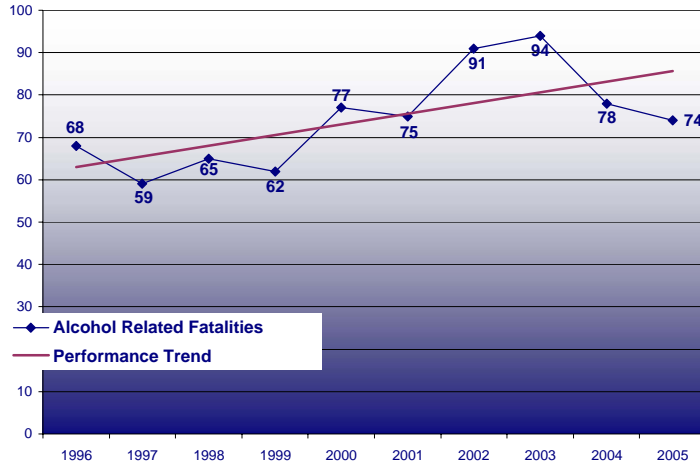
**Goal: Alcohol Fatalities**  
**Baseline**

204 data 78 205 goal 83 +5

Reduce three year baseline by 5%

Baseline 87

Alcohol Related Fatalities



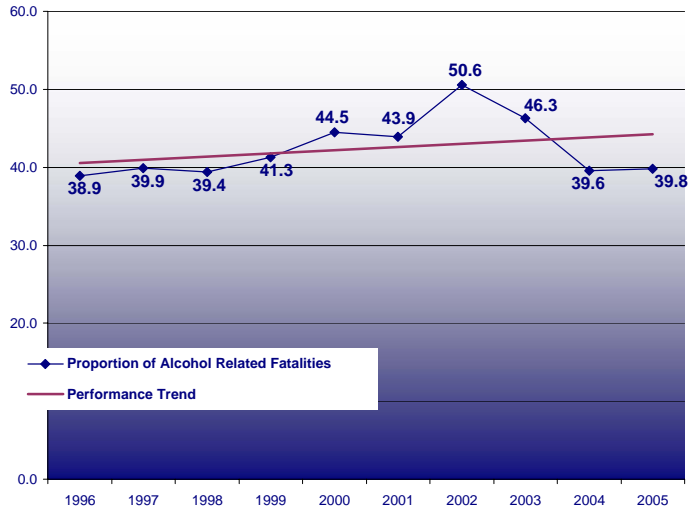
**Goal: Alcohol Fatality Proportion**  
**Baseline**

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**

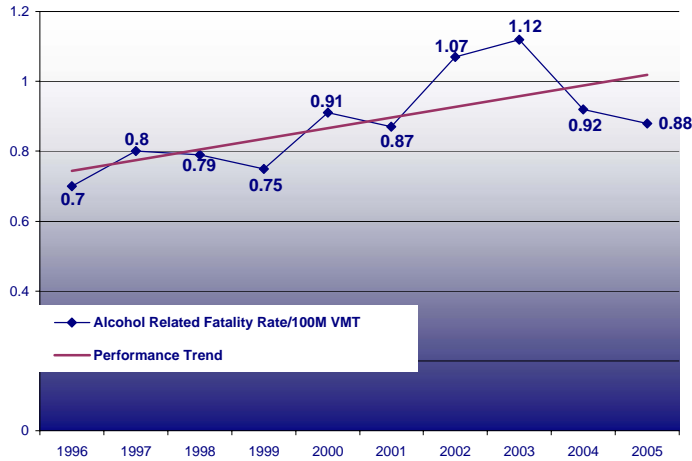
Reduce three year baseline by 5%

**Baseline**

**Baseline 1.02**

2004 data .92 2005 goal .97 +.05

**Alcohol Related Fatality Rate**



**Goal: Safety Belt Use**

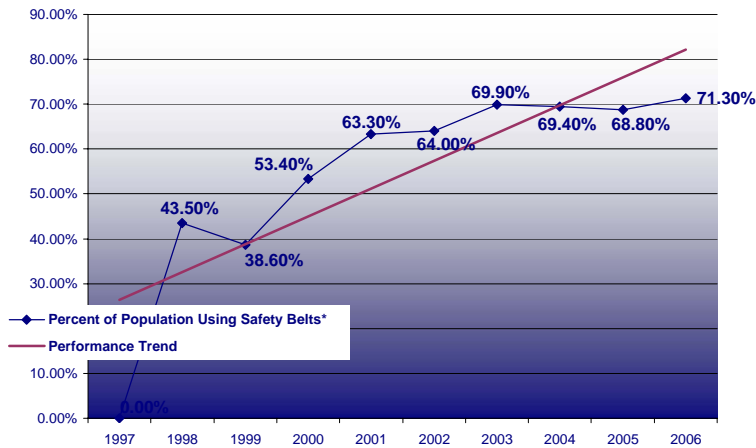
Increase seatbelt use to 71% by 2005 state survey

