south carolina
DEPARTMENT *of* PUBLIC SAFETY
PROTECT. EDUCATE. SERVE.

OFFICE *of* HIGHWAY SAFETY AND JUSTICE PROGRAMS

Highway Safety Grant Program

TRIENNIAL HIGHWAY SAFETY PLAN

FFY 2024-FFY 2026

LISTING OF FFY 2024-2026 TRIENNIAL HSP TABLES & FIGURES

Tables

Contents

Section 1: Highway Safety Planning Process and Problem Identification

FFY 2024 Process to Identify South Carolina's Highway Safety Problems

The Office of Highway Safety and Justice Program's (OHSJP) highway safety planning process is a data-driven effort consisting of problem identification, project development, project selection, and program evaluation.

Phase 1

The FFY 2024 Problem Identification process began with a statewide statistical overview conducted by the Statistical Analysis Research Section (SARS) housed within the OHSJP to give a picture of the highway safety problems in general in the state of South Carolina. The overview included an identification of problems and priority counties in the state regarding traffic safety issues and concerns and was presented to the OHSJP management staff and Program Coordinators. The analysis utilized traffic data trends showing all counties in the state of South Carolina in six statistical categories regarding fatal and serious injury collisions (number DUI-related, percentage DUI-related, number speed-related, percentage speed-related, number alcohol and/or speed-related, and percentage alcohol and/or speed-related).

Additional data was provided relative to occupant protection statistics as well as traffic statistics for vulnerable roadway users (motorcyclists, moped riders, pedestrians, and bicyclists). Priority areas for highway safety initiatives for FFY 2024 were tentatively adopted as Impaired Driving Countermeasures; Occupant Protection; Police Traffic Services/Speed Enforcement; and Traffic Records (Statewide Emphasis).

Phase 2

Once funding priorities were determined, a project development plan was developed for FFY 2024. Areas of the state where highway safety problems exist that are void of grant-funded projects or other efforts to reduce collisions and fatalities were identified as the top priorities for project development efforts. The project development plan included, based on an estimate of federal funds being available in FFY 2024, soliciting quality grant applications from entities in those geographic areas where the greatest highway safety problems exist and for the type of projects that are likely to have the most impact.

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

and fatalities on South Carolina's streets and highways be given priority consideration.

South Carolina Performance Measures

South Carolina's Highway Safety Performance Measures are consistent with the performance measures developed by USDOT in collaboration with the Governor's Highway Safety Association (GHSA). **Table 14**, found in **Section 3** of the 3HSP, contains data points used to determine appropriate targets for success outlined in the Highway Safety Plan (HSP). Data-driven targets for each performance measure and annual benchmarks have been established and placed in the appropriate section within the 3HSP. These performance targets will allow the OHSJP to track the state's progress toward meeting each target from a specific baseline.

Justification and Process for Setting Performance Targets in the 3HSP

A description of the traffic safety performance measures, corresponding goals with established performance targets and annual benchmarks, and justification for the targets and benchmarks are included in **Section 3** of South Carolina's FFY 2024-FFY 2026 3HSP. The countermeasure strategies the state will use to meet its performance targets and address the problems identified in **Section 1** of the 3HSP are individually referenced by program area throughout **Section 4** of this document.

When setting targets in the 3HSP for the core performance measures, the SARS statisticians performed an extensive analysis of the data related to each measure. South Carolina uses an eight-data-point graphical analysis with a five-year rolling average for all but one of the performance measures. The exception was the seatbelt use rate performance measure, which utilizes a year-to-year analysis. For all the measures, after the data points were plotted and the graphs were created, a trend line was added that could be used to predict future values. Trend lines were reviewed using linear, logarithmic, and polynomial equations with R-squared (best fit measure) values. The statisticians did a thorough examination to determine a best fit, often depending on the normality of data for each performance measure. They also took into account the feasibility of the predicted trend values, the annual fluctuations from year to year, and examined where the 2022 preliminary data lines up in relation to the trend line.

The statisticians then consulted with other OHSJP staff, who provided an evaluation and examination of highway safety projects, proposed countermeasures, and other factors unique to South Carolina which could impact the possibility of reaching a target based solely on trend line data. Unique factors examined included vehicle miles traveled, population changes, economic impacts, legislative roadblocks, cultural dynamics, billboard campaigns, policy issues, and efforts to spread public awareness. In some cases, the SARS would adjust the target value based on the additional input and information obtained from OHSJP staff.

Data Sources and Processes

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

Traffic Collision Master File

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

Traffic Collision Statistical Database

The OHSJP's SARS retrieves the data within the Traffic Records Master File and creates the Traffic Collision Statistical Database. The Traffic Collision Statistical Database contains any collision that results in at least $1,000 in total property damage, or results in injury or death, and occurs on a public highway. Throughout the year, the SARS statisticians, working closely with the Traffic Records staff, perform an extensive data cleaning process by continuously combing through the database in an effort to improve data reporting. This database is used for performing statistical studies for various users, including law enforcement agencies, governmental units, attorneys, engineers, media representatives, and private users. These studies, conducted upon written request, are primarily descriptive in nature and focus on a specific traffic collision topic. These topics range from collisions at a specific intersection or stretch of road, to collisions during specific months in selected counties, to rankings of specific intersections in a county or jurisdiction. The Traffic Collision Statistical Database is used to create all calculations for state data.

<u>South Carolina Collision and Ticket Tracking System (SCCATTS)</u>

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

<u>South Carolina Traffic Fatality Register</u>

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

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

<u>South Carolina Online Fatality Count Application</u>

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

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

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

SAFETYNET

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

Processes Participants

Several committees and stakeholders are involved in the highway safety planning process. The state receives significant input from its Traffic Records Coordinating Committee (TRCC), Motorcycle Safety Task Force (MSTF), and its Impaired Driving Prevention Council (SCIDPC) in identifying and developing the countermeasure strategies detailed in this 3HSP. Each of these councils is composed of members from a variety of organizations/agencies and are detailed broadly below:

TRCC

The TRCC is composed of members from the SC Department of Public Safety (SCDPS), the SC Department of Transportation (SCDOT), the SC Department of Motor Vehicles (SCDMV), the SC Judicial Branch (SCJB), the SC Department of Health and Environmental Control (SCDHEC), and local law enforcement. The TRCC annually updates the state's Traffic Records Strategic Plan (TRSP), which is recommended by the TRCC Working Group and approved by the TRCC Executive Group.

South Carolina MSTF

The MSTF is composed of members from SCDPS, SCDOT, the SC Technical College System, AARP, motorcycle advocacy groups, SCDMV, and state and local law enforcement. The MSTF provides the OHSJP with input which is used to inform the state's planned motorcycle safety activities for the upcoming year.

South Carolina Impaired Driving Prevention Council (SCIDPC)

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

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

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

- **SC Department of Alcohol and Other Drug Abuse Services (SCDAODAS)** –treatment, rehabilitation, prevention, data
- **SC Legislature** – administration, legislation
- **SC Department of Insurance (SCDOI)** – data
- **SC Commission on Prosecution Coordination (SCCPC)** – prosecution
- **SC Solicitors Association (SCSoA)** – prosecution
- **SC Dept. of Probation, Parole and Pardon Services (SCDPPPS)** – criminal justice, ignition interlock device program
- **SC Criminal Justice Academy (SCCJA)** – law enforcement training
- **SC State Law Enforcement Division (SLED)** – law enforcement
- **SC Judicial Branch (SCJB)** – criminal justice, adjudication
- **SC Attorney General's Office (SCAGO)** – criminal justice
- **SC Sheriffs' Association (SCSA)** – law enforcement

- **SC Law Enforcement Officers' Association (SCLEOA)** – law enforcement
- **SC Summary Court Judges' Association (SCSCJA)** – criminal justice, adjudication
- **SC Coroners' Association (SCCA)** – public health, criminal justice
- **SC Trucking Association (SCTA)** – administration, advisory
- **Behavioral Health Services Association (BHSA)** – public health, treatment/rehabilitation
- **SC Victims Assistance Network (SCVAN)** – advocacy, victim services
- **SC Mothers Against Drunk Driving (SCMADD)** – advocacy, victim services
- **Families of Highway Fatalities (FHF)** – advocacy, victim services
- **State Office of Victim Assistance (SOVA)** – advocacy, victim assistance
- **Safety Council of South Carolina (SC Chapter of National Safety Council)** – advocacy, data
- **Federal Highway Administration (FHWA)** – advisory
- **National Highway Traffic Safety Administration (NHTSA)** – advisory
- **Federal Motor Carrier Safety Administration (FMCSA)** - advisory

The countermeasure strategies identified in this plan are performance-based and were developed with significant input from the Statistical Analysis and Research Section (SARS), which is housed within the Office of Highway Safety and Justice Programs (OHSJP), as well as with input from a variety of councils/task forces maintained and/or participated in by the SCDPS.

Description of Highway Safety Problems

South Carolina: A Sociodemographic Overview

South Carolina has a land area of 30,055.8 square miles and a water area of 1,959.3 square miles. It is the 40th largest state by area and is bordered by Georgia and North Carolina.

In order to ensure equity in highway safety programming throughout the state, it is important to consider the state's diverse sociodemographic landscape. The state has a population of 5,118,425 people, with women making up slightly more than half of the population (51.4%) (U.S. Census Bureau, n.d.). The median age of the state's population is 40.2; however, approximately one-fourth of the population consists of those between the ages of 25-44 years. The percentage of the state's population that is 65 years and older is 18.6%, and the largest proportion (11.7%) of that population consists of adults between the ages of 65-74 years. Those under 18 years make up 21.5% of the state's population. Educational attainment of a Bachelor's Degree or higher in the state is 31.5%; the employment rate is 55.5% and 90% of the state's population has health insurance coverage.

South Carolina's median household income is $59,318, and 14.6% of the state's residents live below the poverty line. Of the state's 5,118,425 residents, 3,178,552, or 62%, are not Hispanic or Latino, and 95% identify as being of one race alone. Among the population of one race, the percentage breakdown is as follows: 67.3% White alone, 26.6% Black alone, and the remaining 6% consists of Asian alone, American Indian/Alaska Native alone, Native Hawaiian and Other Pacific Islander alone, and Some Other Race alone.

The disability percentage in the state is 14.2%, and the estimated prevalence of mental health conditions among adults in the state is 13.8% (NAMI, 2021). The percentage of those who identify as members of the LGBTQ community in South Carolina is estimated to be approximately 3% (Mallory & Sears, 2019).

South Carolina Traffic Fatality Data

Highway safety programs have been successful. In 1966, the motor vehicle death rate in South Carolina was 7.7 fatalities per 100 million vehicle miles of travel; in 2021, the rate was 2.08 fatalities per 100 million vehicle miles of travel. The federally-funded State and Community Highway Safety grant program has been a major contributor to that decline. Despite the improvements, highway safety remains a significant and costly problem.

Table 1. South Carolina Basic Data							
	2017	**2018**	**2019**	**2020**	**2021**	**% Change: 2017 vs. 2021**	**% Change: 2021 vs. prior 4-yr Avg.**
Total Fatalities	989	1,036	1,006	1,066	1,198	21.13%	16.96%
VMT*	55.50	56.84	57.94	53.82	57.49	3.59%	2.61%
VMT Rate**	1.78	1.82	1.74	1.98	2.08	16.85%	13.66%
Population	5,021,268	5,084,156	5,148,714	5,118,429	5,193,266	3.43%	1.97%
Pop Rate***	19.70	20.38	19.54	20.83	23.07	17.11%	14.70%

NHTSA NCSA FARS: 2017-2020 Final File and 2021 Annual Report File (ARF)
2021 VMT & VMT Rate provided by South Carolina Department of Transportation
Population provided by U.S. Bureau of Census
*Vehicle Miles of Travel (billions)
**Rate per 100 million vehicle miles
***Rate per 100,000 population

Statistical data **Table 1** for calendar year (CY) 2021 shows that 1,198 people were killed in South Carolina traffic collisions. In the period from 2017 through 2021, there were approximately 5,295 motor vehicle-related fatalities in South Carolina. This resulted in an average of about 1,059 traffic fatalities per year over the five-year period. The 2021 count represents a 16.96% increase compared to the average of the prior four years and a 21.13% increase when compared to the 2017 count. Total fatalities increased from 989 in 2017 to 1,036 in 2018 and to 1,198 in 2021. The 2019 figure represents the only decline of the five-year period.

A comparison of South Carolina data with the national data (**Table 2**) indicates that South Carolina's average VMT-based fatality rate over the five years 2017 to 2021 was higher than the five-year average for the nation. According to the most recent South Carolina Department of Transportation (SCDOT) data, South Carolina's VMT rate of 2.08 for 2021 is approximately 42% higher than the national VMT rate of 1.37. The VMT rate in South Carolina increased by 16.85% from 2017 to 2021 while the population increased by only 3.43% during that period. Increases were observed in the population-based fatality rate (17.11%) and the VMT-based rate (16.85%) from 2017 to 2021, and the actual number of total traffic fatalities increased as well (21.13%). Nationally, increases were also observed in the population-based fatality rate (11.45%), VMT-based rate (17.09%), and total fatalities (13.90%) in 2021 compared to 2017. However, with the exception of the VMT-based rate, these increases in South Carolina were far greater than the national rates.

Table 2. Nationwide Basic Data							
	2017	**2018**	**2019**	**2020**	**2021**	**% Change: 2017 vs. 2021**	**% Change: 2021 vs. prior 4-yr Avg.**
Total Fatalities	37,471	36,830	36,352	39,003	42,680	13.90%	14.07%
VMT*	3,210	3,240	3,262	2,904	3,140	-2.18%	-0.44%
VMT Rate**	1.17	1.14	1.11	1.34	1.37	17.09%	15.13%
Population	324,985,539	326,687,501	328,239,523	331,449,520	332,031,554	2.17%	1.28%
Pop Rate***	11.53	11.27	11.07	11.77	12.85	11.45%	12.62%

NHTSA NCSA FARS: 2017-2020 Final File and 2021 Annual Report File (ARF)
2021 VMT & VMT Rate provided by South Carolina Department of Transportation
Population provided by U.S. Bureau of Census
*Vehicle Miles of Travel (billions)
**Rate per 100 million vehicle miles
***Rate per 100,000 population

As **Table 3** demonstrates, increases were seen for all fatality types both nationally and in South Carolina in 2021 compared to 2017. With the exception of speeding fatalities, the increases in South Carolina surpassed those of the nation. Driver fatalities in South Carolina increased 21.39%, unrestrained occupant fatalities increased by 23.05%, and impaired driving fatalities in 2021 reflect a 31.48% increase compared to 2017. Motorcyclist fatalities rose in South Carolina by 22.07% in 2021; however, it should be noted that NHTSA's FARS data includes moped rider fatality statistics in the motorcyclist category, whereas South Carolina state traffic data does not.

In terms of age, fatalities increased in South Carolina among both older and younger drivers. Compared to 2017, older-driver-involved fatalities increased in South Carolina by 13.68% in 2021, and young-driver-involved fatalities increased by 22.31%. Fatalities among vulnerable road users increased as well. Pedestrian fatalities and bicyclist fatalities increased by 22.58% and 35.29%, respectively, in 2021 compared to 2017.

Table 3. Fatalities by Type							
	2017	2018	2019	2020	2021	% Change: 2017 vs. 2021	% Change: 2021 vs. prior 4-yr Avg.
Total Fatalities							
South Carolina	989	1,036	1,006	1,066	1,198	21.13%	16.96%
U.S.	37,471	36,830	36,352	39,003	42,680	13.90%	14.07%
Driver Fatalities							
South Carolina	664	693	655	695	806	21.39%	19.10%
U.S.	23,756	23,040	22,744	24,858	27,267	14.78%	15.54%
Passenger Fatalities							
South Carolina	150	152	158	166	175	16.67%	11.82%
U.S.	6,521	6,276	6,127	6,321	6,781	3.99%	7.44%
Motorcyclist Fatalities							
South Carolina	145	141	154	136	177	22.07%	22.92%
U.S.	5,226	5,037	5,044	5,505	5,898	12.86%	13.36%
Pedestrian Fatalities							
South Carolina	155	165	163	188	190	22.58%	13.26%
U.S.	6,075	6,374	6,272	6,563	7,339	20.81%	16.11%
Bicyclist Fatalities							
South Carolina	17	23	26	14	23	35.29%	15.00%
U.S.	806	871	859	948	955	18.49%	9.64%
Impaired Driving Fatalities							
South Carolina	305	290	276	319	401	31.48%	34.79%
U.S.	10,880	10,710	10,196	11,718	13,384	23.01%	23.06%
Speeding Fatalities							
South Carolina	417	450	459	496	486	16.55%	6.70%
U.S.	9,947	9,579	9,592	11,428	12,330	23.96%	21.64%
Unrestrained Occupant Fatalities							
South Carolina	308	331	300	371	379	23.05%	15.73%
U.S.	10,116	9,844	9,520	10,939	11,781	16.46%	16.59%
Young Driver(20 & under) -Involved Fatalities							
South Carolina	121	136	96	123	148	22.31%	24.37%
U.S.	4,472	4,219	4,060	4,676	5,182	15.88%	18.94%
Older Driver(65+) -Involved Fatalities							

Table 3. Fatalities by Type							
	2017	**2018**	**2019**	**2020**	**2021**	**% Change: 2017 vs. 2021**	**% Change: 2021 vs. prior 4-yr Avg.**
South Carolina	190	208	190	189	216	13.68%	11.20%
U.S.	7,299	7,370	7,677	6,953	8,031	10.03%	9.64%

NHTSA NCSA FARS: 2017-2020 Final File and 2021 Annual Report File (ARF)

The total number of pedestrian fatalities in the state increased 22.58% when comparing 2017 to 2021 (from 155 in 2017 to 190 in 2021). The number of national pedestrian fatalities increased 20.81% in 2021 (7,339) compared to 2017 (6,075). **Table 4** shows that Charleston (11.3%), Horry (9.6%), Greenville (9.2%) and Richland (7.9%) were the counties in the state with the highest percentages of pedestrian fatalities during the five-year period.

Table 4. Pedestrian Fatalities by Top Counties							
County	**2017**	**2018**	**2019**	**2020**	**2021**	**Total 2017-2021**	**% of State**
Charleston	14	23	18	25	17	97	11.3%
Horry	19	16	16	12	20	83	9.6%
Greenville	21	10	16	14	18	79	9.2%
Richland	12	8	16	13	19	68	7.9%
Spartanburg	10	9	12	9	13	53	6.2%
Lexington	8	11	15	8	11	53	6.2%
Anderson	8	6	8	12	7	41	4.8%
Florence	6	10	4	3	12	35	4.1%
Berkeley	9	6	3	9	6	33	3.8%
York	4	6	3	7	5	25	2.9%
Total Top Counties	**111**	**105**	**111**	**112**	**128**	**567**	**65.9%**
All Pedestrian Fatalities	**155**	**165**	**163**	**188**	**190**	**861**	**100.0%**

NHTSA NCSA FARS: 2017-2020 Final File and 2021 Annual Report File (ARF)

Major Categories of Traffic Fatalities in South Carolina

Figure 1 demonstrates categories of traffic fatalities in South Carolina from 2017 to 2021.

Driver fatalities accounted for the majority (66.3%) of motor vehicle-related fatalities in South Carolina during 2017-2021. This represents about four times as many traffic fatalities as were accounted for by passengers (15.1%). Overall, driver fatalities have fluctuated since 2017 (664), before rising in 2018 (693), and dropping to 655 in 2019. The 806 driver fatalities in 2021 represented a 21.39% increase when compared to 2017 (664) and an increase of 19.10% when compared to the average of years 2017 to 2020.

The next three largest categories of traffic fatalities (after driver fatalities) from the 2017-2021 time period shared some degree of overlap and were behavior-related. Speeding-related fatalities averaged about 462 per year and accounted for approximately 44% of total traffic fatalities; alcohol-impaired driving fatalities averaged 318 per year and accounted for approximately 30% of total traffic fatalities; and unrestrained occupant fatalities averaged about 338 per year and accounted for approximately 32% of total traffic fatalities.

Figure 1. Traffic Fatality Trends in South Carolina: 2017 to 2021
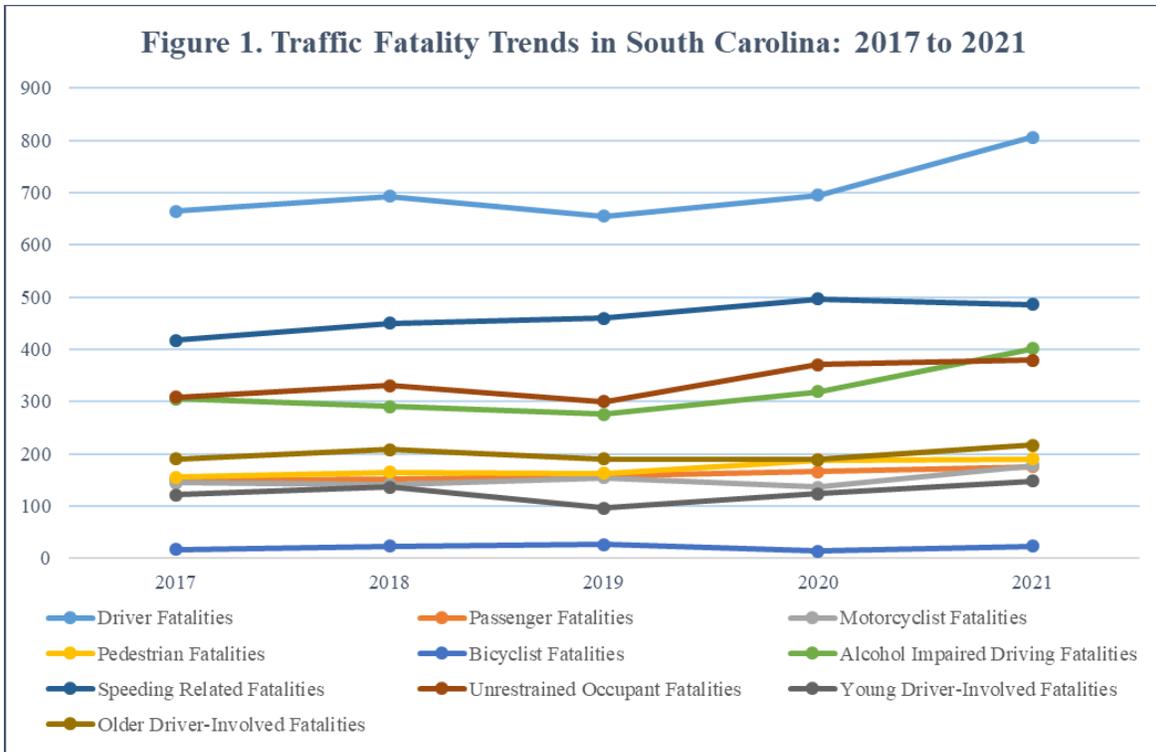
There were no declines observed in any of the three major behavior-related traffic fatality categories (alcohol-impaired driving, speeding-related, and unrestrained vehicle occupant) in South Carolina in 2021 compared to 2017. Overall, there was a net increase of 96 alcohol-impaired driving fatalities between 2017 and 2021, and a net increase of 71 unrestrained occupant fatalities. Both alcohol-impaired driving and unrestrained vehicle occupant fatalities also increased from 2020 to 2021. There was an overall net increase of 69 speeding-related fatalities between 2017 and 2021; however, speeding-related fatalities declined slightly (2.00%) in 2021 compared to 2020. See **Tables 5** and **3** as well as **Figures 2** and **3** for impaired driving trends; T**ables 7** and **3** as well as **Figures 6** and **7** for unrestrained occupant trends; and **Tables 6** and **3** as well as **Figures 4** and **5** for speeding-related trends.

Table 5. South Carolina Alcohol-Impaired Driving Fatalities							
	2017	**2018**	**2019**	**2020**	**2021**	**% Change: 2017 vs. 2021**	**% Change: 2021 vs. prior 4-yr Avg.**
Total Fatalities	305	290	276	319	401	31.48%	34.79%
VMT Rate**	0.55	0.51	0.48	0.59	0.70	27.27%	31.46%
Pop Rate***	6.07	5.70	5.36	6.23	7.72	27.18%	32.19%
Pct. Of Total	30.84%	27.99%	27.44%	29.92%	33.47%	2.63%	4.42%

NHTSA NCSA FARS: 2017-2020 Final File and 2021 Annual Report File (ARF)
2021 VMT & VMT Rate provided by South Carolina Department of Transportation
Population provided by U.S. Bureau of Census
*Vehicle Miles of Travel (billions)
**Rate per 100 million vehicle miles
***Rate per 100,000 population

Figure 2. South Carolina Alcohol-Impaired Driving Fatalities

Year	Fatalities	5 Year Moving Average	Linear Trend
2017	305	325	
2018	290	315	
2019	276	304	
2020	319	306	
2021	401	318	
2022			384
2023			406
2024			428

$y = 21.94x + 252.3$
$R^2 = 0.5019$
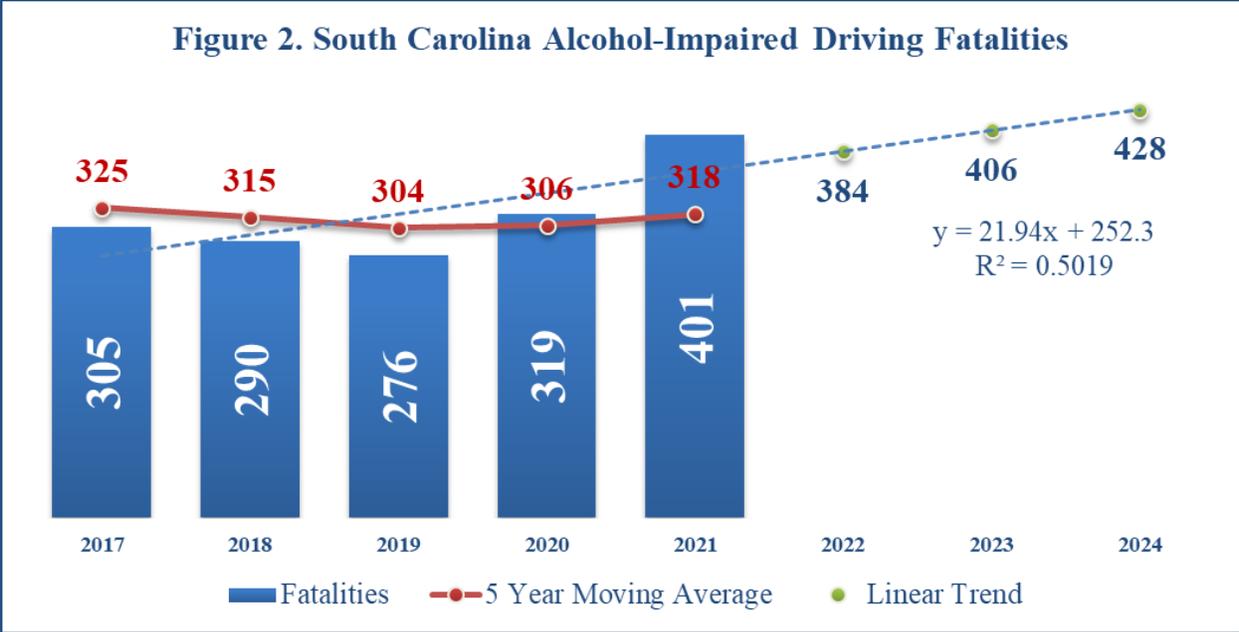
South Carolina's alcohol-impaired population-based fatality rate showed a significant decline from 2017-2019. Since then, the rate has been on the rise, and the 2021 rate (7.72 deaths per 100,000 population) represents a 23.92% increase when compared to 2020 and a 27.18% increase compared to 2017. The percentage of alcohol-impaired driving fatalities increased in 2021 as well. Alcohol-impaired driving fatalities made up 33.47% of total traffic fatalities in South Carolina in 2021. This is a 2.63% increase from the 30.84% of alcohol-impaired driving fatalities to total traffic fatalities in 2017 (see **Table 5**).

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

Year	Population Rate	5 Year Moving Average	Linear Trend
2017	6.07	6.65	
2018	5.70	6.36	
2019	5.36	6.06	
2020	6.23	6.06	
2021	7.72	6.22	
2022			7.37
2023			7.75
2024			8.13

$y = 0.3823x + 5.0716$
$R^2 = 0.4455$
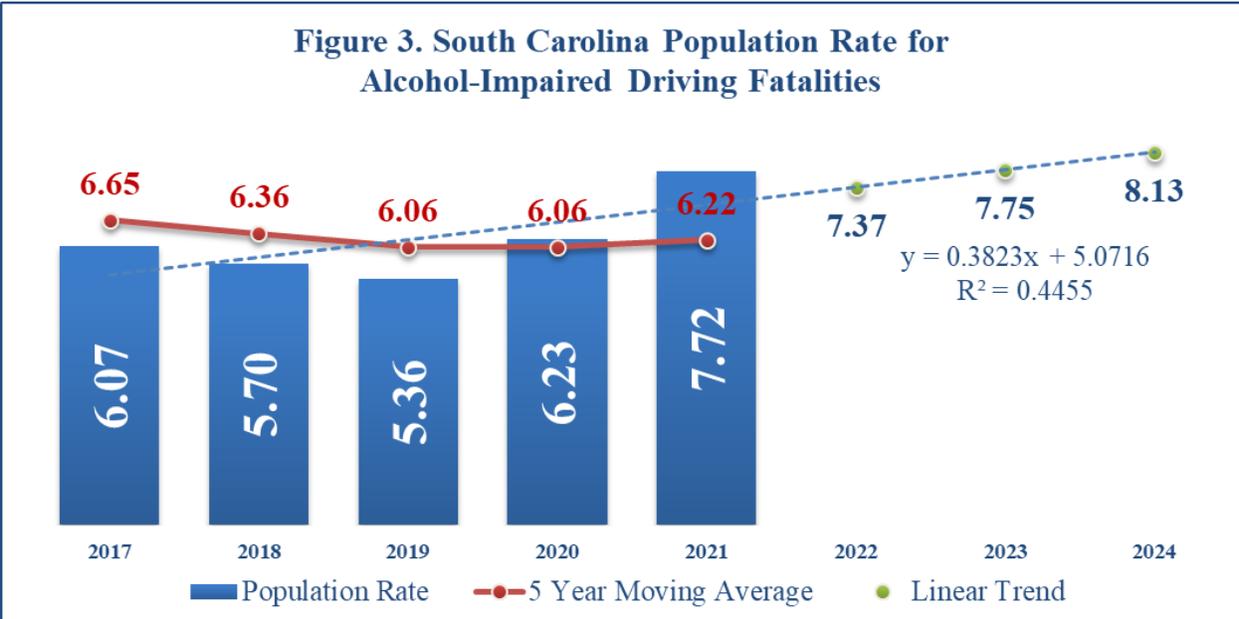
There was a significant increase over the 2017-2021 period in the speeding-related fatalities category as shown in **Table 6**. The 486 speeding-related fatalities in South Carolina in 2021 represented a substantial increase (16.55%) compared to the 2017 total (417). The population-based fatality rate was the highest of the five-year period in 2020 (9.69), but the 2021 rate (9.36) is still significantly higher than the rate in 2017 (8.30).

Table 6. South Carolina Speeding Related Fatalities						
	2017	2018	2019	2020	2021	% Change: 2017 vs. 2021	% Change: 2021 vs. prior 4-yr Avg.
Total Fatalities	417	450	459	496	486	16.55%	6.70%
VMT Rate**	0.75	0.79	0.79	0.92	0.85	13.33%	4.62%
Pop Rate***	8.30	8.85	8.91	9.69	9.36	12.77%	4.73%
Pct. Of Total	42.16%	43.44%	45.63%	46.53%	40.57%	-1.59%	-3.87%

NHTSA NCSA FARS: 2017-2020 Final File and 2021 Annual Report File (ARF)
2021 VMT & VMT Rate provided by South Carolina Department of Transportation
Population provided by U.S. Bureau of Census
*Vehicle Miles of Travel (billions)
**Rate per 100 million vehicle miles
***Rate per 100,000 population

Figure 4. South Carolina Speeding-Related Fatalities

$y = 18.4x + 406.4$
$R^2 = 0.8661$

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

$$y = 0.2947x + 8.1399$$
$$R^2 = 0.7786$$
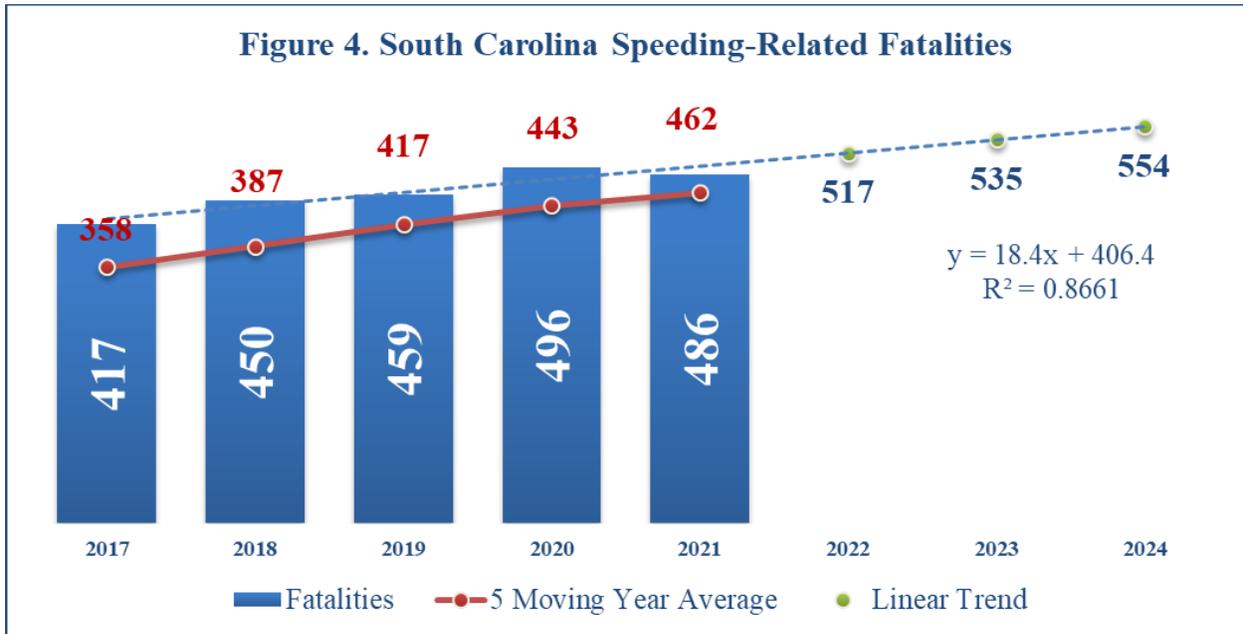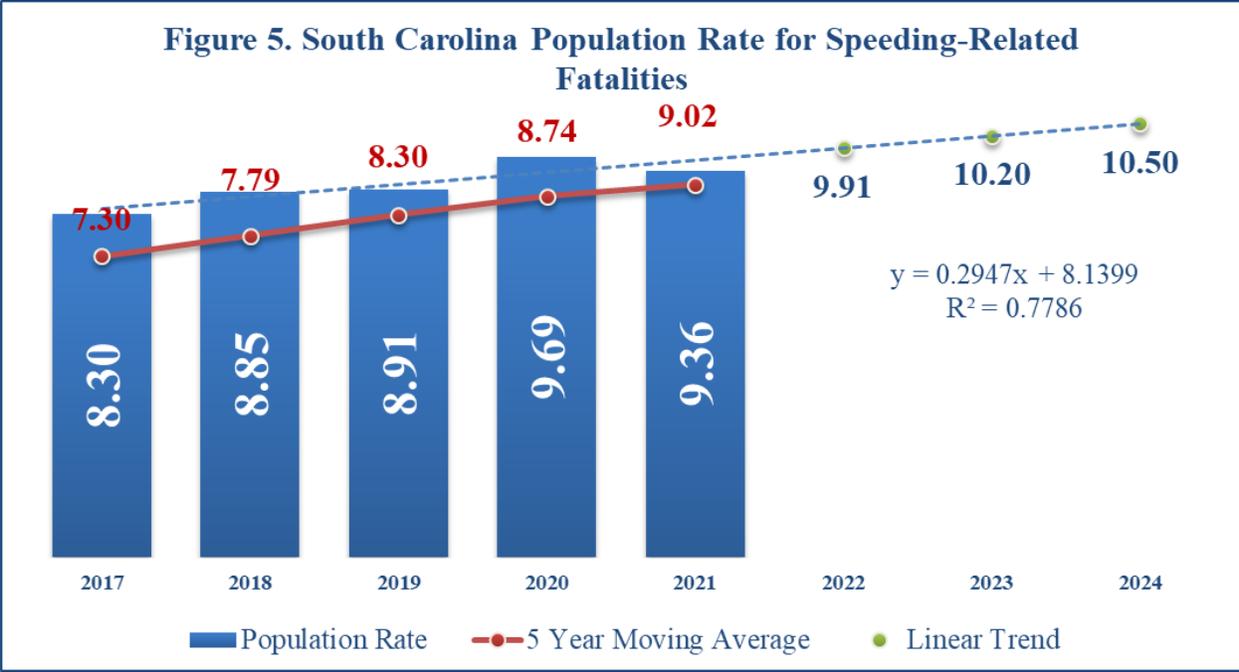
Unbelted passenger vehicle occupant fatalities fluctuated over the 2017-2021 period, and the 2021 count was the highest of the period, as shown in **Figure 6**. The net increase between 2017 and 2021 was 71 unbelted passenger vehicle occupant fatalities (see **Tables 7** and **3**).

| Table 7. South Carolina Unbelted Passenger Vehicle Occupant Fatalities							
	2017	**2018**	**2019**	**2020**	**2021**	**% Change: 2017 vs. 2021**	**% Change: 2021 vs. prior 4-yr Avg.**
Total Fatalities	308	331	300	371	379	23.05%	15.73%
VMT Rate**	0.55	0.58	0.52	0.69	0.66	20.00%	12.82%
Pop Rate***	6.13	6.51	5.83	7.25	7.30	19.09%	13.53%
Pct. Of Total	31.14%	31.95%	29.82%	34.80%	31.64%	0.50%	-0.29%
Observed Belt Use	92.30%	89.70%	90.30%	90.30%	90.10%	-2.20%	-0.55%

NHTSA NCSA FARS: 2017-2020 Final File and 2021 Annual Report File (ARF)
2021 VMT & VMT Rate provided by South Carolina Department of Transportation
Population provided by U.S. Bureau of Census
*Vehicle Miles of Travel (billions)
**Rate per 100 million vehicle miles
***Rate per 100,000 population

Figure 6. South Carolina Unbelted Passenger Vehicle Occupants Fatalities

Year	Fatalities	5 Year Moving Average	Linear Trend
2017	308	290	
2018	331	307	
2019	300	312	
2020	371	325	
2021	379	338	
2022			392
2023			411
2024			429

$y = 18.2x + 283.2$
$R^2 = 0.6416$

Figure 7. South Carolina Population Rate for Unbelted Passenger Vehicle Occupant Fatalities

Year	Population Rate	5 Year Moving Average	Linear Trend
2017	6.13	5.91	
2018	6.51	6.20	
2019	5.83	6.22	
2020	7.25	6.41	
2021	7.30	6.60	
2022			7.52
2023			7.83
2024			8.14

$y = 0.3066x + 5.6837$
$R^2 = 0.5432$
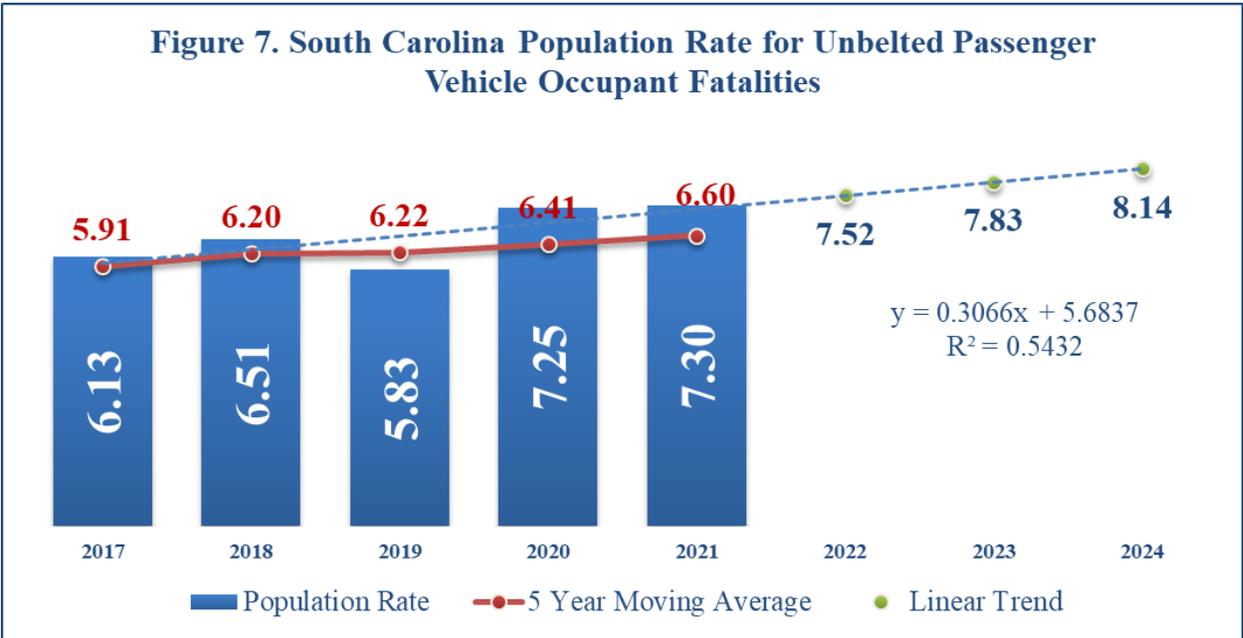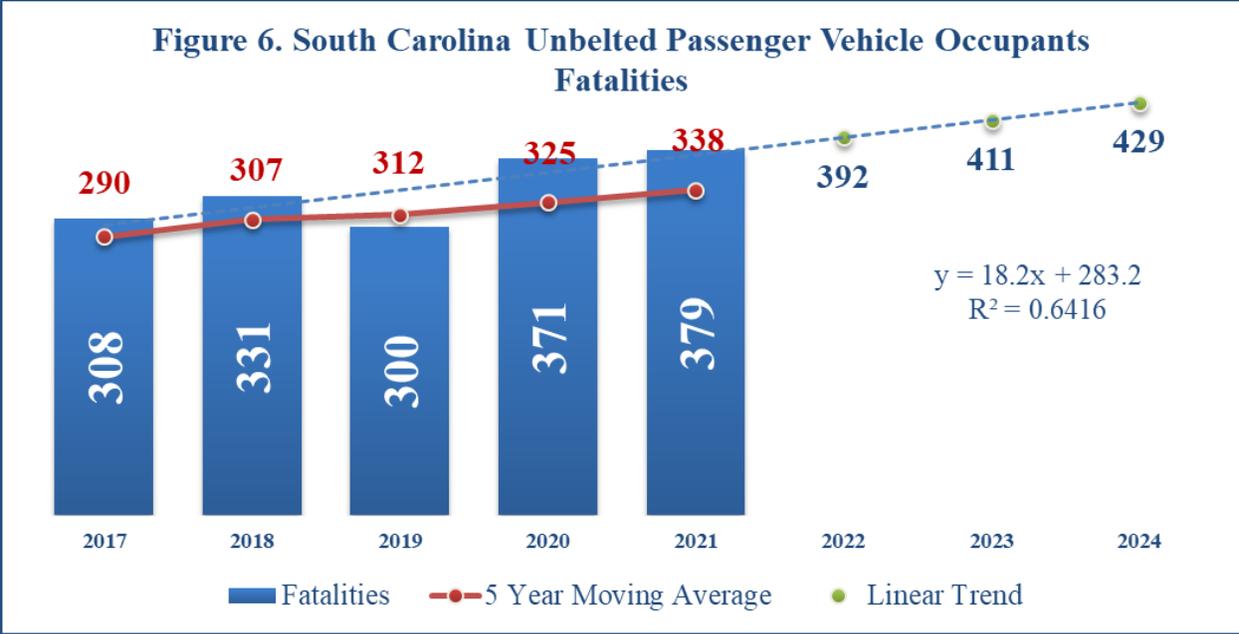
Mid-range Categories of Traffic Fatalities in South Carolina

Five additional categories were associated with more moderate proportions of traffic fatalities, each with 10% to 20% of total fatalities over the five-year period 2017-2021. These categories (and their proportions) were **older (65+) driver-involved** fatalities (18.79%, 199 fatalities annually); **pedestrians** fatalities (16.26%, 172 fatalities annually); **passenger** fatalities (15.14%, 160 fatalities annually); **motorcyclist** fatalities (14.22%, 151 fatalities annually); and **young (20 & under) driver-involved** fatalities (11.76%, 125 fatalities

annually). The number of total fatalities across all categories increased in 2021 compared to 2017.

As shown in **Table 8**, passenger traffic fatalities have risen since 2017. The 175 passenger fatalities in 2021 were 11.82% higher than the average of the previous four years and 16.67% higher than in 2017.

Table 8. South Carolina Passenger Fatalities							
	2017	**2018**	**2019**	**2020**	**2021**	**% Change: 2017 vs. 2021**	**% Change: 2021 vs. prior 4-yr Avg.**
Total Fatalities	150	152	158	166	175	16.67%	11.82%
VMT Rate**	0.27	0.27	0.27	0.31	0.30	11.11%	7.14%
Pop Rate***	2.99	2.99	3.07	3.24	3.37	12.71%	9.68%
Pct. Of Total	15.17%	14.67%	15.71%	15.57%	14.61%	-0.56%	-0.67%

NHTSA NCSA FARS: 2017-2020 Final File and 2021 Annual Report File (ARF)
2021 VMT & VMT Rate provided by South Carolina Department of Transportation
Population provided by U.S. Bureau of Census
*Vehicle Miles of Travel (billions)
**Rate per 100 million vehicle miles
***Rate per 100,000 population

The National Highway Traffic Safety Administration (NHTSA) defines motorcycle riders as both operators and the passengers of the motor vehicle with motive power having a seat or saddle for the use of the rider and designed to travel on not more than three wheels in contact with the ground. **Table 9** shows that in South Carolina, the number of motorcycle rider fatalities experienced a decrease from 2017 through 2018, an increase from 2018 to 2019, a decrease from 2019 to 2020, and a significant increase from 2020 to 2021. The number of fatalities in 2021 (177) represents a 22.92% increase from the average of the prior four years and a 22.07% increase from 2017. However, it should be noted that the statistical information in these charts includes moped operator fatalities, as well as motorcyclist fatalities. Traffic statistical data collection in the state of South Carolina distinguishes between these two categories of motorists.

| Table 9. South Carolina Motorcycle Rider Fatalities							
	2017	**2018**	**2019**	**2020**	**2021**	**% Change: 2017 vs. 2021**	**% Change: 2021 vs. prior 4-yr Avg.**
Total Fatalities	145	141	154	136	177	22.07%	22.92%
VMT Rate**	0.26	0.25	0.27	0.25	0.31	19.23%	20.39%
Pop Rate***	2.89	2.77	2.99	2.66	3.41	17.99%	20.60%
Pct. Of Total	14.66%	13.61%	15.31%	12.76%	14.77%	0.11%	0.68%
Unhelmeted Fat.	99	98	116	91	112	13.13%	10.89%
Pct. Unhelmeted Fat.	68.28%	69.50%	75.32%	66.91%	63.28%	-5.00%	-6.72%

NHTSA NCSA FARS: 2017-2020 Final File and 2021 Annual Report File (ARF)
2021 VMT & VMT Rate provided by South Carolina Department of Transportation
Population provided by U.S. Bureau of Census
*Vehicle Miles of Travel (billions)
**Rate per 100 million vehicle miles
***Rate per 100,000 population

Figure 8. South Carolina Motorcycle Rider Fatalities

Fatalities (bars): 2017: 145, 2018: 141, 2019: 154, 2020: 136, 2021: 177

5 Year Moving Average: 157, 156, 162, 152, 151

Linear Trend: 2022: 168, 2023: 174, 2024: 180

$y = 5.9x + 132.9$
$R^2 = 0.333$

Legend: Fatalities — 5 Year Moving Average — Linear Trend

Figure 9. South Carolina Population Rate for Motorcycle Rider Fatalities

Population Rate (bars): 2017: 2.89, 2018: 2.77, 2019: 2.99, 2020: 2.66, 2021: 3.41

5 Year Moving Average: 3.21, 3.14, 3.24, 3.01, 2.94

Linear Trend: 2022: 3.22, 2023: 3.31, 2024: 3.41

$y = 0.0925x + 2.666$
$R^2 = 0.2573$

Legend: Population Rate — 5 Year Moving Average — Linear Trend
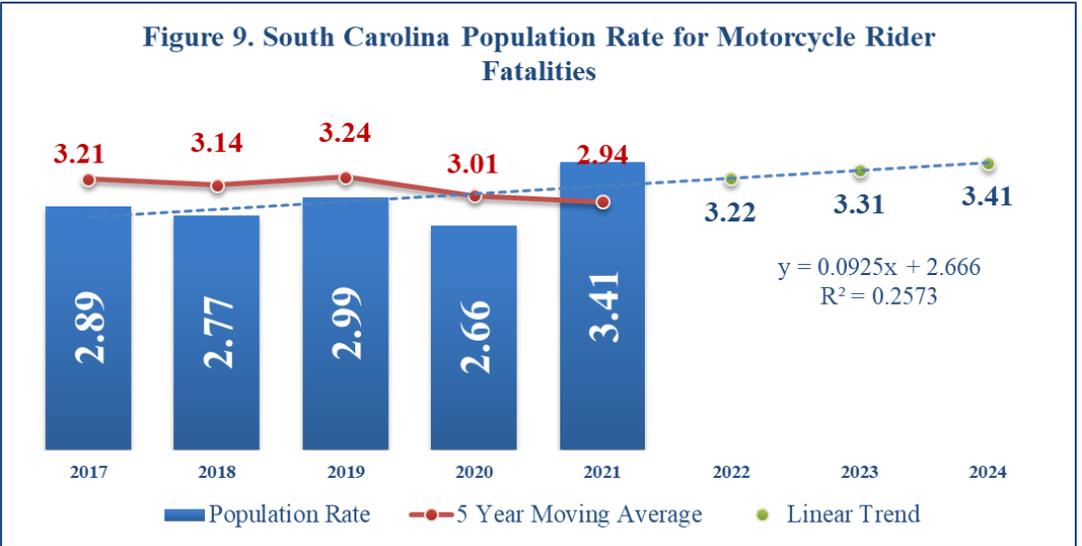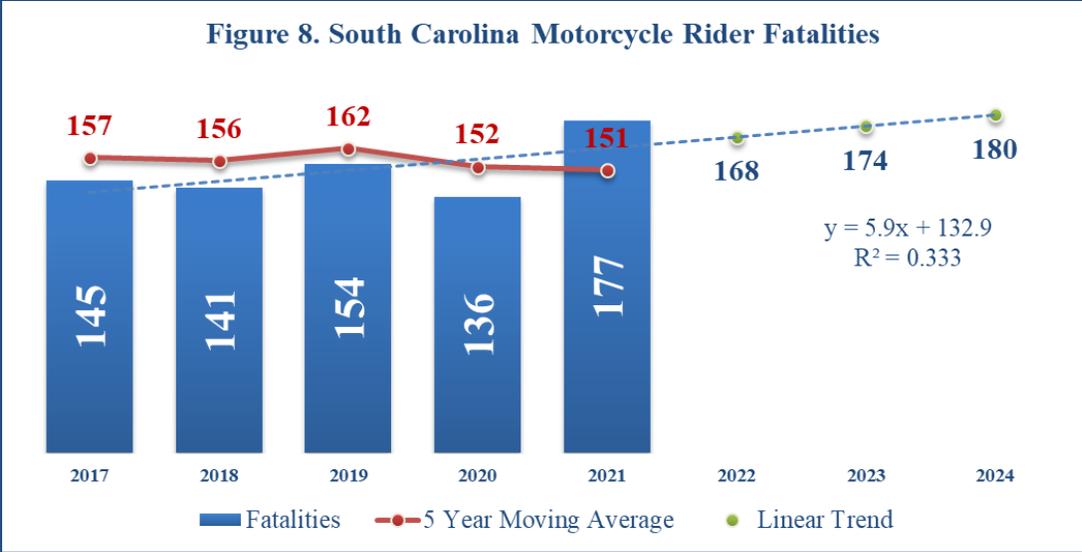
Another mid-range category that experienced a significant increase in the overall number of fatalities from 2017 to 2021 was older (65+) driver-involved traffic fatalities. Older (65+) driver-involved traffic fatalities were 13.68% higher in 2021 than in 2017 and 11.20% higher than the average of the prior four years from 2017-2020. See **Tables 10** and **3** as well as **Figures 10** and **11** for older (65+) driver-involved trends.

| Table 10. South Carolina Older(65+) Driver-Involved Fatalities							
	2017	2018	2019	2020	2021	% Change: 2017 vs. 2021	% Change: 2021 vs. prior 4-yr Avg.
Total Fatalities	190	208	190	189	216	13.68%	11.20%
VMT Rate**	0.34	0.37	0.33	0.35	0.38	11.76%	9.35%
Pop Rate***	3.78	4.09	3.69	3.69	4.16	10.05%	9.11%
Pct. Of Total	19.21%	20.08%	18.89%	17.73%	18.03%	-1.18%	-0.95%

NHTSA NCSA FARS: 2017-2020 Final File and 2021 Annual Report File (ARF)
2021 VMT & VMT Rate provided by South Carolina Department of Transportation
Population provided by U.S. Bureau of Census
*Vehicle Miles of Travel (billions)
**Rate per 100 million vehicle miles
***Rate per 100,000 population

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

Fatalities by year:
- 2017: 190 (153)
- 2018: 208 (170)
- 2019: 190 (181)
- 2020: 189 (188)
- 2021: 216 (199)

Linear Trend:
- 2022: 209
- 2023: 212
- 2024: 215

$$y = 3.3x + 188.7$$
$$R^2 = 0.1725$$

Legend: Fatalities | 5 Year Moving Average | Linear Trend

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

Population Rate by year:
- 2017: 3.78 (3.12)
- 2018: 4.09 (3.43)
- 2019: 3.69 (3.60)
- 2020: 3.69 (3.70)
- 2021: 4.16 (3.88)

Linear Trend:
- 2022: 3.99
- 2023: 4.02
- 2024: 4.06

$$y = 0.0352x + 3.7778$$
$$R^2 = 0.0611$$

Legend: Population Rate | 5 Year Moving Average | Linear Trend
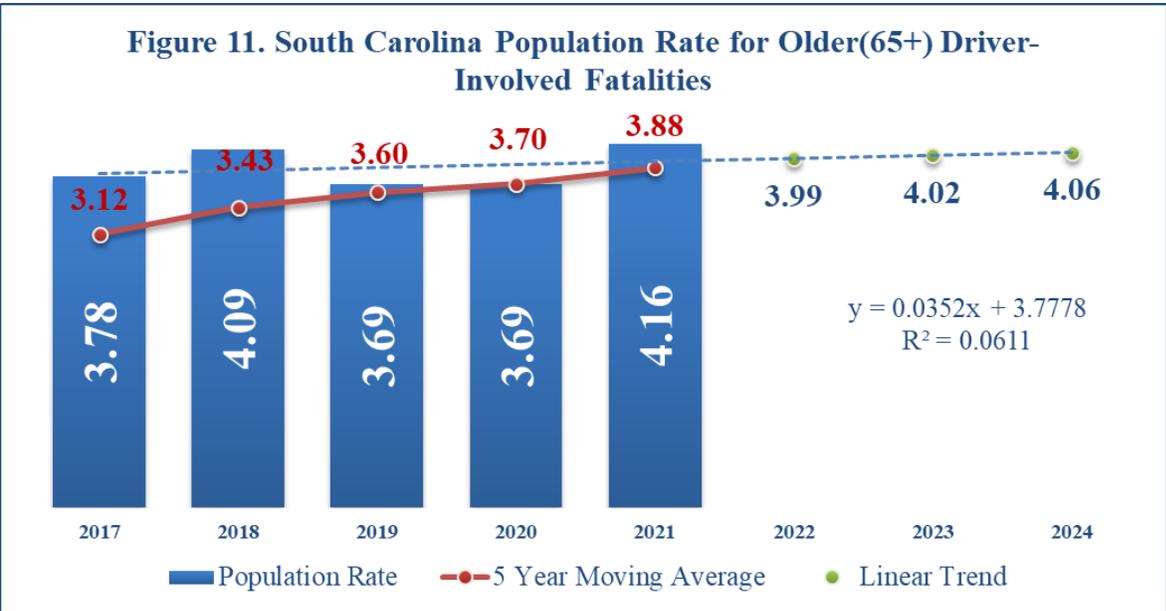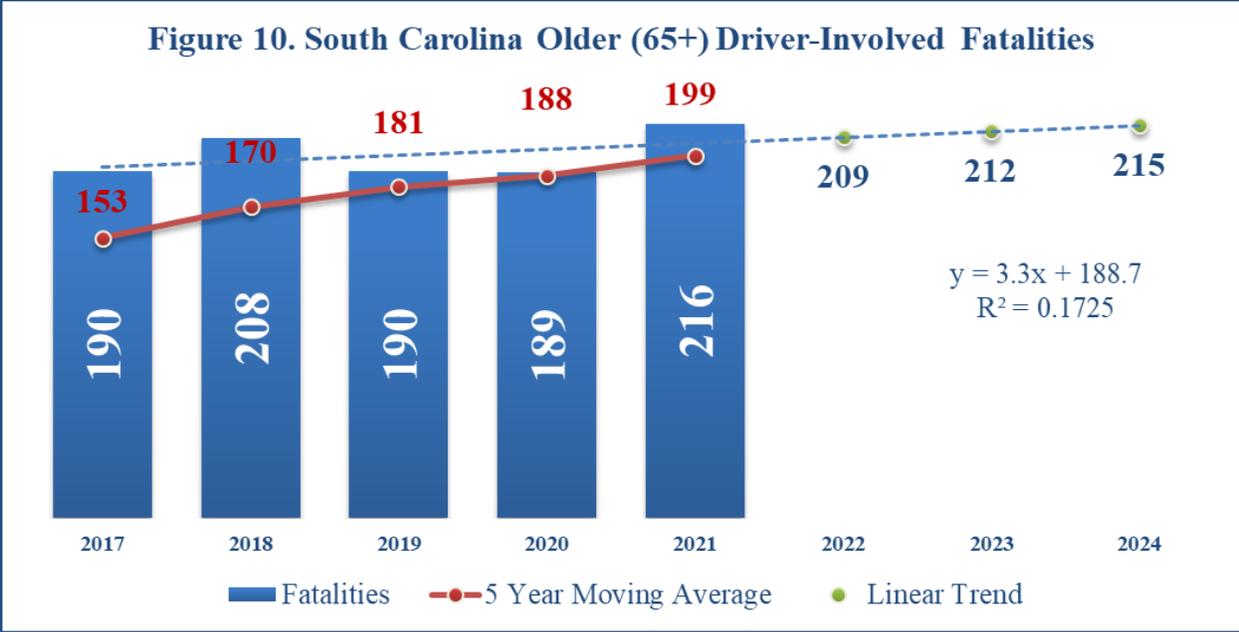
Young (under 21) driver-involved fatalities experienced an upward trend from 2017 through 2018. A considerable decline occurred from 2018 to 2019, followed by a significant increase from 2019 to 2021. The number of fatalities involving young (under 21) drivers in 2021 represented a 24.37% increase compared to the 2017-2020 average, and a 22.31% increase compared to the 2017 total. In South Carolina, the young (under 21) driver-involved population-based fatality rate followed a similar pattern as the number of fatalities, with the 2021 rate (2.85 deaths per 100,000 population) representing a 22.06% increase when compared to the prior four-year average and an 18.26% increase from the 2017 rate (2.41) (see **Tables 11** and **3** as well as **Figures 12** and **13** for young driver-involved trends).

| Table 11. South Carolina Young(Under 21) Driver-Involved Fatalities							
	2017	**2018**	**2019**	**2020**	**2021**	**% Change: 2017 vs. 2021**	**% Change: 2021 vs. prior 4-yr Avg.**
Total Fatalities	121	136	96	123	148	22.31%	24.37%
VMT Rate**	0.22	0.24	0.17	0.23	0.26	18.18%	20.93%
Pop Rate***	2.41	2.67	1.86	2.40	2.85	18.26%	22.06%
Pct. Of Total	12.23%	13.13%	9.54%	11.54%	12.35%	0.12%	0.74%

NHTSA NCSA FARS: 2017-2020 Final File and 2021 Annual Report File (ARF)

2021 VMT & VMT Rate provided by South Carolina Department of Transportation

Population provided by U.S. Bureau of Census

*Vehicle Miles of Travel (billions)

**Rate per 100 million vehicle miles

***Rate per 100,000 population

Figure 12. South Carolina Young Driver-Involved Fatalities

Values (Fatalities): 2017: 121, 2018: 136, 2019: 96, 2020: 123, 2021: 148

5 Year Moving Average: 113, 121, 116, 117, 125

Linear Trend: 2022: 137, 2023: 141, 2024: 145

$y = 4.1x + 112.5$
$R^2 = 0.1113$

Legend: Fatalities — 5 Year Moving Average — Linear Trend

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

Values (Population Rate): 2017: 2.41, 2018: 2.67, 2019: 1.86, 2020: 2.40, 2021: 2.85

5 Year Moving Average: 2.32, 2.44, 2.32, 2.31, 2.44

Linear Trend: 2022: 2.62, 2023: 2.68, 2024: 2.74

$y = 0.0608x + 2.258$
$R^2 = 0.0665$

Legend: Population Rate — 5 Year Moving Average — Linear Trend
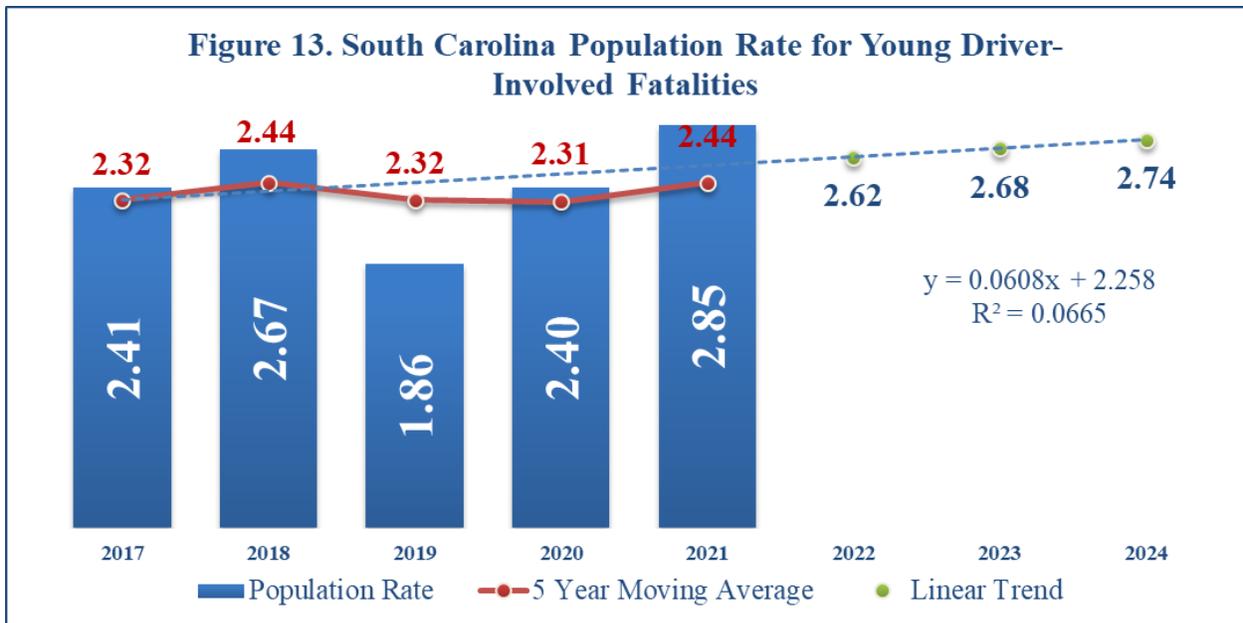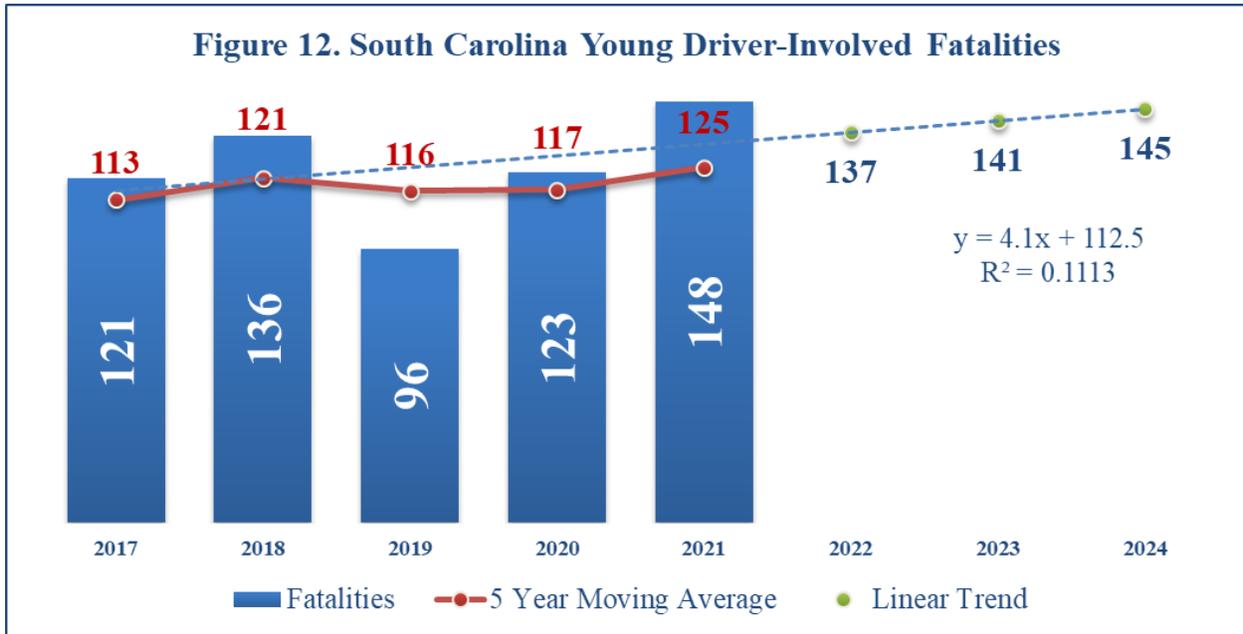
Pedestrian traffic fatalities increased from 2017 to 2018, dropped slightly from 2018 to 2019, and increased significantly from 2019 to 2021 (190). Pedestrian fatalities increased by 22.58% when comparing 2021 with 2017 and by 13.26% when compared with the average of the prior four years. See **Tables 12** and **3**, as well as **Figures 14** and **15** for pedestrian trends.

Throughout the five years shown in **Table 12**, pedestrians accounted for, on average, 16.26% of all traffic-related fatalities in South Carolina. The 2021 percentage of pedestrian fatalities to total traffic fatalities (15.86%) represents a 0.50% decrease in this index when compared to the 2017-2020 average, and a 0.19% increase compared to the 2017 proportion.

| Table 12. South Carolina Pedestrian Fatalities							
	2017	2018	2019	2020	2021	% Change: 2017 vs. 2021	% Change: 2021 vs. prior 4-yr Avg.
Total Fatalities	155	165	163	188	190	22.58%	13.26%
VMT Rate**	0.28	0.29	0.28	0.35	0.33	17.86%	10.00%
Pop Rate***	3.09	3.25	3.17	3.67	3.66	18.45%	11.08%
Pct. Of Total	15.67%	15.93%	16.20%	17.64%	15.86%	0.19%	-0.50%

NHTSA NCSA FARS: 2017-2020 Final File and 2021 Annual Report File (ARF)
2021 VMT & VMT Rate provided by South Carolina Department of Transportation
Population provided by U.S. Bureau of Census
*Vehicle Miles of Travel (billions)
**Rate per 100 million vehicle miles
***Rate per 100,000 population

Figure 14. South Carolina Pedestrian Fatalities

$y = 9.3x + 144.3$
$R^2 = 0.8659$

Figure 15. South Carolina Population Rate for Pedestrian Fatalities

$$y = 0.1571x + 2.8946$$
$$R^2 = 0.7901$$

5 Year Moving Average values: 2.56, 2.79, 2.98, 3.22, 3.37

Linear Trend values: 3.84, 3.99, 4.15

Population Rate values: 3.09 (2017), 3.25 (2018), 3.17 (2019), 3.67 (2020), 3.66 (2021)

Legend: Population Rate — 5 Year Moving Average — Linear Trend
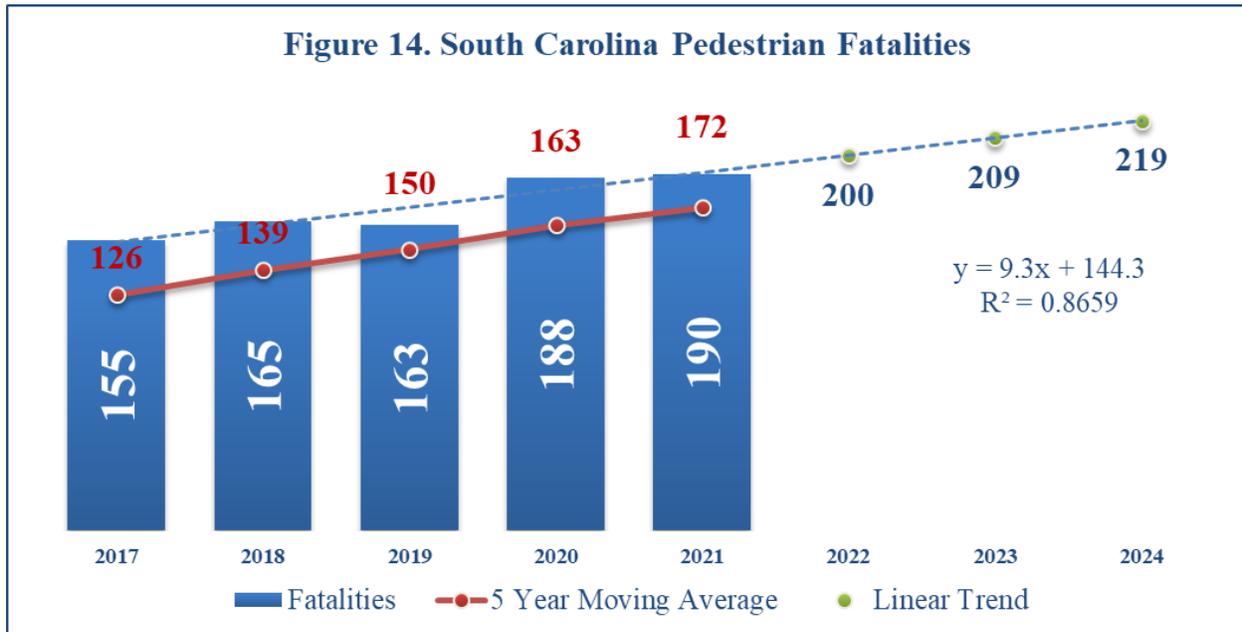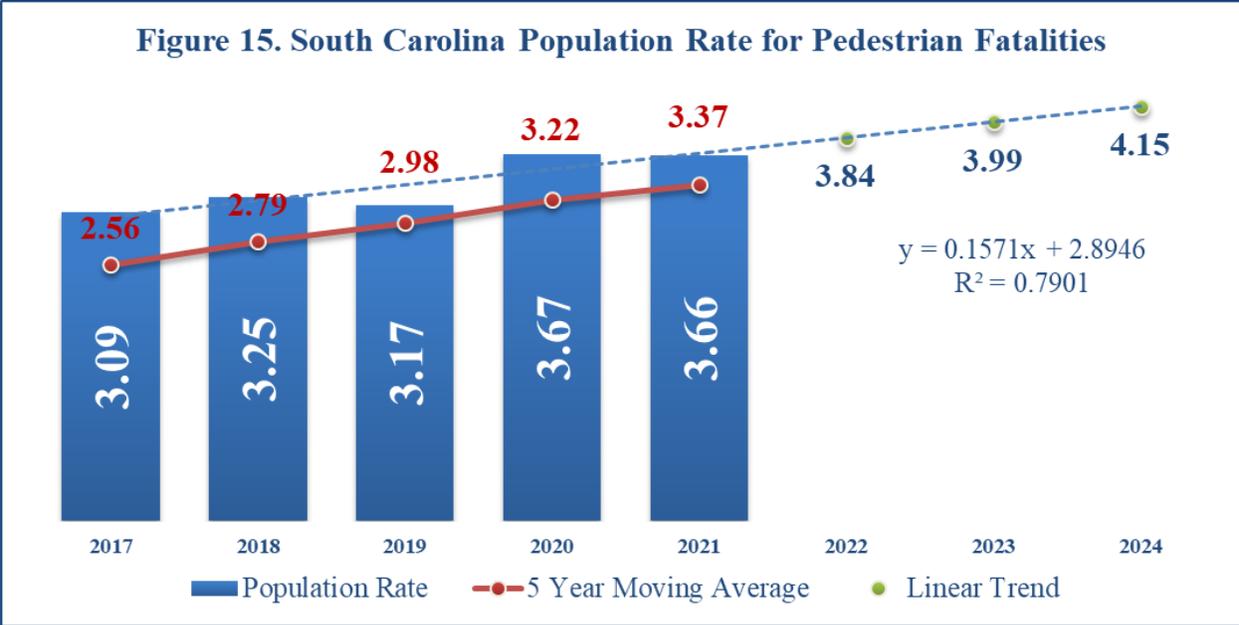
The smallest category examined in this report was bicyclist traffic fatalities, accounting for, on average, 1.95% of all traffic-related fatalities in South Carolina over all five years (about 21 fatalities annually). There was an increase from 2017 through 2019, a decrease from 2019 to 2020, and an increase from 2020 to 2021. The highest number of fatalities (26) was recorded in 2019. The 23 fatalities in 2021 represent an increase of 15.00% over the prior four-year average and a 35.26% increase when compared to the 2017 figure (see **Tables 13** and **3** and **Figures 16** and **17** for trends in bicyclist fatalities).

| Table 13. South Carolina Bicyclist Fatalities							
	2017	**2018**	**2019**	**2020**	**2021**	**% Change: 2017 vs. 2021**	**% Change: 2021 vs. prior 4-yr Avg.**
Total Fatalities	17	23	26	14	23	35.29%	15.00%
VMT Rate**	0.03	0.04	0.04	0.03	0.04	33.33%	14.29%
Pop Rate***	0.34	0.45	0.50	0.27	0.44	29.41%	12.82%
Pct. Of Total	1.72%	2.22%	2.58%	1.31%	1.92%	0.20%	-0.04%

NHTSA NCSA FARS: 2017-2020 Final File and 2021 Annual Report File (ARF)
2021 VMT & VMT Rate provided by South Carolina Department of Transportation
Population provided by U.S. Bureau of Census
*Vehicle Miles of Travel (billions)
**Rate per 100 million vehicle miles
***Rate per 100,000 population

Figure 16. South Carolina Bicyclist Fatalities

Fatalities by year: 2017: 17, 2018: 23, 2019: 26, 2020: 14, 2021: 23

5 Year Moving Average: 2017: 17, 2018: 19, 2019: 21, 2020: 21, 2021: 21

Linear Trend: 2022: 22, 2023: 22, 2024: 22

$y = 0.3x + 19.7$
$R^2 = 0.0093$

Legend: ■ Fatalities ●─ 5 Year Moving Average ● Linear Trend

Figure 17. South Carolina Population Rate for Bicyclist Fatalities

Population Rate by year: 2017: 0.34, 2018: 0.45, 2019: 0.50, 2020: 0.27, 2021: 0.44

5 Year Moving Average: 2017: 0.35, 2018: 0.38, 2019: 0.43, 2020: 0.41, 2021: 0.40

Linear Trend: 2022: 0.41, 2023: 0.41, 2024: 0.42

$y = 0.003x + 0.3935$
$R^2 = 0.0025$

Legend: ■ Population Rate ●─ 5 Year Moving Average ● Linear Trend
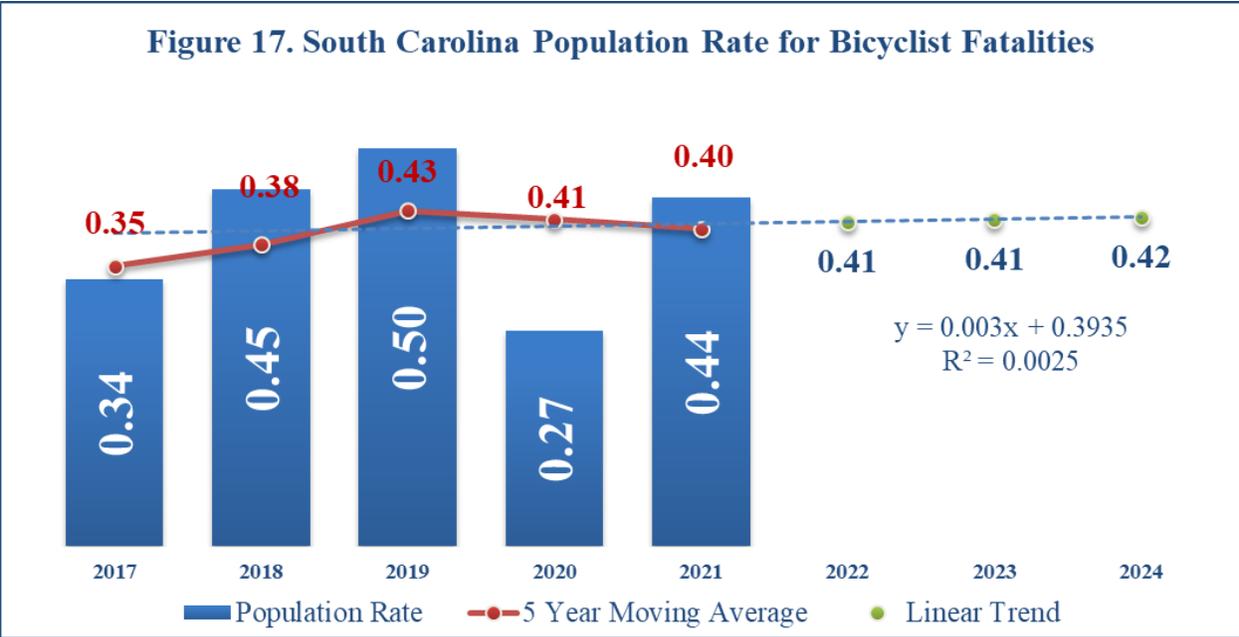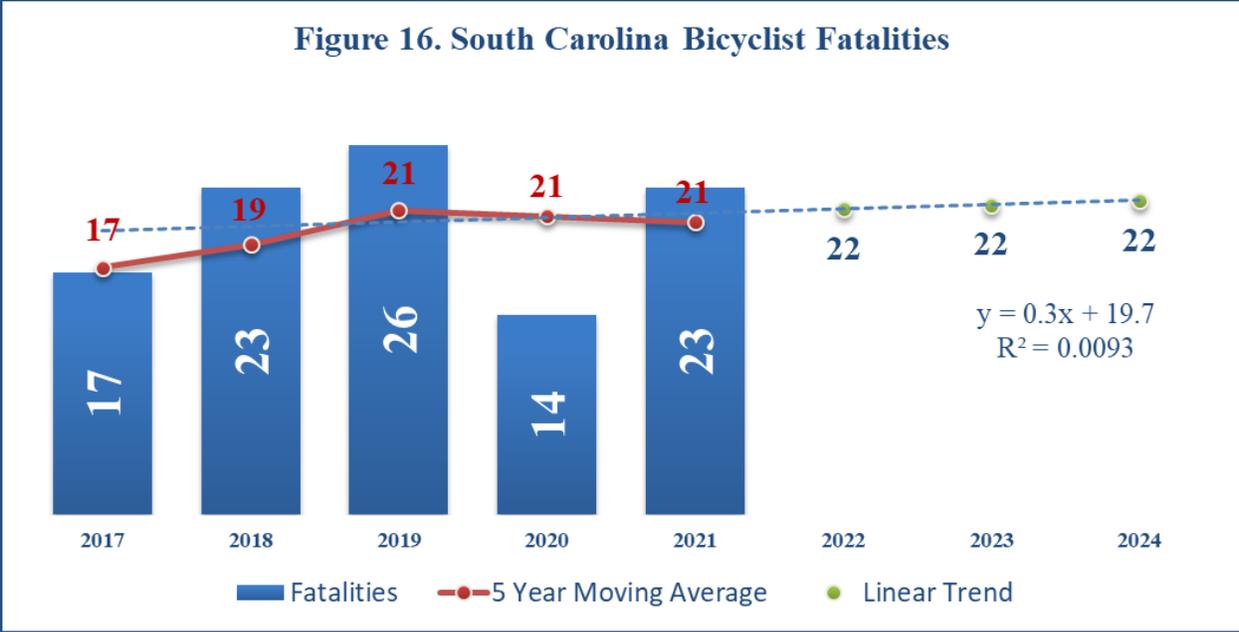
SC Traffic Fatality Summary

Total traffic fatalities in South Carolina numbered 768 in 2013 (the third lowest number of fatalities in the prior 50-year state history) before increasing to 823 in 2014. Since 2014, the total number of traffic fatalities in South Carolina has increased considerably. The year 2015 saw 979 traffic fatalities and 1,020 traffic fatalities occurred in 2016. The number of traffic fatalities decreased slightly in 2017 to 989 before increasing to 1,036 in 2018 and then decreasing to 1,001 in 2019. By 2021, traffic fatalities had increased considerably to 1,198, which was the record high for the five-year period of 2017-2021 and one of the state's worst years on record. Unfortunately, there were no significant statistical declines

from 2017 through 2021 in any category, and the only decline from 2020 to 2021 occurred in the speeding-related fatality category (-2.00%). Overall, there was an increase of 209 fatalities from 2017 to 2021.

<u>Traffic Collision and Injury Data</u>

Figure S-1 contains South Carolina state data which indicates there were 278,602 persons injured in motor vehicle collisions during the five-year period (2017-2021). The traffic collision data compiled by the OHSJP's Statistical Analysis & Research Section (SARS) indicates that the number of annual motor vehicle injuries sustained during traffic collisions decreased from 60,566 in 2017 to 53,588 in 2021. The 2021 data represents an 11.52% decrease when compared to the number of people injured in traffic collisions in 2017.

Figure S-1. Injuries in SC Motor Vehicle Collisions 2017-2021 State Data

2017	2018	2019	2020	2021
60,566	58,053	58,410	47,985	53,588
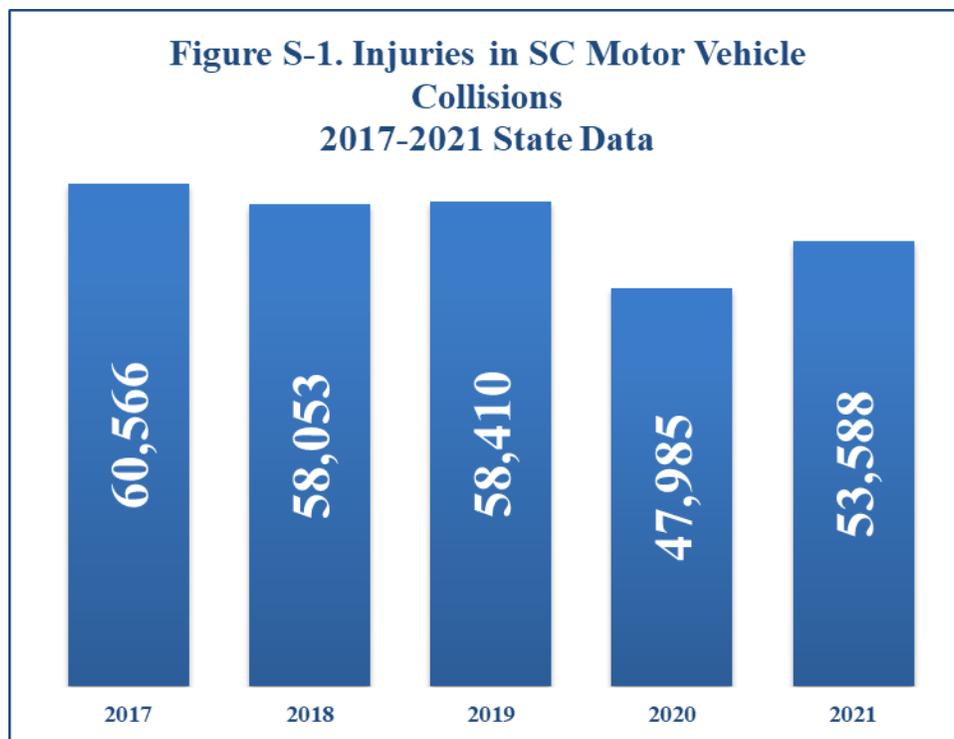
Figure S-2 contains data regarding serious traffic collision injuries in the state from the years 2017-2021. Of the 278,602 traffic collision injuries that occurred during this time period, 14,311 were serious injuries. There were 2,974 traffic-related serious injuries in 2021, an increase of 4.31% when compared to 2017.

Figure S-2. Serious Injuries in SC Motor Vehicle Collisions 2017-2021 State Data

2017	2018	2019	2020	2021
2,851	2,642	3,237	2,607	2,974
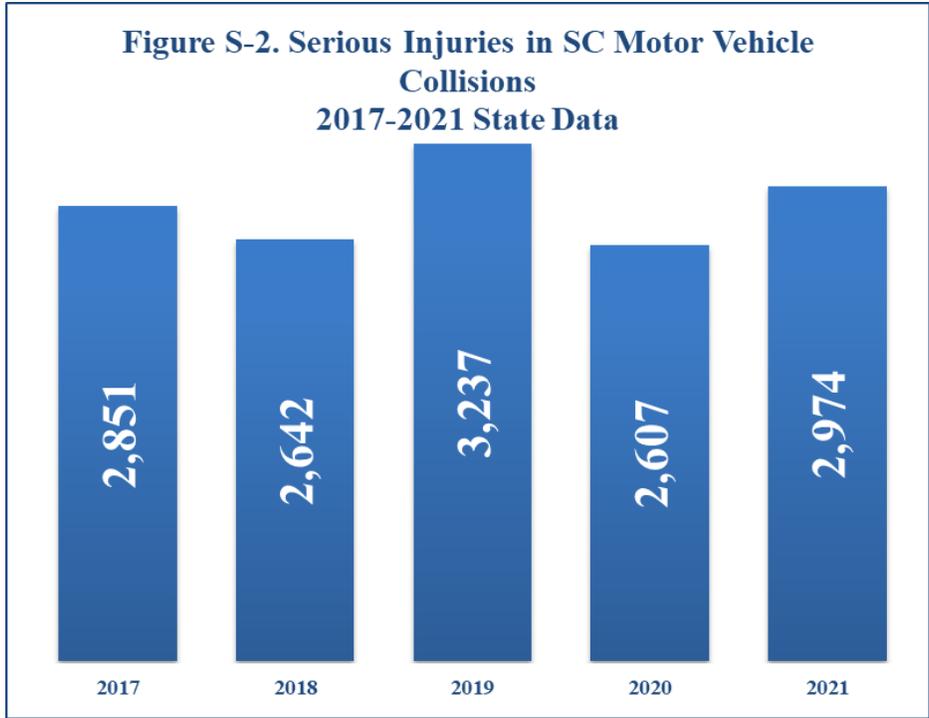
State data shows that a total of 694,327 vehicle collisions occurred in South Carolina during the five-year period from 2017 to 2021 (**Figure S-3**). Of the 694,327 vehicle collisions reported during this time period, 16,656 (**Figure S-4**), were fatal or serious-injury collisions. From 2017 to 2021, the state experienced a 4.12% increase in the number of reported vehicle collisions. The leading counties for fatal and serious injury collisions from 2017 to 2021 were, in decreasing order, Charleston, Greenville, Horry, Spartanburg, Richland, Lexington, Anderson, York, Berkeley, Orangeburg, Florence, Aiken, Beaufort, Pickens, Sumter, Dorchester, Laurens, Oconee, Lancaster, and Georgetown.

Figure S-3. Total SC Motor Vehicle Collisions 2017-2021 State Data

2017	2018	2019	2020	2021
141,874	142,406	141,096	121,235	147,716
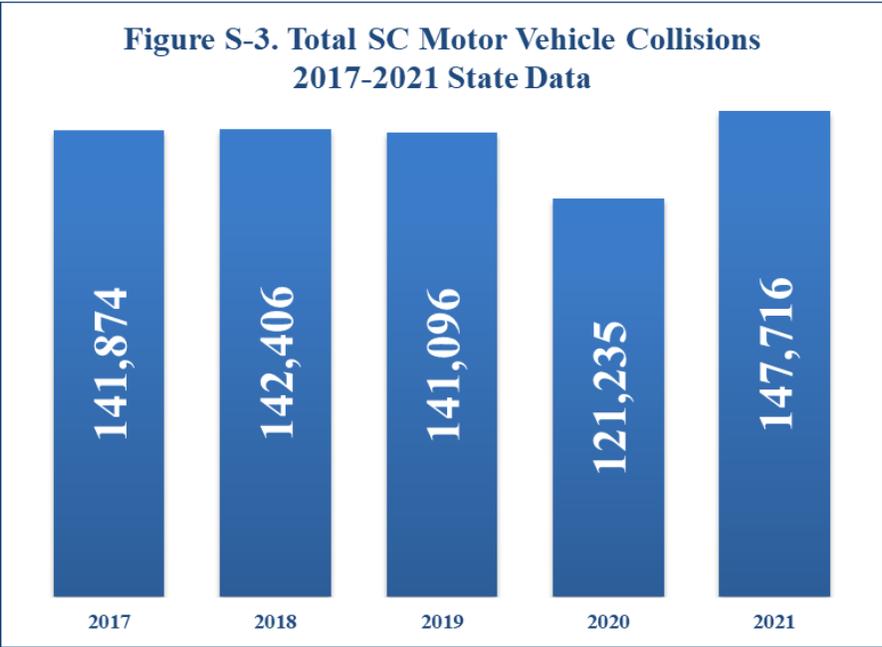
Figure S-4. All SC Fatal and Serious Injury Collisions by County, State Data 2017-2021

County	2017	2018	2019	2020	2021	Total
Charleston	280	263	306	302	332	**1,483**
Greenville	292	272	335	257	304	**1,460**
Horry	278	241	242	206	260	**1,227**
Spartanburg	175	220	213	206	247	**1,061**
Richland	168	143	201	174	188	**874**
Lexington	165	176	171	123	144	**779**
Anderson	174	148	152	135	141	**750**
York	128	125	157	141	148	**699**
Berkeley	109	102	124	109	107	**551**
Orangeburg	76	103	112	118	133	**542**
Florence	79	97	132	91	119	**518**
Aiken	108	86	74	77	99	**444**
Beaufort	105	78	82	83	91	**439**
Pickens	69	78	81	57	84	**369**
Sumter	59	50	85	80	93	**367**
Dorchester	68	65	71	72	75	**351**
Laurens	65	70	69	64	44	**312**
Oconee	55	58	70	61	45	**289**
Lancaster	65	43	58	59	44	**269**
Georgetown	67	61	44	41	53	**266**
Cherokee	59	47	53	48	55	262
Kershaw	49	48	47	49	55	248
Colleton	50	47	45	55	44	241
Jasper	31	36	55	46	59	227
Darlington	38	38	56	35	58	225
Greenwood	46	43	49	46	37	221
Williamsburg	41	33	43	36	39	192
Chesterfield	44	28	44	34	35	185
Chester	40	42	37	27	36	182
Clarendon	36	22	46	28	32	164
Dillon	27	24	28	24	32	135
Fairfield	28	32	20	31	24	135
Newberry	32	26	28	22	27	135
Marion	20	19	35	24	24	122
Marlboro	15	13	29	27	31	115
Union	16	21	26	30	17	110
Hampton	16	12	23	30	23	104
Calhoun	17	15	14	20	32	98
Lee	13	25	18	19	15	90
Abbeville	24	14	19	13	12	82
Barnwell	16	19	13	12	16	76
Edgefield	14	13	14	15	10	66
Saluda	18	9	11	8	15	61
Bamberg	11	18	9	10	7	55
Allendale	7	12	9	10	8	46
McCormick	5	8	6	5	5	29
Total	**3,298**	**3,143**	**3,556**	**3,160**	**3,499**	**16,656**

Occupant Protection-Related Traffic Collisions & Injuries

In 2021 in South Carolina, as indicated in **Table S-9**, 533 motor vehicle occupants were totally ejected from the motor vehicles in which they were riding during traffic collisions, and of those, 162, or 30.39%, were fatally injured. In addition, 250 occupants were partially ejected and 27 of those, or 10.80%, were fatally injured. Of the 342,174 occupants not ejected, 591, or 0.17%, were fatally injured.