**Baseline**

**2004 seatbelt use 69.4%**

2005 data 68.8 2005 goal 71 - 2.2%

**Percent of Population Using Safety Belts**



**Goal Speed Related Crashes**

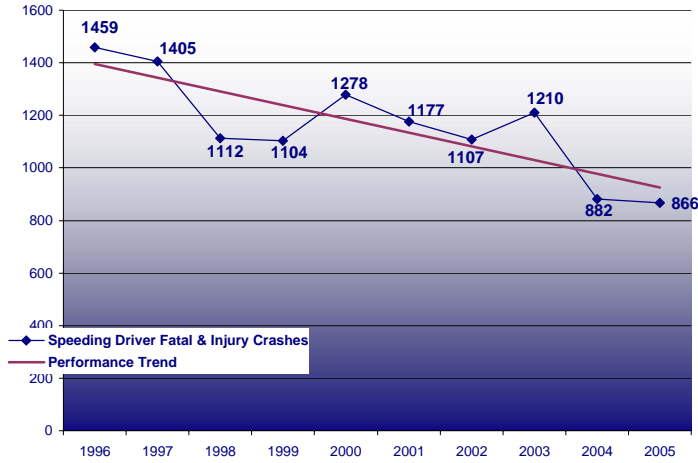
**Baseline**

2004 data 882 2005 goal 1107 + 225

Reduce three year baseline by 5%

**Baseline 1165**

Performance Goal 1



**Goal: Ejection from Vehicle**

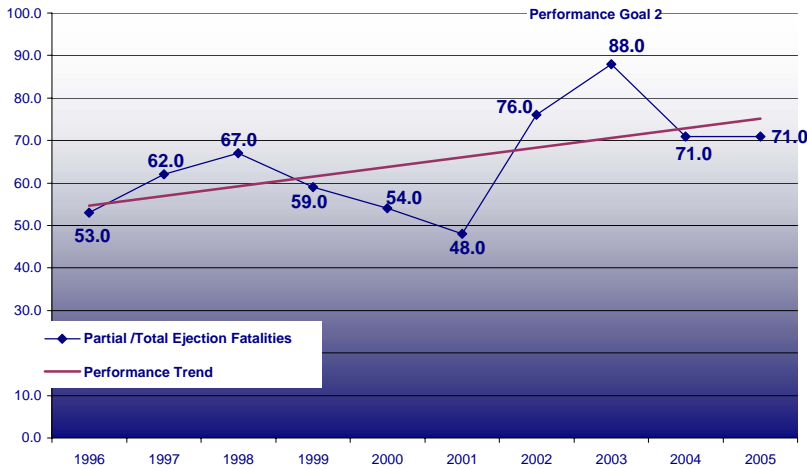
**Baseline**

2004 data 71 2005 goal 63 -8

Reduce three year baseline by 5%

**Baseline 66**

Performance Goal 2





**Goal: Reservation Fatalities**

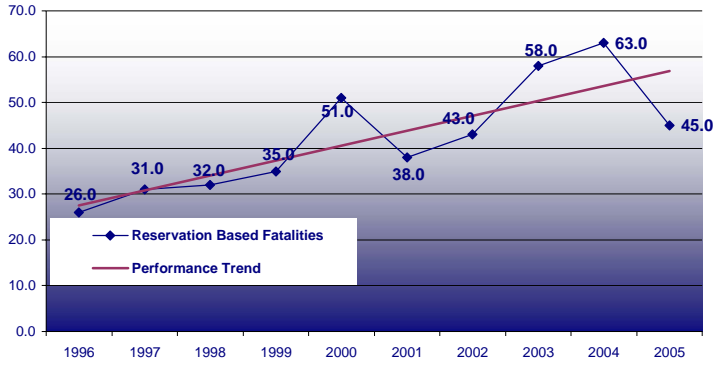
**Baseline**

2004 data 43 2005 goal 40 -3

Reduce three year baseline by 2%

**Baseline 42**

Performance Goal 3



**Goal: Non Reservation Fatalities**

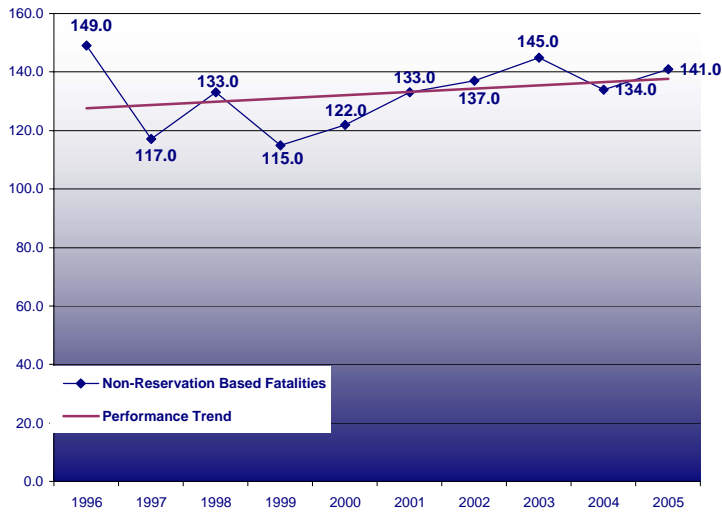
**Baseline**

2004 data 154 2005 goal 136 -18

Reduce three year baseline by 5%

**Baseline 143**

Performance Goal 4



## Alcohol and Drugs

Underage alcohol consumption continues to be a major problem in South Dakota. For many youth, access to and consumption of alcohol has been a "rite of passage". It's the responsibility of every community, neighborhood and family to support and participate in countermeasures that reduce underage alcohol use.

### Performance Measures:

1. Reduce alcohol/drug related fatalities by 5% from the three year average of 87 to 84 in FFY 2006.

The 2005 SD Motor Vehicle Traffic Crash Summary documents **74** alcohol related fatalities, this represents a **15%** decrease in alcohol related fatalities from the three year baseline of 87.

2. Reduce alcohol/drug related injuries by 5% from the three year average of 976 to 927 in FFY 2006.

The 2005 SD Motor Vehicle Traffic Crash Summary documents **818** alcohol related injuries, this represents a **16%** decrease in alcohol related injuries from the three year baseline of 976.

South Dakota exceeded its performance goals in reducing alcohol related fatalities and injuries. The reduction in alcohol related crashes was a result of;

- The implementation of compliance checks by local law enforcement in several of the title 1 cities in SD. These compliance checks were funded in conjunction with Department of Justice "Enforcing Underage Drinking Laws" grant dollars.
- Mitchell Police Department established an alcohol task force to conduct compliance checks, saturation patrols, Techniques of Alcohol Management (TAM) Training, and Public education. Mitchell conducted 42 compliance checks with 90% success rate for retailer compliance; this is compared to a 60% success rate in FFY 2005. 113 servers successfully completed TAM.