Table S-9 Ejection Status of Motor Vehicle Occupants by Injury, State Data 2021							
Ejection Status	Fatal Injury	Serious Injury	Minor Injury	Possible Injury	No Apparent Injury	Total	Percent
Not Ejected	591	1,963	11,129	35,886	292,605	342,174	97.84%
Partially Ejected	27	32	26	25	140	250	0.07%
Totally Ejected	162	168	112	54	37	533	0.15%
Not Applicable	0	4	35	66	5,062	5,167	1.48%
Unknown	1	15	27	111	1,456	1,610	0.46%
Total	**781**	**2,182**	**11,329**	**36,142**	**299,300**	**349,734**	**100.0%**

As indicated in **Table S-10**, during the period 2017-2021, there were 2,585 individuals totally ejected from the motor vehicles in which they were riding during traffic collisions, and of those, 652, or 25.22%, were fatally injured. In addition, 1,209 were partially ejected, and 161 of those, or 13.32%, were fatally injured. Of the 1,658,377 occupants not ejected, 2,686 or 0.16% were fatally injured.

Table S-10 Ejection Status of Motor Vehicle Occupants by Injury, State Data 2017-2021							
Ejection Status	Fatal Injury	Serious Injury	Minor Injury	Possible Injury	No Apparent Injury	Total	Percent
Not Ejected	2,686	9,367	50,884	194,401	1,401,039	1,658,377	97.92%
Partially Ejected	161	129	145	147	627	1,209	0.07%
Totally Ejected	652	803	579	269	282	2,585	0.15%
Not Applicable	3	18	116	335	21,983	22,455	1.33%
Unknown	6	57	107	754	8,140	9,064	0.54%
Total	**3,508**	**10,374**	**51,831**	**195,906**	**1,432,071**	**1,693,690**	**100.0%**

As shown in **Table S-11**, estimates indicate that of the 741 occupant fatalities with known restraint usage in 2021, 392 (52.90%) were not restrained. According to State Data, from 2017 to 2021 there were 3,320 fatalities in which the restraint use was known in South Carolina. Of this number, 1,742, or 52.47%, were unrestrained.

Table S-11 Restraint Usage of Vehicle Occupant Fatalities, State Data 2017-2021			
Year	Known Restraint Use	Unrestrained	Percent Unrestrained
2017	620	319	51.45%
2018	664	341	51.36%
2019	608	308	50.66%
2020	685	380	55.47%
2021	741	392	52.90%
2022	2	2	100.00%
Total	3,320	1,742	52.47%

County data shows interesting trends in terms of unrestrained traffic collision fatalities, particularly at night. As shown in **Table 28**, for the years 2017-2021, 56.35% of South Carolina's passenger vehicle occupant fatalities that occurred at night were unrestrained.

Table 28. Unrestrained Passenger Vehicle Occupant Fatalities at Night(8pm-6am) by County									
County	2017	2018	2019	2020	2021	2021 Total Passenger Vehicle Occupant Fatalities at Night	2017-2021 Unrestrained Vehicle Occupant Fatalities at Night	2017-2021 Total Passenger Vehicle Occupant Fatalities at Night	% Unrestrained at Night
Abbeville	3	2	1	2	3	3	11	14	78.57%
Aiken	12	6	5	8	2	7	33	52	63.46%
Allendale	2	1	2	1	1	1	7	11	63.64%
Anderson	7	5	7	12	12	21	43	72	59.72%
Bamberg	0	2	0	1	1	1	4	7	57.14%
Barnwell	3	1	0	0	3	4	7	14	50.00%
Beaufort	6	4	2	0	7	11	19	36	52.78%
Berkeley	3	7	5	14	3	7	32	57	56.14%
Calhoun	1	2	0	1	1	1	5	10	50.00%
Charleston	12	14	16	14	15	26	71	127	55.91%
Cherokee	4	2	3	2	1	8	12	30	40.00%
Chester	0	1	0	3	0	2	4	17	23.53%
Chesterfield	4	2	2	5	4	6	17	25	68.00%
Clarendon	2	4	3	2	2	3	13	25	52.00%
Colleton	4	5	3	16	4	7	32	46	69.57%
Darlington	3	3	4	4	4	8	18	33	54.55%
Dillon	1	0	2	6	4	5	13	23	56.52%
Dorchester	4	4	4	2	3	7	17	34	50.00%
Edgefield	4	2	0	3	1	3	10	14	71.43%
Fairfield	3	4	1	4	5	6	17	24	70.83%
Florence	5	11	3	5	5	10	29	49	59.18%
Georgetown	3	4	2	2	2	2	13	24	54.17%
Greenville	10	9	16	12	13	33	60	131	45.80%
Greenwood	0	3	1	3	4	4	11	14	78.57%
Hampton	0	0	3	3	4	6	10	16	62.50%
Horry	16	10	11	16	11	24	64	100	64.00%
Jasper	3	2	6	1	3	9	15	32	46.88%
Kershaw	8	0	1	3	9	13	21	35	60.00%
Lancaster	1	2	5	2	1	5	11	21	52.38%
Laurens	4	1	3	10	5	8	23	50	46.00%
Lee	1	3	0	1	0	2	5	10	50.00%
Lexington	9	13	6	12	11	22	51	85	60.00%
McCormick	0	0	2	0	1	1	3	5	60.00%

Table 28. Unrestrained Passenger Vehicle Occupant Fatalities at Night(8pm-6am) by County									
County	2017	2018	2019	2020	2021	2021 Total Passenger Vehicle Occupant Fatalities at Night	2017-2021 Unrestrained Vehicle Occupant Fatalities at Night	2017-2021 Total Passenger Vehicle Occupant Fatalities at Night	% Unrestrained at Night
Marion	4	1	2	0	2	3	9	12	75.00%
Marlboro	1	4	1	1	1	2	8	14	57.14%
Newberry	2	1	3	3	5	8	14	18	77.78%
Oconee	2	2	3	1	3	3	11	21	52.38%
Orangeburg	3	10	8	8	13	21	42	82	51.22%
Pickens	6	4	5	5	5	10	25	41	60.98%
Richland	9	11	8	13	14	23	55	87	63.22%
Saluda	1	2	0	2	2	4	7	11	63.64%
Spartanburg	9	12	11	5	15	28	52	99	52.53%
Sumter	1	2	2	2	6	9	13	18	72.22%
Union	0	0	0	1	2	3	3	10	30.00%
Williamsburg	1	2	4	3	3	3	13	20	65.00%
York	3	5	5	7	8	19	28	65	43.08%
Total	180	185	171	221	224	412	981	1,741	56.35%

Figure S-11 shows the number of fatalities in teen driver-involved collisions by restraint usage. There were a total of 564 such fatalities from 2017 to 2021. Of those in which restraint usage was known (532), 247, or 46.43% were unrestrained.

Figure S-11. Fatalities in Teen Driver Involved Collisions by Restraint Use 2017-2021 State Data
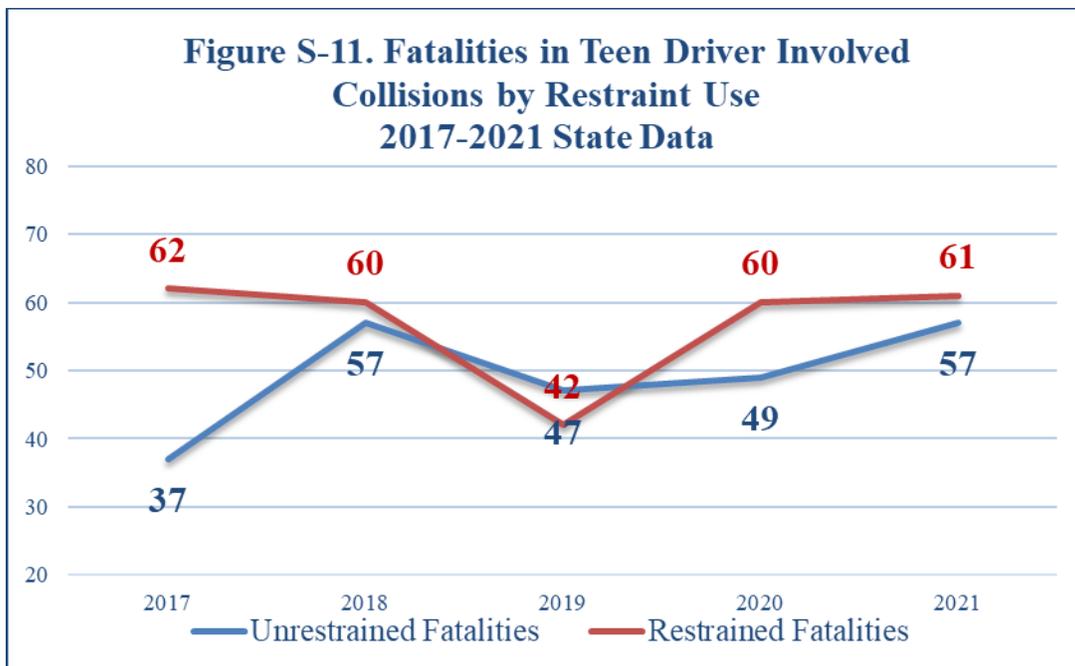
Restraint usage among fatally-injured persons in traffic collisions in which a teen was driving is shown in **Table S-12, Table S-13** and **Figure S-11.** There were 104,685 traffic collisions that involved a teen driver in which restraint devices were used by all occupants from 2017 to 2021. These collisions resulted in the deaths of 285 persons. There were 3,078 collisions that involved

a teen driver in which restraint devices were not used for at least one occupant, resulting in the deaths of 247 persons.

Table S-11 Restraint Usage of Vehicle Occupant Fatalities, State Data 2017-2021			
Year	Known Restraint Use	Unrestrained	Percent Unrestrained
2017	620	319	51.45%
2018	664	341	51.36%
2019	608	308	50.66%
2020	685	380	55.47%
2021	741	392	52.90%
2022	2	2	100.00%
Total	3,320	1,742	52.47%

Table S-13. Collisions Involving a Teen Driver (Age 15-19) and Restraint Usage, State Data 2017-2021						
Year	All Occupants Restrained Collision	Restraint Collision Fatalities	At Least One Occupant Unrestrained Collision	Unrestrained Collision Fatalities	Unknown Restraint Collision	Unknown Restraint Collision Fatalities
2017	22,257	62	622	37	547	7
2018	21,534	60	570	57	542	3
2019	20,953	42	577	47	632	7
2020	17,971	60	619	49	603	7
2021	21,970	61	690	57	678	8
Total	104,685	285	3,078	247	3,002	32

After analyzing the traffic data relative to the use of appropriate restraints by children, there is a slightly more promising outlook for the state than for teen drivers. During the calendar years 2017-2021, 63,011 children under six years of age were motor vehicle occupants involved in traffic collisions in South Carolina (**Table S-15)**. During this five-year period, 61,363 of those children were restrained by a safety restraint device (**Figure S-12**). These figures show that 2.62% of children injured in South Carolina traffic collisions during the five-year period, 2017-2021, were unrestrained.

Table S-15 Passenger Vehicle Occupants Under Age Six, Fatalities, Injuries and Restraint Usage, State Data 2017-2021					
Year	Under 6 MV Occupants	Under 6 Fatalities	Under 6 Injured	Under 6 Injured Unrestrained	Percent Injured Unrestrained
2017	13,847	8	1,906	95	5.0%
2018	13,532	8	1,800	80	4.4%
2019	13,518	6	1,718	76	4.4%
2020	9,678	9	1,197	71	5.9%
2021	12,436	10	1,502	117	7.8%
Total	63,011	41	8,123	439	5.4%

Figure S-12. Restraint Usage in Children Under Age of 6
2017-2021 State Data

2017	2018	2019	2020	2021
13,847 / 13,515	13,532 / 13,227	13,518 / 13,209	9,678 / 9,390	12,436 / 12,022

■ Total MV Occupants Under 6   ■ Restrained MV Occupants Under 6

The state data listed in **Figure S-3** shows that in 2021 there were 147,716 motor vehicle collisions in South Carolina. **Figure S-1** for 2021 also indicates that there were 53,588 reported traffic collision injuries during the year, compared to 60,566 reported in 2017. State data in **Figure S-1** shows a decrease of 11.52% in total traffic collision injuries since 2017; however, the number of total traffic collision injuries in 2021 increased by 11.68% compared to the number of total injuries in 2020.

State data listed in **Table S-14** shows that during the five-year period from 2017 to 2021 in South Carolina, there were 1,693,690 motor vehicle occupants (i.e. occupants of passenger cars, trucks, vans, and SUVs) involved in collisions; of these, 261,668 were injured and of those, 15,001**,** or 5.7%, were unrestrained.

Table S-14 Passenger Vehicle Occupant Injuries* and Restraint Usage, State Data 2017-2021				
Year	Total MV Occupants	Total MV Occupants Injured	Total MV Injured Occupants Unrestrained	Percent Injured Unrestrained
2017	354,103	56,521	2,828	5.0%
2018	353,375	54,694	2,805	5.1%
2019	350,584	54,819	2,789	5.1%
2020	285,894	45,200	3,100	6.9%
2021	349,734	50,434	3,479	6.9%
Total	**1,693,690**	**261,668**	**15,001**	**5.7%**

*Includes fatally injured occupants.

Figure S-13 provides a graphical representation of the total number of passenger vehicle occupants injured and the percentage unrestrained during collisions that occurred from 2017 to 2021.

Figure S-13. Injured Passenger Vehicle Occupants in SC Traffic Collisions and Restraint Status 2017-2021 State Data
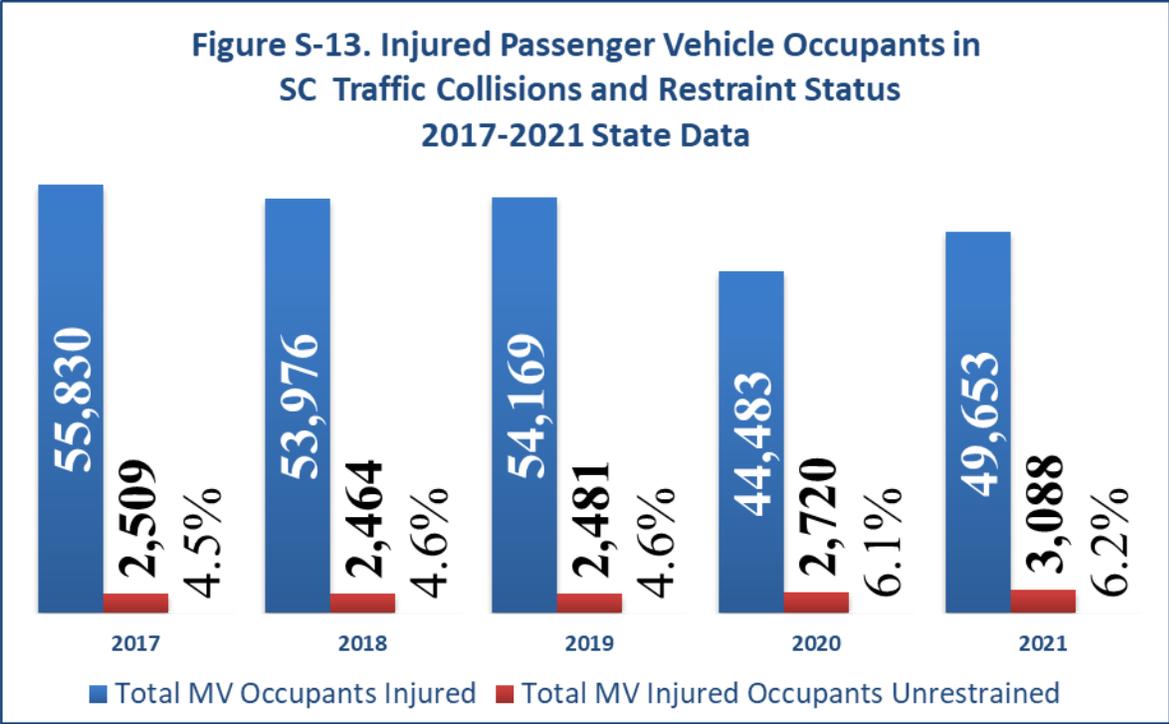
There were 694,327 total traffic collisions in South Carolina from 2017 to 2021 (**Figure S-3**). This total includes fatal collisions, injury collisions, and property-damage-only collisions. State data in **Figure S-3** shows an increase of 21.84% in total collisions from 2020 compared to 2021(121,235). From 2017 to 2021, the 694,327 total collisions involved 1,693,690 passenger vehicle occupants (see **Table S-16**). Of those occupants, 27,085, or 1.60%, were unrestrained. These figures indicate that 98.4% of all occupants involved in traffic collisions during this time period were utilizing some sort of safety restraint device.

Table S-16 Total Passenger Vehicle Occupants in SC Crashes and Restraint Status, State Data 2017-2021		
Year	Total MV Occupants	Total MV Occupants Unrestrained
2017	354,103	5,142
2018	353,375	4,859
2019	350,584	4,913
2020	285,894	5,748
2021	349,734	6,423
Total	**1,693,690**	**27,085**

Figure S-3. Total SC Motor Vehicle Collisions 2017-2021 State Data

2017	2018	2019	2020	2021
141,874	142,406	141,096	121,235	147,716
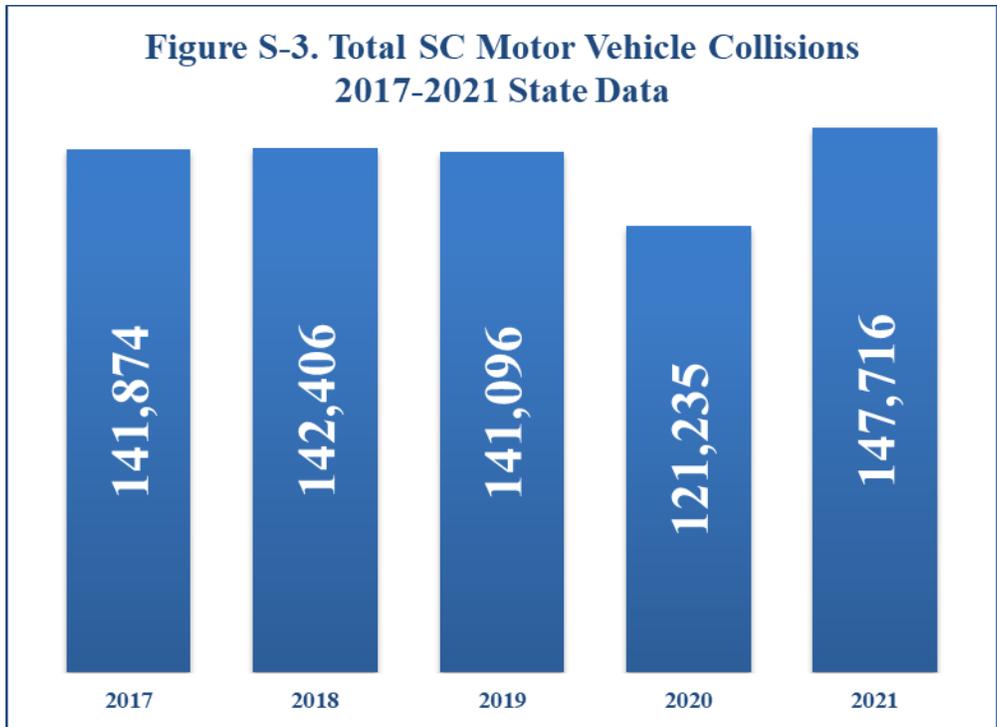
During the calendar years 2017-2021 (see **Table S-17**), 63,011 children under six years of age were passenger vehicle occupants involved in traffic collisions in South Carolina. During this five-year period, 61,363 of those children were restrained by a safety restraint device. These figures indicate that approximately 97% of children involved in 2017-2021 traffic collisions were utilizing some sort of safety restraint device.

Table S-17 Passenger Vehicle Occupants Under Age Six in SC Crashes and Restraint Usage, State Data 2017-2021			
Year	Under 6 MV Occupants	Under 6 Number Restrained	Under 6 Injured Unrestrained
2017	13,847	13,515	95
2018	13,532	13,227	80
2019	13,518	13,209	76
2020	9,678	9,390	71
2021	12,436	12,022	117
Total	**63,011**	**61,363**	**439**

Work Zone Traffic Fatalities

Figure S-14 is not indicative of a net change in work zone-related traffic fatalities in 2021 as compared to 2017. Although the fatality number for 2021 increased (6.67%) compared to 2020, it should be noted that with traffic collision fatality numbers this small, significant percentage increases/decreases can be seen with a relatively small increase/decrease in the data.

**Figure S-14. Work Zone Related Collisions
2017-2021 State Data**

Year	Total Collisions	Total Injuries	Total Fatalities
2017	2,515	848	16
2018	3,020	996	24
2019	2,586	903	11
2020	1,947	698	15
2021	2,518	814	16
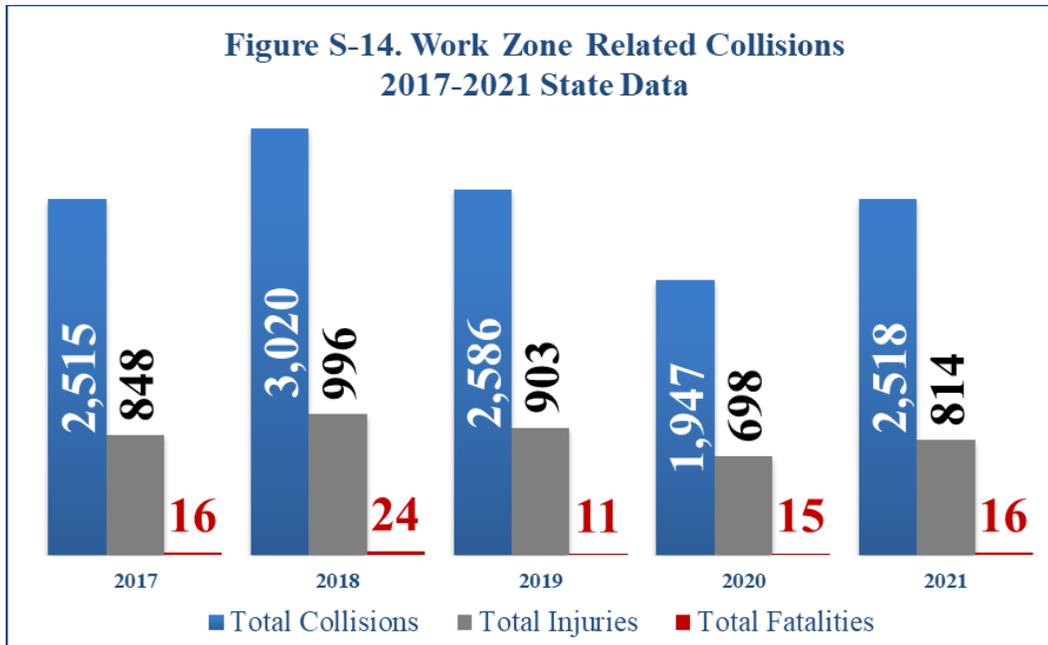
According to state data, there were 12,586 work zone-related collisions in South Carolina from 2017 to 2021. These collisions resulted in 82 fatalities and 4,259 persons injured. Types of work zone-related collisions include shoulder/median work, lane shift/crossover, intermittent/moving work, lane closures, and other areas that may be in or around the actual work zone.

Speed-Related Traffic Collisions & Injuries

Table S-18 shows the number of speeding-related collisions for the state of South Carolina during the years 2017-2021. Of the 53,588 total traffic-related injuries reported in 2021, 16,128 or 30.10%, occurred in speeding-related collisions. Injuries sustained in speeding-related traffic collisions decreased from 20,273 in 2017 to 16,268 in 2021, a decrease of 19.76%. On average, for the years 2017-2021, injuries occurring in speeding-related traffic collisions accounted for approximately 32% of all traffic collision injuries.

Table S-18 Speeding-Related Crashes in South Carolina, State Data 2017-2021			
Year	Injury Collision	Property Damage Only Collision	All Persons Injured
2017	13,391	32,861	20,273
2018	12,854	32,917	19,042
2019	12,478	30,517	18,319
2020	10,678	26,690	15,190
2021	11,344	31,816	16,268
Total	**60,745**	**154,801**	**89,092**

In **Figure S-15**, state data from 2017-2021 shows that the number of serious injuries resulting from speed-related collisions decreased 1.65% in South Carolina, from 1,028 serious injuries in 2017 to 1,011 in 2021. Of the 2,974 traffic-related serious injuries reported in 2021, 1,011, or 34.00%, occurred in speed-related collisions.
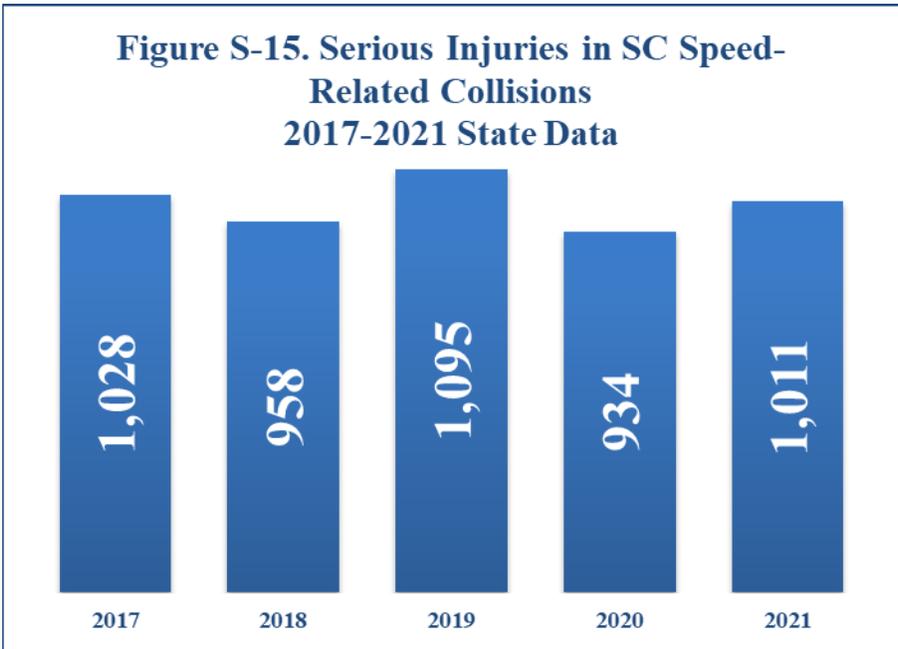
Figure S-15. Serious Injuries in SC Speed-Related Collisions 2017-2021 State Data

Year	Serious Injuries
2017	1,028
2018	958
2019	1,095
2020	934
2021	1,011

The Office of Highway Safety and Justice Programs' (OHSJP) Statistical Analysis and Research Section (SARS) also reviewed the counties with the highest reported frequencies of fatal and serious injury speed-related collisions in South Carolina from 2017 to 2021. As shown in **Table S-19**, during the five-year period 2017-2021, the counties identified as experiencing the most speed-related fatal and serious injury collisions were Greenville, Charleston, Spartanburg, Horry, Lexington, Richland, Orangeburg, Anderson, York, Berkeley, Aiken, Florence, Laurens, Beaufort, Pickens, Sumter, Oconee, Kershaw, Darlington, and Georgetown. These counties were identified during the FFY 2024 Problem Identification process as priority areas for Police Traffic Services (PTS) projects.

							% Speed
Table S-19 Speed\Too Fast for Conditions Fatal and Serious Injury Collisions, State Data 2017-2021							
County	2017	2018	2019	2020	2021	2017-2021	2017-2021
Greenville	83	79	101	82	90	435	29.79%
Charleston	76	70	69	99	108	422	28.46%
Spartanburg	67	89	83	84	85	408	38.45%
Horry	91	69	73	61	88	382	31.13%
Lexington	55	74	72	38	51	290	37.23%
Richland	61	56	56	58	55	286	32.72%
Orangeburg	38	47	64	58	58	265	48.89%
Anderson	49	51	57	47	58	262	34.93%
York	44	48	50	44	46	232	33.19%
Berkeley	40	34	45	40	39	198	35.93%
Aiken	46	34	29	33	44	186	41.89%
Florence	25	38	35	35	41	174	33.59%
Laurens	34	37	37	23	18	149	47.76%
Beaufort	38	31	25	22	27	143	32.57%
Pickens	25	30	30	23	32	140	37.94%
Sumter	24	19	30	29	26	128	34.88%
Oconee	24	26	22	20	15	107	37.02%
Kershaw	23	18	20	20	21	102	41.13%
Darlington	17	18	22	17	26	100	44.44%
Georgetown	27	22	15	16	19	99	37.22%
Lancaster	18	19	22	21	19	99	36.80%
Dorchester	23	16	17	21	17	94	26.78%
Williamsburg	16	19	23	16	15	89	46.35%
Jasper	17	15	15	16	26	89	39.21%
Clarendon	21	15	19	12	19	86	52.44%
Cherokee	17	13	15	17	22	84	32.06%
Colleton	19	15	9	20	14	77	31.95%
Newberry	21	13	12	13	14	73	54.07%
Chester	17	16	15	14	11	73	40.11%
Chesterfield	23	10	14	14	11	72	38.92%
Greenwood	15	10	21	11	14	71	32.13%
Dillon	16	12	13	11	13	65	48.15%
Calhoun	8	10	12	10	23	63	64.29%
Marlboro	9	9	13	11	17	59	51.30%
Fairfield	10	17	5	16	8	56	41.48%
Hampton	5	5	15	12	12	49	47.12%
Marion	8	7	17	9	8	49	40.16%
Union	9	7	7	14	9	46	41.82%
Lee	9	10	5	9	8	41	45.56%
Abbeville	12	4	10	3	6	35	42.68%
Barnwell	7	8	6	7	6	34	44.74%
Edgefield	7	5	6	9	2	29	43.94%
Saluda	9	2	5	2	10	28	45.90%
Allendale	4	7	6	5	3	25	54.35%
Bamberg	2	7	0	4	5	18	32.73%
McCormick	1	3	4	1	3	12	41.38%
Total	**1,210**	**1,164**	**1,241**	**1,147**	**1,262**	**6,024**	**36.17%**

There were 217,459 total speeding-related traffic collisions in South Carolina from 2017 to 2021 (**Figure S-16**). Speeding-related collisions accounted for 31.32% of the total number of traffic collisions in the state during the five-year period. In 2021, speeding-related collisions increased by 15.61% when compared to 2020. The 2021 figure also represents a decrease of 6.44% when compared to the 2017 figure.

Figure S-16. SC Speed-Related Collisions 2017-2021 State Data

2017	2018	2019	2020	2021
46,619	46,150	43,341	37,730	43,619
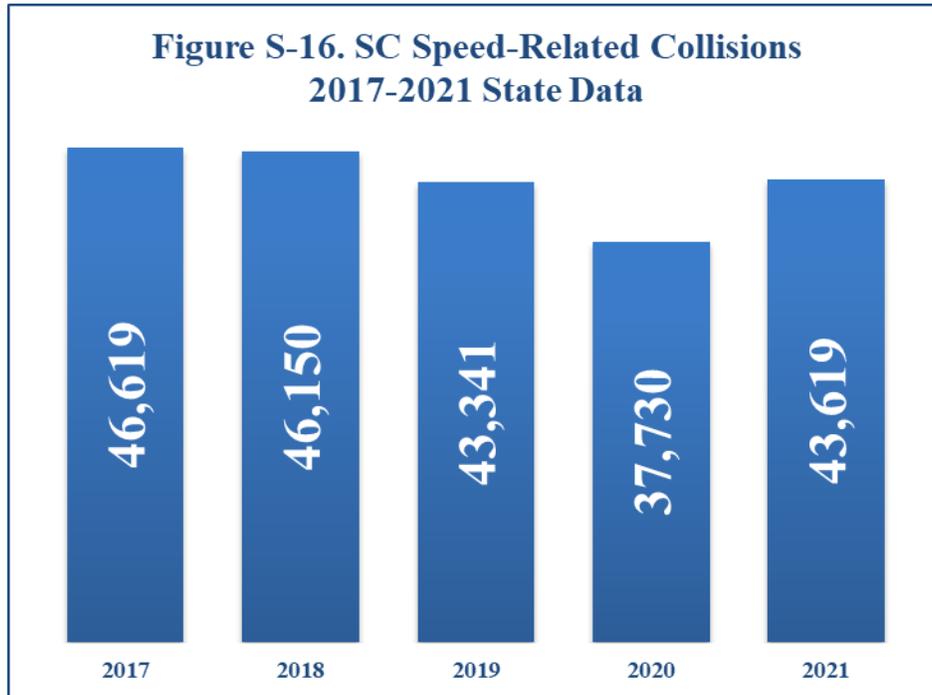
Impaired Driving-related Traffic Collisions & Injuries

As shown in **Figure S-5**, according to state data, from 2017 to 2021, a total of 278,602 people were injured in motor-vehicle collisions in South Carolina. Of the 278,602 injuries, 18,967, or 6.81%, were impaired driving-related (state data cannot separate alcohol- and drug-impaired driving). **Figure S-5** displays graphically the comparison between total injuries and impaired driving-related injuries in the state from 2017 to 2021.

**Figure S-5. Injuries SC Motor Vehicle Collisions
2017-2021 State Data**

Year	Total Injuries	Impaired Driving Injuries
2017	60,566	4,016
2018	58,053	3,622
2019	58,410	3,824
2020	47,985	3,578
2021	53,588	3,927

■ Total Injuries   ■ Impaired Driving Injuries
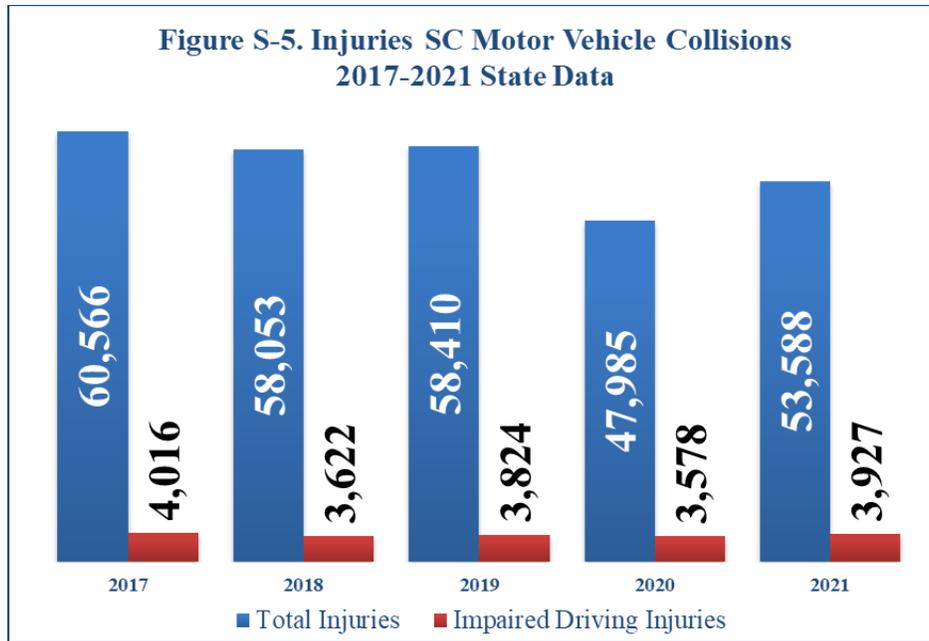
Figure S-6 compares total serious traffic-related injuries in SC from 2017 to 2021 to those serious injuries resulting from impaired-driving collisions. From 2017 to 2021, SC experienced a total of 14,311 serious traffic-related injuries. Of these 14,311 serious injuries, 2,544, or 17.78%, were impaired driving-related. The state experienced a decrease (13.32%) in 2021 in impaired-driving-related serious injuries (462), compared to the number of impaired-driving-related serious injuries in 2017 (533).

**Figure S-6. Serious Injuries SC Motor Vehicle Collisions
2017-2021 State Data**

Year	Total Injuries	Impaired Driving Injuries
2017	2,851	533
2018	2,642	480
2019	3,237	605
2020	2,607	464
2021	2,974	462

■ Total Injuries   ■ Impaired Driving Injuries
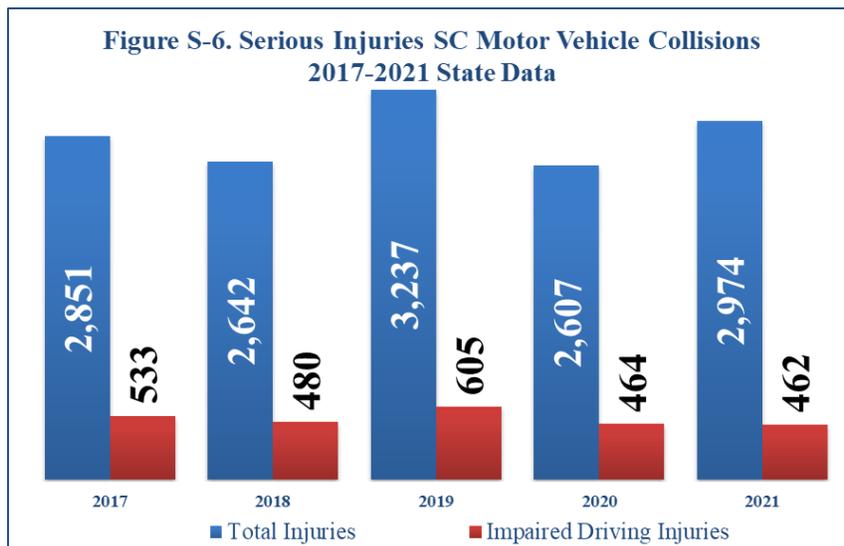
According to state data, over the five-year period 2017-2021, South Carolina experienced 28,657 impaired-driving collisions. There was an increase (2.37%) in the number of impaired-driving collisions, from 5,873 in 2017 to 6,012 in 2021 (**Figure S-7**).

Figure S-7. SC Motor Vehicle Collisions 2017-2021 State Data

Year	Total Crashes	Impaired Driving Crashes
2017	141,874	5,873
2018	142,406	5,523
2019	141,096	5,540
2020	121,235	5,709
2021	147,716	6,012
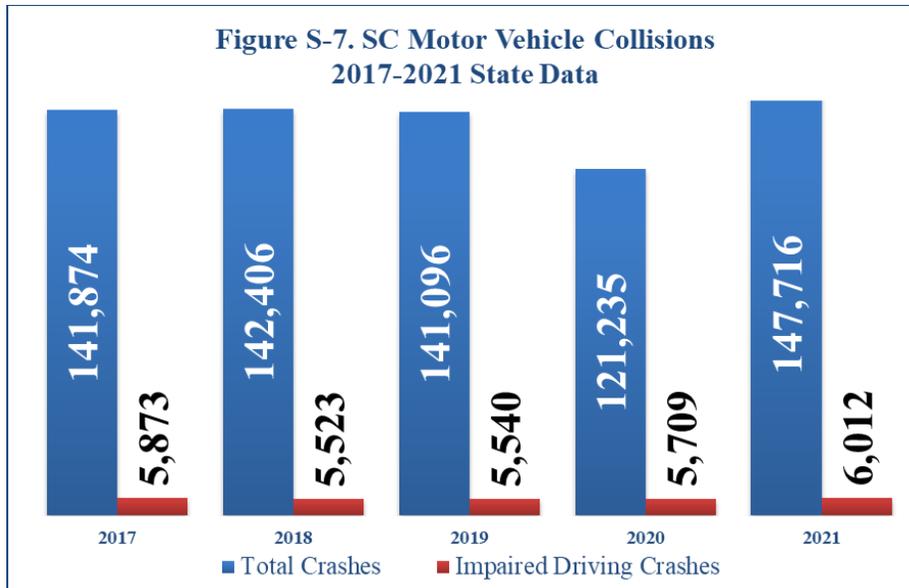
Drivers in the 25-29 year old age group made up the largest age group among all drivers (28,708) that contributed to an impaired-driving collision from 2017-2021, totaling 4,610 drivers. Of the 4,610 drivers, 272, or 5.90%, were involved in a fatal impaired-driving collision. The second highest group of drivers that contributed to an impaired-driving collision was the 20-24 year old age group (4,267 drivers). Of the 4,267 drivers, 220, or 5.16%, were involved in a fatal impaired-driving-related collision. This age group was followed by drivers aged 30-34, totaling 4,088. Of those, 209, or 5.70%, were involved in a fatal impaired-driving-related collision (**Tables S-1** and **S-2**).

During the period 2017-2021, 79.19% of the drivers that contributed to an impaired-driving collision were male, 20.51% were female, and 0.30% were gender unknown (**Table S-3**). In regards to ethnicity, Caucasians were the leading group of drivers that contributed to an impaired-driving collision, constituting 58.09% of the total drivers (**Table S-4**). African Americans were the next highest group, with 35.63%, followed by Hispanic drivers, who accounted for 4.98% of the total drivers that contributed to an impaired-driving collision.

Table S-1. Impaired Driving Crashes by 'Contributed To' Driver Age Group, State Data 2017-2021						
Age Group	2017	2018	2019	2020	2021	Total
Under 15	1	0	3	1	7	12
15-19	246	208	190	230	228	1,102
20-24	930	801	798	862	876	4,267
25-29	956	911	895	892	956	4,610
30-34	819	741	768	846	914	4,088
35-39	643	649	654	659	700	3,305
40-44	539	504	522	543	613	2,721
45-49	482	490	457	446	446	2,321
50-54	441	390	380	389	388	1,988
55-59	375	364	371	371	344	1,825
60-64	216	236	232	237	254	1,175

Table S-1. Impaired Driving Crashes by 'Contributed To' Driver Age Group, State Data 2017-2021						
Age Group	2017	2018	2019	2020	2021	Total
65-69	118	136	139	117	152	662
70+	81	83	93	100	105	462
Unknown	36	34	41	19	40	170
Total	**5,883**	**5,547**	**5,543**	**5,712**	**6,023**	**28,708**

Table S-2. Impaired Driving Fatal Crashes by 'Contributed To' Driver Age Group, State Data 2017-2021						
Age Group	2017	2018	2019	2020	2021	Total
Under 15	1	0	1	1	1	4
15-19	11	13	13	20	25	82
20-24	52	40	38	36	54	220
25-29	48	46	50	67	61	272
30-34	53	46	35	38	61	233
35-39	39	34	34	44	40	191
40-44	29	26	31	35	40	161
45-49	33	23	26	28	28	138
50-54	25	23	20	21	25	114
55-59	15	23	22	22	18	100
60-64	13	13	12	15	13	66
65-69	13	7	8	12	6	46
70+	9	8	10	11	17	55
Unknown	0	2	1	0	2	5
Total	**341**	**304**	**301**	**350**	**391**	**1,687**

Table S-3. Impaired Driving Fatal Crashes by 'Contributed To' Driver Gender, State Data 2017-2021						
Gender	2017	2018	2019	2020	2021	Total
Female	65	66	76	57	82	346
Male	276	236	224	293	307	1,336
Unknown	0	2	1	0	2	5
Total	**341**	**304**	**301**	**350**	**391**	**1,687**

Table S-4. Impaired Driving Fatal Crashes by 'Contributed To' Driver Ethnicity, State Data 2017-2021						
Ethnicity	2017	2018	2019	2020	2021	Total
Caucasian	217	167	173	212	211	980
African American	104	125	111	119	142	601
Hispanic	18	7	13	15	31	84
Other	2	0	3	3	3	11
Alaskan Native/American Indian	0	3	0	1	1	5
Unknown	0	2	1	0	2	5
Multi-Racial	0	0	0	0	1	1
Total	**341**	**304**	**301**	**350**	**391**	**1,687**

As shown in **Table 18**, from 2017 through 2021, the percentage of fatalities in South Carolina in which the highest BAC in the crash was 0.08 or above was approximately 29.39%, and approximately only 5.36% of the known BAC test results were in the 0.01 to 0.07 range. Additional analysis shows about 20.77% of these fatal collisions involved a driver whose BAC was double that of the legal limit or greater at the time of the collision.

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

NHTSA NCSA FARS: 2017-2020 Final File and 2021 Annual Report File (ARF)
**Pieces may not sum to total due to rounding from imputation method.

As shown in **Table 19**, the three months with the greatest number of alcohol-impairment-related fatal collisions in South Carolina during the 2017-2021 period were May, June, and April. Nationwide, the three months with the greatest percentage of such collisions were July, August, and June.

From 2017-2021, alcohol-impairment-related fatal collisions were more common on Fridays, Saturdays, and Sundays than on other days of the week for South Carolina and the US as a whole. In South Carolina, most alcohol-impairment-related fatal collisions occurred on Saturdays, followed by Sundays, and then Fridays. The same pattern was observed for the nation.

During the 2017-2021 period, alcohol-impairment-related fatal crashes were more common after 6 p.m. and before 3 a.m. for South Carolina and the US as a whole. The majority occurred between 9 p.m. to midnight, followed by midnight and 3 a.m., and then the 6 p.m. to 9 p.m. period.