- South Dakota Liquor Retailers Association trained and certified an additional 64 TAM instructors in rural areas of South Dakota where access to TAM Classes was a problem.
- Alcohol coalitions provided educational programs and sponsored drug and alcohol free events in three universities to enhance drug and alcohol awareness in the high risk university based population.
- Rapid City Police Department implemented a public education campaign that consisted of educational information and public billboards addressing alcohol related crashes and fatalities.
- Reference Enforcement for law enforcement efforts.

## Enforcement

High visibility enforcement of vehicle and traffic laws, along with public educational programs has continued to be a crucial element to South Dakota's safety plans. Additional resources will be obligated to expand these tasks reinforced by media to heighten public awareness of enforcement efforts and safety strategies.

### Performance Measures:

1. Increase law enforcement participation in national mobilization enforcement campaigns from 70% in FFY 2005 to 75% in FFY 2006.
  - In FFY 2006, 155 of the total 180 law enforcement agencies participated at some level in the National mobilizations, this represents **86%** participation exceeding the goal of 75%.
  - Provided two training courses to 126 local law enforcement officers to enhance the skills necessary to deal with serious traffic crashes and program development to prevent common reoccurrences of these types of crashes. Officers attending represented state (38), BIA/HIS (4), City/Private (61) and County (23).
2. Increase the number of high visibility corridor enforcement campaigns from 12 in FFY 2005 to 16 in FFY 2006.

28 High visibility corridor enforcement campaigns were conducted in FFY 2006; this is a 133% increase from the 12 conducted in FFY 2005.

3. Reduce the percentage of alcohol related fatal crashes from the five-year average baseline of 44.98% to 33.06% in 2010. (Projected based on a 5% reduction from the five year average each year: 2005-42.73%; 2006-40.59%; 2007-38.56%; 2008-36.63%; 2009-34.8%; 2010-33.06%).

The 2005 SD Motor Vehicle Traffic Crash Summary documents **62** alcohol related fatal crashes. This represents **39.2%** of the South Dakota crashes exceeding the goal set in FFY 2006 of 42.73%.

These objectives were accomplished by combining Highway Safety funds with the Department of Justice "Enforcing Underage Drinking Laws" funds and:

- Providing 39 agencies with \$327,524.00 for traffic and alcohol related overtime to enhance enforcement efforts.
- Providing 13 agencies \$25,995.00 to purchase radar units to enhance speed enforcement efforts.
- Providing 8 agencies \$32,000.00 to purchase In-Car-Video systems to enhance alcohol enforcement and improve DUI convictions by supplying supporting evidence.
- Providing 12 agencies \$12,300.00 to purchase PBTs to enhance alcohol enforcement and step up efforts to identify underage alcohol use.

Providing support to local law enforcement agencies gives SD a well rounded traffic enforcement campaign, the following data demonstrates an effective approach to enhancing enforcement efforts to meet the objectives of this program.

- Speed related contacts increased 12% from 61,622 in 2005 to 70,376 in 2006.
- Alcohol related contacts increased 8% from 17,945 in 2005 to 19,609 in 2006.
- Drug related contacts increased 3% from 4,313 in 2005 to 4,452 in 2006.
- Occupant protection contacts decreased by 6% from 10,224 in 2005 to 9,604 in 2006, despite this decrease SD documents a 2.5% increase in seatbelt compliance from 68.8% in 2005 to 71.3% in 2006.
- Other traffic violations increased by 16% from 42,808 in 2005 to 50,882 in 2006.

The South Dakota Highway Patrol;

- 4764 hours of overtime for high visibility traffic enforcement this is a 14.7% increase from 2005 and resulted in 1,353 DUI arrests.
- Conducted 313 sobriety check points, nearly 100% were supported by media.
- 28 Operation Safe Campaigns.
- 162 Saturation Patrols.
- Utilized lab technicians and the BAT Mobiles for 9 high volume Sobriety check points.
- 3,977 DUI Arrests representing a 21.2% increase from 3,281 in 2005.
- 2,974 drug related arrests.
- 28,397 speeding arrests.
- 7,953 seat belt arrests.
- 7,458 other traffic related arrests.
- 3,718 hours were utilized to heighten awareness through public education.
- \$15,481.00 was utilized for educational materials to enhance public awareness of traffic safety.

## Occupant Protection

In the past two decades, mandatory restraint laws in this country have reduced fatalities and injuries in motor vehicle crashes. However, non-use and misuse of restraint systems continues to be a significant cause of vehicle-related injuries and fatalities for South Dakota citizens.

### Performance Measures:

Increased compliance will be measured by comparing South Dakota's 2005 and 2006 annual seatbelt survey data. Increase seatbelt use rate from 68.77% in 2005 to 70% in 2006.

South Dakota's 2006 statewide seatbelt survey documents a **2.5% increase** in seatbelt compliance from 68.8% in 2005 to 71.3% in 2006.

Tasks that South Dakota utilized to meet the program objective:

- Enhance law enforcement activities supported by media. (reference Enforcement, Media)
- Project 8, through a partnership with the Department of Social Service's, Office of Child Services the following tasks was completed.
  1. Provided 4.5 FTEs to coordinate Project 8 statewide at the regional level.
  2. Developed and collected 3,989 pre-post surveys to measure outcome data.
  3. 1,873 safety seat inspections were completed with 3,611 child seats inspected.
  4. 3,346 child safety seats provided to income eligible families.
  5. 62 booster seat training were provided to after school programs.
  6. \$5,000.00 was provided for special needs seats.
  7. Project 8 staff promoted National Child Passenger Safety Week.
  8. 63 individuals were trained and were certified as 4 day technicians.
  9. Trained 4 additional persons, increasing the number in instructor trainers from 2 to 6 in SD.
  10. Provided 97 public informational training sessions statewide.
  11. Developed and distributed 61 newspaper PSA's, 50 radio PSA's, 8 television spots and provided public information in 5 other sources such as newsletters, web postings, and local publications.
  12. 921 parents received training through 82 ECE classes on child safety seats.
  13. 16 Child Safety Seat checkup events were conducted during May Mobilization.
  14. 150 child seat inspections were conducted during State Farm Child Safety Days.
  15. The Office of Child Services partnered with State Farm and received \$8,000.00 through a Good Neighbor Grant to purchase booster seats for income eligible families.

## Emergency Response Services

In spite of efforts to reduce injuries and fatalities on South Dakota roadways, traffic crashes still occur. Timely response and appropriate training is crucial to successfully provide local emergency service.

### **Performance Measures:**

1. Train 500 qualified ambulance personnel, 100 first responders and recertify 1,200 EMT basics in FFY 2006.

The South Dakota Office of Emergency Medical Services trained 454 EMT's (90%), 107 First Responders (107%), and recertified 1291 EMTs (100%).