Table 19. Alcohol-Impairment Related Fatal Crashes* by Month, Day of Week, and Time of Day: Totals 2017-2021				
	South Carolina **N= 1,460**		**U.S.** **N= 51,753**	
	N	**%**	**N**	**%**
MONTH				
January	108	7.36%	3,583	6.92%
February	108	7.37%	3,346	6.47%
March	119	8.11%	3,822	7.38%
April	128	8.75%	3,957	7.65%
May	146	10.01%	4,527	8.75%
June	128	8.76%	4,764	9.21%
July	117	8.01%	4,981	9.62%
August	128	8.74%	4,883	9.44%
September	118	8.07%	4,794	9.26%
October	124	8.46%	4,660	9.00%
November	126	8.64%	4,278	8.27%
December	112	7.70%	4,158	8.03%
DAY OF WEEK				

Table 19. Alcohol-Impairment Related Fatal Crashes* by Month, Day of Week, and Time of Day: Totals 2017-2021				
	South Carolina N= 1,460		U.S. N= 51,753	
	N	%	N	%
Sunday	286	19.55%	10,682	20.64%
Monday	133	9.11%	5,637	10.89%
Tuesday	138	9.42%	5,145	9.94%
Wednesday	152	10.39%	5,347	10.33%
Thursday	181	12.37%	5,783	11.17%
Friday	224	15.34%	7,909	15.28%
Saturday	348	23.82%	11,250	21.74%
TIME OF DAY				
0:00am-2:59am	298	20.39%	10,981	21.22%
3:00am-5:59am	155	10.63%	5,744	11.10%
6:00am-8:59am	69	4.75%	2,506	4.84%
9:00am-11:59am	42	2.90%	1,753	3.39%
12:00pm-2:59pm	65	4.47%	3,051	5.90%
3:00pm-5:59pm	170	11.61%	5,923	11.44%
6:00pm-8:59pm	293	20.06%	9,740	18.82%
9:00pm-11:59pm	368	25.18%	11,468	22.16%
Unknown Hours			587	1.13%

NHTSA NCSA FARS: 2017-2020 Final File and 2021 Annual Report File (ARF)
*Based on fatal collisions in which any collision participant had a BAC of 0.08 or above. Total fatal collisions may differ slightly depending on grouping (month, day, time) due to imputation method.

The Office of Highway Safety and Justice Programs' (OHSJP) Statistical Analysis and Research Section (SARS) also reviewed the counties with the highest reported frequencies of fatal and serious injury DUI-related collisions in South Carolina from 2017 to 2021. Combining DUI-related "fatal and serious injury" data is another way that the OHSJP analyzed the impaired-driving problem in the state. As shown in **Table S-5**, during the five-year period 2017-2021, the counties identified as experiencing the most DUI-related fatal and serious injury collisions were Greenville Horry, Spartanburg, Lexington, Charleston, Richland, Anderson, York, Berkeley, Florence, Aiken, Orangeburg, Beaufort, Oconee, Sumter, Dorchester, Laurens, Pickens, Colleton, Kershaw. These counties were identified during the FFY 2024 Problem Identification process as priority areas for Impaired Driving Countermeasures projects.

Table S-5. All Fatal and Serious Injury Alcohol and\or Drug Collisions, State Data 2017-2021							
County	2017	2018	2019	2020	2021	2017-2021	% DUI 2017-2021
Greenville	71	63	55	53	71	313	21.44%
Horry	52	31	53	41	44	221	18.01%
Spartanburg	28	41	47	49	46	211	19.89%
Lexington	49	49	36	35	35	204	26.19%
Charleston	46	38	45	34	37	200	13.49%
Richland	31	38	36	40	55	200	22.88%
Anderson	54	33	31	32	31	181	24.13%
York	26	31	40	34	42	173	24.75%
Berkeley	29	23	24	23	24	123	22.32%
Florence	20	22	25	17	26	110	21.24%
Aiken	20	23	17	13	22	95	21.40%
Orangeburg	15	17	21	26	12	91	16.79%
Beaufort	24	17	12	20	13	86	19.59%
Oconee	17	12	20	20	13	82	28.37%
Sumter	13	10	16	21	21	81	22.07%
Dorchester	19	8	19	21	13	80	22.79%
Laurens	20	18	18	15	9	80	25.64%
Pickens	13	10	20	15	18	76	20.60%
Colleton	12	11	12	26	10	71	29.46%
Kershaw	16	13	12	8	16	65	26.21%
Lancaster	16	9	14	14	10	63	23.42%
Greenwood	11	11	12	11	15	60	27.15%
Cherokee	16	8	12	15	5	56	21.37%
Darlington	12	10	18	6	10	56	24.89%
Chester	10	10	5	5	16	46	25.27%
Chesterfield	10	8	11	9	6	44	23.78%
Clarendon	9	4	14	7	7	41	25.00%
Jasper	5	6	15	7	8	41	18.06%
Georgetown	10	8	5	4	12	39	14.66%
Abbeville	13	3	7	5	8	36	43.90%
Fairfield	5	6	5	6	7	29	21.48%
Lee	4	9	6	6	4	29	32.22%
Williamsburg	7	6	7	4	5	29	15.10%
Edgefield	3	2	6	9	4	24	36.36%
Newberry	4	4	0	9	7	24	17.78%
Union	4	8	4	5	1	22	20.00%
Marion	4	2	6	3	6	21	17.21%
Hampton	2	6	2	4	2	16	15.38%
Saluda	4	1	4	2	5	16	26.23%
Dillon	6	2	4	3	0	15	11.11%
Marlboro	0	2	5	5	1	13	11.30%
Barnwell	3	3	3	2	1	12	15.79%
Calhoun	2	3	2	1	2	10	10.20%
McCormick	1	0	3	2	3	9	31.03%
Allendale	2	1	2	2	1	8	17.39%
Bamberg	1	3	1	1	0	6	10.91%
Total	739	643	732	690	704	3,508	21.06%

Teen Driver-Involved Traffic Collisions & Injuries

As shown in **Table S-12** and **Figure 22**, state data from 2017 to 2021 indicates that drivers between the ages of 15 and 19 were involved in 110,765 traffic collisions, or 16.0% of the total number of collisions during that time period. The number of collisions involving a teen driver decreased by 0.38% in 2021 compared to the year 2017; however, the number of fatalities increased by 18.87% in 2021 when compared to the year 2017.

Table S-12 South Carolina Collisions (Involving Teen Drivers Age 15-19), 2017-2021 - SC				
Year	Total Collisions	Involving a Teen Driver (age 15-19)	Percent	# of Fatalities involving a Teen Driver
2017	141,874	23,426	16.5%	106
2018	142,406	22,646	15.9%	120
2019	141,096	22,162	15.7%	96
2020	121,235	19,193	15.8%	116
2021	147,716	23,338	15.8%	126
Total	**694,327**	**110,765**	**16.0%**	**564**

Figure 22. Total Collisions and Fatalities Involving a Teen Driver (Age 15-19)
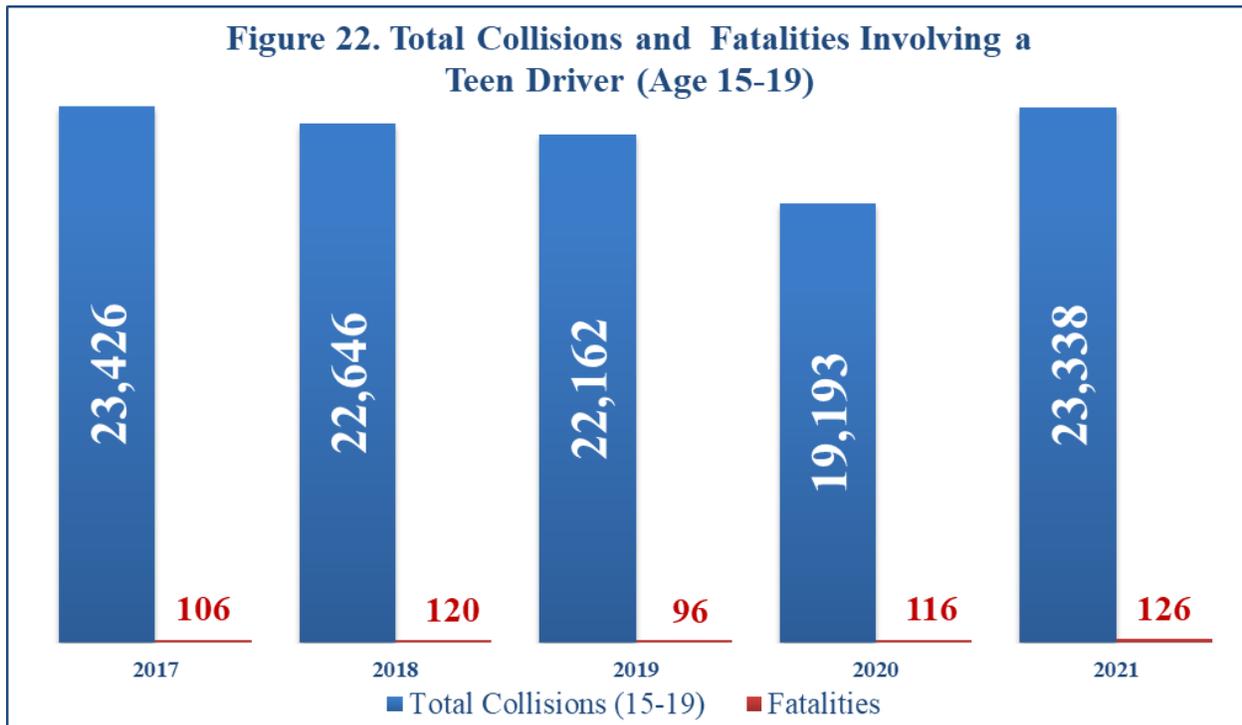
Drivers in the under 15 and 15-19 year old age groups represented 3.88% among all drivers (28,708) that contributed to an impaired-driving-related collision from 2017-2021, totaling 1,114 drivers. Of the 1,114 teen drivers, 86, or 5.10%, contributed to a fatal impaired-driving-related collision (**Tables S-1** and **S-2**). Persons 19 and under represented roughly 5% of those who contributed to an impaired-driving-related-collision or a fatal impaired-driving-related-collision,

and these statistics are alarming as this age group cannot legally consume alcohol. Not only are these teens illegally consuming alcohol, but they are also getting behind the wheel and driving while impaired.

Motorcycle Collisions & Injuries

Unlike NHTSA's FARS data for motorcyclist fatalities, South Carolina does not include moped riders in its calculation of motorcyclist injuries. As seen in **Figure S-8**, there were 1,986 persons injured in motorcycle collisions in South Carolina during 2021, compared to 2,113 in 2017, a 6.01% decrease.

In 2021, a total of 410 serious motorcycle injuries occurred, a 4.65% decrease from the 430 in 2017 (see **Figure S-8**). The 2021 figure represented a 23.12% increase compared to the 2020 figure.

Figure S-8. Injuries in SC Motorcycle Collisions 2017-2021 State Data
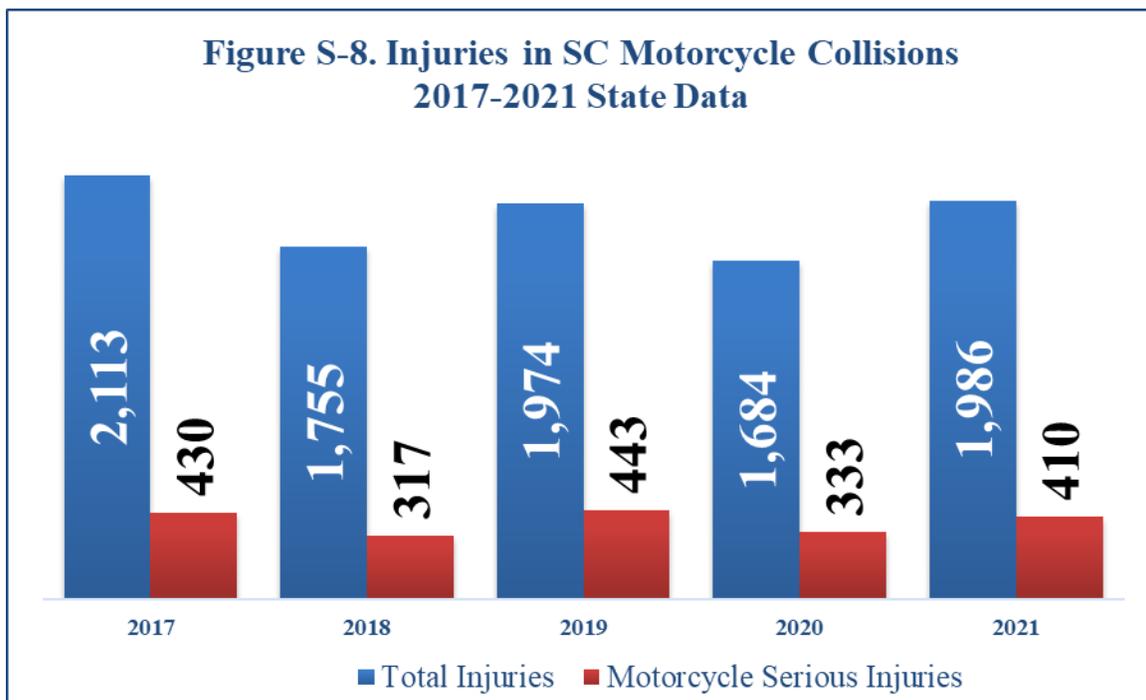
As seen in **Figure S-9**, motorcycle collisions decreased by 5.79% in South Carolina from 2,278 in 2017 to 2,146 in 2021; however, the 2021 figure represents a 15.94% increase over the 2020 figure. From 2017 to 2021, motorcycle collisions (10,254) represented only a small percentage (1.48%) of all traffic collisions (694,327) in South Carolina. Also, during the same time period, serious injury motorcycle collisions (1,859) represented 18.13% of the total number of motorcycle collisions (10,254).

Figure S-9. Motorcycle Collisions in SC 2017-2021 State Data

Year	MC Collisions	MC Serious Injury Collisions
2017	2,278	411
2018	1,938	304
2019	2,041	427
2020	1,851	317
2021	2,146	400
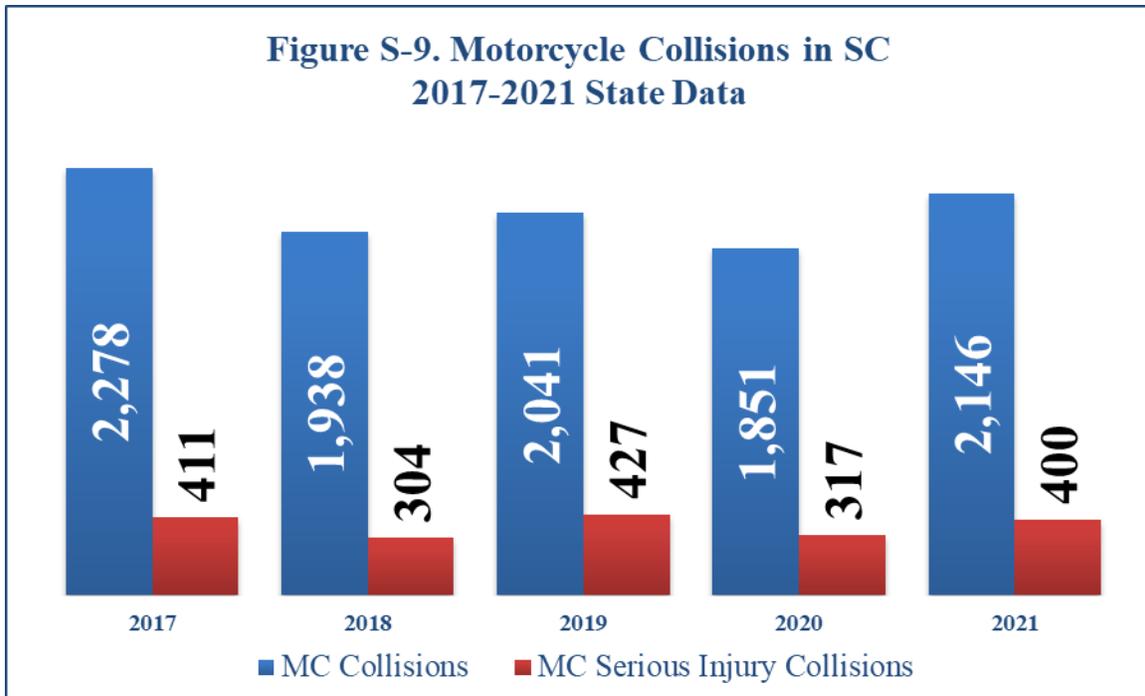
Table S-7 contains information on the top contributing factors for motorcycle collisions in South Carolina from 2017 to 2021. **Table S-Other** contains information on the types of collisions involving a motorcycle in South Carolina from 2017 to 2021. In 2021, of the 2,146 motorcycle collisions, 1,284 were motorcycle versus a motor vehicle. The second highest type of motorcycle collisions in 2021 were single motorcycle collisions, with 803 collisions occurring that year. Motorcycle versus motorcycle collisions (38) and motorcycle vs non-motorist (21) ranked third and fourth, respectively. **Table MC-5** details the types of collisions involving a motorcycle by county from 2017-2021.

Table S-7 South Carolina Collisions Involving a Motorcycle, State Data 2017-2021						
Primary Contributing Factor	Fatal Collision	Injury Collision	Property Damage Only Collision	Total Collisions	All Persons Killed	All Persons Injured
Driving Too Fast for Conditions	129	2,397	617	3,143	134	2,664
Failed To Yield Right of Way	156	1,778	421	2,355	164	2,182
Driver Under Influence	129	468	48	645	137	591
Improper Lane Usage/Change	18	390	153	561	19	454
Animal In Road	13	347	66	426	14	382
Followed Too Closely	1	245	152	398	1	282
Other Improper Driver Action	4	222	113	339	4	262
Distracted/Inattention	2	211	110	323	2	248
Aggressive Operation of Vehicle	36	225	52	313	40	275
Disregarded Signs/Signals/Etc.	14	189	48	251	14	240

Table S-Other MTC. Collisions Involving a Motorcycle by Type, 2017-2021 - SC					
Type	2017	2018	2019	2020	2021
Motorcycle vs Motor Vehicle	1,379	1,134	1,219	1,050	1,284
Motorcycle vs Motorcycle	45	26	33	32	38
Motorcycle vs Non-motorist	22	18	19	12	21
Single Motorcycle	832	760	770	757	803
	2,278	1,938	2,041	1,851	2,146

Table MC-5: Collisions Involving a Motorcycle by County, 2021 State Data			
County	Motorcycle vs Motor Vehicle	Motorcycle vs Motorcycle	Total Motorcycle Involved Collisions
Abbeville	3	0	7
Aiken	39	1	61
Allendale	0	0	0
Anderson	52	3	104
Bamberg	0	0	0
Barnwell	2	0	2
Beaufort	26	0	40
Berkeley	62	1	91
Calhoun	2	0	4
Charleston	135	0	189
Cherokee	23	1	43
Chester	4	0	17
Chesterfield	8	0	17
Clarendon	2	0	4
Colleton	5	0	12
Darlington	9	1	18
Dillon	7	0	17
Dorchester	40	0	55
Edgefield	3	0	9
Fairfield	4	0	13
Florence	24	0	38
Georgetown	16	1	26
Greenville	158	2	223
Greenwood	18	4	31
Hampton	3	0	5
Horry	166	15	290
Jasper	9	0	13
Kershaw	9	0	24
Lancaster	24	1	43
Laurens	13	0	32
Lee	1	0	6
Lexington	65	2	101
McCormick	0	0	5
Marion	5	0	9
Marlboro	5	0	16
Newberry	7	0	10
Oconee	12	0	28
Orangeburg	7	0	24
Pickens	40	2	79

Table MC-5: Collisions Involving a Motorcycle by County, 2021 State Data			
County	Motorcycle vs Motor Vehicle	Motorcycle vs Motorcycle	Total Motorcycle Involved Collisions
Richland	96	2	130
Saluda	2	0	5
Spartanburg	91	1	157
Sumter	26	0	40
Union	4	0	7
Williamsburg	3	0	7
York	54	2	94
Total	**1,284**	**39**	**2,146**

Moped Collisions and Injuries

According to state data, 2,563 injuries or possible injuries were sustained by moped operators/riders as a result of collisions during the period 2017-2021 (does not include fatally injured moped operators/riders), representing 0.92% of all traffic-related injuries during the time period (278,602). **Table S-25** shows total moped riders involved in traffic collisions by injury severity. Serious injuries among moped riders decreased 14.05%.

Table S-25 Moped Operators\Riders by Injury Severity, State Data 2017-2021						
Year	No Apparent Injury	Possible Injury	Minor Injury	Serious Injury	Fatal Injury	Total Moped Operators\ Riders
2017	133	245	280	121	29	808
2018	109	200	210	105	30	654
2019	97	159	221	116	32	625
2020	103	137	195	114	22	571
2021	92	155	201	104	25	577
Total	**534**	**896**	**1,107**	**560**	**138**	**3,235**

As shown in **Table S-26,** the top six counties for moped-operator fatal and serious injury collisions accounted for an average of approximately 36.37% of the total number of moped-operator fatal and serious injury collisions during the five-year period. These counties are Horry, Charleston, Greenville, Spartanburg, Anderson, and Richland.

Table S-26. Moped Involved Fatal and Serious Injury Collisions by Top County, State Data 2017-2021							
County	2017	2018	2019	2020	2021	Total	Cumulative Percent of Total
Horry	28	25	8	10	14	85	12.48%
Charleston	16	5	12	21	23	77	23.79%
Greenville	18	20	20	9	9	76	34.95%
Spartanburg	10	13	11	11	12	57	43.32%

Table S-26. Moped Involved Fatal and Serious Injury Collisions by Top County, State Data 2017-2021							
County	2017	2018	2019	2020	2021	Total	Cumulative Percent of Total
Anderson	6	9	6	9	9	39	49.05%
Richland	11	5	9	8	5	38	54.63%

According to state data, traffic collisions involving moped operators declined consistently from 2017-2020 (**Table S-27**) but rose in 2021. The 2,989 total collisions represent only 0.43% of the state's 694,327 total traffic collisions during the 2017-2021 time period. In 2021, the state experienced 547 moped-involved collisions, representing a 25.78% decrease compared to the number of collisions in 2017 (737), but an increase of 5.39% compared to 2020.

Table S-27 Moped Involved Collisions by Year, State Data 2017-2021				
Year	Fatal Collision	Injury Collision	Property Damage Only Collision	Total Collisions
2017	29	610	98	737
2018	30	488	87	605
2019	30	474	77	581
2020	22	419	78	519
2021	27	453	67	547
Total	**138**	**2,444**	**407**	**2,989**

Table S-28 shows that in South Carolina during the period 2017-2021, the greatest concentration of moped-involved collisions occurred between 3:01 p.m. and 6:00 p.m.; during that same time period, the greatest number of fatal moped-involved collisions occurred between the hours of 9:00 p.m. to midnight.

Table S-28 Moped Involved Collisions by Time of Day, State Data 2017-2021		
Time of Day	Total Collisions	Fatal Collision
12:01am - 3:00am	145	9
3:01am - 6:00am	98	7
6:01am - 9:00am	206	12
9:01am - Noon	264	9
12:01pm - 3:00pm	486	20
3:01pm - 6:00pm	730	19
6:01pm - 9:00pm	612	29
9:01pm - Midnight	448	33
Total	**2,989**	**138**

Bicycle Collisions & Injuries

Based on state data, non-serious bicyclist injuries decreased from 2017 to 2018, before increasing in 2019, and decreasing significantly in 2020 and slightly in 2021; the 332 non-serious injuries in

2021 represent the lowest figure during the five-year period. The number of non-serious injuries for 2021 represents a decrease of 20.19% when compared to the 2017 figure. **Table S-20** shows that total number of bicyclist traffic injuries in the state for the five-year period was 2,189, or 0.79% of the total traffic injuries in the state for the same time period (278,602).

Table S-20 Bicyclists by Injury Type, State Data 2017-2021				
Year	Non-Serous Injuries	Serious Injuries	Fatal Injuries	Total Bicyclists Injured
2017	416	46	17	479
2018	361	53	22	436
2019	391	49	27	467
2020	336	57	16	409
2021	332	44	22	398
Total	**1,836**	**249**	**104**	**2,189**

As seen in **Table S-21** in 2017, bicyclists experienced 46 serious injuries. The 44 serious injuries that occurred in 2021 were 22.81% lower than in 2020 and 4.35% lower than the number in 2017.

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

According to state data, SC experienced 2,326 total traffic collisions involving bicyclists during the time period 2017-2021. As shown in **Table S-22**, during the five-year period, the number of bicyclist collisions demonstrated a downward trend overall.

Table S-22 Total Bicycle Collision by Year, State Data 2017-2021				
Year	Fatal Collision	Injury Collision	Property Damage Only Collision	Total Collisions
2017	18	463	31	512
2018	22	416	29	467
2019	27	442	19	488
2020	16	393	22	431
2021	22	378	28	428
Total	**105**	**2,092**	**129**	**2,326**

Table S-23 presents the number of fatal and serious injury bicycle-related collisions from 2017-2021 by county. Charleston, Horry, Greenville, and Beaufort counties had the highest occurrences of bicyclist fatal and serious injury collisions during this time period with 78, 33, 31, and 20, respectively.

Table S-23. Bicycle Fatal and Serious Injury Collisions by County, State Data 2017-2021						
County	2017	2018	2019	2020	2021	2017-2021
Abbeville	1	0	0	0	0	1
Aiken	0	4	6	0	3	13
Allendale	0	0	0	0	0	0
Anderson	2	0	1	1	5	9
Bamberg	0	0	0	0	1	1
Barnwell	0	0	0	0	0	0
Beaufort	3	6	6	2	3	20
Berkeley	3	1	1	3	4	12
Calhoun	0	0	0	0	0	0
Charleston	6	18	15	23	16	78
Cherokee	0	0	0	2	1	3
Chester	1	0	0	0	0	1
Chesterfield	0	0	1	1	0	2
Clarendon	0	1	1	1	1	4
Colleton	2	3	0	0	0	5
Darlington	0	2	1	2	2	7
Dillon	0	1	0	0	0	1
Dorchester	1	0	2	6	2	11
Edgefield	0	0	0	1	0	1
Fairfield	0	0	0	0	0	0
Florence	3	4	2	1	1	11
Georgetown	4	1	1	1	2	9
Greenville	4	7	7	7	6	31
Greenwood	0	1	0	0	0	1
Hampton	2	0	1	0	1	4
Horry	6	10	5	6	6	33
Jasper	1	1	2	1	0	5
Kershaw	0	1	0	0	1	2
Lancaster	2	1	1	0	1	5
Laurens	1	0	1	1	2	5
Lee	0	0	0	0	0	0
Lexington	1	2	2	5	1	11
McCormick	0	0	0	0	0	0
Marion	3	0	1	0	0	4
Marlboro	0	0	0	1	0	1
Newberry	1	0	0	0	0	1
Oconee	2	2	2	1	0	7
Orangeburg	2	0	2	0	0	4
Pickens	0	0	1	0	1	2
Richland	5	2	5	2	1	15
Saluda	0	0	0	0	0	0
Spartanburg	4	3	4	1	0	12
Sumter	1	2	1	2	2	8
Union	0	0	0	0	0	0
Williamsburg	1	0	1	0	0	2
York	0	2	2	4	2	10
Total	62	75	75	75	65	352

Pedestrian-Involved Collisions & Injuries

According to state data, South Carolina experienced 5,438 total traffic collisions involving pedestrians during the time period 2017-2021 (**Table S-31**). Total collisions involving pedestrians have fluctuated over the recent years. The number of collisions involving pedestrians increased by 17.45% in 2021 compared to 2020 and increased by 2.42% when compared to 2017.

Table S-31. Pedestrian Involved Collisions by Year, State Data 2017-2021				
Year	Fatal Collision	Injury Collision	Property Damage Only Collision	Total Collisions
2017	158	935	24	1,117
2018	167	879	38	1,084
2019	165	925	29	1,119
2020	186	762	26	974
2021	191	911	42	1,144
Total	**867**	**4,412**	**159**	**5,438**

According to state data (**Table S-29**), South Carolina experienced 4,869 traffic-related injuries (not including fatalities) in the years 2017-2021 involving pedestrians. Of these injuries, 1,041, or 21.34%, were serious injuries. The 2021 figure of 1,010 total non-fatal pedestrian traffic injuries represents an increase of 18.68% from 2020's number of 814. Serious pedestrian traffic injuries have decreased overall since 2017, although there was a spike from 2018 to 2019. The decline in the number of serious injuries in 2021 compared to the 2017 figure is 4.72%.

Table S-29. Pedestrians by Injury Severity, State Data 2017-2021					
Year	No Apparent Injury	Possible Injury	Minor Injury	Serious Injury	Total Non-fatal Pedestrians
2017	43	441	333	212	1,029
2018	55	397	317	204	973
2019	38	358	389	221	1,006
2020	37	297	315	202	851
2021	66	358	384	202	1,010
Total	**239**	**1,851**	**1,738**	**1,041**	**4,869**

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

Table S-30. Pedestrian Involved Fatal and Serious Injury Collisions by Top County, State Data 2017-2021							
County	2017	2018	2019	2020	2021	Total	Cumulative Percent of Total
Charleston	44	56	58	49	46	253	13.50%
Greenville	41	36	42	35	43	197	24.01%
Horry	35	43	26	29	41	174	33.30%

Table S-30. Pedestrian Involved Fatal and Serious Injury Collisions by Top County, State Data 2017-2021							
County	2017	2018	2019	2020	2021	Total	Cumulative Percent of Total
Richland	25	25	35	34	34	153	41.46%
Spartanburg	24	16	25	18	26	109	47.28%
Lexington	17	14	19	19	15	84	51.76%

Methods for Project Selection: South Carolina's Process for Developing and Selecting Evidence-based Countermeasures and Projects

Development of the Funding Guidelines

With the completion of the Problem Identification process, the OHSJP began its process of soliciting data-focused applications that were in alignment with the mission of reducing and eventually eliminating fatal collisions and injuries on South Carolina's roadways. Staff developed the FFY 2024 Highway Safety Funding Guidelines, which included overtime enforcement projects and an emphasis on education and/or outreach projects. This document set guidelines for the submission of grant applications for highway safety funding in accordance with the priorities established through the problem identification process and basic federal requirements of the Section 402 program. The guidelines stipulated that "Applicants who do not demonstrate a traffic safety problem/need will not be considered for funding." In order to place funding where the problems exist, the guidelines further specified that "priority consideration will be given to applicants proposing major alcohol countermeasures, occupant protection, speed enforcement, and traffic records programs within the counties identified previously as having the highest numbers and percentages of alcohol and/or speed-related traffic collisions, deaths, and injuries during the last three years."

The guidelines:

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

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

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

(4) provided information on project funding eligibility;

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

(6) provided a checklist for grant application completion;

(7) detailed funded applicants' responsibilities; and

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

Solicitation Process

Once the guidelines were completed, an electronic flyer was sent to approximately 1,900 recipients, including state and local law enforcement agencies, state agencies, non-profit organizations, Project Directors of current grant projects, coroners, and Safe Kids coalitions within the state on January 10, 2023. The flyer informed recipients of the grant opportunity and invited them to attend the Grant Solicitation Workshop. It also referred recipients to the OHSJP's website at https://scdps.sc.gov/ohsjp which contained instructions for the preparation of the grant application document. The application deadline was Friday, March 3, 2023 at 11:59 p.m. Applicants were provided names and telephone numbers of highway safety staff to contact for assistance.

Workshops for Potential Applicants

A Grant Solicitation Workshop was held at Seawell's restaurant in Columbia, SC on January 26, 2023, with approximately 230 participants. During the workshop, participants were provided with a description of the various program areas eligible for funding; an explanation of allowable costs; a description of the types of projects for which priority consideration would be given; a description of the criteria by which applications would be reviewed; specific instructions on the proper completion of the grant application; and a presentation on how to write a winning grant proposal. Participants were informed that samples of completed grant applications in the eligible areas for funding would be available on the SCDPS website to assist in the preparation of their applications.

Highway Safety Strategies and Projects

The OHSJP identifies priority counties for highway safety efforts based on geographical hotspots, community partners, and demographics in order to determine where specific efforts and resources should be directed to address the identified traffic safety problems. Each countermeasure strategy South Carolina plans to implement to reach the performance targets utilizing Section 402 and Section 405 funding streams during the FFY 2024-FFY 2026 grant years is described. The systematic data collection and analysis used in the project selection process supports the successful implementation of an evidence-based traffic safety enforcement program in this state.

Strategies for Project Selection

The deadline for Highway Safety grant applications for FFY 2024 funding was Friday, March 3, 2023, at 11:59 p.m. Grant applications moved through a multi-stage review process. The first stage of the review process involved the Highway Safety Grant Program Manager, Highway Safety

Planning and Evaluation Coordinator, OP/PTS Program Coordinator, and the Impaired Driving Countermeasures (IDC) Program Coordinator for the OHSJP reviewing and discussing the applications submitted by the due date and time. A second stage of the review process involved additional meetings to discuss grant applications in detail and included the OHSJP Director, the Grants Administration Manager, the Business Manager, the Highway Safety Grants Accounting Manager, and the Highway Safety Grant Program Manager. Applications for continued and new highway safety activities received from state agencies, political subdivisions, and private, non-profit organizations were reviewed at both stages in accordance with the review criteria listed below:

1. The degree to which the proposal addressed a national or state-identified problem area. Primary consideration was granted to those projects which addressed major alcohol-impaired driving countermeasures, occupant protection, speed enforcement, and traffic records programs within the counties identified previously as having the highest numbers and percentages of alcohol and/or speed-related traffic collisions, deaths, and injuries during the last three years.

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

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

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

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

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

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

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

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

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

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

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Description of Outcomes Regarding SHSP & HSIP Coordination

The state views the coordination of the HSP with the SHSP as an effort to build a unified state approach to highway safety. This coordination is evidenced by the performance measures meetings with Metropolitan Planning Organizations (MPO) and SCDOT, which are conducted by the OHSJP and SCDOT. The coordination is also evidenced by joint enforcement efforts, such as the SCDOT-Construction office's funding of officers to work in an off-duty capacity to patrol ongoing construction projects which allows all SCDPS law enforcement personnel the opportunity to work in an off-duty capacity in work zones.

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

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

SARS for the purpose of identifying the emphasis areas for the updated SHSP were also utilized in the setting of performance measures and targets in the FFY 2024-FFY 2026 HSP.

<u>Performance Measures Common to the HSP, SHSP and Highway Safety Improvement Program (HSIP)</u>

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

Section 2: Public Participation and Engagement

Triennial HSP engagement planning and outcomes

Due to the timing of this 3HSP, the majority of the feedback from the state's public participation and engagement efforts were unable to be included in this iteration of the highway safety planning process and program. However, the state will use the information obtained through these efforts and activities to inform future updates to the 3HSP and the state's highway safety program.

A few engagement opportunities were conducted prior to the submission of this 3HSP. Details are included below.

PP&E Effort A Plan:
Affected population: Rural white males
Nationally, 40% of motor vehicle collision deaths in 2021 occurred in rural areas, according to the Insurance Institute for Highway Safety (IIHS). In South Carolina, the percentage of motor vehicle collision deaths that occurred in rural areas in 2021 was 55%, which is significantly higher than that of the nation. Greater than half of South Carolina's motor vehicle collision deaths occurred in rural areas; thus, rural residents have been identified as an at-risk population within the state. State data further indicates that from 2017-2021, greater than 70% of the drivers involved in fatal collisions in rural areas were males, and 56% of drivers involved in fatal collisions from 2018-2022 were white. Additionally, safety belt usage has historically been lower among rural male drivers (compared to female and urban drivers) and white males (compared to white females). Based on this data, the state selected rural white males as the affected population for unrestrained occupant fatalities. Results from the state's 2022 observational seat belt use survey are provided in Tables 5 and 7 below.

Table 5*
Percentage Safety Belt Use by Demographic Combinations

Rural Driver	94.0
Urban Driver	94.9
Rural Passenger	94.8
Urban Passenger	97.7
Rural Male	93.9
Urban Male	94.8
Rural Female	97.5
Urban Female	96.8
Male Driver	93.7
Male Passenger	96.6
Female Driver	97.4
Female Passenger	96.9

Table 7
Percentage Safety Belt Use by Gender and Race**

Female White	95.5
Female Non-White	90.1
Male White	91.1
Male Non-White	81.9

Analysis was conducted to determine the best way in which to reach and engage the affected population, and the 200 NASCAR Craftsmen Truck Series Race at Darlington Raceway in Darlington, SC was selected.

Darlington County is a rural area in South Carolina, and it is bordered by five rural counties. The percentage of unrestrained occupant fatalities for 2017-2021 in Darlington County was approximately 55%; thus, it was identified as one of the counties in the state most impacted by unrestrained occupant fatalities. Darlington County has a 2020 population of 62,905, and approximately 98% of the population is not Hispanic or Latino. The population of one race alone is 57% white, 42% black, and the remaining 1% consists of "Asian alone", "American Indian and Alaska Native alone", "Some Other Race alone", and "Native Hawaiian and Other Pacific Islander alone" (in decreasing order). Approximately 80% of the County's population is old enough to drive (16 years and over), and 78.8% of that population is male. According to AMG Sport (2023), a sports marketing agency, NASCAR's fan base is approximately 66% male, and 85% of fans are between the ages of 18-64 years old. It delivers more 18-49 year old viewers than many major sports (NBA, NHL, MLS, and MLB) and draws a multicultural audience. All of these factors were considered as part of the state's analysis of the best location in which to reach and engage the affected audience, and this information (along with statistical analysis) led to the selection of the Darlington Raceway in Darlington County for the state's engagement efforts.

The state's goal was to engage male drivers through face-to-face interactions and an attitudinal survey on the importance of safety belt use. Feedback provided by this audience was used to inform this 3HSP and enabled the state's determination of countermeasures most relevant to this population for whom seat belt use rates have been statistically low.

Outcome of PP&E Effort A:
The HSO leveraged an existing partnership with NASCAR to establish a joint partnership between NASCAR and Ross Chastain, Incorporated. The partnership designated NASCAR driver Ross Chastain as the official spokesperson for the SCDPS. This provided celebrity endorsement of the state's engagement efforts and on newly produced ads to run as part of the *Buckle Up, South Carolina* (*BUSC)* paid media campaign on social media, YouTube, radio, and billboards.

The state operated a booth during the NASCAR Mothers' Day Weekend event and engaged booth visitors on their behaviors, attitudes, and beliefs regarding seat belt use. The overwhelming majority of the booth's visitors were white males. Through these face-to-face interactions, the HSO learned that a significant majority identified lack of seat belt use as a significant issue in South Carolina that should be addressed. Although the majority of those engaged indicated that they always wear their seat belt, roughly one third shared that they wear a seatbelt to avoid a

fine. The fine for a seat belt violation in South Carolina is $25.00, which is less expensive than that of many other states. Though outside the scope of the HSO's direct influence, this feedback may prove useful for legislative efforts to amend the state's seat belt law to increase the fine for a violation. Increased fines should promote greater seat belt usage rates simply because it should increase the number of individuals choosing to wear a seat belt to avoid a fine. The HSO also invited booth visitors and those with whom face-to-face interaction occurred to participate in a brief survey. Staff were available at the booth throughout the duration of the weekend event in order to ensure access to the survey at all times and to assist those without smartphone access and the vision-impaired with survey completion. In addition to ensuring staff availability at the booth for the duration of the weekend, HSO staff, along with Ross Chastain, also took opportunities to further engage with race attendees by making rounds throughout the crowd on several occasions in order to reach those who were unable to visit the booth for interaction.

A breakdown of survey respondents:
- 47% of survey respondents lived in South Carolina
  ○ 42% of the SC residents lived within rural areas of the state
- 94.31% of respondents were white
- 92.38% of respondents indicated that they wear a seat belt for safety reasons and 49.52% wear a seat belt out of habit.
- 41.05% of respondents indicated that hearing testimonies from those who survived catastrophic injuries would make them start using a seat belt on a regular basis.

Based on the results of the survey and face-to-face interaction, the state successfully engaged the target population of rural white males. Feedback indicates that testimonies may be a positive avenue for encouraging the public to buckle up. This is meaningful feedback the HSO will use to provide targeted, testimonial-based education campaigns around seat belt and child restraint use. To support this effort, additional funding will be allocated to the state's communications and outreach countermeasure strategy. The HSO will also use this feedback to inform project selection for future solicitations. For example, projects proposing thought-provoking messaging/programming from community organizations may be solicited. Additionally, the results of this survey and the outcomes from this engagement effort highlighted areas for growth that the HSO will use to inform other engagement activities. It also revealed that the HSO must be more targeted in its efforts to reach the affected community as the engagement of the identified affected community was not as robust as the HSO hoped.

PP&E Effort B Planning:
(Potentially) Affected community: Residents of The Catawba Indian Nation
Numerous studies have examined the extent to which BIPOC are disproportionately represented in traffic collisions. An examination of research conducted by Naumann and Beck (2013), revealed that from 2001-2010, American Indian/Alaskan Native populations had the highest annualized, age-adjusted traffic-related pedestrian death rates of all races and ethnicities. Specifically, the study showed that for males ages 15-24, 25-34, 35-44, and 45-54, the highest death rates were among American Indian/Alaskan Native men, followed by Black men. American Indian/Alaskan Native females also had the highest death rates for females in each of the age groups: 15-24, 25-34, 35-44, and 45-54. A second study showed that American Indian/Alaska Native infants and

children (ages 1-19) had the highest rate of motor vehicle traffic deaths (GHSA, 2021).

Further examination of the disproportionate representation of BIPOC in fatal traffic collisions indicate that American Indian/Alaskan Native persons have a substantially higher per-capita rate of total traffic fatalities (**Figures 2, 3, 4 and 5** below), total daytime and nighttime traffic deaths, and speeding-related traffic deaths. American Indian/Alaskan Native persons also had the highest per-capita rate of pedestrian traffic deaths (**Figure 7**), and American Indian/Alaskan Native persons were found to have the highest percentage of alcohol-involved driver, passenger, and pedestrian fatalities of any ethnic group (CDC, 2022).

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Figure 2: Total Traffic Deaths per 100,000 Population, U.S. 2015-2019

Figure 3: Total Daytime Traffic Deaths per 100,000 Population, U.S. 2015-2019

Figure 4: Nighttime Traffic Deaths per 100,000 Population, U.S. 2015-2019

Figure 5: Speeding-Related Traffic Deaths per 100,000 Population, U.S. 2015-2019

Figure 7: Pedestrian Traffic Deaths per 100,000 Population, U.S. 2015-2019
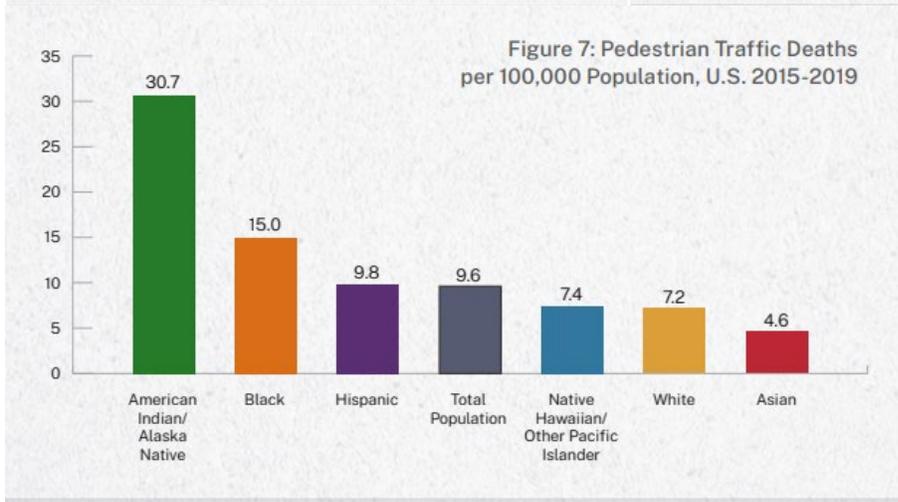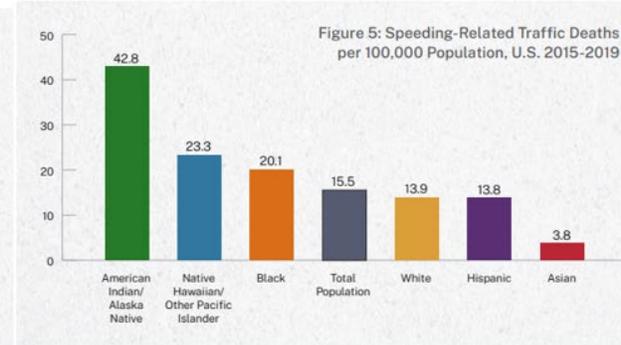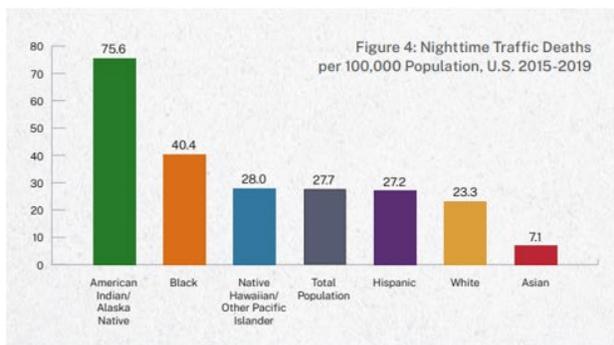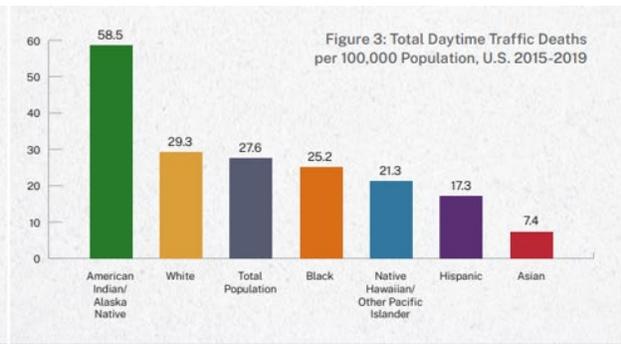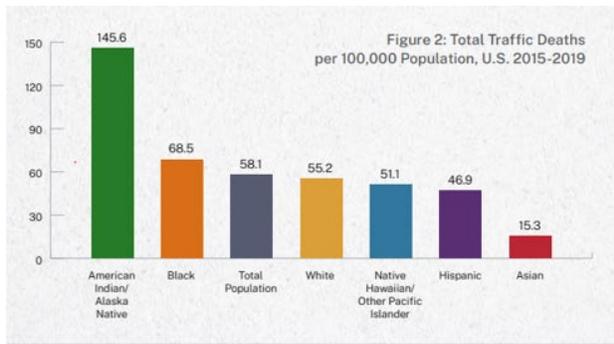
While there are several tribes still present in South Carolina, The Catawba Indian Nation is the state's only federally-recognized tribe, and the modern day tribal lands are located in York

County. York County, SC consistently ranks among the top ten counties in the state for all fatal and serious injury collisions, all fatal and serious injury DUI-related collisions, and all fatal and serious injury speed-related collisions. After looking at the concentration of fatal collisions, fatality rates, and common crash factors in York County, SC in combination with the research identifying American Indian/Alaskan Natives as the racial/ethnic group in the United States that faces the highest traffic fatality rates compared to all other racial/ethnic groups, the state determined that the Catawba Indian Nation is a potentially affected population for being disproportionately represented in traffic fatalities, particularly pedestrian and impaired-driving collisions, and traffic fatalities among infant and children.