2. Conduct 25 defensive driving courses in FFY 2006.

25 defensive driving courses were provided to local ambulance personnel (100%)

3. Conduct 8 Basic Trauma Life Support or Pre-hospital Trauma Life Support Courses in FFY 2006.

Conducted 7 BTLS/PHTLS courses (88%)

Each month 887 EMT's attend refresher training provided by Highway Safety funds to maintain the skills required to provide quality care to crash victims and meet the refresher training to maintain adequate staffing to operate an ambulance service 24/7.

## Safe Communities

A new discipline of injury prevention is emerging. South Dakota is promoting the coordination of "Safe Communities" throughout the state. When communities accept the responsibility and take authority to monitor injuries, implement prevention strategies, and coordinate prevention efforts, it is realistic to expect progress in reducing the number and severity of injuries affecting their community.

### Performance Measures:

1. Increase the number of active community coalitions with sustained participation in highway safety and underage drug/alcohol countermeasures from 7 in FFY 2005 to 12 in FFY 2006.

South Dakota has been unsuccessful in its attempt to establish additional Safe Community Coalitions at the local level.

Increased University based coalitions from two in FFY 2005 to four in FFY 2006.

- All University based Coalitions have established a Safe Ride Program.
- 13,597 students utilized Safe Ride Program. 54% reported they would have been driving while impaired if an alternate ride had not been available.

SDOHS contracted with Volunteers of America to provide a Traffic Safety Resource person for 18 Prevention Specialist statewide to help develop traffic safety educational materials and projects.

SDOHS provided supported for the Vermillion SADD Chapter to conduct youth coordinated seatbelt and alcohol awareness campaigns.

Provided Support to MADD and Miss Click It to enhance public awareness by presenting traffic and alcohol safety programs in schools and community functions. 45 presentations were conducted.

Provided support for the SD Safety Tent at the Minnehaha County Fair. 2456 youth and 1800 adults visited the Safety Tent and participated in safety awareness projects.

## Motorcycle Safety

In FY 2004, 26 motorcyclists were killed and 435 injured on South Dakota roadways. While the rate of highway fatalities has remained fairly constant in South Dakota, nationwide motorcycle fatalities and injuries have risen significantly over the past several years.

### Performance Measures:

1. Reduce motorcycle crashes 5% from the current three-year baseline of 486 to 462 in FFY 2006.

South Dakota reported 515 motorcycle crashes in 2005; this is a **6% increase** from the three year baseline of 486.

2. Reduce motorcycle fatalities 5% from the current three-year baseline of 21 to 19 in FFY 2006.

South Dakota reported 22 motorcycle fatalities in 2005; this is a **5% increase** from the three year baseline of 21.

3. Reduce motorcycle injuries 5% from the current three-year baseline of 412 to 391 in FFY 2006.

South Dakota reported 531 motorcycle related injuries in 2005; this is a **29% increase** from the three year baseline.

4. Increase the number of Motorcycle Rider Education graduates 5% from 1,591 in 2005 to 1,670 in FFY 2006.

South Dakota had 1793 motorcycle riders successfully complete the motorcycle rider training course in 2006; this is an **increase of 13%** over the 1591 trained in 2005.

South Dakota has been successful in promoting the motorcycle training course increasing the number of motorcycle riders participating in the course from 942 in 2001 to 1793 in 2006 representing a 90% increase in five years. South Dakota is host to one of the largest motorcycle rallies in the nation, Black Hills Motorcycle Rally; this annual event attracts over 500,000 out of state riders. This large influx of riders presents unique challenges for South Dakota in our efforts to impact motorcycle crash data on South Dakota roadways. The following efforts were implemented to enhance traffic safety for this influx of riders;

- Increase high visibility enforcement efforts during the rally.
- Media support for enforcement and safety campaigns.
- Identification and reduction of motorcycle specific road hazards statewide.
- Nationally distributed skill rated maps of the Black Hills area.
- Safety resource booth at the rally.
- Safe Ride buses during the rally.



South Dakota safety projects;

- Web posted crash data showing motorcycle crash locations.
- Educational video and training for young motorcycle drivers.
- Educational materials for local motorcycle clubs.

South Dakota Highway Patrol provided 1,782 hours of overtime for the rally, this resulted in:

- 292 DUI arrests.
- 72 other alcohol arrests.
- 418 speeding arrests.
- 938 speeding warnings.
- 110 seatbelt arrests.
- 624 other traffic related arrests.

## **Data and Technology**

The South Dakota Office of Highway Safety recognizes data as an essential element in our mission to make our highways safer. Highway Safety data and crash records must be treated as vital information sources critical for future development of policies and safety strategies.

### **Performance Measures:**

1. By 1/1/06, contract with consultant to develop methodology for analysis of South Dakota crash data to enhance problem identification.

The Office of Highway Safety has been working with the South Dakota Department of Transportation in an effort to determine the most effective way to coordinate a position or contract data analysis services. No action has been finalized to meet this objective.