The state's goal was to engage The Catawba Indian Nation on occupant protection and child passenger safety through face-to-face interaction at a non-traditional event: The Catawba Indian Nation Summer Celebration. Feedback from this group will help the state determine countermeasures most culturally relevant and develop appropriate strategies and implement projects that will proactively address identified issues.

Outcome of PP&E Effort B:
The HSO leveraged its existing partnership with The Catawba Indian Nation by hosting a table on the reservation during The Nation's Summer Celebration. The state's goal was to engage the population by allowing members of the community to informally participate in highway safety planning efforts through face-to-face discussions. This strategy was selected as it was it believed to be an opportunity to engage with a large proportion of the defined population because the HSO believed the event would be one in which people would congregate in large numbers.

The HSO's goal is to create an ongoing presence in the community by attending multiple events. The HSO still believes this is a viable engagement strategy for ensuring equity in highway safety planning; however, there were cultural norms of which the state was unaware that served as barriers for this particular opportunity. The HSO believed the event would be one in which people (i.e. adults) would congregate in large numbers, but the event was child-centered and adult presence was minimal. Through conversations with a few of the adults present, the HSO learned that the Catawba's culture is collectivist and kinship and extended family relationships are prioritized. The Reservation is also a safe space in which the Tribal Leaders, Elders, other adults and older children look out and provide care for younger children, regardless of familial status. Because of these cultural differences, there was no need for an adult to be present with each child as is often the case in other cultures.

Because there were only a few adults in attendance, meaningful engagement and feedback were minimal as the HSO was only able to speak directly with six adults. Though the HSO's reach at this particular event was small, the feedback proved valuable. One of the adults with whom HSO representatives spoke was an expectant first-time mother. She shared that she was nervous about motherhood, particularly after reviewing the educational materials at the HSO's table and learning of the various considerations regarding child passenger safety. She expressed concern over her ability to make sure her child is properly restrained, and she was provided with resources to locate and access inspection sites/events near the Reservation to assist her. This feedback supports the state's use of countermeasure strategies aimed at recruiting, training, and retaining Certified CPS Technicians and increasing the number of accessible inspection sites and events to

ensure coverage of CPS inspection stations and inspection events by Certified Technicians. It also provides justification for partnering with The Catawba Indian Nation's Catawba Service Unit, whose mission is to raise the health status of American Indians/Alaskan Natives through Health Promotion/Disease Prevention, education, and treatment using holistic, culturally sensitive, patient-centered health care delivery systems. The Unit includes a Medical Clinic, which provides women's and pediatric health clinics. Additionally, allocating funding for statewide CPS outreach efforts at OB/GYN and pediatric offices and the labor and delivery units of the state's hospitals for new parents/guardians would also be justified based on feedback provided during this engagement opportunity. These efforts will be implemented initially with the Catawba Service Unit and other priority areas over the period covered by this 3HSP with the goal of statewide expansion in future years. The state will also use this experience to inform its attendance at other events on the Reservation.

PP&E Effort C Planning
Affected community: Young drivers
Young drivers continue to be over-represented in traffic crashes despite representing only a small portion of the total number of drivers in the state. According to the 2020 South Carolina Collision Fact Book, in 2020, there were 503,295 licensed drivers in South Carolina aged 15-24, representing 12.75% of the total number of licensed drivers in the state. This group represented 21.84% of the drivers involved in all reported collisions in 2020. Male drivers, ages 15-24, represented 11.81% of drivers in traffic collisions and female drivers, ages 15-24, represented 10.02%. NHTSA FARS data indicates that young (under 21) driver-involved fatalities accounted for an average of approximately 12% of South Carolina's total fatalities for the five-year period 2017-2021. The population of young drivers is one of many the state needs to reach with its highway safety programming, so additional analysis was completed in order to determine the best ways in which to engage this population.

Horry County, South Carolina has been identified as an area with a high fatality rate and high population. From 2017-2021, slightly more than 6% of the total number of fatal collisions in the state in which drivers aged 16-24 years were involved occurred in Horry County. Approximately 21.6% of all fatal and severe injury traffic collisions that occurred in Horry County during the five-year period of 2017-2021 involved drivers between the ages of 15-25. From 2017-2021, drivers aged 15-25 contributed to 20.9% of the total number of impaired driving collisions and 20.2% of all fatal impaired driving collisions. The percentage of drivers between the ages of 15-25 involved in impaired driving-involved speeding-related fatal and severe injury collisions was 24.1% for the five-year period 2017-2021, and 27.7% of unrestrained occupants with access involved in fatal and severe injury traffic collisions during that same time period were between the ages of 15-25. Horry County is consistently ranked among the top 5 counties in the state for the number of fatalities and serious injuries. Due to Horry County's ranking and the percentage of fatal collisions in this county involving young drivers, it was identified as a geographic area for engagement.
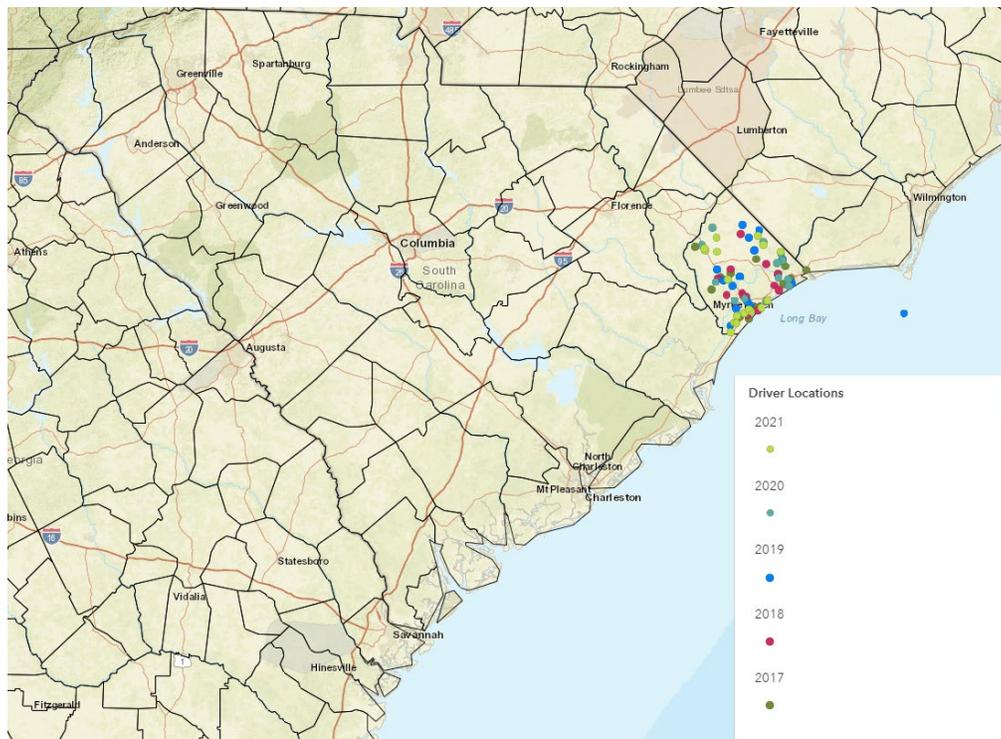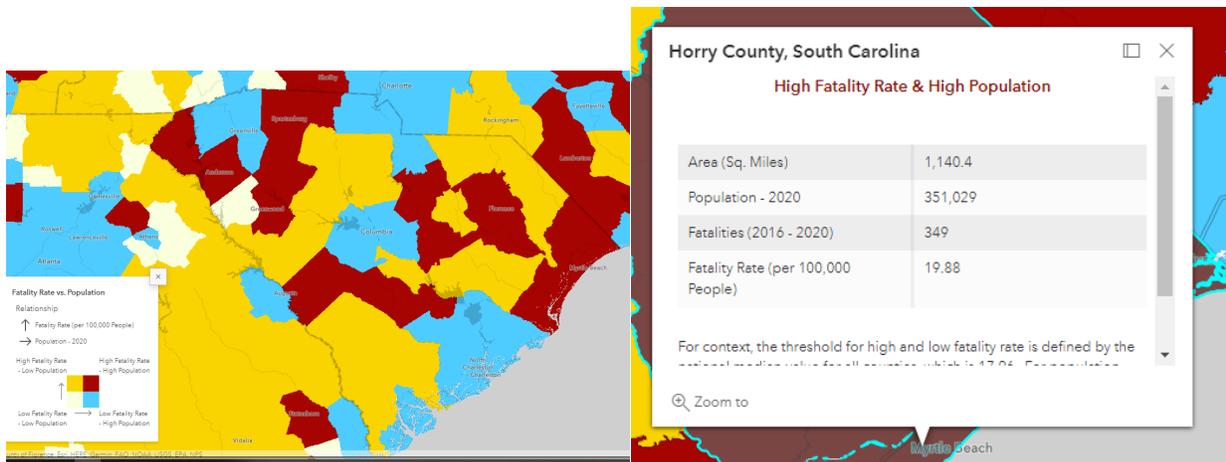
Myrtle Beach, South Carolina, located in Horry County is a popular tourist destination and welcomes over 19 million visitors annually with its beaches, family attractions, and entertainment options. The Carolina Country Music Festival (CCMF) is one of these options. Annually, the event brings 40+ popular country music artists to perform in Myrtle Beach for a three-day outdoor music festival. Annual attendance at the festival is consistently well over 30,000, and many of those attendees are within the affected population of young people. After looking at the concentration of fatal collisions, fatality rates, and common crash factors in Horry County, SC in combination with the research identifying young drivers as over-represented in traffic collision and fatalities, the state determined that an appropriate avenue in which to reach the affected population was through outreach and engagement at the CCMF.

The state's goal was to engage young drivers on traffic safety through face-to-face interaction at a non-traditional event: The CCMF. Feedback from this group will help the state determine

countermeasures most relevant to the population of young drivers and develop appropriate strategies and implement projects that will proactively address identified issues.

Outcome of PP&E Effort C:

The HSO partnered with the Carolina Country Music Fest (CCMF) by hosting an educational booth during the sold-out four-day festival. The state's goal was to engage the population of young drivers by allowing event attendees to informally participate in highway safety planning efforts through face-to-face discussions. This strategy was selected as it was it believed to be an opportunity to engage with a large proportion of the defined population at an event in which people would congregate in large numbers.

The state operated a booth during the CCMF. The booth was located right inside the customer service tent next to the ID station at the entrance of the festival grounds. All general admission attendees had to stop by the HSO's table in route to the concert stages, and the HSO engaged booth visitors on their behaviors, attitudes, and beliefs regarding impaired and distracted driving, speeding, and seat belt use. The booth was staffed for the duration of the event, but to ensure accessibility, the HSO staff visited the Super VIP and handicap sections as these individuals did not have the ability to access the HSO's booth. Face-to-face engagement occurred in these sections. In total, the HSO reached and engaged with approximately 5,000 individuals, the overwhelming majority of whom were white females. Through these face-to-face interactions, the HSO learned that a significant majority of the engaged population identified drinking and driving as the most serious driving offense on South Carolina roadways. Distracted driving was also cited as a serious offense; however, it was not presumed (by the population) to be as dangerous as drinking and driving. Most individuals indicated that they do not drive after consuming alcoholic beverages and instead designate a sober driver, use rideshare services, or walk to their next destination. This feedback is indicative of the need for messaging aimed at the importance of ensuring designated sober drivers remain sober and aimed at pedestrian safety for those impaired by alcohol. Those who admitted to driving after drinking chose to do so because they feel as though they know their limits and/or that they were driving a short distance. The HSO also invited booth visitors and those with whom face-to-face interaction occurred to participate in a brief survey.

A breakdown of survey respondents:
- 37% of survey respondents lived in South Carolina
    - 57% of the SC residents lived within Horry County
- 88.21% of respondents were white
- 77.93 % of respondents were female
- 53.69% of respondents were between the ages of 16-34, with 27.37% of those between the ages of 16-24.

Based on the results of the survey and face-to-face interaction, the state successfully engaged the target population of young drivers in Horry County, SC. Feedback indicates that targeted messaging regarding the dangers of drinking after driving, even for short distances, and impaired pedestrian safety may be positive efforts to reduce impaired driving-related collisions, injuries

and fatalities. This is meaningful feedback the HSO will use by allocating additional funding to the state's communications and outreach countermeasure strategy. The HSO will also use this feedback to inform project selection for future solicitations. For example, projects proposing thought-provoking messaging/programming from community organizations may be solicited. Additionally, the results of this survey and the outcomes from this engagement effort highlighted areas for growth that the HSO will use to inform other engagement activities.

Ongoing engagement planning.

The overarching goals of our state's public engagement efforts will be to utilize a process that involves partners, stakeholders, and members of the public in the development of the AGA and the next 3HSP. This will be achieved through efforts to strengthen coordination with key partner organizations, such as the South Carolina Community Health Worker Association, Prisma Health hospital system, local coalitions, and parks and recreation commissions; encouraging input, feedback, and support from regional and local partners; and providing multiple and convenient opportunities for interested members of the public to offer input and feedback.

The bulk of the state's PP&E efforts will fall under the purview of the state's Diversity, Inclusion, and Equity (DIE) Coordinator. This is a new position that is deemed mission critical to the state's ability to fulfill its PP&E requirements in order to achieve its overarching goal of addressing equity in highway safety. The DIE Coordinator will be responsible for working with community partners and federal, state, and local government agencies to identify opportunities to support and implement community-engaged projects to promote traffic safety and will use statistical analysis of national and state data to identify interventions for diverse and at-risk populations. This Coordinator will seek and facilitate equitable and inclusive engagement and partnering opportunities with diverse populations throughout the state and will work toward the development and implementation of projects and initiatives which better target and better serve communities and populations that have traditionally been underrepresented in highway safety discussions. Once the position is filled, this Coordinator will assist with program planning for diversity outreach, attend task force meetings and community events, and serve as a liaison with public organizations, community groups, and the general public to increase engagement and awareness of traffic safety issues and countermeasure initiatives.

Though race is often the first thing that comes to mind in discussions of diversity, the HSO recognizes the breadth of the term and will exercise a broad application for its diversity outreach efforts that will include but are not limited to racial, ethnic, linguistic, differently abled, socio-economically disadvantaged, and other culturally-diverse demographics. The DIE Coordinator will be responsible for developing community safety projects and programming outreach and other efforts to develop Highway Safety programs/applications among populations underrepresented in discussions but overrepresented in roadway fatality statistics. Other duties of the position will include the development of a diversity, equity, and inclusion outreach plan for the OHSJP, serving as a program coordinator working with culturally diverse communities, and other underserved demographics in urban and rural communities, and networking with services, organizations, and groups to bring awareness of traffic safety issues and encourage safe behaviors.

This position will be posted during the first quarter of FFY 2024 (year 1 of the 3HSP) in order to allow sufficient time for engagement efforts to contribute to the development of highway safety

program updates, which will be incorporated into the state's AGA and subsequent 3HSPs.

Throughout the three-year period covered by this 3HSP, the state will undertake several public participation and engagement efforts in its highway safety program, spearheaded by the DIE Coordinator. During year one, the HSO's overarching goal will be to engage underserved populations in the state's rural communities, young drivers, African American males, members and families of the U.S. military, and those who identify as members of the LGBTQ+ community in various parts of the state on CPS, pedestrian safety, impaired driving, distracted driving, and occupant protection. These are populations with whom the HSO has not previously has direct interactions and many individuals are unaware of the HSO's existence. In addition, although it is unfortunate, South Carolina's HSO's positioning within the Department of Public Safety does not always result in a warm-reception due to intense public scrutiny faced by the law enforcement community. Therefore, it would be impractical and demonstrative of a lack of organizational accountability if the HSO were to immediately implement some of the more direct and/or formal engagement strategies.

Engaging the public early and often is important, but this is a task SC's HSO will not be able to successfully complete without first establishing rapport among these affected populations. Establishing good rapport will pave the way for ongoing engagement and meaningful public involvement. Thus, the state's primary goal for year one will be to use the non-traditional event in-person engagement strategy by identifying strategic locations at which to sponsor educational booths throughout the year. This strategy will allow members of the targeted populations to learn about the state HSO while providing them with the opportunity to participate informally in the highway safety planning process during events in which they already planned to attend. This strategy will allow the HSO to build rapport within these communities and to gather information and data. This data and information will be used to help inform the DIE Coordinator's efforts to implement additional, targeted engagement opportunities, such as conducting public meetings and/or presenting at community meetings in years 2 and 3. The state will incorporate equity in all of its engagement efforts by intermingling with crowds at these events in order to reach those with physical limitations that would prohibit them from accessing the HSO's booth, providing interpreters as needed and providing access to materials in different languages. Because the state will be engaging audiences of diverse backgrounds, the state will also solicit input from its existing partners on potentially relevant cultural norms of which the state should be mindful. The HSO will aim to attend multiple events with each of these populations throughout year one in order to create an ongoing presence in the community. This ongoing presence will be an important step in establishing rapport and trust and will pave the way for the utilization of additional engagement strategies which will help determine countermeasures most relevant to these individual communities and identify potential grantees to support highway safety efforts in these regions.

During year two, the state will take the information gleaned from the successful PP&E efforts conducted in year one to develop projects with the appropriate potential grantees and will adjust its internal efforts accordingly (e.g. developing additional messaging to appeal to different audiences if that is part of the feedback received from the community). Information from less successful engagement efforts will be used to inform future PP&E opportunities. During year two, the state will also have at its disposal the data gathered from the data deep dive, in which the

state agreed to participate during FFY 2023. That data will be used to identify additional populations with which to engage. Thus, if the state conducts two successful PP&E efforts during year 1, the state will aim to conduct at least four efforts in year 2 while continuing to engage with the communities identified in year 1. Similarly, in year 3, the state will set a goal of conducting at least six efforts and maintain engagement efforts with the communities identified in years 2 and 3.

During Year 1, the HSO will engage residents in the rural part of the state on occupant protection and impaired and distracted driving through non-traditional events, key person interviews, and surveys. Engaging this group will help us determine countermeasures most relevant to this community which will ultimately assist us in identifying potential grantees to support a rural roads initiative for seat belt and impaired and distracted driving in Orangeburg County, SC. Orangeburg County has been identified as a top county for fatal collisions and among the top 5 for injury and PDO collisions (**Table R-1**). Engaging this population will further the state's understanding of the risk factors for these collision types as they relate to this community and will enable the development of strategies and implementation of projects to address them.

Table R-1. 2017-2021 Top Counties for Rural Traffic Collisions		
Fatal Collisions	**Injury Collisions**	**Property Damage Only Collisions**
Orangeburg	Horry	Horry
Horry	Orangeburg	Anderson
Anderson	Berkeley	Orangeburg
Florence	Spartanburg	Spartanburg
Spartanburg	Anderson	Florence

In Year 1, the HSO will connect with the Palmetto Palace Organization. The Palmetto Palace is an organization founded to help support underserved populations and communities in its service areas by providing quality health care, public education, and additional resources across the state. Its service area covers eight rural counties in the South Carolina Lowcountry: Allendale, Beaufort, Charleston, Colleton, Hampton, Jasper, Orangeburg, and North Charleston. The HSO will partner with the Palmetto Palace to sponsor a highway safety educational booth and engagement session during its "Annual Day of Hope", which is an event intended to raise awareness about community resources in a fun and educational way. Feedback will be gathered through surveys and dialogue with people attending the event who stop at the HSO's booth.

The event will be held at the Orangeburg County Fairgrounds and will offer education, entertainment, food, and fun. Many accessibility measures will be implemented including ensuring ADA compliance and interpreter availability. Surveys will be available for booth visitors via paper format, QR code for electronic submission, and those who wish to do so will have the opportunity to participate at a later time by submitting their paper survey through pre-paid return mail. At the conclusion of this engagement opportunity, the state will utilize the feedback to adjust its countermeasure strategies and starting goals (if needed) and will continue maintaining meaningful public engagement with the community to strategically target the issues at hand.

During Year 1, the HSO will seek to incorporate equity in highway safety areas where the program can reach overrepresented populations that have identifiable data-driven highway safety issues

and needs: young drivers. To do so, the HSO will engage young drivers in a variety of community locations in which they frequent, such as athletic events, on occupant protection and impaired and distracted driving. This population will be engaged through face-to-face interaction with young drivers through the HSO's operation of an education and outreach booth at non-traditional events in which young drivers are already attending (e.g. football games, concerts, festivals, etc.). Feedback will be gathered through these in-person interactions and through the use of surveys, which will be available via QR code for electronic submission as the HSO has determined this to be the most effective tool for young drivers (compared to paper). Engaging this group will help us determine countermeasures most relevant to reach young drivers which will ultimately assist us in identifying potential grantees to support education programs for teens and young adults. Young drivers are historically overrepresented in collision statistics. According to the Insurance Information Institute, drivers between the ages of 16 to 24 accounted for 11.3% of the total number of drivers in the US during 2020. However, in 2020, the rates of involvement in fatal collisions for those aged 16 to 20 and 21 to 24 were 38.52 and 34.78, respectively. Also in 2020, the percent of drivers involved in alcohol-impaired fatal collisions was 17% for those 16 to 20 (despite zero tolerance laws in all 50 states) and 26% for those between the ages of 21 and 24.

Drivers In Fatal Motor Vehicle Crashes By Age, 2020

Age group	Licensed drivers		Drivers in fatal crashes	
	Number	Percent of total drivers	Number	Involvement rate (1)
16 to 20	11,526,490	5.1%	4,440	38.52
21 to 24	14,041,261	6.2	4,884	34.78
25 to 34	39,900,499	17.6	11,933	29.91
35 to 44	38,208,444	16.6	8,896	23.28
45 to 54	37,372,539	16.7	7,731	20.69
55 to 64	39,417,228	17.4	7,294	18.5
65 to 74	29,871,852	12.7	4,116	13.78
Over 74	17,795,854	7.6	2,810	15.79
Total	**228,195,802**	**100.0%**	**53,890 (2)**	**23.62**

(1) Per 100,000 licensed drivers in each age group.
(2) Includes drivers under the age of 16 and of unknown age.

Source: U.S. Department of Transportation, National Highway Traffic Safety Administration; Federal Highway Administration.

Percent of Drivers Involved in Fatal Crashes Impaired By Alcohol By Age, 2011 and 2020			
Age	2011	2020	Point change
Over 74	5	7	2
65 to 74	8	12	4
55 to 64	14	16	2
16 to 20	20%	17%	-3 pts.
45 to 54	21	19	-2
35 to 44	24	23	-1
21 to 24	32	26	-6
25 to 34	30	26	-4

Source: U.S. Department of Transportation, National Highway Traffic Safety Administration.

In South Carolina during 2020, males accounted for 72% of all fatal collisions. For those between the ages of 20 and 24, males represented only 3.7% of all licensed drivers but represented 6.8% of drivers involved in fatal collisions in 2020. Among the 15 to 24 year age group, approximately 1 in every 11 SC licensed male drivers was involved in a traffic collision and 1 in every 13 SC licensed female drivers. Drivers between the ages of 15-24 contributed to 20% of the impaired

driving-related collisions and 16% of the impaired driving fatal collisions that occurred during 2020. Due to this overrepresentation of young drivers in national and statewide collision statistics, the HSO aims to engage the statewide population of young drivers on impaired and distracted driving.

In Year 1, the HSO will partner with the athletic departments of the University of South Carolina, Clemson University, and South Carolina State University to engage the target population through the non-traditional event strategy by staffing educational booths during football games known to draw large crowds of spectators and tailgaters (e.g. annual rivalry games). For this population, the state will also use a polling strategy to gain feedback on this population's perceptions of the most important highway safety issues and ways to address them. It will be also used to gain insight on their preferences for receiving highway safety messaging (e.g. Twitter vs Instagram, streaming audio vs. streaming video, billboards, commercials, etc.) and the messages they find most impactful (e.g. humorous messages, catchy jingles, scare-tactics, testimonials, etc.). This will be an appropriate way to gather feedback from the target population because it is quick and polls typically serve as icebreakers that strike additional conversation and engagement. The poll will be available via QR code. The partnership with South Carolina State University will also allow engagement with the population of African Americans, a historically underserved population identified through research as one who has been disproportionately affected by traffic fatalities and for whom the risk of a traffic fatality is greater per mile traveled than other races/ethnicities (Raifman & Choma, 2022). Many accessibility measures will be implemented during these engagement events including ensuring ADA compliance and interpreter availability if needed. At the conclusion of this engagement opportunity, the state will utilize the feedback gained in Year 1 to adjust its countermeasure strategies, particularly those related to media and outreach, and starting goals (if needed). The state will also use the engagement opportunity to assess whether new information emerged and/or revealed additional communities with whom to work (e.g. certain subpopulations of the larger population). This information will inform the state's efforts in years 2 and 3, and the state will maintain meaningful public engagement with the identified community to strategically target the issues at hand.

The state also has a goal of engaging the population of individuals who serve in the military and their family members on occupant protection and CPS during year one, with hopes of engaging this population further on impaired and distracted driving in years 2 and 3. Unintentional injury, which includes motor vehicle deaths, is one of the leading causes of death in the United States. In 2020, more than 27% of the total number of unintentional injuries that occurred that year were caused by motor vehicle collisions (CDC, 2023). According to the US DOT, automobile collisions are the leading cause of death for all people ages 18-34 years old, and the key to reducing fatalities is to increase the number of individuals who buckle up and refrain from driving while impaired. Although those who drink and drive are often difficult to classify by type and therefore belong to several populations, NHTSA research has indicated that drunk driving is more common among younger men, particularly those between the ages of 20 to 34 years old, who take risks and are "sensation seekers". This could easily characterize many of the individuals serving in the U.S. Military. It seems military personnel are at a high risk for impaired driving either due to the stress of the job, the large percentage of individuals employed by the military who are aged 18 to 34, feelings of invincibility behind the wheel due to the other risks associated with their jobs, or some combination of all of these. Regardless of the exact cause for the

increased risk, military personnel (and their families) represent a potentially affected community for impaired driving, occupant protection, and CPS. Therefore, the HSO will set a goal to engage U.S. military personnel and their family members on occupant protection and CPS during year one, as individuals often seem more receptive to strategies and solutions to address these issues compared to the issues of impaired and distracted driving.

In Year 1, the HSO will leverage its existing partnership with the U.S. Air Force in Sumter, South Carolina and initiate a partnership with the U.S. Army in Columbia, SC. The HSO will sponsor child safety seat inspection events at Shaw Air Force Base in Sumter and Fort Jackson in Columbia, SC and use these events as opportunities for face-to-face engagement with participants. Sumter, SC is a priority county for all fatal and serious injury collisions, speed-related collisions, and DUI/alcohol-related collisions. It is considered to be a rural area. Columbia, SC is comprised of Richland and Lexington counties, which are priority counties for all fatal and serious injury collisions, speed-related collisions, and DUI/alcohol-related collisions. Although both Richland and Lexington counties have rural areas, Fort Jackson is located in an area that could be considered urban. Accessibility measures will be implemented at the child safety seat inspection events at both Shaw Air Force Base and Fort Jackson. Feedback provided by participants through face-to-face communication will be used by the state to adjust its occupant protection and CPS countermeasure strategies as needed. In Year 2 the state will aim to conduct at least two events on military installations, one of which will also incorporate engaging the community on impaired and distracted driving. This will be achieved through the engagement strategies of key person interviews with Military Police and other recognized leaders. Also in Year 2, the HSO will set a goal of expanding our presence with the U.S. military by connecting and hosting at least one event with the U.S. Navy and Marine Corps for child safety seat inspections The state's goal in Year 3 will be to continue engagement with Fort Jackson and Shaw Air Force Base through focus groups and brainstorming as it is believed that strong rapport with these organizations will be established by Year 3. The HSO's other goal for Year 3 will be to increase the number of hosted events and begin engaging the U.S. Navy and Marine Corps on impaired and distracted driving through the engagement strategies of key person interviews with Military Police and other recognized leaders and surveys.

The HSO will also sponsor an educational booth and engagement session at the Fall Jam at the Ballpark, in Columbia SC during Year 1. This event is hosted by the Big Red Barn Retreat, which is a nonprofit organization intended to help Soldiers and First Responders invest in their own mental wellness. The organization offers integrated practices, training, and programs as alternatives to traditional treatments, all provided at no cost to veterans, active duty service members, and first responders. The Fall Jam at the Ballpark is a concert benefiting and honoring the community's veterans, active-duty service members, first responders, and their families. This non-traditional event in-person engagement strategy has the potential to impact several of the populations identified by the state as affected communities: military personnel and their family members, young drivers, rural residents, and African Americans.

The HSO's last major engagement goal for Year 1 will be to engage members and allies of the state's LGBTQ+ community on impaired driving and other highway safety issues. Engaging this group will help us determine countermeasures most relevant to this community which will ultimately assist us in identifying potential grantees to support equitable programs. Although

individuals who identify as LGBTQ+ represent only an estimated 3% of the state's population, this is a historically marginalized and underserved population. Additionally, research indicates that members of this community are more likely to use and abuse substances compared to other communities. The reported use of marijuana and misused opioids for 2020 among this community was 41.3% and 6.7%, respectively, compared to 18.7% and 3.6% of the overall population (SAMSHA). Alcohol use disorders were also prevalent among 21.8% of the LGBTQ+ population compared to 11.0% of the general population (SAMSHA). These differences can likely be attributed to discrimination (Mallory & Sears, 2019), social stigma (Ackermann, 2023), and the comorbid/co-occurring psychiatric disorders among this population. Research has indicated that LGBTQ+ individuals report greater odds of frequent mental distress and depression than their counterparts and transgender children and adolescents have higher levels of depression (SAMSHA). Given the greater risk of substance use and abuse, the state has identified this population as one potentially affected by impaired driving-related collisions and fatalities. Thus, it is important to engage this population to further understand risk factors that may enable the development of appropriate safety countermeasure strategies specific for this population.

In Year 1, the HSO will again use the non-traditional event engagement strategy to sponsor an educational booth at the SC Pride Festival, which will take place in Downtown Columbia, SC, an urban area of the state. Columbia, SC is comprised of Richland and Lexington counties, which are priority counties for all fatal and serious injury collisions, speed-related collisions, and DUI/alcohol-related collisions. The event is intended to support, celebrate, educate, and advocate for the LGBTQ+ community and culture. The event is one in which individuals representing the affected population are expected to gather in large numbers and is deemed to be a safe space.

Because this will be the first event of this kind attended by the HSO, cultural sensitivity will be of particular importance, and the state's initial goal will be to encourage engagement by giving people accessible activities that help them learn about the state HSO. This will be accomplished through a games and contests strategy as it is intended to incentivize stopping at the booth and will serve as an icebreaker of sorts. The technique will be used to draw individuals to the booth before providing an opportunity for informal input through one-on-one conversations. The HSO will also employ a polling strategy to gain feedback on this population's perceptions on impaired driving and ways to address it. This feedback will also be used to gain insight on preferences for receiving highway safety messaging (e.g. Twitter vs Instagram, streaming audio vs. streaming video, billboards, commercials, etc.) and the messages they find most impactful (e.g. humorous messages, catchy jingles, scare-tactics, testimonials, etc.). It will also be an opportunity to quickly assess this population's perceptions of the inclusivity of the HSOs existing messaging and serve as an opportunity to make adjustments as necessary. At the conclusion of this engagement opportunity, the state will utilize the feedback to adjust its impaired driving countermeasure strategies (as needed) to strategically target the issues at hand. The HSO has an overarching goal of establishing an annual presence at this event if it is a success in order to maintain meaningful engagement over the three year period covered by this 3HSP and beyond.

			BASE YEARS				
PERFORMANCE PLAN CHART:FY 24-26 Triennial HSP			**2017**	**2018**	**2019**	**2020**	**2021**
C-1	Traffic Fatalities	FARS Annual	989	1,036	1,006	1,066	1,198
	Maintain total fatalities at 1,059 from a current safety level of 1,059.	5-Year Rolling Avg.	915.6	969.4	1,006	1,023.4	1,059
C-2	Serious Injuries in Traffic Crashes	State	2,851	2,642	3,237	2,607	2,974
	Reduce serious traffic injuries to 2,549 from a current safety level of 2,862 by 10.9%.	5-Year Rolling Avg.	3,089.4	2,964.6	2.974.2	2,877.2	2.862.2
C-3	Fatalities/100M VMT	FARS Annual	1.78	1.82	1.74	1.98	2.08
	Reduce fatality rate to 1.87 from a current safety level of 1.88 by 0.50%.	5-Year Rolling Avg.	1.75	1.80	1.82	1.84	1.88
C-4	Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions	FARS Annual	308	331	300	371	379
	Reduce unrestrained passenger vehicle occupant fatalities, all seat positions, to 334 from a current safety level of 338 by 1.2% by December 31, 2026.	5-Year Rolling Avg.	289.6	307.4	312.4	325.0	337.8
	Benchmarks:	- To reduce unrestrained passenger vehicle occupant fatalities 0.6 percent from 338 (2017-2021 rolling average) to 336 for 2024. - To reduce unrestrained passenger vehicle occupant fatalities 0.9 percent from 338 (2017-2021 rolling average) to 335 for 2025.						
C-5	Alcohol-Impaired Driving Fatalities	FARS Annual	305	290	276	319	401
	Reduce alcohol impaired driving fatalities to 315 from a current safety level of 318 by 0.9% by December 31, 2026.	5-Year Rolling Avg.	324.7	315.1	303.9	306.5	318.1
	Benchmarks:	- To reduce alcohol impaired driving fatalities 0.3 percent from 318 (2017-2021 rolling average) to 317 for 2024 - To reduce alcohol impaired driving fatalities 0.6 percent from 318 (2017-2021 rolling average) to 316 for 2025.						
C-6	Speeding-Related Fatalities	FARS Annual	417	450	459	496	486
	Reduce speeding-related fatalities to 434 from a current safety level of 462 by 6.1% by December 31, 2026.	5-Year Rolling Avg.	357.6	386.6	417.0	443.0	461.6
	Benchmarks:	- To reduce speeding-related fatalities by 5.6 percent from 462 (2017-2021 rolling average) to 436 for 2024. - To reduce speeding-related fatalities by 5.8 percent from 462 (2017-2021 rolling average) to 435 for 2025.						

PERFORMANCE PLAN CHART:FY 24-26 Triennial HSP			BASE YEARS				
			2017	**2018**	**2019**	**2020**	**2021**
C-7	Motorcyclist Fatalities	FARS Annual	145	141	154	136	177
	Reduce motorcyclist fatalities to 140 from a current safety level of 151 by 7.3% by December 31, 2026.	5-Year Rolling Avg.	157.2	155.6	162.2	152.4	150.6
	Benchmarks:	• To reduce motorcyclist fatalities by 6.0 percent from 151 (2017-2021 rolling average) to 142 for 2024. • To reduce motorcyclist fatalities by 6.6 percent from 151 (2017-2021 rolling average) to 141 for 2025.						
C-8	Unhelmeted Motorcyclist Fatalities	FARS Annual	99	98	116	91	112
	Reduce unhelmeted, motorcyclist fatalities to 100 from a current safety level of 103 by 3.0% by December 31, 2026.	5-Year Rolling Avg.	113.2	111.6	115.6	107.6	103.2
	Benchmarks:	• To reduce unhelmeted motorcyclist fatalities 1.0 percent from 103 (2017-2021 rolling average) to 102 for 2024. • To reduce unhelmeted motorcyclist fatalities 2.0 percent from 103 (2017-2021 rolling average) to 101 for 2025.						
C-9	Drivers Age 20 or Younger involved in Fatal Crashes	FARS Annual	121	136	96	123	148
	Reduce drivers age 20 and younger involved in fatal crashes to 116 from a current safety level of 125 by 7.2% by December 31, 2026.	5-Year Rolling Avg.	113.4	121.0	116.4	116.8	124.8
	Benchmarks:	• To reduce drivers age 20 and younger involved in fatal crashes by 6.4 percent from 125 (2017-2021 rolling average) to 118 for 2024. • To reduce drivers age 20 and younger involved in fatal crashes by 6.4 percent from 125 (2017-2021 rolling average) to 117 for 2025.						
C-10	Pedestrian Fatalities	FARS Annual	155	165	163	188	190
	Reduce pedestrian fatalities to 169 from a current safety level of 172 by 1.7% by December 31, 2026.	5-Year Rolling Avg.	125.8	138.8	150.0	163.0	172.2
	Benchmarks:	• To reduce pedestrian fatalities by 0.6 percent from 172 (2017-2021 rolling average) to 171for 2024. • To reduce pedestrian fatalities by 1.2 percent from 172 (2017-2021 rolling average) to 170 for 2025.						
C-11	Bicyclist Fatalities	FARS Annual	17	23	26	14	23
	Reduce bicyclist fatalities to 17 from a current safety level of 21 by 19% by December 31, 2026.	5-Year Rolling Avg.	17.4	19.0	21.4	21.0	20.6
	Benchmarks:	• To reduce bicyclist fatalities 9.5 percent from 21 (2017-2021 rolling average) to 19 for 2024. • To reduce bicyclist fatalities 14.3 percent from 21 (2017-2021 rolling average) to 18 for 2025.						

PERFORMANCE PLAN CHART:FY 24-26 Triennial HSP			BASE YEARS				
			2017	2018	2019	2020	2021
			2017	2018	2019	2020	2021
B-1	Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey) Increase observed seat belt use for passenger vehicles, front seat outboard occupants to 91.2% from a current safety level of 90.1% by 1.1% by December 31, 2026.	State Annual	92.3%	89.7%	90.3%	90.3%	90.1%
		• To increase the observed seat belt usage rate by 0.9 percentage points from 90.1 percent in 2021 to 91.0 percent by 2024. • To increase the observed seat belt usage rate by 1 percentage point from 90.1 percent in 2021 to 91.1 percent by 2025.					
C-12	Benchmarks: Moped Fatalities To reduce moped traffic fatalities to 23 from a current safety level of 28 by 17.9% by December 31, 2026.	State Annual	29	30	32	22	25
		5-Year Rolling Avg.	33.8	35.0	35.0	30.4	27.6
		• To reduce moped traffic fatalities by 10.7 percent from the 2017-2021 baseline average of 28 to 25 for 2024. • To reduce moped traffic fatalities by 14.3 percent from the 2017-2021 baseline average of 28 to 24 for 2025.					
	Benchmarks:						

C-1: To maintain the five-year average of 1,059 for 2017-2021 as the five-year average for 2020-2024 by December 31, 2024.

Figure C-1: South Carolina Total Traffic Fatalities

5 Year Moving Average with Trend Analysis

Left chart — 5 Year Moving Average bars with trend line:
$$y = 0.0328x^4 - 0.9448x^3 + 7.7612x^2 + 13.944x + 798.2$$
$$R^2 = 0.9952$$

Bar values: 2010-2014 = 818, 2011-2015 = 852, 2012-2016 = 890, 2013-2017 = 916, 2014-2018 = 969, 2015-2019 = 1,006, 2016-2020 = 1,023, 2017-2021 = 1,059

Polynomial Projection =	2017 = 989
$.0328(11)^4 - 0.9448(11)^3 + 7.7612(11)^2 - 13.944(11) + 798.2 =$ 1,113	2018 = 1036
	2019 = 1006
2016-2020 Average = 1023	2020 = 1066
2017-2021 Average = 1059	2021 = 1198 (12.4% increase from 2020, Prelim. State Data)
2018-2022 Average = 1079	2022 = 1090 (9% decrease from 2021, Prelim. State Data)

Note: 2010-2020 Final FARS and 2021-2022 Preliminary State Data from SCCATTS Fatality Application.

In Figure C-1, a polynomial trend analysis projects South Carolina will experience a five-year average of 1,113 traffic fatalities for 2020-2024. Preliminary state data compiled by the OHSJP's Statistical Analysis & Research Section (SARS) indicate there were 1,090 traffic fatalities in 2022, a decrease of 9% from 1,198 in 2021. Given the downward trend in 2022 and so far indicated by preliminary 2023 data, the South Carolina Department of Transportation and OHSJP mutually predict 1,059 average traffic fatalities for 2020-2024.

During the COVID period in 2020, law enforcement reduced contact with drivers. This attempt to slow the spread of COVID had a negative impact on driver behavior. While law enforcement returned to normal operation in 2022, it appears that driver behavior has not. Thus, the state recognizes there is still work to be done.

Over the three-year period covered by this 3HSP, the state aims to continue its work to engage underserved audiences and hard-to-reach populations, such as the Catawba Indian Nation and the LGBTQ+ community. The state would also like to implement the following activities:
- The development of programs to address education on/for older drivers as well as teens.
- Continue efforts to increase the number of sub-recipients, (non-law enforcement in particular) and counties covered by its programming.
- Increase nighttime seat belt activity within the region through the implementation of occupant protection enforcement projects to help reduce collisions, injuries and fatalities.

- Continue efforts to partner with the Catawba Indian Nation, and other underserved audiences, to address traffic safety among these populations.
- Continue efforts to incorporate equity in highway safety through the addition of a Diversity, Inclusion, and Equity (DIE) Coordinator position to the SHSO.

Although the agreed upon performance target is aggressive, the state's hope is that additional funds for additional programming will make achievement of this target a reality.

C-2: To reduce serious traffic injuries by 10.9% from the 2017-2021 baseline average of 2,862 to 2,549 (2020 - 2024 rolling average) by 2024.

Figure C-2: South Carolina Serious Traffic Injuries

5 Year Moving Average with Trend Analysis

Left chart data (bars): 2010-2014 = 3,315; 2011-2015 = 3,241; 2012-2016 = 3,199; 2013-2017 = 3,089; 2014-2018 = 2,965; 2015-2019 = 2,974; 2016-2020 = 2,877; 2017-2021 = 2,862

Trend equation: $y = 3.406x^2 - 99.613x + 3426.8$
$R^2 = 0.9739$

Polynomial Projection =	2017 = 2851
$3.406(11)2 - 99.613(11) + 3426.8 = 2{,}743$	2018 = 2642
	2019 = 3237
2016-2020 Average = 2877	2020 = 2607
2017-2021 Average = 2862	2021 = 2974 (14.1% increase from 2020, 2021 FARS ARF)
2018-2022 Average = 2799	2022 = 2537 (14.7% decrease from 2021, Prelim. State Data)

In Figure C-2, a polynomial trend analysis projects South Carolina will experience a five-year average of 2,743 serious traffic injuries for 2020-2024. Preliminary state data compiled by the OHSJP's SARS indicate there were 2,537 serious traffic injuries in 2022, a decrease of 14.7% from 2,974 in 2021. Given the decreases in serious injuries since 2013 (despite the spikes in 2019 & 2021) and the change in serious injury definition on the South Carolina traffic report form in 2018, the South Carolina Department of Transportation and OHSJP mutually predict a five-year average of 2,549 serious injuries for 2020-2024.

C-3: To reduce fatalities/100 MVMT by 0.5% from a five-year average of 1.88 in 2017-2021 to 1.87 (2020 - 2024 rolling average) by 2024.

Figure C-3: South Carolina Traffic Fatalities/VMT

5 Year Moving Average with Trend Analysis

$y = -0.0007x^2 + 0.0352x + 1.6384$
$R^2 = 0.9799$

Bar chart values (left): 2010-2014: 1.66; 2011-2015: 1.71; 2012-2016: 1.75; 2013-2017: 1.75; 2014-2018: 1.80; 2015-2019: 1.82; 2016-2020: 1.84; 2017-2021: 1.88; 2018-2022; 2019-2023; 2020-2024.

Line chart (right): years 2010–2021.

SCDOT VMT Est. Growth: 2% & 2% for 2022 & 2023	2017 = 1.78
Estimated Fatality Decrease: 4.25% annually for 2022-2023	2018 = 1.82
	2019 = 1.74
2016-2020 Average = 1.84	2020 = 1.98
2017-2021 Average = 1.88	2021 = 2.08 (5.2% increase from 2020, 2021 FARS ARF)
2018-2022 Average = 1.9	2022 = 1.88 (9.9% decrease from 2021, Prelim. State Data)

Note: 2010-2020 Final FARS, 2021 FARS ARF, and 2022 Preliminary State Data from SCCATTS Fatality Application.

In Figure C-3, a polynomial trend analysis projects South Carolina will experience a five-year average of 1.94 traffic fatalities/VMT for 2020-2024. Preliminary state data compiled by the OHSJP's SARS indicate there were 1.88 traffic fatalities/VMT in 2022, a decrease of 9.9% from 2021. After analyzing traffic fatality projections, the estimated fatality goal, and VMT projections, the South Carolina Department of Transportation and OHSJP mutually predict a five-year average of 1.870 traffic fatalities/VMT for 2020-2024.

Vehicle miles traveled in South Carolina significantly increased in 2015 (3.6%) and 2016 (5.2%) compared to previous years. From 2017 to 2019, VMT stabilized at a rate of around 2% per year. For 2020, VMT dropped by 7.1% due to COVID. In 2021, VMT appeared to return to pre-COVID figures, but the US Energy Information Administration is projecting a higher average cost of regular gas for 2023 than in 2021, but slightly lower in 2024. (https://www.eia.gov/analysis/), which may have an effect on vehicle miles traveled.

C-3R: To decrease traffic fatalities/VMT in rural areas by 23.3% from the 2017-2021 baseline average of 2.62 to 2.01 for 2024.

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

Left chart: $y = -0.0002x^3 + 0.0149x^2 - 0.1445x + 2.9246$
$R^2 = 0.9188$

Bar values: 2010-2014 = 2.78, 2011-2015 = 2.73, 2012-2016 = 2.63, 2013-2017 = 2.54, 2014-2018 = 2.54, 2015-2019 = 2.57, 2016-2020 = 2.61, 2017-2021 = 2.62

SCDOT VMT Est. Growth: 2% & 2% for 2022 & 2023	2017 = 2.72
Estimated Fatality Decrease: 4.25% annually for 2022-2023	2018 = 2.65
	2019 = 2.65
	2020 = 2.55
2016-2020 Average = 2.61	2021 = 2.53 (0.8% decrease from 2020, 2021 FARS ARF)
2017-2021 Average = 2.62	2022 = 2.39 (5.5% decrease from 2021, Prelim. State Data)
2018-2022 Average = 2.55	

In Figure C-3R, a polynomial trend analysis projects South Carolina will experience a five-year average of 2.87 traffic fatalities/VMT in rural areas for 2020-2024. Preliminary state data compiled by the OHSJP's SARS indicate there were 1,090 traffic fatalities in 2022, a decrease of 9% from 1,198 in 2021. Based on the information available, OHSJP will set a five-year average target of 2.01 annual traffic fatalities/VMT in rural areas for 2024.

Vehicle miles traveled in South Carolina increased significantly in 2015 (3.6%) and 2016 (5.2%) compared to previous years. From 2017 to 2019, V VMT stabilized at a rate of around 2% per year. For 2020, VMT dropped by 7.1% due to COVID. In 2021, VMT appeared to return to pre-COVID figures, but the US Energy Information Administration is projecting a higher average cost of regular gas for 2023 than in 2021, but slightly lower in 2024. (https://www.eia.gov/analysis/), which may have an effect on vehicle miles traveled.

C-3U: To decrease traffic fatalities/VMT in urban areas by 0.8% from the 2017-2021 baseline average of 1.27 to 1.26 for 2024.

Figure C-3U: South Carolina Traffic Fatalities/VMT(Urban)

5 Year Moving Average with Trend Analysis

Chart annotation: $y = 0.0009x^3 - 0.0264x^2 + 0.2584x + 0.4112$, $R^2 = 0.9894$

Bar values: 2010-2014: 0.66; 2011-2015: 0.80; 2012-2016: 0.97; 2013-2017: 1.08; 2014-2018: 1.19; 2015-2019: 1.20; 2016-2020: 1.20; 2017-2021: 1.27

SCDOT VMT Est. Growth: 2% & 2% for 2022 & 2023	2017 = 1
Estimated Fatality Decrease: 4.25% annually for 2022-2023	2018 = 1.14
	2019 = 0.99
2016-2020 Average = 1.2	2020 = 1.51
2017-2021 Average = 1.27	2021 = 1.72 (13.9% increase from 2020, 2021 FARS ARF)
2018-2022 Average = 1.36	2022 = 1.45 (15.7% decrease from 2021, Prelim. State Data)

In Figure C-3U, a polynomial trend analysis projects South Carolina will experience a five-year average of 1.26 traffic fatalities/VMT in urban areas for 2020-2024. Preliminary state data compiled by the OHSJP's SARS indicate there were 1,090 traffic fatalities in 2022, a decrease of 9% from 1,198 in 2021. Based on available information, OHJSP will set its 2024 at 1.26 for traffic fatalities/VMT in urban areas.

Vehicle miles traveled in South Carolina increased significantly in 2015 (3.6%) and 2016 (5.2%) compared to previous years. From 2017 to 2019, VMT stabilized at a rate of around 2% per year. For 2020, VMT dropped by 7.1% due to COVID. In 2021, VMT appeared to return to pre-COVID figures, but the US Energy Information Administration is projecting a higher average cost of regular gas for 2023 than in 2021, but slightly lower in 2024. (https://www.eia.gov/analysis/), which may have an effect on vehicle miles traveled.

C-4: To reduce unrestrained passenger vehicle occupant fatalities 0.6 percent from 338 (2017-2021 rolling average) to 336 for 2024.

- To reduce unrestrained passenger vehicle occupant fatalities 0.9 percent from 338 (2017-2021 rolling average) to 335 for 2025.
- To reduce unrestrained passenger vehicle occupant fatalities 1.2 percent from 338 (2017-2021 rolling average) to 334 for 2026.

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

Left chart: $y = -0.0803x^3 + 1.8948x^2 - 2.9154x + 280.59$, $R^2 = 0.981$

Bar values: 280 (2010-2014), 279 (2011-2015), 291 (2012-2016), 290 (2013-2017), 307 (2014-2018), 312 (2015-2019), 325 (2016-2020), 338 (2017-2021)

Polynomial Projection =	
$-0.0803(11)^3 + 1.8948(11)^2 - 2.9154(11) + 280.59 = 371$	2017 = 308
	2018 = 331
	2019 = 300
2016-2020 Average = 325	2020 = 371
2017-2021 Average = 338	2021 = 379 (2.2% increase from 2020, 2021 FARS ARF)
2018-2022 Average = 354	2022 = 388 (2.4% increase from 2021, Prelim. State Data)

In Figure C-4, a polynomial trend analysis projects South Carolina will experience a five-year average of 371 unrestrained motor vehicle occupant fatalities for 2020-2024. Preliminary state data compiled by the OHSJP's SARS indicate there were 388 unrestrained motor vehicle occupant fatalities in 2022, an increase of 2.4% from 379 in 2021. OHSJP has set a goal of 336 unrestrained motor vehicle occupant fatalities for 2024, which represents an overall decrease of 0.6% in unrestrained motor vehicle occupant fatalities from the 2017-2021 five-year average. The 2025 unrestrained motor vehicle occupant fatality goal is 335, and the state has set a goal of 334 for 2026.

Although the annual number of unrestrained occupant fatalities has consistently increased since 2019, the state hopes to see a reduction in this measure by enhancing its existing programming efforts. Over the three-year period covered by this 3HSP, the state aims to continue its work to engage underserved audiences and overrepresented and/or hard-to-reach populations, particularly those for whom lower seat belt usage rates are more common (African Americans, Hispanics, youth, and rural males). The state would also like to implement the following activities:

- Increase nighttime seat belt activity within the region through the implementation of occupant protection enforcement projects to help reduce collisions, injuries and fatalities.

- Continue efforts to partner with the U.S. Military, the Catawba Indian Nation, and other underserved audiences to address traffic safety, with particular emphasis on occupant protection and child passenger safety.
- Incorporating testimonies from those who survived catastrophic injuries into the state's occupant protection programming.
- Developing programs to address occupant protection education for teens/young adults
- Partnering with SROs to provide occupant protection education for students and parents.
- Partnering with local hospitals to provide CPS education for new parents.
- Partnering with pediatric offices to provide CPS education for children/adolescents and their parents/caregivers.

C-5: To reduce alcohol-impaired driving fatalities 0.3 percent from 318 (2017-2021 rolling average) to 317 for 2024.

- To reduce alcohol impaired driving fatalities 0.6 percent from 318 (2017-2021 rolling average) to 316 for 2025.
- To reduce alcohol impaired driving fatalities 0.9 percent from 318 (2017-2021 rolling average) to 315 for 2026.

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

5 Year Moving Average with Trend Analysis

Logarithmic Projection =	2017 = 305
-13.55LN(11)-338.5 = 306	2018 = 290
	2019 = 276
2016-2020 Average = 306	2020 = 319
2017-2021 Average = 318	2021 = 401 (25.8% increase from 2020, 2021 FARS ARF)
2018-2022 Average = 343	2022 = 431 (7.5% increase from 2021, Prelim. State Data)
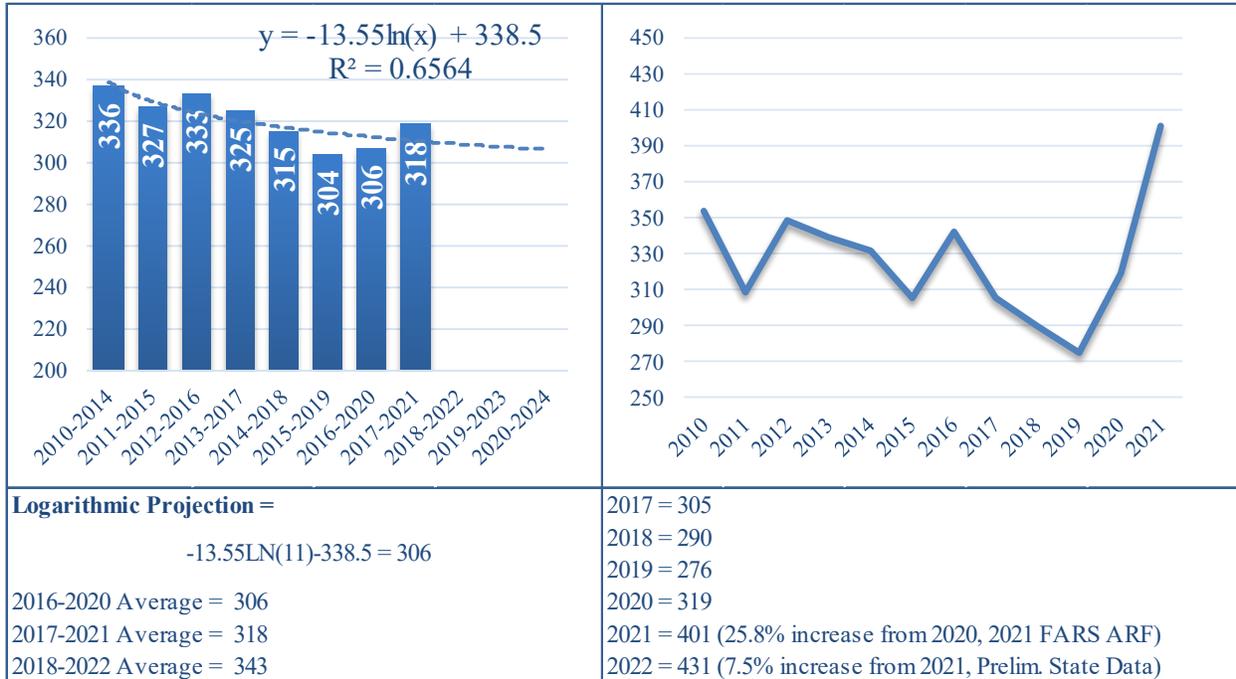
In Figure C-5, a logarithmic trend analysis projects South Carolina will experience a five-year average of 306 alcohol-impaired driving fatalities for 2020-2024. Preliminary state data compiled by the OHSJP's SARS indicate there were 431 alcohol-impaired driving fatalities in 2022, an increase of 7.5% from 401 in 2021. Based on state preliminary data and state projections, OHSJP will set an annual goal of 317 alcohol-impaired driving fatalities for 2024, 316 for 2025, and 315 for 2026.

Although the annual number of alcohol-impaired driving fatalities has consistently increased since 2019, the state hopes to see a reduction in this number as a result of the recent passing of the all offender Ignition Interlock Device (IID) law. According to the South Carolina Department of Probation, Parole and Pardon Services (SCDPPPS), the agency responsible for the IID Program, in 2022, there were approximately 3,000 failed engine starts in South Carolina among IID program participants who attempted to start their vehicles after blowing at a .08 or above. The IID potentially prevented approximately 3,000 impaired driving collisions and the injuries and/or fatalities that may have resulted. The SCDPPPS estimates program numbers will double as a result of the legislative change, and the law is expected to have a positive impact in reducing impaired driving-related collisions and fatalities after its enforcement date of May 19, 2024.

In addition to the benefit of this amended legislation, the state also intends to enhance its existing programming efforts. Over the three-year period covered by this 3HSP, the state aims to continue its work to engage underserved and overrepresented populations, particularly those for whom excessive alcohol consumption is common and populations overrepresented in alcohol-impaired driving-related collisions. The state would also like to implement the following activities:

- Continue efforts to partner with the U.S. Military to address traffic safety.
- Conducting outreach at strategic locations and events to reach target audiences, including youth (particularly those between the ages of 20-29 who contributed to approximately 31% of all alcohol-impaired driving-related collisions from 2017-2021), males, and African American and Hispanic populations. Outreach events planned during the period covered by this 3HSP include the Carolina Country Music Festival, SC Pride, events with state colleges and universities, (including Clemson University, the University of South Carolina, and some of the state's Historically Black Colleges & Universities [HBCUs]).
- Programming to increase DUI conviction rates across the state to serve as a deterrent for driving while impaired.
- Increase impaired driving enforcement activity within the region through the implementation of DUI enforcement projects to help reduce collisions, injuries and fatalities.

C-6: To reduce speeding-related fatalities by 5.6 percent from 462 (2017-2021 rolling average) to 436 for 2024.

- To reduce speeding-related fatalities by 5.8 percent from 462 (2017-2021 rolling average) to 435 for 2025.
- To reduce speeding-related fatalities by 6.1 percent from 462 (2017-2021 rolling average) to 434 for 2026.

Figure C-6: South Carolina Speed Related Traffic Fatalities

5 Year Moving Average with Trend Analysis

Left chart: 5 Year Moving Average bar chart with trend line. $y = -0.3576x^3 + 5.4344x^2 + 0.3158x + 295.43$, $R^2 = 0.9989$

Bar values: 2010-2014 = 300; 2011-2015 = 316; 2012-2016 = 339; 2013-2017 = 358; 2014-2018 = 387; 2015-2019 = 417; 2016-2020 = 443; 2017-2021 = 462; 2018-2022; 2019-2023; 2020-2024

Right chart: yearly line chart 2010 through 2021.

Polynomial Projection =	
$-0.3576(11)^3 + 5.4344(11)^2 + 0.3158(11) + 295.43 = 480.5$	2017 = 417
	2018 = 450
	2019 = 459
2016-2020 Average = 443	2020 = 496
2017-2021 Average = 462	2021 = 486 (2.0% decrease from 2020, 2021 FARS ARF)
2018-2022 Average = 456	2022 = 388 (20.2% decrease from 2021, Prelim. State Data)

In Figure C-6, a polynomial trend analysis projects South Carolina will experience a five-year average of 481 speeding-related traffic fatalities for 2020-2024. Preliminary state data compiled by the OHSJP's SARS indicate there were 388 speeding-related traffic fatalities in 2022, a decrease of 20.2% from 2021. Based on the state preliminary data and state projections, the OHSJP will set an annual goal of 436 speed-related traffic fatalities for 2024, 435 for 2025, and 434 for 2026.

Speed-related fatalities have been on the decline since 2020. The state aims to continue its accomplishments in this program area by continuing to focus efforts on increasing its subrecipients and counties covered by its programming and partnering with additional law enforcement agencies, community partners, and other non-traditional partners to continue the conversation on solutions addressing equity, the Safe System Approach, and the National Roadway Safety Strategy.

C-7: To reduce motorcyclist fatalities by 6.0 percent from 151 (2017-2021 rolling average) to 142 for 2024.

- To reduce motorcyclist fatalities by 6.6 percent from 151 (2017-2021 rolling average) to 141 for 2025.
- Reduce motorcyclist fatalities by 7.3 percent from 151 (2017-2021 rolling average) to 140 for 2026.

Figure C-7: South Carolina Motorcyclist Fatalities
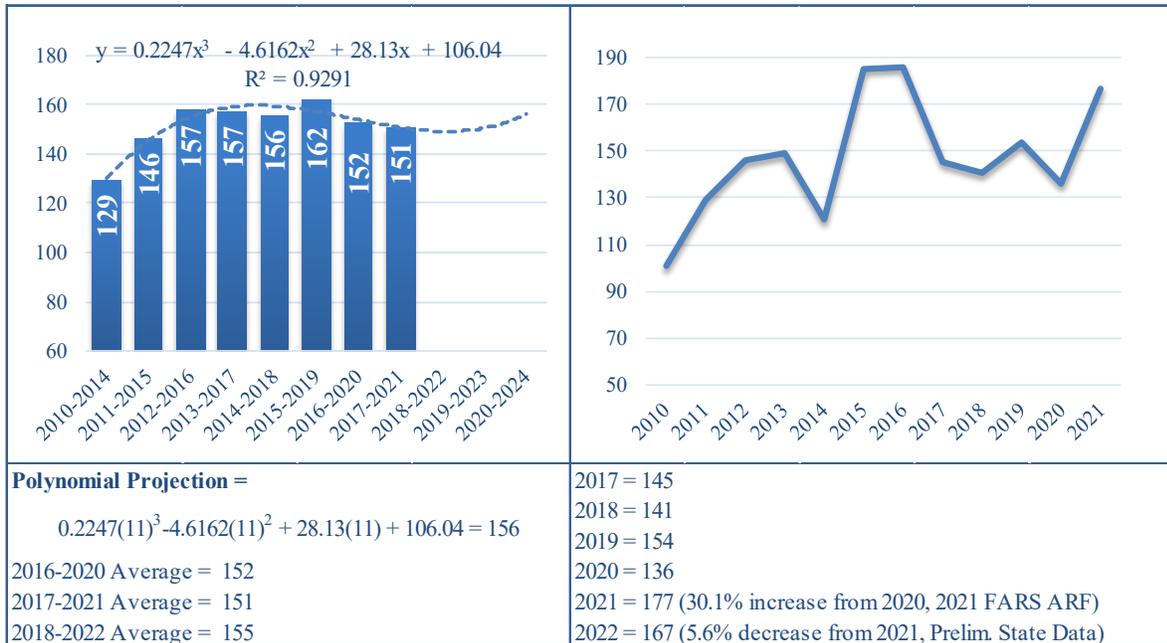
5 Year Moving Average with Trend Analysis

Left chart: $y = 0.2247x^3 - 4.6162x^2 + 28.13x + 106.04$, $R^2 = 0.9291$

Bar values: 2010-2014 = 129, 2011-2015 = 146, 2012-2016 = 157, 2013-2017 = 157, 2014-2018 = 156, 2015-2019 = 162, 2016-2020 = 152, 2017-2021 = 151

Polynomial Projection =	
$0.2247(11)^3 - 4.6162(11)^2 + 28.13(11) + 106.04 = 156$	2017 = 145
	2018 = 141
	2019 = 154
2016-2020 Average = 152	2020 = 136
2017-2021 Average = 151	2021 = 177 (30.1% increase from 2020, 2021 FARS ARF)
2018-2022 Average = 155	2022 = 167 (5.6% decrease from 2021, Prelim. State Data)

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

In Figure C-7, a polynomial trend analysis projects South Carolina will experience a five-year average of 156 motorcyclist fatalities for 2020-2024. Preliminary state data compiled by the OHSJP's SARS indicate there were 167 motorcyclist fatalities (including moped operators) in 2022, a 5.6% decrease in motorcyclist fatalities from 2021. The state will continue its education and outreach events at two of the state's annual bike rallies/festivals and continue its motorcyclist awareness and motorcyclist safety gear campaigns during the period covered by this 3HSP. Therefore, OHSJP will set an annual goal of 142 motorcyclist fatalities for 2024, a 6.0% reduction from the 2017-2021 baseline five-year average of 151. The goals set for subsequent years will be 141 in 2025 and 140 for 2026.

It should be noted that there are factors in South Carolina that may impact, both negatively and positively, the selected target. For instance, the state's helmet law is only applicable to individuals under the age of 21, and the state endures tremendous legislative lobbying efforts from advocacy groups, such as ABATE, which have been successful in derailing attempts to prevent the enactment of a universal helmet law. Despite the legislative challenges, a recent move by the SC Department of Motor Vehicles (SCDMV) has potentially improved motorcycle safety in the state. Supported by the South Carolina Motorcycle Safety Task Force, the SCDMV is no longer issuing automatic renewals of motorcycle beginner's permits. Instead, it requires that

individuals seeking permit renewals make an effort to pass the motorcycle operator skills test in order to receive a motorcycle endorsement on their driver's license. The SC Motorcycle Safety Task Force believes that this policy implementation exerts some pressure to seek motorcycle safety training in order to acquire skills necessary for passing the SCDMV motorcycle rider skills test.

C-8: To reduce unhelmeted motorcyclist fatalities 1.0 percent from 103 (2017-2021 rolling average) to 102 for 2024.

- To reduce unhelmeted motorcyclist fatalities 2.0 percent from 103 (2017-2021 rolling average) to 101 for 2025.
- To reduce unhelmeted motorcyclist fatalities 3.0 percent from 103 (2017-2021 rolling average) to 100 for 2026.

Figure C-8: South Carolina Unhelmeted Motorcyclist Fatalities
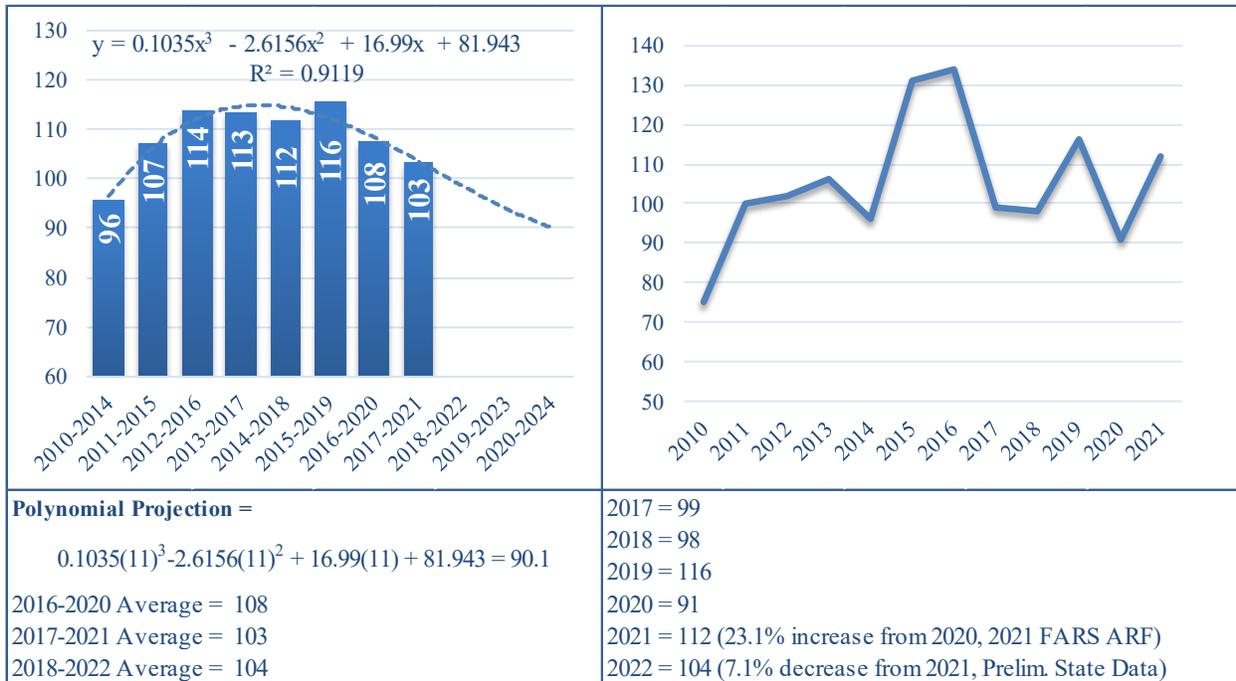
5 Year Moving Average with Trend Analysis

Chart 1 trendline equation: $y = 0.1035x^3 - 2.6156x^2 + 16.99x + 81.943$, $R^2 = 0.9119$

Chart 1 bar values: 2010-2014 = 96, 2011-2015 = 107, 2012-2016 = 114, 2013-2017 = 113, 2014-2018 = 112, 2015-2019 = 116, 2016-2020 = 108, 2017-2021 = 103

Polynomial Projection =	
$0.1035(11)^3 - 2.6156(11)^2 + 16.99(11) + 81.943 = 90.1$	2017 = 99
	2018 = 98
	2019 = 116
2016-2020 Average = 108	2020 = 91
2017-2021 Average = 103	2021 = 112 (23.1% increase from 2020, 2021 FARS ARF)
2018-2022 Average = 104	2022 = 104 (7.1% decrease from 2021, Prelim. State Data)

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

In Figure C-8, a polynomial trend analysis projects South Carolina will experience a five-year average of 90 unhelmeted motorcyclist fatalities for 2020-2024. Preliminary state data compiled by the OHSJP's SARS indicate there were 104 unhelmeted motorcyclist fatalities (moped operators included) in 2022, a decrease of 7.1% from 2021. The OHSJP believes the efforts to spread public awareness through the new public facing South Carolina Department of Public Safety's Traffic Fatality Count Dashboard, which includes a focus on motorcyclists and helmet and safety gear use, will have a significant impact on unhelmeted motorcyclist fatalities (https://fatality-count-scdps.hub.arcgis.com/). In addition to the Traffic Fatality Count Dashboard, the state will also continue its education and outreach events at two of the state's annual bike rallies/festivals, and continue its motorcyclist awareness and motorcyclist safety gear campaigns. Therefore, OHSJP has set annual goals of 102 unhelmeted motorcyclist fatalities for 2024, 101 for 2025, and 100 for 2026.

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

fatalities. With no legislation in place to require the use of helmets for individuals 21 and over, it is expected that decreasing the number of unhelmeted motorcycle fatalities will continue to be a challenge for the state.

C-9: To reduce drivers age 20 and younger involved in fatal crashes by 5.6 percent from 125 (2017-2021 rolling average) to 118 for 2024.

- To reduce drivers age 20 and younger involved in fatal crashes by 6.4 percent from 125 (2017-2021 rolling average) to 117 for 2025.
- To reduce drivers age 20 and younger involved in fatal crashes by 7.2 percent from 125 (2017-2021 rolling average) to 116 for 2024.

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

5 Year Moving Average with Trend Analysis

Polynomial Projection =	
$0.1357(11)^2 + 0.1786(11) + 112.34 = 130.7$	2017 = 121
	2018 = 136
	2019 = 96
2016-2020 Average = 117	2020 = 123
2017-2021 Average = 125	2021 = 148 (20.3% increase from 2020, 2021 FARS ARF)
2018-2022 Average = 122	2022 = 109 (26.4% decrease from 2021, Prelim. State Data)
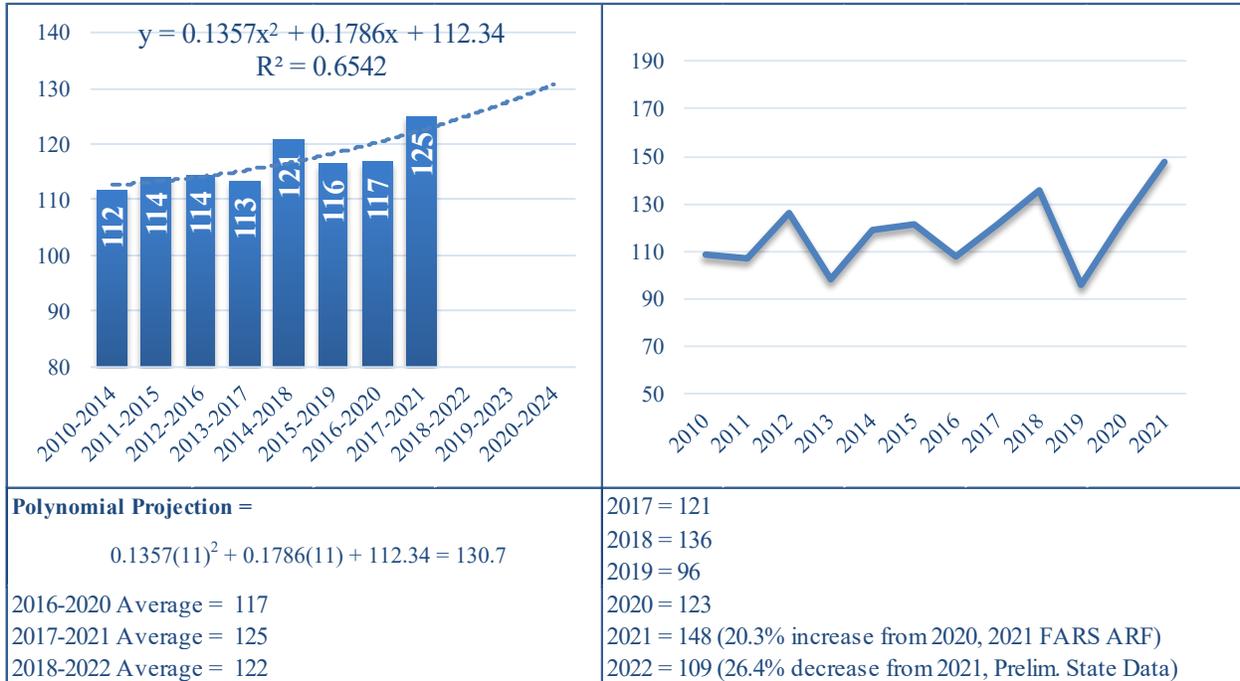
In Figure C-9, a polynomial trend analysis projects South Carolina will experience a five-year average of 131 drivers age 20 and under involved in fatal collisions for 2020-2024. Preliminary state data compiled by the OHSJP's SARS indicate there were 109 drivers age 20 and under involved in fatal collisions in 2022, a decrease of 26.4% from 2021. Based on the preliminary state data, OHSJP will set annual goals of 118 drivers age 20 and under involved in fatal collisions for 2024, 117 for 2025, and 116 for 2026. The state believes this is attainable due to the state's plans to further develop and enhance programs to address education for young drivers through partnerships with SADD, SROs, and others, as well as enhanced outreach efforts targeted towards young drivers.

C-10: To reduce pedestrian fatalities by 0.6 percent from 172 (2017-2021 rolling average) to 171 for 2024.

- To reduce pedestrian fatalities by 1.2 percent from 172 (2017-2021 rolling average) to 170 for 2025.
- To reduce pedestrian fatalities by 1.7 percent from 172 (2017-2021 rolling average) to 169 for 2026.

Figure C-10: South Carolina Pedestrian Traffic Fatalities

5 Year Moving Average with Trend Analysis

Left chart trend equation:
$$y = -0.1086x^3 + 2.0409x^2 - 1.0886x + 106.57$$
$$R^2 = 0.9975$$

Bar values: 2010-2014 = 107, 2011-2015 = 113, 2012-2016 = 119, 2013-2017 = 126, 2014-2018 = 139, 2015-2019 = 150, 2016-2020 = 163, 2017-2021 = 172

Polynomial Projection =	2017 = 155
$-0.1086(11)^3 + 2.0409(11)^2 - 1.0886(11) + 106.57 = 197$	2018 = 165
	2019 = 163
2016-2020 Average = 163	2020 = 188
2017-2021 Average = 172	2021 = 190 (1.1% increase from 2020, 2021 FARS ARF)
2018-2022 Average = 176	2022 = 173 (8.9% decrease from 2021, Prelim. State Data)

In Figure C-10, a polynomial trend analysis projects South Carolina will experience a five-year average of 197 pedestrian traffic fatalities for 2020-2024. Preliminary state data compiled by the OHSJP's SARS indicate there were 173 pedestrian traffic fatalities in 2022, a decrease of 8.9% from 2021. Over the period covered by this 3HSP, the state will continue its Vulnerable Roadway Users campaign in hopes that it will have a positive impact on the rising negative traffic statistics associated with pedestrians. Additionally, the state will continue its efforts to spread public awareness through the new public facing South Carolina Department of Public Safety's Traffic Fatality Count Dashboard, which includes a focus on pedestrians. During the progress period, the state also aims to develop partnerships with pedestrian-focused organizations, such as the Palmetto Cycling Coalition and Wholespire, and to work with SCDOT in the implementation of its South Carolina Pedestrian and Bicycle Safety Action Plan. It is believed that each of these actions will have an impact on pedestrian fatalities. Therefore, the OHSJP has set annual goals of 171 pedestrian traffic fatalities for 2024, 170 for 2025, and 169 for 2026.

C-11: To reduce bicyclist fatalities 9.5 percent from 21 (2017-2021 rolling average) to 19 for 2024.

- To reduce bicyclist fatalities 14.3 percent from 21 (2017-2021 rolling average) to 18 for 2025.
- To reduce bicyclist fatalities 19 percent from 21 (2017-2021 rolling average) to 17 for 2026.

Figure C-11: South Carolina Bicyclist Traffic Fatalities

5 Year Moving Average with Trend Analysis

Polynomial Projection =	2017 = 17
$-0.1(11)^2 + 2.0048(11) + 11.629 = 21.6$	2018 = 23
	2019 = 26
2016-2020 Average = 21	2020 = 14
2017-2021 Average = 21	2021 = 23 (64.3% increase from 2020, 2021 FARS ARF)
2018-2022 Average = 22	2022 = 26 (13.0% increase from 2021, Prelim. State Data)
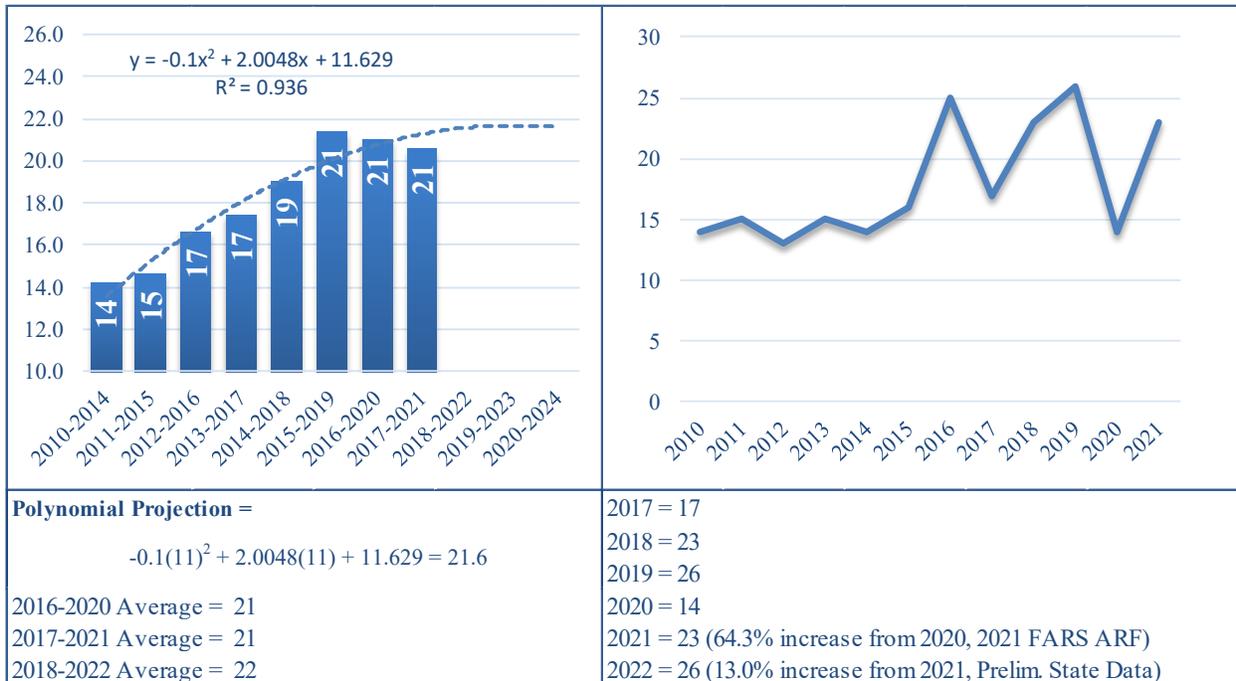
In Figure C-11, a polynomial trend analysis projects South Carolina will experience a five-year average of 22 bicyclist traffic fatalities for 2020-2024. Preliminary state data compiled by the OHSJP's SARS indicate there were 26 bicyclist traffic fatalities in 2022, an increase of 13.0% from 2021. Over the period covered by this 3HSP, the state will continue its Vulnerable Roadway Users campaign in hopes that it will have a positive impact on the rising negative traffic statistics associated with bicyclists. Additionally, the state will continue its efforts to develop partnerships with relevant organizations and work with SCDOT in the implementation of its South Carolina Pedestrian and Bicycle Safety Action Plan. Based on the preliminary state data and through the state's campaign efforts and other initiatives, OHSJP will set annual goals of 19 bicyclist traffic fatalities for 2024, 18 for 2025, and 17 for 2026.

C-12: To reduce moped traffic fatalities by 10.7 percent from the 2017-2021 baseline average of 28 to 25 for 2024.

- To reduce moped traffic fatalities by 14.3 percent from the 2017-2021 baseline average of 28 to 24 for 2025.
- To reduce moped traffic fatalities by 17.9 percent from the 2017-2021 baseline average of 28 to 23 for 2026.

Figure C-12: South Carolina Moped Traffic Fatalities

5 Year Moving Average with Trend Analysis

Logarithmic Projection =	2017 = 29
0.812ln(11) + 31.099 = 33	2018 = 30
	2019 = 32
2016-2020 Average = 30	2020 = 22
2017-2021 Average = 28	2021 = 25 (13.6% increase from 2020, 2021 FARS ARF)
2018-2022 Average = 26	2022 = 23 (8.0% decrease from 2021, Prelim. State Data)
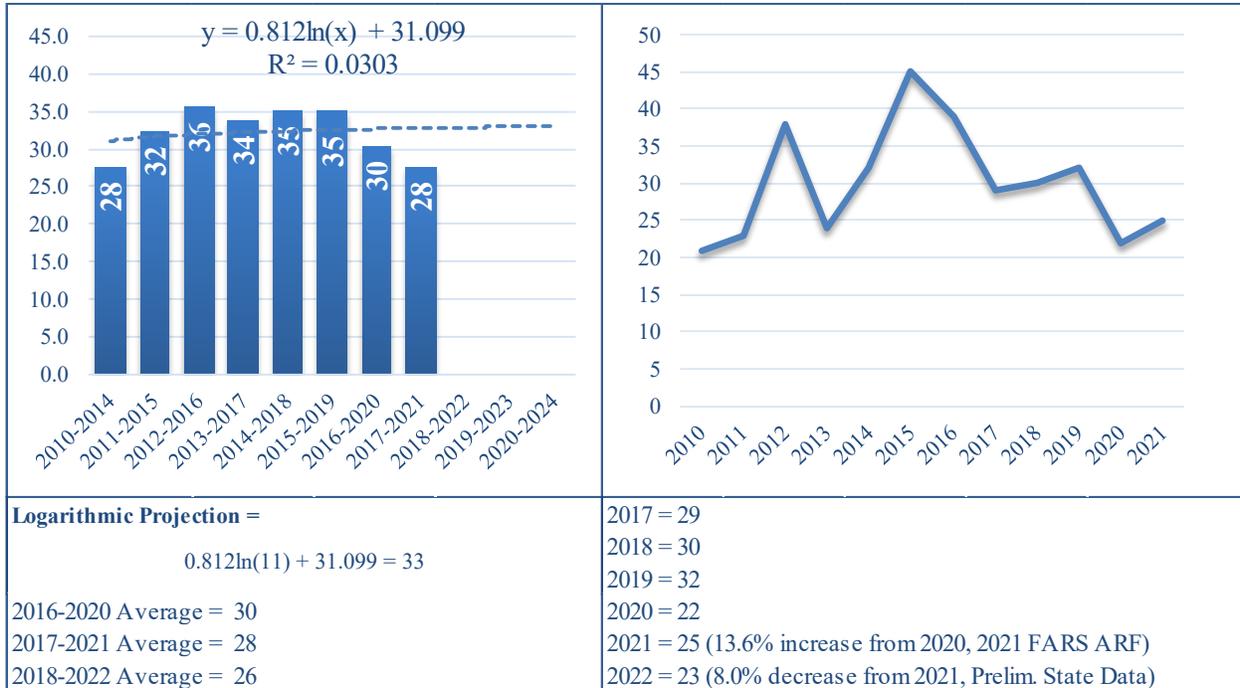
In Figure C-12, a logarithmic trend analysis projects South Carolina will experience a five-year average of 33 moped traffic fatalities for 2020-2024. Preliminary state data compiled by the OHSJP's SARS indicate there were 23 moped traffic fatalities in 2022, a decrease of 8.0% from 2021. During the period covered by this 3HSP, the state will continue its Vulnerable Roadway Users campaign in hopes that it will have a positive impact on the negative traffic statistics associated with moped operators. The state will also include educational materials relevant to moped safety during outreach events on college campuses, as mopeds are a common mode of transportation for students. Based on the logarithmic trend analysis, continued campaign efforts, and the 2017-2021 baseline five-year average, the OHSJP will set annual goals of 25 moped traffic fatalities for 2024, 24 for 2025, and 23 for 2026.

B-1: To increase the observed seat belt usage rate by 0.9 percentage points from 90.1 percent in 2021 to 91.0 percent by 2024.

- To increase the observed seat belt usage rate by 1 percentage point from 90.1 percent in 2021 to 91.1 percent by 2025.
- To increase the observed seat belt usage rate by 1.1 percentage points from 90.1 percent in 2021 to 91.2 percent by 2026.

Figure B-1: South Carolina Observed Seatbelt Usage Rate

5 Year Moving Average with Trend Analysis

Power Projection =	2017 = 92.3%
$0.894(11)^{0.0124} = .921$	2018 = 89.7%
	2019 = 90.3%
2016-2020 Average = 91.3%	2020 = 90.3%
2017-2021 Average = 90.5%	2021 = 90.1% (0.2% points decrease from 2020)
2018-2022 Average = 90.2%	2022 = 90.6% (0.5% points increase from 2021)
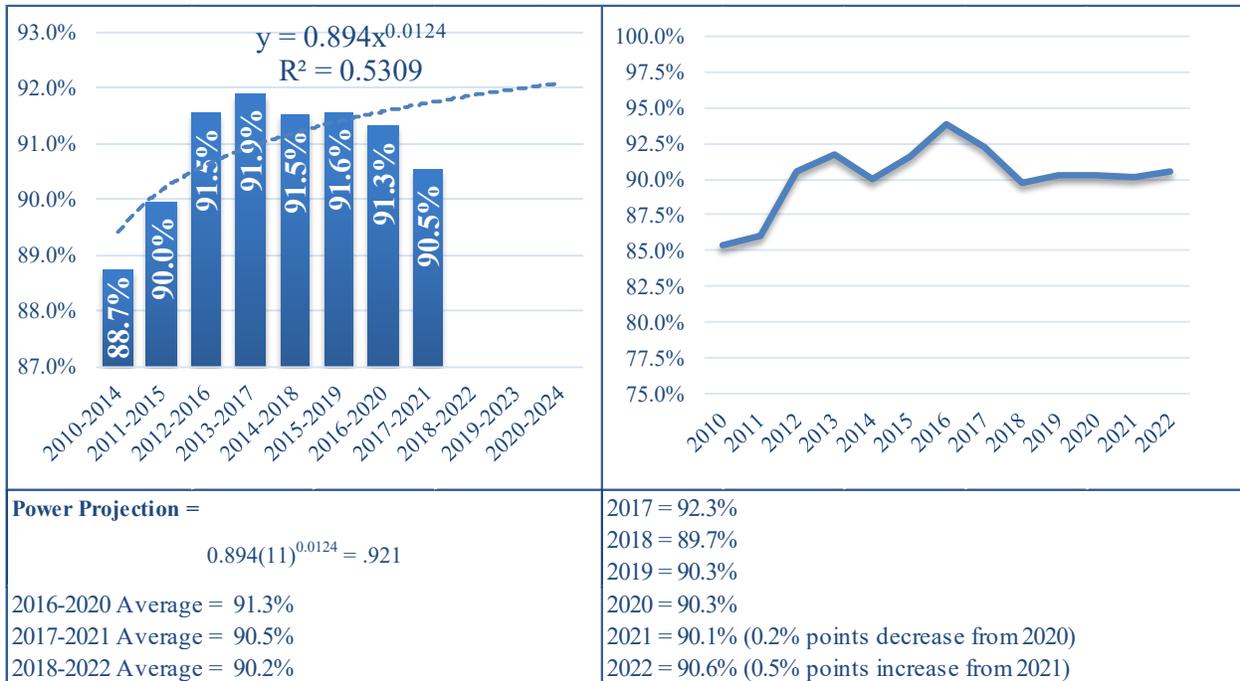
Note: Waiver obtained for 2020 for observational seatbelt survery. 2020 rate estimated by 2019 rate.

In Figure B-1, a power trend analysis projects South Carolina will experience a five-year average of 92.1% for the observed seatbelt usage rate for 2020-2024. The 2022 observed seatbelt usage rate was 90.6%. OHSJP will set annual goals of a 91.0% observed seatbelt usage rate for 2024, 91.1% for 2025 and 91.2% for 2026.

Over the three-year period covered by this 3HSP, the state aims to continue its work to engage those for whom lower seat belt usage rates are more common (African Americans, Hispanics, youth, and rural males). The state would also like to implement the following activities:

- Increase nighttime seat belt activity within the region through the implementation of occupant protection enforcement projects to help reduce collisions, injuries and fatalities.
- Enhance partnership efforts with overrepresented and underserved populations to address traffic safety.
- Incorporating testimonies from those who survived catastrophic injuries into the state's occupant protection programming.
- Developing programs to address occupant protection education for teens/young adults
- Partnering with SROs to provide occupant protection education for students and parents.