2. By the 3rd quarter of FFY 2006, provide local safety advocates crash data reports within 60 days of the crash.

The Office of Highway Safety/Accident records continue to develop and provide data reports to meet the needs of safety advocates. The South Dakota Motor Vehicle Traffic Crash Summary is completed annually and provided to the public and safety advocates by May of the following year and posts the report on our web page for easy access. County crash location maps and crash data has been completed for every county in South Dakota, the data and maps are updated annually and posted for public access on our web site.

South Dakota completed a Traffic Records Assessment in FFY 2006.

## Engineering

The rate of traffic fatalities per 100 million vehicle miles traveled in South Dakota is among the highest in the nation. South Dakota has implemented a new research study entitled “Factors Contributing to Accidents and Fatalities in South Dakota”. This study will look at South Dakota and surrounding states to compare crash factors and prevention strategies to identify best practices. Through the Roadway Safety Improvement (RSI) process, data is analyzed annually to identify and evaluate crash patterns related to roadway design and/or signage problems. Roadway Safety Audits and Roadway Safety Audit Reviews are utilized periodically to evaluate engineering needs for South Dakota’s transportation system. South Dakota will continue to utilize the current and future studies to improve the safety of our roadways.

### Performance Measures:

1. Evaluations are done through Department of Transportation research projects and monthly progress reports submitted to the Office of Highway Safety. Studies are conducted through the Department of Transportation to measure cost versus benefit on engineering projects.

The OHS and Department of Transportation has partnered to provide traffic engineering services to local communities to determine if the lack of signing and/or poor signage is a contributing factor to traffic related problems.

The DOT also partners with FHWA, county government, law enforcement and local representatives to conduct Roadway Safety Audits to evaluate road corridors and identify potential traffic related issues that could contribute to traffic crashes. The problems are then prioritized and funding from local, state or federal resources is identified to address these issues.

Conducts analysis of crash locations and provides the OHS data documenting high volume crash locations, contributing factors and recommendations for engineering and/or behavioral interventions needed to address these areas.

The Traffic Engineer associated with this program actively participates in strategic planning meeting with the OHS, Co-Chairs the Roadway Safety Committee and several sub-committees and participates in traffic safety media/public educational campaigns and events. This program facilitates communication and coordinated efforts between the Department of Public Safety and Department of Transportation.

## Media

Positive public response has been promoted through various media safety campaigns. Statewide campaigns enhance public awareness and promote community involvement. Media campaigns that enhance public awareness and support safety strategies are essential to the success of virtually every element of this plan.

### **Performance Measure:**

1. The OHS, through the use of a media contractor, will annually conduct a pre- and post-focus group assessment to identify strategies that will address and reach specific high risk target groups.

South Dakota utilized media to enhance the effectiveness of our enforcement and public awareness strategies during the National Mobilization Campaigns.

#### Seatbelt Mobilization May 15 – August 3rd:

- 407 paid television spots, (value \$14,686.00)
- 407 earned media spots, (value \$14,686.00),
- PSAs (value \$1,575.00).
- 964 paid radio spots (value \$15,028.00),
- 964 earned radio 964 spots (value \$15,028.00).
- News print statewide distribution (value \$3,275.00).
- Native American PSA's 315 radio spots (value \$6,930.00).

#### Alcohol Crackdown August 16 – September 4<sup>th</sup>:

- Paid Television (value \$20,800.00)
- Earned Television (value \$20,800.00)
- Paid Radio (value \$8,720.00)
- Earned Radio (value \$8,720.00)
- Native American Radio (value \$2,610)
- E-mail marketing (value \$3,000.00)

## Driver Education

Our goal is to make driver awareness and education a continued process throughout the life of a driver. Providing an evaluation of a driver's ability to operate a motor vehicle will not only benefit that subject, but will also provide an advantage to fellow drivers who share the road.

### Performance Measures:

1. Reduce speed related fatal and injury crashes by 5% from the 3 year average of 1,042 to 990 in FFY 2006.

SD 2005 crash report documents 682 speed related crashes; this represents a **35% decrease** from the 1,042 baseline.

2. Reduce speed related fatal and injury crashes by 5% in the 14-20 age group from the three year average of 390 to 370 in FFY 2006.

SD 2005 crash report documents 238 speed related fatal and injury crashes for youth age 14-20; this represents a **39% decrease** from the 390 baseline.

3. Reduce fatal and injury crashes by 5% in the 14-24 age group from the 3 year average of 2,819 to 2,678 by FFY 2006.

SD 2005 crash report documents the 14-24 age group was involved in 2431 fatal and injury crashes, this represents a **14% decrease** the 2,819 baseline.