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

5 Year Moving Average

$$y = -15837x + 269257$$
$$R^2 = 0.9578$$

Values shown: 238,775; 239,429; 231,485; 214,720; 194,784; 173,756; 152,712; 138,258

Categories: 2010-2014, 2011-2015, 2012-2016, 2013-2017, 2014-2018, 2015-2019, 2016-2020, 2017-2021, 2018-2022, 2019-2023, 2020-2024
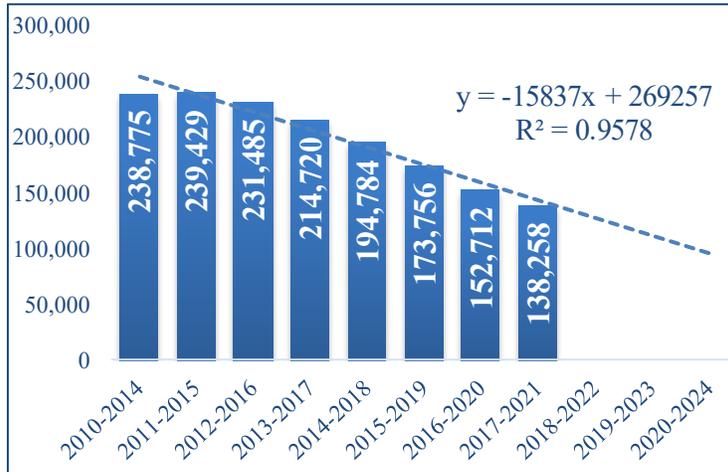
Figure A-2: South Carolina Number of Impaired Driving Arrests

5 Year Moving Average

$$y = -765.81x + 26350$$
$$R^2 = 0.8918$$

Values shown: 24,357; 25,137; 24,906; 23,902; 22,740; 21,476; 20,847; 19,867

Categories: 2010-2014, 2011-2015, 2012-2016, 2013-2017, 2014-2018, 2015-2019, 2016-2020, 2017-2021, 2018-2022, 2019-2023, 2020-2024

Figure A-3: South Carolina Number of Speeding Citations Issued
5 Year Moving Average

$y = -11557x + 447958$
$R^2 = 0.9925$

Period	Value
2010-2014	434,068
2011-2015	427,708
2012-2016	411,676
2013-2017	400,246
2014-2018	392,538
2015-2019	382,033
2016-2020	366,297
2017-2021	353,059
2018-2022	
2019-2023	
2020-2024	

| | | | | | | | | | 2020-2024 |
| | | | | | | | | | Goal |
	NHTSA/FHWA Common Core Measures	2010-2014	2011-2015	2012-2016	2013-2017	2014-2018	2015-2019	2016-2020	2017-2021	
C-1	Traffic Fatalities	818	852	890	916	969	1,006	1,023	1,059	1,059
C-2	Serious Injuries	3,315	3,241	3,199	3,089	2,965	2,974	2,877	2,862	2,549
C-3	Fatalities/VMT	1.66	1.71	1.75	1.75	1.80	1.82	1.84	1.88	1.87
	NHTSA Core Measures	2010-2014	2011-2015	2012-2016	2013-2017	2014-2018	2015-2019	2016-2020	2017-2021	2024 Goal
C-3R	Fatalities/VMT - Rural	2.78	2.73	2.63	2.54	2.54	2.57	2.61	2.62	2.01
C-3U	Fatalities/VMT - Urban	0.66	0.80	0.97	1.08	1.19	1.20	1.20	1.27	1.26
C-4	Unrestrained Passenger Vehicle Occupants	280	279	291	290	307	312	325	338	336
C-5	Alcohol Impaired Driving Fatalities	336	327	333	325	315	304	306	318	317
C-6	Speed Related Fatalities	300	316	339	358	387	417	443	462	436
C-7	MC Fatalities	129	146	157	157	156	162	152	151	142
C-8	Unhelmeted MC Fatalities	96	107	114	113	112	116	108	103	102
C-9	Driver Age 20 or Younger Inv in Fatal Crashes	112	114	114	113	121	116	117	125	118
C-10	Pedestrian Fatalities	107	113	119	126	139	150	163	172	171
	Additional State Measures									
C-11	Bicyclist Fatalities	14	15	17	17	19	21	21	21	19
C-12	Moped Fatalities	28	32	36	34	35	35	30	28	25
A-1	Number Seatbelt Citations*	238,775	239,429	231,485	214,720	194,784	173,756	152,712	138,258	no goal required
A-2	Number Impaired Driving Arrests*	24,357	25,137	24,906	23,902	22,740	21,476	20,847	19,867	no goal required
A-3	Number Speeding Citations*	434,068	427,708	411,676	400,246	392,538	382,033	366,297	353,059	no goal required
	* During grant-funded enforcement activities									
	Annual Tracking	2014	2015	2016	2017	2018	2019	2020	2021	2024 Goal
B-1	Observed Seatbelt Use	90.0%	91.6%	93.9%	92.3%	89.7%	90.3%	90.3%	90.1%	91.0%

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

Section 4: Countermeasure Strategies for Programming Funds

South Carolina's troubling fatality, injury, and collision statistics (detailed in **Section 1**) and the magnitude of South Carolina's highway safety problems serve as clear evidence of the necessity of the state's highway safety program. The diverse demographic makeup of the state also makes a case for the importance of diversity, equity, and inclusion in the state's efforts to improve highway safety. South Carolina's process for developing and selecting evidence-based countermeasures and projects to address these issues is detailed in the next section.

Program Area: Planning & Administration

Strategy	Highway Safety Program Management
Problem	Traffic fatality numbers in South Carolina have been trending upwards since 2010; The number of fatalities recorded in CY 2021 was one of the highest on record.
Countermeasure(s) and justification	The selection of this countermeasure strategy was informed by the uniform guidelines issued in accordance with 23 U.S.C. 402(a)(2): "each state should develop and implement a comprehensive highway safety program, reflective of state demographics, to achieve a significant reduction in traffic collisions, fatalities, and injuries on public roads". Effective highway safety programs begin with strong leadership, sound policy development, effective and efficient program management, and coordinated planning. Highway Safety Program Management facilitates the centralized program planning, implementation, coordination, and evaluation necessary for an effective highway safety program. The Highway Safety Program Management countermeasure strategy enables the state to accomplish these tasks through the administration of seven internal program management grants: **Planning and Administration**; **Occupant Protection Program Management**; **Traffic Records Improvements**; **Public Information, Outreach, and Training**; **Police Traffic Services Program Management**; **Law Enforcement Coordination;** and **Impaired Driving Countermeasures Program Management.** Funding of these internal grants provides the state with the resources needed to properly administer the state's highway safety program to achieve its specific performance targets.
Target(s)	**C-1:** To maintain the five-year average of 1,059 fatalities as the five-year average for 2020-2024 by December 31, 2024. **C-2:** To reduce serious traffic injuries by 10.9% from the 2017-2021 baseline average of 2,862 to 2,549 (2020 - 2024 rolling average) by 2024. **C-3:** To reduce fatalities/100 MVMT by 0.5% from a five-year average of 1.88 in 2017-2021 to 1.87 (2020 - 2024 rolling average) by 2024. • **C-3R:** To decrease traffic fatalities/VMT in rural areas by 23.3% from the 2017-2021 baseline average of 2.62 to 2.01 for 2024. • **C-3U:** To decrease traffic fatalities/VMT in urban areas by 0.8% from the 2017-2021 baseline average of 1.27 to 1.26 for 2024.

C-4: To reduce unrestrained passenger vehicle occupant fatalities 0.6 percent from 338 (2017-2021 rolling average) to 336 for 2024.
- To reduce unrestrained passenger vehicle occupant fatalities 0.9 percent from 338 (2017-2021 rolling average) to 335 for 2025.
- To reduce unrestrained passenger vehicle occupant fatalities 1.2 percent from 338 (2017-2021 rolling average) to 334 for 2026.

C-5: To reduce alcohol impaired driving fatalities 0.3 percent from 318 (2017-2021 rolling average) to 317 for 2024.
- To reduce alcohol impaired driving fatalities 0.6 percent from 318 (2017-2021 rolling average) to 316 for 2025.
- To reduce alcohol impaired driving fatalities 0.9 percent from 318 (2017-2021 rolling average) to 315 for 2026.

C-6: To reduce speeding-related fatalities by 5.6 percent from 462 (2017-2021 rolling average) to 436 for 2024.
- To reduce speeding-related fatalities by 5.8 percent from 462 (2017-2021 rolling average) to 435 for 2025.
- To reduce speeding-related fatalities by 6.1 percent from 462 (2017-2021 rolling average) to 434 for 2026.

C-7: To reduce motorcyclist fatalities by 6.0 percent from 151 (2017-2021 rolling average) to 142 for 2024.
- To reduce motorcyclist fatalities by 6.6 percent from 151 (2017-2021 rolling average) to 141 for 2025.
- Reduce motorcyclist fatalities by 7.3 percent from 151 (2017-2021 rolling average) to 140 for 2026.

C-8: To reduce unhelmeted motorcyclist fatalities 1.0 percent from 103 (2017-2021 rolling average) to 102 for 2024.
- To reduce unhelmeted motorcyclist fatalities 2.0 percent from 103 (2017-2021 rolling average) to 101 for 2025.
- To reduce unhelmeted motorcyclist fatalities 1.0 percent from 103 (2017-2021 rolling average) to 100 for 2026.

C-9: To reduce drivers age 20 and younger involved in fatal crashes by 5.6 percent from 125 (2017-2021 rolling average) to 118 for 2024.
- To reduce drivers age 20 and younger involved in fatal crashes by 6.4 percent from 125 (2017-2021 rolling average) to 117 for 2025.
- To reduce drivers age 20 and younger involved in fatal crashes by 7.2 percent from 125 (2017-2021 rolling average) to 116 for 2024.

C-10: To reduce pedestrian fatalities by 0.6 percent from 172 (2017-2021 rolling average) to 171 for 2024.
- To reduce pedestrian fatalities by 1.2 percent from 172 (2017-2021 rolling average) to 170 for 2025.
- To reduce pedestrian fatalities by 1.7 percent from 172 (2017-2021 rolling average) to 169 for 2026.

C-11: To reduce bicyclist fatalities 9.5 percent from 21 (2017-2021 rolling average) to 19 for 2024.
- To reduce bicyclist fatalities 14.3 percent from 21 (2017-2021 rolling average) to 18 for 2025.

	• To reduce bicyclist fatalities 19 percent from 21 (2017-2021 rolling average) to 17 for 2026. **C-12:** To reduce moped traffic fatalities by 10.7 percent from the 2017-2021 baseline average of 28 to 25 for 2024. • To reduce moped traffic fatalities by 14.3 percent from the 2017-2021 baseline average of 28 to 24 for 2025. • To reduce moped traffic fatalities by 17.9 percent from the 2017-2021 baseline average of 28 to 23 for 2026. **B-1:** To increase the observed seat belt usage rate by 0.9 percentage points from 90.1 percent in 2021 to 91.0 percent by 2024. • To increase the observed seat belt usage rate by 1 percentage point from 90.1 percent in 2021 to 91.1 percent by 2025. • To increase the observed seat belt usage rate by 1.1 percentage points from 90.1 percent in 2021 to 91.2 percent by 2026.
Estimated 3-year funding allocation	Year 1 : $2,685,374; Year 2: $2,739,081; Year 3: $2,793,863
Strategy to project considerations	The necessary leadership, planning, guidance, and cooperation in order to achieve an effective and efficient traffic safety program will be done through its **Planning and Administration** internal grant, which will provide funding for staff time and expenses incurred by the OHSJP which are directly related to the administrative functions for the operation of the Section 402 program, including the planning, development, coordination, monitoring, evaluating, and auditing of projects. These positions will include one (1) Director, one (1) Grants Administration Manager, (1) Grant Program Manager, and one (1) Diversity, Inclusion, and Equity Coordinator. Staff funded under this grant will ensure that ongoing technical assistance and training programs are provided for all subrecipients and that programmatic/financial monitoring occurs for 100% of all highway safety grants. Staff funded under this grant will also ensure that the highway safety programs developed by the state are equitable and result from meaningful public participation and engagement from affected communities. The state's **Public Information, Outreach, and Training** internal grant aims to address the problems identified in **Section 1** by upgrading the quality of highway safety efforts in SC utilizing a multi-faceted approach. This grant will provide funding for a Public Affairs Coordinator, Program Coordinator II, and Administrative Manager to work in conjunction with Program Coordinators and assist a paid contractor in the development of statewide enforcement campaigns, such as *Buckle Up, South Carolina.* and *Sober or Slammer! Drive Sober or Get Pulled Over.* The aforementioned campaigns will contain enforcement, education, community involvement, diversity outreach, and media components in an effort to reduce DUI-related crashes, injuries, and deaths on South Carolina's roadways and increase occupant protection usage to reduce overall crashes, injuries, and fatalities. This project also serves as the only funding mechanism available to provide the necessary travel, tuition, and subsistence to selected individuals to attend specialized seminars and training programs necessary to combat highway safety issues. Resources to coordinate the planning and implementation of statewide and national activities: Child Passenger Safety Week, Motorcycle Campaign, Distracted

Driving Campaign, Highway Safety Awards Ceremonies, school bus and rail safety educational campaigns, *"Move Over"* education campaign, *Operation Southern Slow Down*, Vulnerable Roadway Users Campaign, and other highway safety-related community/public outreach events intended to reach underserved and/or overrepresented populations are also provided through this grant.

The **Traffic Records Improvement** internal grant provides support for an efficient, comprehensive, and centralized traffic records database in order to identify problem areas and implement appropriate countermeasures. In turn, this should reduce the collision fatality rate and enhance traffic safety initiatives statewide. The project allows the continued implementation and expansion of the state's centralized electronic collision database, the South Carolina Collision and Ticket Tracking System (SCCATTS). It also enables the highway safety office to provide assistance to the South Carolina Department of Motor Vehicles (SCDMV) in the operations of SCCATTS to the South Carolina Uniform Traffic Ticket Information Exchange System (SCUTTIES) and the South Carolina Judicial Branch's (SCJB) Case Management System (CMS). The interfaces between these three systems allow for the maintenance of a centralized collision database and provides the state with the ability to track citations electronically, from issuance to disposition. Now that centralization of collision data has been achieved, the state is now working to enhance the three aforementioned systems and improve the quality of the data contained within, and achieving 100% electronic submission of all reports (citations, collisions, and public contacts).

The state's remaining internal grants provide funding for costs associated with managing the state's various highway safety program areas. The **Impaired Driving Countermeasures Program Management** internal grant provides resources for staff involved in the administration of grants devoted to impaired driving countermeasures and the development and implementation of a statewide impaired driving public information and education campaign for the grant periods covered by this 3HSP. The **Occupant Protection Program Management** internal grant provides resources for the continued development and implementation of occupant protection programs statewide, including special public information events during *Buckle Up, South Carolina* (the state's equivalent to the national *Click It, or Ticket* initiative) and National Child Passenger Safety Week. The **Police Traffic Services (PTS) Program Management** grant provides resources for the development and implementation of police traffic services (PTS) projects with an emphasis on speed, DUI, and occupant protection enforcement along with the ongoing administration of PTS projects. Lastly, the **Law Enforcement Coordination** internal grant provides for the continued development and maintenance of the Law Enforcement Network system. This project also provides the resources necessary to establish and maintain relationships between the OHSJP and law enforcement agencies around the state and to garner law enforcement support of and participation in statewide enforcement mobilization campaigns.

Program Area: Occupant Protection

Strategy	Inspection Stations
Problem	**Table S-15** displays information related to passenger vehicle occupants under the age of six who sustained injuries in passenger vehicle collisions, and **Table S-17** displays information related to passenger vehicle occupants under the age of six who sustained injuries in passenger vehicle collisions based on restraint usage.

Table S-15 Passenger Vehicle Occupants Under Age Six, Fatalities, Injuries and Restraint Usage, State Data 2017-2021

Year	Under 6 MV Occupants	Under 6 Fatalities	Under 6 Injured	Under 6 Injured Unrestrained	Percent Injured Unrestrained
2017	13,847	8	1,906	95	5.0%
2018	13,532	8	1,800	80	4.4%
2019	13,518	6	1,718	76	4.4%
2020	9,678	9	1,197	71	5.9%
2021	12,436	10	1,502	117	7.8%
Total	**63,011**	**41**	**8,123**	**439**	**5.4%**

Table S-17 Passenger Vehicle Occupants Under Age Six in SC Crashes and Restraint Usage, State Data 2017-2021

Year	Under 6 MV Occupants	Under 6 Number Restrained	Under 6 Injured Unrestrained
2017	13,847	13,515	95
2018	13,532	13,227	80
2019	13,518	13,209	76
2020	9,678	9,390	71
2021	12,436	12,022	117
Total	**63,011**	**61,363**	**439**

	In 2022, there were 2,092 children under eight years of age injured in motor vehicle crashes in South Carolina, and 14 children lost their lives (DHEC, 2023). Although properly restraining children while riding in the car can help to reduce the number of injuries, disabilities, and deaths that result from motor vehicle collisions, results of the National Child Restraint Use Special Study indicate that less than 46% of car seats and booster seats are used correctly.
Countermeasure(s) and justification	Chapter 2. Seat Belts and Child Restraints: Countermeasures Targeting Children and Youth, Section 7.2: Other Strategies - Inspection Stations, *Countermeasures That Work* 3-Star citation
Target(s)	**C-4:** To reduce unrestrained passenger vehicle occupant fatalities 0.6 percent from 338 (2017-2021 rolling average) to 336 for 2024.

	• To reduce unrestrained passenger vehicle occupant fatalities 0.9 percent from 338 (2017-2021 rolling average) to 335 for 2025. • To reduce unrestrained passenger vehicle occupant fatalities 1.2 percent from 338 (2017-2021 rolling average) to 334 for 2026. **B-1:** To increase the observed seat belt usage rate by 0.9 percentage points from 90.1 percent in 2021 to 91.0 percent by 2024. • To increase the observed seat belt usage rate by 1 percentage point from 90.1 percent in 2021 to 91.1 percent by 2025. • To increase the observed seat belt usage rate by 1.1 percentage points from 90.1 percent in 2021 to 91.2 percent by 2026
Estimated 3-year funding allocation	Year 1 : $102,804; Year 2: $104,860; Year 3: $106,957

Strategy to project considerations	• The OHSJP will partner with the SC Department of Health and Environmental Control (SCDHEC) through the "South Carolina Buckles" grant project to maintain an active network of CPS inspection stations. New fitting stations will be established and inspection events will be held throughout the grant period in locations determined through the Problem ID process.
	   o OHSJP and SCDHEC will conduct Problem ID to determine the geographical need for inspection stations
	• At least 10% of funds will be used to implement CPS programs for low-income and underserved populations
	   o OHSJP will gather data on South Carolina's low-income and underserved populations by using the most recent U.S. Department of Health and Human Services Poverty Guidelines
	   o OHSJP will utilize data on unrestrained child injuries and fatalities as well as socioeconomic information to ensure fitting stations are being established in low-income areas that have a disproportionate number of unrestrained child injuries and fatalities among underserved populations.
	   o SCDHEC's Diversity Outreach Project for high-risk populations will assist in meeting this requirement
	        • This project targets non-white children and their parents who are less likely than their white counterparts to use safety restraints.
	     ■ The number of planned inspection stations and inspections events will be targeted as to serve the following populations: urban, rural, and at-risk.
	     ■ Counties without fitting stations and rural counties will be targeted as these counties serve the at-risk population of drivers on rural roadways.

Strategy	Recruiting, Training and Maintaining Child Passenger Safety (CPS) Technicians
Problem	See **Section 1** of this document and **Table S-15** and **Table S-17** (located in the **Problem** section of the "Inspection Stations" Strategy).

Countermeasure(s) and justification	• Chapter 2. Seat Belts and Child Restraints: Countermeasures Targeting Children and Youth, Section 7.2: Other Strategies - Inspection Stations, *Countermeasures That Work* 3-Star citation

Target(s)	**C-4:** To reduce unrestrained passenger vehicle occupant fatalities 0.6 percent from 338 (2017-2021 rolling average) to 336 for 2024.
	    • To reduce unrestrained passenger vehicle occupant fatalities 0.9 percent from 338 (2017-2021 rolling average) to 335 for 2025.
	    • To reduce unrestrained passenger vehicle occupant fatalities 1.2 percent from 338 (2017-2021 rolling average) to 334 for 2026.
	
	B-1: To increase the observed seat belt usage rate by 0.9 percentage points from 90.1 percent in 2021 to 91.0 percent by 2024.
	    • To increase the observed seat belt usage rate by 1 percentage point from 90.1 percent in 2021 to 91.1 percent by 2025.
	    • To increase the observed seat belt usage rate by 1.1 percentage points from 90.1 percent in 2021 to 91.2 percent by 2026

Estimated 3-year funding allocation	Year 1 : $102,804; Year 2: $104,860; Year 3: $106,957

Strategy to project considerations	• The OHSJP will continue to partner with the SC Department of Health and Environmental Control (SCDHEC) through the "South Carolina Buckles" grant project to recruit, train, and maintain CPS technicians
	    ○ The OHSJP and SCDHEC will conduct Problem ID in order to determine to the sufficient number of nationally certified CPS technicians needed to ensure coverage of CPS inspection stations and inspection events.
	• At least 10% of funds will be used to implement CPS programs for low-income and underserved populations
	    ○ OHSJP will gather data on South Carolina's low-income and underserved populations by using the most recent U.S. Department of Health and Human Services Poverty Guidelines.
	    ○ SCDHEC's Diversity Outreach Project for high-risk populations will assist in meeting this requirement
	        ▪ This project targets non-white children and their parents who are less likely than their white counterparts to use safety restraints.
	    ○ Counties without fitting stations and rural counties will be targeted for CPS certification trainings as these counties serve the at-risk population of drivers on rural roadways.
	• As outlined in Highway Safety Program Guideline No. 20, law enforcement participation in the National Child Passenger Safety Certification program will be encouraged.
	    ○ The Law Enforcement Liaisons will promote child passenger safety certification through the Law Enforcement Network.
	    ○ Traffic Officers assigned to conduct overtime occupant protection enforcement will be certified CPS Technicians or obtain this certification during the course of the grant period

| | | Law enforcement agencies with overtime hourly-based Occupant Protection enforcement grant projects and/or straight-time, activity hourly-based Police Traffic Services enforcement grants are required to participate in National Child Passenger Safety Week. Participation includes planning and conducting special enforcement and educational activities in support of the observance. |

Strategy	**Communications and Outreach**
Problem	In South Carolina, unbelted passenger vehicle fatalities accounted for 31.64% of all traffic-related fatalities in 2021.

<div align="center">

Table 7. South Carolina Unbelted Passenger Vehicle Occupant Fatalities

	2017	2018	2019	2020	2021	% Change: 2017 vs. 2021	% Change: 2021 vs. prior 4-yr Avg.
Total Fatalities	308	331	300	371	379	23.05%	15.73%
VMT Rate**	0.55	0.58	0.52	0.69	0.66	20.00%	12.82%
Pop Rate***	6.13	6.51	5.83	7.25	7.30	19.09%	13.53%
Pct. Of Total	31.14%	31.95%	29.82%	34.80%	31.64%	0.50%	-0.29%
Observed Belt Use	92.30%	89.70%	90.30%	90.30%	90.10%	-2.20%	-0.55%

</div>

<div align="center">

Table 27. Restraint Use of Fatally-Injured Passenger Vehicle Occupants

Restraint Use	2017	2018	2019	2020	2021
South Carolina	46.3%	46.4%	46.3%	42.5%	44.8%
U.S.	48.5%	48.4%	48.7%	44.0%	44.8%

</div>

In 2021 in South Carolina, as indicated in **Table S-9**, 533 motor vehicle occupants were totally ejected from the motor vehicles in which they were riding during traffic collisions, and of those, 162, or 30.4%, were fatally injured.

<div align="center">

Table S-9 Ejection Status of Motor Vehicle Occupants by Injury, State Data 2021

Ejection Status	Fatal Injury	Serious Injury	Minor Injury	Possible Injury	No Apparent Injury	Total	Percent
Not Ejected	591	1,963	11,129	35,886	292,605	342,174	97.84%
Partially Ejected	27	32	26	25	140	250	0.07%
Totally Ejected	162	168	112	54	37	533	0.15%
Not Applicable	0	4	35	66	5,062	5,167	1.48%
Unknown	1	15	27	111	1,456	1,610	0.46%
Total	781	2,182	11,329	36,142	299,300	349,734	100.0%

</div>

| **Countermeasures (and justification)** | • Chapter 2. Seat Belts and Child Restraints: Countermeasures Targeting Adults, Section 3.1: Communications and Outreach, Supporting Enforcement, *Countermeasures That Work* 5-star citation
• Chapter 2. Seat Belts and Child Restraints: Countermeasures Targeting Adults, Section 3.2: Communications and Outreach, Strategies for Low-Belt-Use Groups, *Countermeasures That Work* 4-star citation |

|	
	• Chapter 2. Seat Belts and Child Restraints: Countermeasures Targeting Children and Youth, Section 6.1: Communications and Outreach, Strategies for Older Children, *Countermeasures That Work* 3-star citation • Chapter 2. Seat Belts and Child Restraints: Countermeasures Targeting Children and Youth, Section 6.2: Communications and Outreach, Strategies for Child Restraint and Booster Seat Use, *Countermeasures That Work* 4-star citation
Target (link to strategy)	**C-4:** To reduce unrestrained passenger vehicle occupant fatalities 0.6 percent from 338 (2017-2021 rolling average) to 336 for 2024. • To reduce unrestrained passenger vehicle occupant fatalities 0.9 percent from 338 (2017-2021 rolling average) to 335 for 2025. • To reduce unrestrained passenger vehicle occupant fatalities 1.2 percent from 338 (2017-2021 rolling average) to 334 for 2026. **B-1:** To increase the observed seat belt usage rate by 0.9 percentage points from 90.1 percent in 2021 to 91.0 percent by 2024. • To increase the observed seat belt usage rate by 1 percentage point from 90.1 percent in 2021 to 91.1 percent by 2025. • To increase the observed seat belt usage rate by 1.1 percentage points from 90.1 percent in 2021 to 91.2 percent by 2026
Estimated 3-year funding allocation	Year 1 : $650,000; Year 2: $663,000; Year 3: $676,260

Strategy to project considerations	• OHSJP will use a full-service marketing firm to assist with such efforts as media buying, creative production, and evaluation of occupant protection campaigns.
	    o OHSJP, with the help of the agency's Communications Office and SC Highway Patrol Community Relations Officers (CROs), will oversee earned media efforts, such as issuing news releases, conducting press events, and coordinating media interviews.
	• The Occupant Protection/Police Traffic Services Program Coordinator (OP/PTSPC) will partner with SCDHEC and participate in occupant protection educational and outreach events.
	As outlined in Highway Safety Program Guideline No. 20:
	• OHSJP will "identify specific audiences and develop messages appropriate for these audiences".
	• OHSJP will capitalize on special events, such as nationally recognized safety and injury prevention weeks and will "participate in national programs to increase seat belt and child safety seat use and law enforcement as the state's contribution to obtaining national public awareness through concentrated, simultaneous activity".
	    o NHTSA's *Click it or Ticket* national mobilization in May
	    o National Child Passenger Safety Week in September
	• The communication and outreach campaign will "address the enforcement of the State's seat belt and child passenger safety laws; the safety benefits of regular, correct seat belt (both manual and automatic) and child safety seat use; and the additional protection provided by air bags".

	• All major mobilizations will include messages to reach underserved and low-belt-use populations, and high-risk motorists, e.g., teens, African Americans, Hispanic/Latino populations, and rural white males
	     ○ Material and media campaigns will be delivered in more than one language
	• OHSJP will utilize paid media and involve all media outlets: television, radio, print, signs, billboards, theaters, sports events, health fairs;
	     ○ Partnerships with event venues, such as college football games, music festivals, and other large events will occur with the intent of reaching all citizens and visitors of the state

Strategy	High-visibility enforcement of seat belt law
Problem	As shown in **Table S-11**, of the 741 South Carolina occupant fatalities with known restraint usage in 2021, 392 (52.90%) were not restrained. From 2017-2021, the percentage of unrestrained passenger vehicle occupant fatalities that occurred at night was 56.35%. *Table S-11 Restraint Usage of Vehicle Occupant Fatalities, State Data 2017-2021* <table><tr><th>Year</th><th>Known Restraint Use</th><th>Unrestrained</th><th>Percent Unrestrained</th></tr><tr><td>2017</td><td>620</td><td>319</td><td>51.45%</td></tr><tr><td>2018</td><td>664</td><td>341</td><td>51.36%</td></tr><tr><td>2019</td><td>608</td><td>308</td><td>50.66%</td></tr><tr><td>2020</td><td>685</td><td>380</td><td>55.47%</td></tr><tr><td>2021</td><td>741</td><td>392</td><td>52.90%</td></tr><tr><td>2022</td><td>2</td><td>2</td><td>100.00%</td></tr><tr><td>Total</td><td>3,320</td><td>1,742</td><td>52.47%</td></tr></table>
Countermeasures (and justification)	➤ Chapter 2. Seat Belts and Child Restraints: Countermeasures Targeting Adults, Section 2.1: Seatbelt Law Enforcement – Short-term, High-Visibility Seat Belt Law Enforcement, *Countermeasures That Work* 5-Star citation ➤ Chapter 2. Seat Belts and Child Restraints: Countermeasures Targeting Adults, Section 2.2: Seatbelt Law Enforcement – Integrated Nighttime Seat Belt Enforcement, *Countermeasures That Work* 4-Star citation ➤ Chapter 2. Seat Belts and Child Restraints: Countermeasures Targeting Adults, Section 2.3: Seatbelt Law Enforcement – Sustained Enforcement, *Countermeasures That Work* 4-Star citation
Target (link to strategy)	**C-4:** To reduce unrestrained passenger vehicle occupant fatalities 0.6 percent from 338 (2017-2021 rolling average) to 336 for 2024. • To reduce unrestrained passenger vehicle occupant fatalities 0.9 percent from 338 (2017-2021 rolling average) to 335 for 2025. • To reduce unrestrained passenger vehicle occupant fatalities 1.2 percent from 338 (2017-2021 rolling average) to 334 for 2026. **B-1:** To increase the observed seat belt usage rate by 0.9 percentage points from 90.1 percent in 2021 to 91.0 percent by 2024. • To increase the observed seat belt usage rate by 1 percentage point from 90.1 percent in 2021 to 91.1 percent by 2025.

	• To increase the observed seat belt usage rate by 1.1 percentage points from 90.1 percent in 2021 to 91.2 percent by 2026
Estimated 3-year funding allocation	Year 1 : $91,554; Year 2: $93,385; Year 3: $95,253
Strategy to project considerations	• OHSJP performed Problem ID to determine the priority counties for unrestrained passenger vehicle occupant fatalities. These counties were targeted for Occupant Protection enforcement project development efforts; however, all Police Traffic Services enforcement projects will also be responsible for including high-visibility enforcement of SC's seat belt law in their enforcement efforts. As outlined in Highway Safety Program Guideline No. 20: • The "vigorous enforcement of seat belt and child safety seat laws, including citations and warnings" will be conducted o OHSJP will partner with law enforcement agencies in priority areas across the state through overtime hourly-based occupant protection enforcement projects and straight-time and overtime activity hourly-based police traffic services enforcement grant projects to perform short-term, high-visibility enforcement; integrated nighttime seatbelt enforcement; and sustained occupant protection enforcement. These projects will also support *Buckle Up, South Carolina* (the state's version of the national Click It or Ticket mobilization) and *National Child Passenger Safety Week* • The use of traffic officers who are certified CPS Technicians for occupant protection enforcement will be encouraged. • OHSJP Law Enforcement Liaisons will work to promote national and local occupant protection mobilizations and increase law enforcement participation in such mobilizations • OHSJP will promote communication campaigns to inform the public about occupant protection laws and related enforcement activities.

Program Area: Police Traffic Services

Strategy	Short-term, High Visibility Law Enforcement
Problem	Speed-related fatalities in South Carolina are problematic. In 2021, 40.57% of all traffic fatalities in South Carolina were speed-related. Though this figure does represent a slight decline when compared to the 46.43% recorded in 2020, it is still appalling, particularly when compared to national figures. As shown in **Figure 21, t**he percentage of speed-related fatalities in South Carolina has consistently been greater than that of the nation**.** **Figure 21. Speed-Related Fatalities as Percent of Total Fatalities**
Countermeasure(s) and justification	High-Visibility Enforcement (HVE) is a proven countermeasure for deterrence and changing unlawful and risky driving behaviors. Although the findings regarding the use of HVE as a deterrent for speeding and aggressive driving are inconclusive, some studies have found that it can produce some safety-related benefits. A study (Williams, 2020) piloted in 2017 implemented a HVE plan which involved officers working along a target area for two hours leading up to the afternoon rush hour for two days each week, once a month. The officers were instructed to focus on and enforce only those violations correlated to the contributing factors for collisions discovered in the data analysis prior to implementation of the plan. Officers were not instructed to focus on the number of stops made, but rather on the observed behaviors that may contribute to a crash (such as speeding, following too closely, and/or distracted driving). The result was a 33% reduction of collisions following the targeted HVE effort. Analysis of the study also determined an optimal dosage for the target area, suggesting that there is a window of effectiveness for HVE. The study observed a decrease in collisions for three weeks following an enforcement wave, but by the fourth week after the wave, collisions would begin to rise again. This is suggestive of the need for local jurisdictions to be fluid and adapt their enforcement strategies based on observed data rather than basing it on a prescribed formula to be adhered to under all circumstances. When replicated a few years later on a larger scale in a greater number of target

	areas, this study found an overall reduction in collisions of 22.56%. One target area saw a reduction in collisions of almost 50%, while the reduction in others was between 10%-20%. In a world in which one fatality is one too many, a small reduction in collision occurrence still represents an improvement. Thus, this strategy has been selected because its efficacy has been shown in certain situations. Reference: Williams, J. (2020). "Effect of High-Visibility Enforcement on Motor Vehicle Crashes. Retrieved from https://nij.ojp.gov/topics/articles/effect-high-visibility-enforcement-motor-vehicle-crashes
Target(s)	**C-6:** To reduce speeding-related fatalities by 5.6 percent from 462 (2017-2021 rolling average) to 436 for 2024. • To reduce speeding-related fatalities by 5.8 percent from 462 (2017-2021 rolling average) to 435 for 2025. • To reduce speeding-related fatalities by 6.1 percent from 462 (2017-2021 rolling average) to 434 for 2026.
Estimated 3-year funding allocation	Year 1 : $2,550,699; Year 2: $2,601,713; Year 3: $2,653,747
Strategy to project considerations	OHSJP performed Problem ID to determine the priority counties for speed-related fatalities. These counties were targeted for Police Traffic Services (PTS) enforcement project development efforts. As outlined in Highway Safety Program Guideline No. 19: • The OHSJP will "provide the leadership, training, and technical assistance necessary to strategically address speeders, locations, and conditions most common or most hazardous in speeding-related crashes". o The OHSJP will partner with law enforcement agencies in priority areas across the state through overtime hourly-based and straight-time activity hourly-based PTS enforcement grant projects to perform enforcement of traffic laws to combat speed violations and other unsafe driving behaviors. These projects will also support *Operation Southern Slow Down, Sober or Slammer! (*the state equivalent to the national *Drive Sober or Get Pulled Over* mobilization), *Buckle Up, South Carolina,* and National Child Passenger Safety Week • The use of traffic officers who are certified in speed measurement device operator will be encouraged, and all officers assigned to perform grant activity must be certified in Standardized Field Sobriety Testing (SFST). This will be done in an effort to ensure that the law enforcement officers involved in these enforcement activities possess the knowledge, skills, and abilities necessary to complete their work. • OHSJP Law Enforcement Liaisons will work to promote national and local enforcement mobilizations and increase law enforcement participation in such mobilizations. The OHSJP will promote communication campaigns to inform the public about traffic laws and related enforcement activities and will ensure that

	speed enforcement programs have been coordinated with educational and media communication activities.

Strategy	Communications and Outreach Supporting Enforcement
Problem	Serious injuries sustained in speed-related collisions in South Carolina increased 8.00% in 2021 when compared to 2020 (**Figure S-15**), and the total number of speed-related collisions increased 15.61% (**Figure S-16**).

Figure S-15. Serious Injuries in SC Speed-Related Collisions 2017-2021 State Data

2017	2018	2019	2020	2021
1,028	958	1,095	934	1,011

Figure S-16. SC Speed-Related Collisions 2017-2021 State Data

2017	2018	2019	2020	2021
46,619	46,150	43,341	37,730	43,619
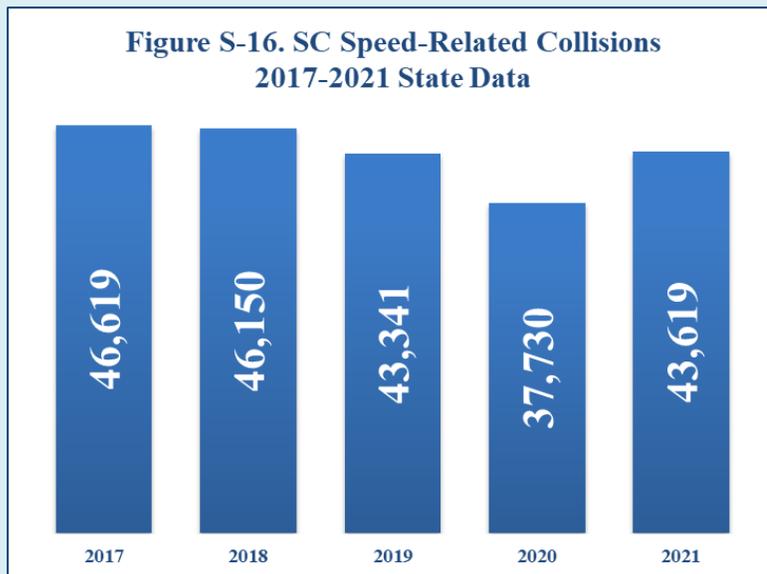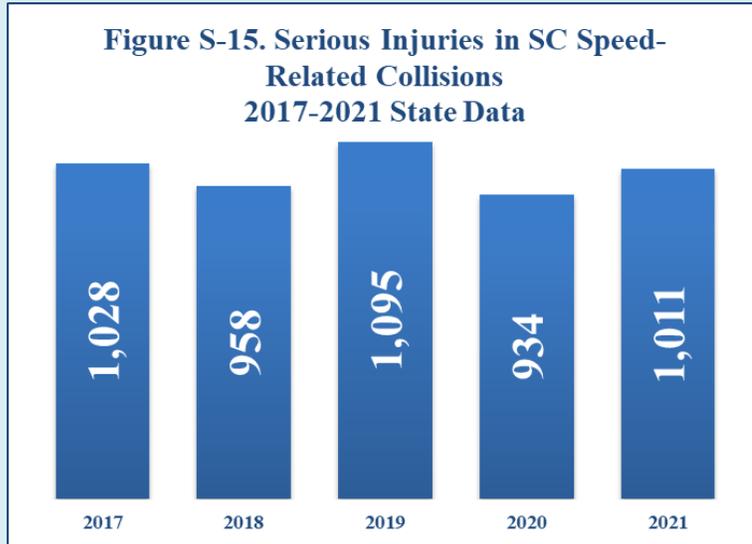
Countermeasure(s) and justification	Chapter 3. Speeding and Speed Management, Section 4.1: Communications and Outreach Supporting Enforcement, *Countermeasures That Work* 3-star citation
Target(s)	**C-6:** To reduce speeding-related fatalities by 5.6 percent from 462 (2017-2021 rolling average) to 436 for 2024. • To reduce speeding-related fatalities by 5.8 percent from 462 (2017-2021 rolling average) to 435 for 2025.

	• To reduce speeding-related fatalities by 6.1 percent from 462 (2017-2021 rolling average) to 434 for 2026.
Estimated 3-year funding allocation	Year 1 : $1,070,000; Year 2: $1,091,400; Year 3: $1,113,228

Strategy to project considerations	The OHSJP will use a full-service marketing firm to assist with such efforts as media buying, creative production, and evaluation of campaigns
	• The OHSJP, with the help of the agency's Communications Office and SC Highway Patrol Community Relations Officers (CROs), will oversee earned media efforts, such as issuing news releases, conducting press events, and coordinating media interviews
	As outlined in Highway Safety Program Guideline No. 19:
	• OHSJP will "develop and evaluate culturally relevant public awareness campaigns to educate drivers on the importance of obeying speed limits and the potential consequences of speeding".
	• OHSJP will capitalize on special enforcement activities or events, such as saturation patrols and sobriety checkpoints, impaired driving crackdowns, occupant protection mobilizations, and other highly publicized sustained enforcement activities.
	• The communication and outreach campaign will "promote responsible driver behavior and speed compliance in advertising".
	• All major mobilizations will include messages to reach underserved and overrepresented populations, and high-risk motorists, e.g., teens, African Americans, Hispanic/Latino populations, and rural white males.
	     o Material and media campaigns will be delivered in more than one language.
	• OHSJP will utilize paid media and involve all media outlets: television, radio, print, signs, billboards, theaters, sports events, and health fairs.
	     o Partnerships with event venues, such as college football games, music festivals, and other large events will occur with the intent of reaching all citizens and visitors of the state.

Strategy	Traffic Safety Officer Training
Problem	See **Section 1** of this document.
Countermeasure(s) and justification	According to research by Kleygrewe, Oudejans, Koedijk, & Hutter (2022), police training is intended to assist officers in developing the necessary proficiencies of their job and to ensure they are equipped with adequate skills and duties to complete their jobs. Thus, the purpose of traffic safety officer training is to ensure officers have the necessary training to perform their duties of enforcing the traffic laws and promoting safety within the communities they serve. Well-trained traffic enforcement officers are an essential aspect of helping to reduce the number of traffic-related collisions, injuries, and fatalities through a variety of enforcement strategies. Allocating funds to the provision of educational programs that accompany traffic enforcement projects will produce well-rounded, well-trained traffic enforcement officers. These highly-trained traffic enforcement officers will facilitate the state's achievement of the outlined speeding-related performance targets. As such, allocating funds for the countermeasure strategy of law enforcement training will facilitate the state's achievement of the outlined performance targets, which will ultimately serve to reduce collisions, serious injuries, and fatalities in the state. Reference Kleygrewe L., Oudejans, R., Koedijk, M., and Hutter, R. (2022) Police Training in Practice: Organization and Delivery According to European Law Enforcement Agencies. Frontier Psychology. 12:798067. doi: 10.3389/fpsyg.2021.798067
Target(s)	**C-6:** To reduce speeding-related fatalities by 5.6 percent from 462 (2017-2021 rolling average) to 436 for 2024. • To reduce speeding-related fatalities by 5.8 percent from 462 (2017-2021 rolling average) to 435 for 2025. • To reduce speeding-related fatalities by 6.1 percent from 462 (2017-2021 rolling average) to 434 for 2026.
Estimated 3-year funding allocation	Year 1 : $454,523; Year 2: $463,613; Year 3: $472,886
Strategy to project considerations	As outlined in Highway Safety Program Guideline No. 19: • The OHSJP will "provide the leadership, training, and technical assistance necessary to strategically address speeders, locations, and conditions most common or most hazardous in speeding-related crashes" by partnering with the South Carolina Criminal Justice Academy (SCCJA) to provide enforcement and investigative training as part of the Traffic Safety Officer (TSO) Program. The TSO Program is designed to enhance law enforcement officers' ability to quickly and accurately identify drivers exhibiting problematic driving behaviors, such as driving while impaired or speeding. If these highly-trained officers conduct high visibility enforcement (short-term or sustained) and/or general traffic enforcement, it would serve as a high-level deterrent to the dangerous driving behaviors cited as contributing factors for the numerous traffic collisions that occur in the state. o The OHSJP's law enforcement partners receiving funding for straight-time activity hourly-based PTS enforcement grant

| | projects are permitted to receive training under the TSO Program. |
| | • OHSJP Law Enforcement Liaisons work to promote participation in training opportunities sponsored or hosted by the SCCJA amongst all agencies participating in the state's 16 LENs. |

Program Area: Impaired Driving

Strategy	High Visibility DUI Enforcement
Problem	Data in **Table 5** shows that in 2021, there were 401 alcohol-impaired driving fatalities in South Carolina, representing an increase of 25.7% compared to the year 2020. Unfortunately, 2021 marked the second consecutive year of an increase in impaired driving fatalities after three consecutive years of declines.

<table>
<tr><td colspan="8" align="center">Table 5. South Carolina Alcohol-Impaired Driving Fatalities</td></tr>
<tr><td></td><td>2017</td><td>2018</td><td>2019</td><td>2020</td><td>2021</td><td>% Change: 2017 vs. 2021</td><td>% Change: 2021 vs. prior 4-yr Avg.</td></tr>
<tr><td>Total Fatalities</td><td>305</td><td>290</td><td>276</td><td>319</td><td>401</td><td>31.48%</td><td>34.79%</td></tr>
<tr><td>VMT Rate**</td><td>0.55</td><td>0.51</td><td>0.48</td><td>0.59</td><td>0.70</td><td>27.27%</td><td>31.46%</td></tr>
<tr><td>Pop Rate***</td><td>6.07</td><td>5.70</td><td>5.36</td><td>6.23</td><td>7.72</td><td>27.18%</td><td>32.19%</td></tr>
<tr><td>Pct. Of Total</td><td>30.84%</td><td>27.99%</td><td>27.44%</td><td>29.92%</td><td>33.47%</td><td>2.63%</td><td>4.42%</td></tr>
</table>

Countermeasure(s) and justification	Chapter 1. Alcohol –and-Drug-Impaired Driving. Section 2.1: Publicized Sobriety Checkpoints. *Countermeasures That Work* 5-star citation Chapter 1. Alcohol –and-Drug-Impaired Driving. Section 2.2: High-Visibility Saturation Patrols. *Countermeasures That Work* 4-star citation
Target(s)	**C-5:** To reduce alcohol impaired driving fatalities 0.3 percent from 318 (2017-2021 rolling average) to 317 for 2024. • To reduce alcohol impaired driving fatalities 0.6 percent from 318 (2017-2021 rolling average) to 316 for 2025. • To reduce alcohol impaired driving fatalities 0.9 percent from 318 (2017-2021 rolling average) to 315 for 2026.
Estimated 3-year funding allocation	Year 1 : $842,071; Year 2: $858,912; Year 3: $876,091
Strategy to project considerations	OHSJP performed Problem ID to determine the priority counties for impaired driving-related fatalities. These counties were targeted for DUI enforcement project development efforts. As outlined in Highway Safety Program Guideline No. 8: • The state will ensure that frequent, highly-visible, well-publicized and coordinated law enforcement efforts are conducted throughout the state, especially in locations with a high occurrence of impaired-driving related fatalities. o The OHSJP will partner with law enforcement agencies in priority areas across the state through overtime hourly-based and straight-time activity hourly-based DUI enforcement grant projects to perform frequent, highly visible, and well publicized DUI enforcement efforts. These projects will fully support *Sober or Slammer! (*the state's equivalent to the national *Drive Sober or Get Pulled Over* mobilization) and other anti-impaired driving initiatives/mobilizations, such as *Blackout Wednesday*. • The use of traffic officers who are certified DREs and those certified in ARIDE is strongly encouraged, and all officers assigned to perform grant activity must be certified in Standardized Field Sobriety Testing

	(SFST). This will be done in an effort to ensure that the law enforcement officers involved in these DUI enforcement activities possess the knowledge, skills, and abilities necessary to effectively and efficiently fulfill their job duties. • OHSJP Law Enforcement Liaisons will work to promote national and local enforcement mobilizations and increase law enforcement participation in such mobilizations. The OHSJP will promote communication campaigns to inform the public about traffic laws and related enforcement activities and will ensure that DUI enforcement programs have been coordinated with educational and media communication activities.