4. Reduce fatal and injury crashes by 5% in the 25-34 age group from the 3 year average of 1,377 to 1,308 in FFY 2006.

SD 2005 crash report documents the 25-34 age group was involved in 1274 fatal and injury crashes, this represents a **7% decrease** from the 1,377 baseline.

5. Reduce fatal and injury crashes by 5% in the 35-54 age group from 3 year average of 2,368 to 2,250 in FFY 2006.

SD 2005 crash report documents the 35-54 age group was involved in 2225 fatal and injury crashes, this represents a **6% decrease** from the 2,368 baseline.

6. Reduce fatal and injury crashes by 5% in the age group 55 and over from the 3 year average of 1,342 to 1,275 in FFY 2006.

SD 2005 crash report documents the 55 and over age group was involved in 1321 fatal and injury crashes, this represents a **2% decrease** from the 1342 baseline.

These goals were met through partnerships with ABATE and Safe Community coalitions implementing projects throughout the state to enhance public awareness of safety strategies and law enforcement efforts. For additional information reference Safe Communities, enforcement and media for an overview of project strategies supporting this program.

## Commercial Motor Vehicles

When a heavy truck and smaller passenger vehicle are involved in a motor vehicle crash, there is a higher probability of severe injuries or fatalities to the occupants in the passenger vehicle. Annually, South Dakota averages approximately 442.1 injuries and 22.2 fatalities involving Commercial Motor Vehicles.

### Performance Measure:

1. Reduce the motor vehicle crashes involving motor carriers by 5% from the current 3-year baseline of 908 to 863 in FFY 2006.

The 2005 SD Crash report documents 933 crashes involving motor carrier vehicles, this represents a **3% increase** from the 908 baseline.

2. Reduce the number motor carrier involved fatalities by 5% from the current 3-year baseline of 20 to 18 in FFY 2006.

The 2005 SD Crash report documents 19 fatalities involving motor carrier vehicles, this represents a **2.5% decrease** from the 20 baseline.

The Office of Highway Safety was unsuccessful in developing partnerships with motor carrier advocates to implement project to enhance public awareness of motor carrier safety strategies. In FFY 2007 the SDOHS has incorporated motor carrier safety into our Driver Education Program and will continue to work with safety advocates to promote motor carrier safety through enforcement and public awareness projects.

## Roadway Safety Committee

The OHS recognizes that achievement of quantified goals is dependent not only on the work of one agency, but on the collaborative and ongoing efforts of a wide variety of governmental and private entities involved in improving highway safety.

### Performance Measures:

1. This project will be evaluated through progress in the development, implementation and management of the State Highway Safety Plan, sub-committee progress reports and the evaluation of highway safety strategies implemented to reduce motor vehicle crashes, fatalities and injuries.

South Dakota's strategic plan reflects objectives for a coordinated effort between the national, state, local, tribal and private entities represented on the Roadway Safety Committee (RSC). It provides support for a statewide systematic approach to reducing motor vehicle related fatalities/injuries and justifies the need for state funds and spending authority to address specific traffic safety and DUI related countermeasures. The RSC help identify contributing factors and develops a systematic approach to solving traffic problems identified through analysis of South Dakota traffic and crash data. Multiple data sources are analyzed to prioritize and define highway safety strategies, which in turn, are utilized to identify the high priority areas and allow for implementation of both state and local safety strategies to reduce motor vehicle fatalities and injuries. The RSC utilizes data to provide technical assistance to state and local agencies for needs assessment, countermeasure development, and public information and awareness efforts.

## Planning and Administration

This project provides the necessary staff time and expenses incurred by the OHS that are directly related to the planning, development, coordination, monitoring, auditing and evaluation of projects within the program area, and the development of the FFY 2006 South Dakota Highway Safety Plan.

### Performance Measures:

1. The South Dakota OHS will work with NHTSA Rocky Mountain Region to review the highway safety strategies and obligated funds to insure funds are obligated proportionately to the severity of injury factors based on South Dakota data analysis.

The Roadway Safety Advisory Committee provides support to identify contributing factors and develop a systematic approach to solving traffic problems identified through analysis of South Dakota traffic and crash data. Multiple data sources are analyzed to prioritize and define highway safety strategies, which in turn, are utilized to identify the high priority areas and allow for implementation of both state and local safety strategies to reduce motor vehicle fatalities and injuries.

2. Utilize data analysis and project evaluations to determine if current strategies are successful in meeting projected goals and objectives.

The 2005 Motor Vehicle Traffic Crash Summary documents;

- 6% reduction in fatalities from 197 in 2004 to 186
- 5% reduction in injuries from 6,535 in 2004 to 6,212
- 5% reduction in motor vehicle crashes from 17,163 in 2004 to 16,254
- 5% reduction in alcohol related fatalities from 78 in 2004 to 74
- 13% reduction in alcohol related injuries from 936 in 2004 to 818
- 2.5% increase in seatbelt use from 69.6% in 2005 to 71.3% in 2006

South Dakota OHS is confident our current strategic plan is effective in meeting the goals and objectives of our Highway Safety Strategies.

## Hazard Elimination

The South Dakota Roadway Safety Committee will provide recommendations to the Office of Highway Safety and the South Dakota Department of Transportation to implement and/or expand countermeasures with a potential to reduce alcohol related crashes, fatalities and injuries in South Dakota.

### Performance Measures:

1. Reduce alcohol/drug related fatalities by 5% from a three year average of 87 to 84 in FFY 2006.

The 2005 SD Crash report documents 74 alcohol related fatalities, this represents a **15% decrease** from the 87 baseline.

2. Reduce alcohol/drug related injuries by 5% from the three year average of 976 to 927 in FFY 2006.

The 2005 SD Crash report documents 818 alcohol related injuries, this represents a **16% decrease** from the 976 baseline.

Additional alcohol counter-measures:

- Serious Traffic Offender Program “S.T.O.P.” has been implemented to target the 200 worst drivers “based on arrest data” that have suspended or revoked licenses. In the first three months 765 citations and arrests were issued. Compared to the last three years average of 350 citations issued annually. Rapid City did not had a traffic fatality caused by a driver with a suspended or revoked license in FFY 2006 compared to 4 in FFY 2005.
- 24/7 Sobriety Program test DUI offender twice daily to insure they maintain sobriety. Over 200,000 breath tests were administered in FFY 2006 with a 98% success for offenders blowing alcohol free tests.
- Through a partnership with the Office of the Attorney General we have implemented a Traffic Safety Resource Prosecutors position. This position has been working with prosecutors and judge’s state wide to enhance DUI judicial efforts and promote effective alcohol countermeasures the judicial system can utilize to address repeat DUI Offenders.
- Youth 2 Youth in Central SD utilizes Peer support to encourage youth to make safe choices and refrain from using alcohol/drugs. This youth lead campaign has grown from 12 participants in 2005 to 48 in 2006 and has conducted educational safety presentations to 894 of their peers.

3. Increase school based alcohol programs from three in 2005 to four in FFY 2006.
  - South Dakota has expanded university based coalitions from three in 2005 to five in 2006.
  - South Dakota through a partnership with the Department of Human Services currently provides early intervention for alcohol related issues to over 55,000 student grade 1-12. These efforts have shown a 4% decline from 36% -32% of youth riding with someone who has been drinking and a decline of 4.5% from 22% to 17.5% of young drivers reporting driving after consuming alcohol. The 2005 Youth Risk Survey also shows binge drinking has declined by 4% from 38% in 2003 to 34% in 2005.
4. Implement additional DUI campaigns during the July 4<sup>th</sup> and Thanksgiving holiday season in FFY 2006.

Law enforcement efforts have been increased throughout the year to target mobilizations Holidays and provide a strong sustained enforcement campaign. For additional information, reference enforcement in this report for a more detailed overview of South Dakota's enforcement efforts.

5. Coordinate data analysis with an alcohol epidemiology work group by 1/1/2006.

An epidemiology advisory work group has been established; the inability to secure additional federal funds through the Department of Human Services delayed the implementation of the data collecting and analysis of this project until FFY 2007.

6. Implement two new Safe Ride/alternative choice programs in FFY 2006.

Through partnerships with State Universities we have expanded the Safe Ride program to three additional universities. In excess of 15,000 students utilized the Safe Ride Program. Evaluation surveys conducted by the Safe Ride coordinators documents 57% of the rider reported they would have driven while under the influence of alcohol if this program would not have been available. In FFY 2006 the Safe Ride Program prevented 8,550 young drivers from driving impaired.



## Financial Summary

	402	405	410	411	154	157	157	163	164	2003b	Total	% of Total
P&A	\$79,584										\$79,584	1.4%
Traffic Engineering	\$91,134										\$91,134	1.6%
Impaired Driving	\$74,117		117,868						753,471		\$945,456	16.2%
Occupant Protection	\$346,364										\$346,364	5.9%
Traffic Enforcement/Media	\$235,804					43,629					\$279,433	4.8%
Speed Enforcement	\$38,291										\$38,291	0.7%
CTSP/ Safe Communities	\$87,520										\$87,520	1.5%
Motorcycles	\$54,304										\$54,304	0.9%
Police Traffic Services	\$66,047										\$66,047	1.1%
EMS	\$162,876										\$162,876	2.8%
Roadway Safety	\$2,284								3,691,950		\$3,694,234	63.2%
<b>TOTAL</b>											<b>\$5,845,242</b>	