Strategy	Communications and Outreach Supporting Enforcement
Problem	The percentage of fatalities in South Carolina that involved alcohol-impaired driving was higher in 2021 than that of the nation during the same year. **Figure 18. Alcohol Impaired Driving Fatalities as Percent of Total Fatalities** 2017: South Carolina 30.84%, U.S. 29.04% 2018: South Carolina 27.99%, U.S. 29.08% 2019: South Carolina 27.44%, U.S. 28.05% 2020: South Carolina 29.92%, U.S. 30.04% 2021: South Carolina 33.47%, U.S. 31.36% ■ South Carolina ■ U.S.
Countermeasure(s) and justification	Chapter 1. Alcohol-and Drug-Impaired Driving, Section 5.2: Mass Media Campaigns, *Countermeasures That Work* 3-star citation
Target(s)	**C-5:** To reduce alcohol impaired driving fatalities 0.3 percent from 318 (2017-2021 rolling average) to 317 for 2024. • To reduce alcohol impaired driving fatalities 0.6 percent from 318 (2017-2021 rolling average) to 316 for 2025. • To reduce alcohol impaired driving fatalities 0.9 percent from 318 (2017-2021 rolling average) to 315 for 2026.
Estimated 3-year funding allocation	Year 1 : $1,500,000; Year 2: $1,530,000; Year 3: $1,560,600
Strategy to project considerations	The OHSJP will use a full-service marketing firm to assist with such efforts as media buying, creative production, and evaluation of campaigns, including the *Sober or Slammer!* impaired driving campaign. • The OHSJP, with the help of the agency's Communications Office and SC Highway Patrol Community Relations Officers (CROs), will oversee earned media efforts, such as issuing news releases, conducting press events, and coordinating media interviews. As outlined in Highway Safety Program Guideline No.8: • The OHSJP will develop and implement a year-round communication plan that includes program priorities and special emphasis periods will be observed during high-risk times. • OHSJP will develop and evaluate culturally relevant public awareness campaigns to educate drivers on the importance of drinking responsibly and the consequences of driving while impaired. • All impaired driving mobilizations will include messages to reach underserved and overrepresented populations, and high-risk motorists. o Material and media campaigns will be delivered in more than one language

	• OHSJP will utilize paid media and involve all media outlets: television, radio, print, signs, billboards, theaters, sports events, health fairs. o Partnerships with event venues, such as college football games, music festivals, and other large events will occur with the intent of reaching all citizens and visitors of the state.

| Strategy	Court Monitoring
Problem	Based on the number of cases monitored during the year 2021, South Carolina's impaired driving conviction rate was less than 50% and the rate was far lower than 50% in some of the monitored counties. Based on 2021 data from MADD, the national conviction rate for 2021 was 58.3%.
Countermeasure(s) and justification	Chapter 1. Alcohol-and-Drug-Impaired Driving, Section 3.3: Court Monitoring, *Countermeasures That Work* 3-star citation
Target(s)	**C-5:** To reduce alcohol impaired driving fatalities 0.3 percent from 318 (2017-2021 rolling average) to 317 for 2024. • To reduce alcohol impaired driving fatalities 0.6 percent from 318 (2017-2021 rolling average) to 316 for 2025. • To reduce alcohol impaired driving fatalities 0.9 percent from 318 (2017-2021 rolling average) to 315 for 2026.
Estimated 3-year funding allocation	Year 1 : $193,409; Year 2: $197,277; Year 3: $201,223
Strategy to project considerations	The OHSJP will partner with Mothers Against Drunk Driving (MADD) South Carolina to continue the implementation of a court monitoring program in seven counties, identified through the Problem ID process as priority counties for impaired driving serious injury and fatal injury collisions. The program provides data on the number of cases dismissed or pled down to lesser offenses, how many result in convictions, what sanctions are imposed, and how these results compare across different judges and different courts. Monitoring will occur in the following counties: • Horry • Berkeley • Charleston • Lexington • Richland • Greenville • Spartanburg As outlined in Highway Safety Program Guideline No. 8: • "States should impose effective, appropriate, and research-based sanctions, followed by close supervision and the threat of harsher consequences for non-compliance." The data obtained through court monitoring programs can inform sanctions and increase the conviction rate. Court monitoring programs also serve as a deterrent in that they effectively increase DUI arrests, decrease plea agreements, and increase guilty pleas.

Strategy	Law Enforcement Training
Problem	See **Section 1** of the 3HSP
Countermeasure(s) and justification	According to research by Kleygrewe, Oudejans, Koedijk, & Hutter (2022), police training is intended to assist officers in developing the necessary proficiencies of their job and to ensure they are equipped with adequate skills

	and duties to complete their jobs. The purpose of impaired driving countermeasures training for law enforcement is to ensure that officers have the necessary training to quickly and accurately detect impaired drivers and remove them from roadways before they have the opportunity to harm themselves and/or others. DUI Detection/SFST Practitioner training is important, but it is just one skill in the impaired driving detection toolkit. Officers trained and certified in DRE are highly effective and skilled in the detection and identification of persons impaired by alcohol and/or drugs. The ARIDE program, which bridges the gap in training between SFST and the DEC program, provides officers with general knowledge related to drug impairment, and these officers must be able to demonstrate the SFST proficiency requirements. ARIDE also stresses the importance of securing the most appropriate biological sample in order to identify substances likely causing impairment. Thus, training in impaired driving detection is of vital importance in South Carolina, given the state's low DUI conviction rates and high prevalence of impaired driving. Well-trained DUI enforcement officers are an essential aspect of helping to reduce the number of impaired driving-related collisions, injuries, and fatalities through a variety of enforcement strategies. Allocating funds to the provision of educational programs that accompany DUI enforcement projects will produce highly-skilled officers who will facilitate the state's achievement of the outlined impaired driving-related performance targets. As such, this strategy will ultimately serve to reduce impaired driving-related collisions, serious injuries, and fatalities in the state. Reference Kleygrewe L., Oudejans, R., Koedijk, M., and Hutter, R. (2022) Police Training in Practice: Organization and Delivery According to European Law Enforcement Agencies. Frontier Psychology. 12:798067. doi: 10.3389/fpsyg.2021.798067
Target(s)	**C-5:** To reduce alcohol impaired driving fatalities 0.3 percent from 318 (2017-2021 rolling average) to 317 for 2024. • To reduce alcohol impaired driving fatalities 0.6 percent from 318 (2017-2021 rolling average) to 316 for 2025. • To reduce alcohol impaired driving fatalities 0.9 percent from 318 (2017-2021 rolling average) to 315 for 2026.
Estimated 3-year funding allocation	Year 1 : $231,602; Year 2: $236,234; Year 3: $240,959
Strategy to project considerations	As outlined in Highway Safety Program Guideline No.8 • The OHSJP will partner with the South Carolina Criminal Justice Academy (SCCJA) to provide impaired driving countermeasures training for law enforcement to ensure officers have training in the latest law enforcement techniques, including SFST, ARIDE, and DRE. o The OHSJP's law enforcement partners receiving funding for straight-time activity hourly-based PTS and DUI enforcement grant projects are permitted to receive training under the impaired driving countermeasures training for law enforcement program. • OHSJP Law Enforcement Liaisons work to promote participation in training opportunities sponsored or hosted by the SCCJA amongst all agencies participating in the state's 16 LENs.

Strategy	Specialized DUI Prosecution
Problem	See **Section 1** of the 3HSP
Countermeasure(s) and justification	South Carolina is challenged by the fact that most prosecutions at the first-offense level are done by the arresting law enforcement officer. These officers often face skilled defense attorneys and are faced with legal arguments they are unprepared to answer. DUI litigation can be complex and often results in dismissals and "not guilty" findings when skilled prosecutors are unavailable. Thus, South Carolina will implement a comprehensive program to visibly, aggressively, and effectively prosecute impaired driving-related cases. A comprehensive effort will not only increase the state's conviction rate, but it should also increase the public perception of the risks of prosecution and sentencing/sanctions for impaired-driving. Specialized DUI Prosecution has been selected as a countermeasure strategy because research has shown that prosecution and conviction for DUI deters rearrests for DUI (Sloan, Eldred, McCutchan, & Platt, 2016). Convictions are more likely when cases are prosecuted by skilled prosecutors and presented before judges experienced in adjudicating DUI cases and/or highly-knowledgeable of DUI legislation. Reference: Sloan, F., Eldred, L., McCutchan, S., & Platt, A. (2016). Deterring Rearrests for Drinking and Driving. The Southern Economic Journal, 83(2). Doi https://doi.org/10.1002/soej.12159
Target(s)	**C-5:** To reduce alcohol impaired driving fatalities 0.3 percent from 318 (2017-2021 rolling average) to 317 for 2024. • To reduce alcohol impaired driving fatalities 0.6 percent from 318 (2017-2021 rolling average) to 316 for 2025. • To reduce alcohol impaired driving fatalities 0.9 percent from 318 (2017-2021 rolling average) to 315 for 2026.
Estimated 3-year funding allocation	Year 1 : $1,075,470; Year 2: $1,096,979; Year 3: $1,118,919
Strategy to project considerations	OHSJP performed Problem ID to determine the priority counties for impaired driving-related fatalities. These counties were targeted for Impaired Driving Countermeasures project development efforts, including Special DUI Prosecutor projects. As outlined in Highway Safety Program Guideline No. 8: • The OHSJP will "implement a comprehensive program to visibly, aggressively, and effectively prosecute and publicize impaired-driving-related efforts". o The OHSJP will partner with solicitors' offices and law enforcement agencies in priority areas across the state to impact DUI recidivism and the conviction rate of DUI offenders in priority counties and/or judicial circuits with a backlog of DUI cases and a problem of effectively prosecuting DUI jury trials. Special DUI Prosecutors will be assigned to perform grant project activity hours related to the prosecution of DUI cases.

	o The OHSJP will partner with the SC Commission on Prosecution Coordination to continue the implementation of a Traffic Safety Resource Prosecutor project to help coordinate and deliver training and technical assistance to prosecutors and law enforcement officers handling impaired driving cases throughout the state. The TSRP is a skilled DUI prosecutor who not only serves as a resource to prosecutors in the state but also provides consultation on and prosecutes, or serves as second chair on, difficult impaired driving cases throughout the state. The TSRP has been identified as an effective deterrence strategy under prosecution and adjudication. o The OHSJP will partner with the South Carolina Court Administration's Judicial Branch to continue the implementation of the South Carolina State Judicial Outreach Liaison (SJOL) project. The SCJOL is a sitting judge experienced in adjudicating and prosecuting DUI cases. The SCJOL provides education to judges and other court personnel about DWI cases. JOLs have been identified as an effective deterrence strategy under prosecution and adjudication.

Program Area: Teen Traffic Safety

Strategy	Youth Programs
Problem	Nationally, there were 4,649 young (under 21) driver-involved fatalities in 2021. FARS data provided by NHTSA indicates that 148 young (under 21)-drivers died on South Carolina roadways in 2021. Although young drivers account for a small percentage of the total number of licensed drivers (in South Carolina and across the nation), they are often overrepresented in collision and fatality statistics. For example, NHTSA indicates that in 2020, young drivers made up only 5.1% of licensed drivers but accounted for 8.5% of all drivers involved in fatal collisions. During the 2017-2021 period, young (under 21) driver-involved fatalities rose from 2017 to 2018, then experienced a considerable decline from 2018 to 2019, before experiencing significant increases in subsequent years. The number of fatalities involving young (under 21) drivers in 2021 represented a 20.33% increase compared to the 2020 total (123). Figure 12. South Carolina Young Driver-Involved Fatalities $y = 4.1x + 112.5$ $R^2 = 0.1113$
Countermeasure(s) and justification	According to NHTSA's *CTW, Tenth Edition*, young drivers are at a greater risk of collisions for two reasons: inexperience and a proclivity towards risk-taking behaviors. Situations identified as being particularly risky for younger drivers include the following: • Nighttime driving; • Driving under the influence of substances; • Passenger interactions; • Seat belt use; and • Cell phone use; To address the enhanced risk young drivers faced when placed in the aforementioned situations, South Carolina will implement a peer-to-peer, school-based teen traffic safety program designed to help teens identify those behaviors that cause them the greatest risk on the road and empowers them to take positive action. Peer-to-peer programs promote the adoption of safe behaviors by both the teens delivering the intervention and the teens receiving it. This will be achieved through the implementation of Students Against Destructive Decisions (SADD) in South Carolina schools. South

| | Carolina teens spend on average, a minimum of six hours a day in school (National Center for Education Statistics). School—including teachers, advisors, and their peers—has a great influence on teens. The countermeasure strategy of School-Based Youth Programs allows for education and other communication strategies to be tailored to the specific teen audience, rather than a general education and communication strategy (CTW, Chapter 2: Section 7.1, p. 2-40).

SADD has listed traffic safety as one of its three core issues (the others are substance abuse and personal health and safety) in recognition of the fact that motor vehicle collisions are among one of the leading causes of death for teens. The program focuses on "social norms" or "normative feedback" to provide students with accurate information about impaired driving and includes an emphasis on motivating "youth not to drink, not to drink and drive, and not to ride with drivers who have been drinking" (CTW, Chapter 1: Section 6.5, p. 1-76). SADD members are expected to model positive behaviors-wearing their seatbelts, refraining from underage drinking and not texting and driving, etc. - to convey the social norm that "most teens are doing the right thing".

Although there is insufficient evidence of the efficacy of the SADD program, research has shown that teens who regularly participate in activities designed to help their peers and others are less likely to engage in risky behaviors (Fischer, 2019) such as underage drinking, drinking and driving, speeding etc. SADD provides not only an outlet for teens to participate in positive social activities, but it also helps teens build skills to resist peer pressure that could result in them engaging in unsafe and unhealthy behaviors (Fischer, 2019). Additionally, NHTSA-funded research on the effectiveness of SADD's efforts to address impaired driving through school-based peer-to-peer education found that anti-drinking and anti-drinking/driving activity was greater among schools with peer-to-peer organizations like SADD, and the students in those schools were more likely to have positive attitudes about refraining from drinking and driving (Fischer, 2019). Given the information above and armed with the knowledge that young people often respond better to messages from their peers, a successful Youth/Teen Program should adopt a peer-to-peer approach, which is the hallmark of the SADD program.

Reference:
Fischer, P. (2019, March). Peer-to-peer Teen Traffic Safety Program Guide (Report No. DOT HS 812 631). Washington, DC: National Highway Traffic Safety Administration. |
| **Target(s)** | **C-9:** To reduce drivers age 20 and younger involved in fatal crashes by 5.6 percent from 125 (2017-2021 rolling average) to 118 for 2024.
• To reduce drivers age 20 and younger involved in fatal crashes by 6.4 percent from 125 (2017-2021 rolling average) to 117 for 2025.
• To reduce drivers age 20 and younger involved in fatal crashes by 7.2 percent from 125 (2017-2021 rolling average) to 116 for 2024. |
| **Estimated 3-year** | Year 1 : $182,120; Year 2: $185,762; Year 3: $189,478 |

funding allocation	
Strategy to project considerations	The OHSJP will partner with SADD Inc. through a grant project intended to empower young people to successfully confront the risks and pressures they face daily, particularly as they relate to traffic safety. Peer-to-peer education will be administered through student-run school or community-based chapters. 　　　　o　OHSJP and SADD Inc. will conduct Problem ID to determine strategic locations for new SADD chapters and/or increased SADD activity. As outlined in Highway Safety Program Guideline No. 4: • The OHSJP and its partners will implement a comprehensive communication plan/campaign that: 　o　Identifies the youth audiences at particular risk and develops appropriate messages; 　o　Provides culturally competent materials; 　o　Informs novice drivers about underage drinking and zero tolerance laws; and 　o　Informs the public of the role of parental monitoring/involvement • The OHSJP will also partner with event venues, such as college football games, music festivals, and other large events with the intent of reaching the target population of young drivers.

Program Area: Motorcycle Safety

Strategy	Communications and Outreach: Motorist Awareness of Motorcyclists
Problem	Motorcycle rider fatalities fluctuated during the 2017 to 2021 time period; the 2021 figure represents a 30% increase compared to 2020, a 22.07% increase compared to 2017, and 22.92% increase to the prior four-year average. **Figure 8. South Carolina Motorcycle Rider Fatalities** Fatalities: 2017: 145; 2018: 141; 2019: 154; 2020: 136; 2021: 177 5 Year Moving Average: 157, 156, 162, 152, 151 Linear Trend: 2022: 168; 2023: 174; 2024: 180 $y = 5.9x + 132.9$ $R^2 = 0.333$ See **Section 1** for additional statistics pertaining to motorcyclists and moped operators.
Countermeasure(s) and justification	According to Eichberger, Kraut, and Koglbauer (2022), the majority (70%) of motorcycle collisions are the result of a driver overlooking the motorcycle. Therefore, in order to reduce the number of collisions resulting from the motorist overlooking the motorcyclist, it is imperative that motorists remain aware of their responsibility to share the road. Increasing other motorists' awareness of motorcyclists in South Carolina can be achieved, in part, through communications and outreach efforts intended to spread "Share the Road" messaging to the motoring public. This countermeasure strategy has been identified as one with limited evidence of effectiveness, but there is no evidence to suggest that such campaigns are harmful or ineffective. Failure to notice motorcyclists is a commonly cited in collisions involving a motorcycle and another motor vehicle, so it stands to reason that increasing motorists awareness of the motorcyclists on the roadways and reminding them to "Share the Road" through communication campaigns could be an effective strategy. The state lacks a universal helmet law and has a strong legislative lobby against such a law. As such, South Carolina's options to address motorcycle safety are limited to awareness efforts. Reference Eichberger, A., Kraut, M., & Koglbauer, I.V. (2022). Improved Perception of Motorcycles by Simulator-Based Driving Education. *Sustainability 14(9);* **https://doi.org/10.3390/su14095283**
Target(s)	**C-7:** To reduce motorcyclist fatalities by 6.0 percent from 151 (2017-2021 rolling average) to 142 for 2024.

	• To reduce motorcyclist fatalities by 6.6 percent from 151 (2017-2021 rolling average) to 141 for 2025.
	• Reduce motorcyclist fatalities by 7.3 percent from 151 (2017-2021 rolling average) to 140 for 2026.
	C-8: To reduce unhelmeted motorcyclist fatalities 1.0 percent from 103 (2017-2021 rolling average) to 102 for 2024.
	    • To reduce unhelmeted motorcyclist fatalities 2.0 percent from 103 (2017-2021 rolling average) to 101 for 2025.
	    • To reduce unhelmeted motorcyclist fatalities 1.0 percent from 103 (2017-2021 rolling average) to 100 for 2026.
	C-12: To reduce moped traffic fatalities by 10.7 percent from the 2017-2021 baseline average of 28 to 25 for 2024.
	    • To reduce moped traffic fatalities by 14.3 percent from the 2017-2021 baseline average of 28 to 24 for 2025.
	    • To reduce moped traffic fatalities by 17.9 percent from the 2017-2021 baseline average of 28 to 23 for 2026.

Estimated 3-year funding allocation	Year 1 : $80,000; Year 2: $81,600; Year 3: $83,232

Strategy to project considerations	OHSJP performed Problem ID to determine the priority counties for motorcyclist fatalities and traffic injuries. The Problem ID also identified the counties in which the greatest number of motorcycle collisions involving another motor vehicle occurred.
	
	As outlined in Highway Safety Program Guideline No. 3:
	• The OHSJP will "develop and implement communication strategies directed at specific high-risk populations".
	    o The OHSJP will develop a motorcyclist awareness campaign, utilizing radio public service announcements, outdoor advertising, social media, SCDOT message signs, and displays placed at motorcycle rallies and events to improve public awareness of motorcycle collision issues and programs directed at preventing them.
	    o Annually, the OHSJP will conduct outreach efforts during the state's two largest motorcycle rallies and events: Myrtle Beach Bike Week and Atlantic Beach Bike Fest.
	    o The OHSJP's law enforcement partners will support and, as appropriate, conduct enforcement and/or educational activities in conjunction with Motorcycle Safety Awareness Month.

Strategy	Communications and Outreach: Conspicuity and Protective Clothing
Problem	South Carolina law requires helmet use for riders under the age of 21. From 2017 through 2021, 68.53% of South Carolina's motorcyclist fatalities occurred among those who were not using a helmet. This percentage is substantially higher than the percentage of unhelmeted motorcyclist fatalities for the US as a whole (36.71%) during the same period.

<table>
<tr><th colspan="6">Table 23. Motorcyclist Fatalities by Age Group and Helmet Use: Totals 2017-2021</th></tr>
<tr><th></th><th>Motorcyclist Fatalities</th><th colspan="2">Helmet Used</th><th colspan="2">Helmet Not Used</th></tr>
<tr><th>Age Group</th><th>N</th><th>N</th><th>%</th><th>N</th><th>%</th></tr>
<tr><td><16</td><td>4</td><td>2</td><td>50.00%</td><td>2</td><td>50.00%</td></tr>
<tr><td>16-20</td><td>28</td><td>19</td><td>67.86%</td><td>9</td><td>32.14%</td></tr>
<tr><td>21-24</td><td>57</td><td>26</td><td>45.61%</td><td>31</td><td>54.39%</td></tr>
<tr><td>25-34</td><td>184</td><td>55</td><td>29.89%</td><td>127</td><td>69.02%</td></tr>
<tr><td>35-44</td><td>130</td><td>34</td><td>26.15%</td><td>95</td><td>73.08%</td></tr>
<tr><td>45-54</td><td>175</td><td>38</td><td>21.71%</td><td>135</td><td>77.14%</td></tr>
<tr><td>55-64</td><td>114</td><td>27</td><td>23.68%</td><td>84</td><td>73.68%</td></tr>
<tr><td>65-74</td><td>51</td><td>24</td><td>47.06%</td><td>27</td><td>52.94%</td></tr>
<tr><td>75+</td><td>10</td><td>4</td><td>40.00%</td><td>6</td><td>60.00%</td></tr>
<tr><td>SC</td><td>753</td><td>229</td><td>30.41%</td><td>516</td><td>68.53%</td></tr>
<tr><td>U.S.</td><td>26,710</td><td>16,068</td><td>60.16%</td><td>9,805</td><td>36.71%</td></tr>
</table>

See **Section 1** of this document for additional statistics pertaining to motorcyclists and moped operators.

Countermeasure(s) and justification	This countermeasure involves communications and outreach campaigns promoting the use of protective clothing and measures that increase rider conspicuity. National data from 2020 indicates that 55% of fatal motorcycle collisions involved another vehicle (NHTSA NCSA, 2020), and failure of vehicle drivers to perceive motorcyclists occurred in a significant portion of those collisions (CTW, 2021). Unfortunately, fatality and injury rates for motorcyclists involved in collisions are higher than those of passenger car occupants and light-truck occupants (NHTSA NCSA, 2020); therefore, efforts to improve the visibility of motorcyclists are needed, and if preventing a collision from occurring alone is not enough, something must be done to reduce the harm associated with such collisions. These tasks can be achieved through increasing the use of helmets and protective clothing, particularly helmets and protective clothing intended to provide visibility as well as protection. Helmets have been estimated to be 37% effective in preventing fatalities to motorcycle riders (NHTSA NCSA, 2020), and the benefits of protective clothing have been confirmed by studies of Australian motorcyclists (CTW, 2021).

Evaluation data to determine the efficacy of the Communications and Outreach: conspicuity and protective clothing strategy is insufficient; however, some studies suggest that it may lead to limited positive outcomes (CTW, 2020), and it has not been associated with additional harm. Since South Carolina lacks a universal helmet law and has a strong legislative lobby against such a law, the state's options are limited in terms of strategies available to address motorcycle safety. Thus, outreach surrounding the importance of conspicuous safety gear is essential to the state if it is to |

	address the problem of motorcycle safety. Reference: NHTSA's National Center for Statistics and Analysis (NCSA) (2022). Traffic Safety Facts: Motorcycles 2020 Data. Retrieved from https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813306
Target(s)	**C-7:** To reduce motorcyclist fatalities by 6.0 percent from 151 (2017-2021 rolling average) to 142 for 2024. • To reduce motorcyclist fatalities by 6.6 percent from 151 (2017-2021 rolling average) to 141 for 2025. • Reduce motorcyclist fatalities by 7.3 percent from 151 (2017-2021 rolling average) to 140 for 2026. **C-8:** To reduce unhelmeted motorcyclist fatalities 1.0 percent from 103 (2017-2021 rolling average) to 102 for 2024. • To reduce unhelmeted motorcyclist fatalities 2.0 percent from 103 (2017-2021 rolling average) to 101 for 2025. • To reduce unhelmeted motorcyclist fatalities 1.0 percent from 103 (2017-2021 rolling average) to 100 for 2026. **C-12:** To reduce moped traffic fatalities by 10.7 percent from the 2017-2021 baseline average of 28 to 25 for 2024. • To reduce moped traffic fatalities by 14.3 percent from the 2017-2021 baseline average of 28 to 24 for 2025. • To reduce moped traffic fatalities by 17.9 percent from the 2017-2021 baseline average of 28 to 23 for 2026.
Estimated 3-year funding allocation	Year 1 : $50,000; Year 2: $51,000; Year 3: $52,020

Strategy to project considerations	OHSJP performed Problem ID to determine the priority counties for motorcyclist fatalities and traffic injuries. The Problem ID also identified the counties in which the greatest number of motorcycle collisions involving another motor vehicle occurred.
	
	As outlined in Highway Safety Program Guideline No. 3:
	• The OHSJP will "develop and implement communication strategies directed at specific high-risk populations".
	    o The OHSJP will develop a motorcyclist safety gear campaign, utilizing radio public service announcements, outdoor advertising, social media, and SCDOT message signs to improve public awareness of motorcycle collision issues and programs directed at preventing them.
	    o Annually, the OHSJP will conduct outreach efforts during two of the state's largest motorcycle rallies and events: Myrtle Beach Bike Week and Atlantic Beach Bike Fest.
	    o The OHSJP's law enforcement partners will support and, as appropriate, conduct enforcement and/or educational activities in conjunction with Motorcycle Safety Awareness Month.

Program Area: Non-motorized (Bicyclist/Pedestrian)

Strategy	VRU Communications Campaign
Problem	Bicyclist collisions and injuries have experienced a downward trend overall; however, bicyclist fatalities have been on the rise nationally (**Table 32**) and increased substantially in South Carolina from 2020 to 2021 (**Table 13**).

Table 13. South Carolina Bicyclist Fatalities						% Change: 2017 vs. 2021	% Change: 2021 vs. prior 4-yr Avg.
	2017	**2018**	**2019**	**2020**	**2021**		
Total Fatalities	17	23	26	14	23	35.29%	15.00%
VMT Rate**	0.03	0.04	0.04	0.03	0.04	33.33%	14.29%
Pop Rate***	0.34	0.45	0.50	0.27	0.44	29.41%	12.82%
Pct. Of Total	1.72%	2.22%	2.58%	1.31%	1.92%	0.20%	-0.04%

Table 32. Nationwide Bicyclist Fatalities						% Change: 2017 vs. 2021	% Change: 2021 vs. prior 4-yr Avg.
	2017	**2018**	**2019**	**2020**	**2021**		
Total Fatalities	806	871	859	948	955	18.49%	9.64%
VMT Rate**	0.03	0.03	0.03	0.03	0.03	0.00%	0.00%
Pop Rate***	0.25	0.27	0.26	0.29	0.29	16.00%	8.41%
Pct. Of Total	2.15%	2.36%	2.36%	2.43%	2.24%	0.09%	-0.09%

Pedestrian fatalities are also on the rise nationally (**Table 33**) and in the state (**Table 12**).

Table 33. Nationwide Pedestrian Fatalities						% Change: 2017 vs. 2021	% Change: 2021 vs. prior 4-yr Avg.
	2017	**2018**	**2019**	**2020**	**2021**		
Total Fatalities	6,075	6,374	6,272	6,563	7,339	20.81%	16.11%
VMT Rate**	0.19	0.20	0.19	0.23	0.23	21.05%	13.58%
Pop Rate***	1.87	1.95	1.91	1.98	2.21	18.18%	14.66%
Pct. Of Total	16.21%	17.31%	17.25%	16.83%	17.20%	0.99%	0.30%

Table 12. South Carolina Pedestrian Fatalities						% Change: 2017 vs. 2021	% Change: 2021 vs. prior 4-yr Avg.
	2017	**2018**	**2019**	**2020**	**2021**		
Total Fatalities	155	165	163	188	190	22.58%	13.26%
VMT Rate**	0.28	0.29	0.28	0.35	0.33	17.86%	10.00%
Pop Rate***	3.09	3.25	3.17	3.67	3.66	18.45%	11.08%
Pct. Of Total	15.67%	15.93%	16.20%	17.64%	15.86%	0.19%	-0.50%

See **Section 1** of this document for additional data.

| **Countermeasure(s) and justification** | The Vulnerable Roadway Users (VRU) Communication Campaign serves to decrease pedestrian and bicyclist fatalities and injuries that result from |

	crashes involving a motor vehicle, and to educate motorists, pedestrians, and bicyclists of state traffic laws applicable to pedestrian and bicycle safety. Communication campaigns designed to improve both VRU and driver compliance with relevant traffic laws will help the state meet the performance measures and goals related to the issues faced by these vulnerable roadway user groups. The goal will be to encourage adoption of safer behaviors, such as using lights at night, or supervising children around cars and traffic. This can be an effective strategy when communications are tailored to meet the specific needs of the communities and in communities where the problem is concentrated (Brookshire, Sandt, Sundstrom, Thomas, & Blomberg, 2016). Reference Brookshire, K., Sandt, L., Sundstrom, C., Thomas, L., & Blomberg, R. (2016, April). Advancing pedestrian and bicyclist safety: A primer for highway safety professionals (Report No. DOT HS 812 258). Washington, DC: National Highway Traffic Safety Administration.
Target(s)	**C-10:** To reduce pedestrian fatalities by 0.6 percent from 172 (2017-2021 rolling average) to 171 for 2024. • To reduce pedestrian fatalities by 1.2 percent from 172 (2017-2021 rolling average) to 170 for 2025. • To reduce pedestrian fatalities by 1.7 percent from 172 (2017-2021 rolling average) to 169 for 2026. **C-11:** To reduce bicyclist fatalities 9.5 percent from 21 (2017-2021 rolling average) to 19 for 2024. • To reduce bicyclist fatalities 14.3 percent from 21 (2017-2021 rolling average) to 18 for 2025. • To reduce bicyclist fatalities 19 percent from 21 (2017-2021 rolling average) to 17 for 2026.
Estimated 3-year funding allocation	Year 1 : $600,000; Year 2: $612,000; Year 3: $624,240
Strategy to project considerations	OHSJP performed Problem ID to determine the priority counties for pedestrian and bicyclist fatalities and traffic injuries. As outlined in Highway Safety Program Guideline No. 14: • The OHSJP will "enlist the support of a variety of media to improve public awareness of pedestrian and bicyclist collisions and programs directed towards preventing them". • The OHSJP will plan a media campaign to focus on safety issues related to vulnerable roadway users, with an increased focus on pedestrians and bicyclists. The campaign will target focus counties that experienced high rates of fatalities and serious injuries among vulnerable roadway user groups during the five-year period from 2017 to 2021. The campaign will support public outreach and enforcement efforts by the SC Highway Patrol to address the increase in fatalities occurring in South Carolina among these vulnerable groups. • Throughout the period covered by this 3HSP, the OHSJP will utilize general pedestrian/bicycle safety outreach to provide targeted safety messages to help the public better understand risky behaviors

	likely to increase collisions, such as limited conspicuity and failure to yield due to not knowing or choosing not to follow traffic safety laws, and ways to prevent serious injuries and fatalities. Other issues to be addressed may include:

	o Visibility, or conspicuity, in the traffic system;
	    o Correct use of facilities and accommodations;
	    o Law enforcement initiatives;
	    o Proper street-crossing behavior;
	    o Safe practices near school buses, including loading and unloading practices;
	    o Sharing the road safely among motorists and bicyclists; and
	    o The dangers that aggressive driving, including speeding, pose for pedestrians and bicyclists.
	• The OHSJP will also encourage community involvement in pedestrian and bicycle safety education by involving individuals and organizations outside the traditional highway safety community, and outreach efforts will include a focus on reaching vulnerable road users, such as older pedestrians and young children.
	• The OHSJP may also partner with SCDOT by participating in road audits.

Program Area: Traffic Records

Strategy	Improve the accuracy, timeliness, accessibility, integration, completeness, and uniformity of the South Carolina Traffic Records System.
Problem	In 2021, South Carolina experienced 1,198 traffic fatalities, 2,974 serious injuries, and 147,716 collisions.
	Timely, accurate, and efficient collection and analysis of appropriate traffic records data have always been essential to highway safety and are critical in the development, implementation, and evaluation of appropriate countermeasures to reduce traffic collisions and injuries. There are many users of these data. Law enforcement utilizes the data for the deployment of enforcement units. Engineers use the data to identify roadway hazards, while judges utilize the data as an aid in sentencing. Prosecutors use traffic records data to determine appropriate charges to levy against drivers in violation of traffic laws and ordinances. Licensing agencies utilize data to identify problem drivers, and emergency response teams use data to improve response times. Health-care organizations use data to understand the implications of patient care and costs, and legislators/public officials use data to pass laws and to set public policy.
	Overview of the South Carolina Traffic Records System
	The South Carolina Traffic Records System consists of data related to South Carolina's roadway transportation network and the people and vehicles that use it. This data is critical to effective safety programming, operational management, and strategic planning. South Carolina's traffic records system is composed of six components maintained by five core state agencies: SC Department of Motor Vehicles (SCDMV), SC Department of Transportation (SCDOT), SC Judicial Branch (SCJB), SC Department of Health and Environmental Control (SCDHEC), and SC Department of Public Safety's Office of Highway Safety and Justice Programs (SCDPS OHSJP).
	The Collision Component (SCDPS, SCDMV)
	The OHSJP maintains the South Carolina Collision and Ticket Tracking System (SCCATTS). SCCATTS serves as the state-provided solution for collecting collision, public contact/warning, and citation data for SCCATTS users and also employs a Geographic Information System (GIS) component. The South Carolina Highway Patrol uses SmartCOP for their Records Management System (RMS). With this system the SCHP is able to generate and submit collisions, citations, and public contacts/warnings. The SmartCOP system collects 54% of crash reports, and the SCCATTS system currently collects 43% of all collision data statewide. The remaining 3% of collision reports are submitted manually and entered into SCCATTS by data entry clerks with the OHSJP. SCCATTS also has the ability to collect public contact/warning data and Uniform Traffic Ticket (UTT) citation data issued by law enforcement.
	The OHSJP also houses the South Carolina Traffic Collision Master File. This file contains data obtained from the South Carolina Traffic Collision Report

Form (TR-310) submitted by law enforcement collision investigators. This form can be submitted electronically through the SCCATTS system to SCDPS and SCDMV. The form can also be submitted manually through a paper process by local law enforcement agencies that do not have the capability to submit electronically through SCCATTS. The OHSJP also houses the Traffic Records Staff, Fatality Analysis Reporting System (FARS), SafetyNet, and the Statistical Analysis & Research Section (SARS). All of these sections work as a cohesive unit in association with South Carolina's crash data collection.

In addition to those systems mentioned above, the OHSJP participates in the National Highway Traffic Safety Administration's (NHTSA) Crash Report Sampling System (CRSS). This system reviews a sample geographical area of law enforcement reported crash investigations involving all types of motor vehicles, pedestrians, and cyclists. CRSS is used to develop an overall crash depiction that can be used to identify highway safety problem areas, performance measure trends, and as a basis for cost analysis with highway safety initiatives.

The SCDMV currently houses driver and vehicle collision records obtained from the TR-310 and Financial Responsibility (FR-10) form. The FR-10 is a component of the TR-310 issued by law enforcement during crash investigations to verify liability insurance on the units involved. These records are used for insurance verification and driver/vehicle components of collision records.

The Driver Component (SCDMV)
SCDMV maintains driver records for the state in a customer-centric system called the Phoenix System. This system uses a common architecture to combine driver license records and driver history. These records contain crash and citation data that are used daily by stakeholder agencies for day-to-day operations. The SCDMV is responsible for maintaining current South Carolina driver history from the data collected from the TR-310 collision form and UTT citation data received from law enforcement and the courts.

The Vehicle Component (SCDMV)
SCDMV's Phoenix System also maintains vehicle records for the state. This system is used to maintain vehicle title, registration, and insurance records. This system is also used daily by stakeholders for vehicle information. The SCDMV is responsible for maintaining current South Carolina vehicle history from vehicle titles, registration information, and data collected from the TR-310 collision and FR-10 forms.

The Citation/Adjudication Component (SCDMV, SCJB)
The Citation/Adjudication component has experienced major changes in the collection of citation data over the past several years. The South Carolina General Assembly enacted legislation that requires all citation data to be submitted electronically to SCDMV. In response to this legislation, the Traffic Records Coordinating Committee (TRCC) coordinated the creation of a statewide citation database housed within SCDMV. This database, the South Carolina Uniform Traffic Ticket Information Exchange System (SCUTTIES),

was designed to collect all citation data electronically from the issuing law enforcement agency and track the citation through the court system to ultimately obtain the disposition data for all traffic-related offenses. The system became fully operational on January 1, 2018. SCUTTIES enables SCDMV to report CDL license holder's traffic violation dispositions back to the driver's home state within 10 days of conviction.

The Adjudication Component is managed by the South Carolina Judicial Branch (SCJB) through its Case Management System (CMS) and various local courts' Records Management Systems (RMS). The Court Administration was charged, as per legislation, with developing adjudication disposition data collection application(s) for all citations issued within the state. The data collection process utilized the state's Case Management System developed by SCJB. It also uses a Web-services application that was developed for local courts not utilizing CMS. The CMS disposition system was completed and enacted in June 2016. The Disposition Portal to collect disposition data for courts with no RMS was deployed in January 2018.

The Injury Surveillance System Component (SCDHEC)
The Injury Surveillance System (ISS) is managed by SCDHEC. This agency collects and maintains data through several statewide data systems. They include Emergency Medical Services (EMS) records; a patient care reporting system called Prehospital Management Information System (PreMIS), which is an electronic reporting component of the National Emergency Medical Services Information System (NEMSIS); the statewide trauma registry; and the vital records system. These major statewide data systems rely on data collected by:

1. State, county, local government agencies, and private and volunteer service providers in health care-related fields that manage/report data contained in these systems
2. State, county, and local government employees in law enforcement and engineering agencies

The Roadway Component (SCDOT)
The South Carolina Department of Transportation (SCDOT) maintains roadway information in the Integrated Transportation Management System (ITMS), Inventory Manager (IM) (which is a software product that is replacing RIMS), and a Geographic Information System (GIS). These systems focus on state-maintained roadways and local roadway segments that are included as selected segments for the Highway Performance Monitoring System (HPMS).

States are required to have access to a complete collection of Model Inventory of Roadway Elements (MIRE) fundamental data elements (FDE) on all public roads by September 30, 2026. In preparation for 100% compliance, 23 CFR Part 924.11 directed states to include in their 2017 Traffic Records Strategic Plan (TRSP) information related to MIRE FDE, expressly to "incorporate specific quantifiable and measurable anticipated improvements for the collection of MIRE fundamental data elements." Of the 33 unique MIRE FDE identified, SCDOT has access to 100% of the required data

elements. A number of projects in the current TRSP address improvements to the quality of MIRE FDE. Specifically, the Collision Report Form Revision will have the greatest impact.

Traffic collision data are the focal point of the various record systems accessed to identify highway safety problems. The management approach to highway safety program development embraces the concept of implementing countermeasures directed at specific problems identified through scientific and analytical procedures. The results of any analytical process are only as valid and credible as the data used in analysis. Therefore, an effective safety program is dependent on an effective collision records system. As such, a major priority for FFY 2024 is the upgrading of the SCCATTS (South Carolina Collision and Ticket Tracking System) e- Reporting application.

The OHSJP's current application for electronic Traffic Records report submission and data processing is the ReportBeam© product. This product, purchased through federal grant funds, is hosted by the OHSJP for county and local law enforcement traffic records processes. It was purchased in 2009 and is aged. The product is used by local law enforcement to produce and electronically submit citations, collisions and public contact/warning reports and/or data through SCDPS to SCDMV, SCJB, and the SCDOT.

The ReportBeam application went through a security update during 2019 and is in the process of being deployed to all users throughout the state. The ReportBeam server was moved out of the SCDPS network and is now housed with a third party vendor. This move helped maintain the state's security standards for the SCDPS network. The SCUTTIES and SCCATTS programs are dependent upon the traffic records data created by this application to continue to meet both Federal Motor Carrier Safety Administration (FMCSA) and NHTSA requirements. These requirements have a direct impact on funding for Traffic and Roadway Safety programs within our state. A project in the 2022-2024 TRSP, listed under the SCCATTS program, will be focused on the replacement of the e-reporting software application.

Countermeasure(s) and justification	The South Carolina Traffic Records System plays a vital role in the state's ability to implement programs and countermeasures that reduce motor vehicle collisions, fatalities, and injuries. Improvements rely upon the use of the traffic records system to identify opportunities for highway safety improvement, measure progress, and systematically evaluate effectiveness. An effective traffic records system assists in the identification and assessment of factors which may result in traffic fatalities and injuries. It can also assist in the evaluation of the effectiveness of prevention and intervention measures and guide the deployment and utilization of enforcement and educational programs.

The state's goal is to ensure that all highway safety partners have access to accurate, complete, integrated and uniform traffic records in a timely manner. This data is central to identifying traffic safety problems, and designing countermeasures to reduce injuries, collisions, and fatalities on the state's roadways. The South Carolina Traffic Records system is the |

	foundation for the state's traffic safety programming. Projects identified in the state's Traffic Records Strategic Plan (TRSP) and intended to improve the accuracy, timeliness, accessibility, integration, completeness, and uniformity of the TRS will be prioritized, funded, and evaluated for effectiveness.

Target(s)	**C-1:** To keep total fatalities constant, from a five-year average of 1,059 to a five-year average of 1,059 (2020 - 2024 rolling average) by 2024.
	C-2: To reduce serious traffic injuries by 10.9% from the 2017-2021 baseline average of 2,862 to 2,549 (2020 - 2024 rolling average) by 2024.
	C-3: To reduce fatalities/100 MVMT by 0.5% from a five-year average of 1.88 in 2017-2021 to 1.87 (2020 - 2024 rolling average) by 2024.
	   • **C-3R:** To decrease traffic fatalities/VMT in rural areas by 23.3% from the 2017-2021 baseline average of 2.62 to 2.01 for 2024.
	   • **C-3U:** To decrease traffic fatalities/VMT in urban areas by 0.8% from the 2017-2021 baseline average of 1.27 to 1.26 for 2024.
	C-4: To reduce unrestrained passenger vehicle occupant fatalities 0.6 percent from 338 (2017-2021 rolling average) to 336 for 2024.
	   • To reduce unrestrained passenger vehicle occupant fatalities 0.9 percent from 338 (2017-2021 rolling average) to 335 for 2025.
	   • To reduce unrestrained passenger vehicle occupant fatalities 1.2 percent from 338 (2017-2021 rolling average) to 334 for 2026.
	C-5: To reduce alcohol impaired driving fatalities 0.3 percent from 318 (2017-2021 rolling average) to 317 for 2024.
	   • To reduce alcohol impaired driving fatalities 0.6 percent from 318 (2017-2021 rolling average) to 316 for 2025.
	   • To reduce alcohol impaired driving fatalities 0.9 percent from 318 (2017-2021 rolling average) to 315 for 2026.
	C-6: To reduce speeding-related fatalities by 5.6 percent from 462 (2017-2021 rolling average) to 436 for 2024.
	   • To reduce speeding-related fatalities by 5.8 percent from 462 (2017-2021 rolling average) to 435 for 2025.
	   • To reduce speeding-related fatalities by 6.1 percent from 462 (2017-2021 rolling average) to 434 for 2026.
	C-7: To reduce motorcyclist fatalities by 6.0 percent from 151 (2017-2021 rolling average) to 142 for 2024.
	   • To reduce motorcyclist fatalities by 6.6 percent from 151 (2017-2021 rolling average) to 141 for 2025.
	   • Reduce motorcyclist fatalities by 7.3 percent from 151 (2017-2021 rolling average) to 140 for 2026.
	C-8: To reduce unhelmeted motorcyclist fatalities 1.0 percent from 103 (2017-2021 rolling average) to 102 for 2024.
	   • To reduce unhelmeted motorcyclist fatalities 2.0 percent from 103 (2017-2021 rolling average) to 101 for 2025.
	   • To reduce unhelmeted motorcyclist fatalities 1.0 percent from 103 (2017-2021 rolling average) to 100 for 2026.
	C-9: To reduce drivers age 20 and younger involved in fatal crashes by 5.6 percent from 125 (2017-2021 rolling average) to 118 for 2024.
	   • To reduce drivers age 20 and younger involved in fatal crashes by 6.4 percent from 125 (2017-2021 rolling average) to 117 for 2025.

	• To reduce drivers age 20 and younger involved in fatal crashes by 7.2 percent from 125 (2017-2021 rolling average) to 116 for 2024. **C-10:** To reduce pedestrian fatalities by 0.6 percent from 172 (2017-2021 rolling average) to 171 for 2024. • To reduce pedestrian fatalities by 1.2 percent from 172 (2017-2021 rolling average) to 170 for 2025. • To reduce pedestrian fatalities by 1.7 percent from 172 (2017-2021 rolling average) to 169 for 2026. **C-11:** To reduce bicyclist fatalities 9.5 percent from 21 (2017-2021 rolling average) to 19 for 2024. • To reduce bicyclist fatalities 14.3 percent from 21 (2017-2021 rolling average) to 18 for 2025. • To reduce bicyclist fatalities 19 percent from 21 (2017-2021 rolling average) to 17 for 2026. **C-12:** To reduce moped traffic fatalities by 10.7 percent from the 2017-2021 baseline average of 28 to 25 for 2024. • To reduce moped traffic fatalities by 14.3 percent from the 2017-2021 baseline average of 28 to 24 for 2025. • To reduce moped traffic fatalities by 17.9 percent from the 2017-2021 baseline average of 28 to 23 for 2026. **B-1:** To increase the observed seat belt usage rate by 0.9 percentage points from 90.1 percent in 2021 to 91.0 percent by 2024. • To increase the observed seat belt usage rate by 1 percentage point from 90.1 percent in 2021 to 91.1 percent by 2025. • To increase the observed seat belt usage rate by 1.1 percentage points from 90.1 percent in 2021 to 91.2 percent by 2026.
Estimated 3-year funding allocation	Year 1 : $689,500; Year 2: $703,290; Year 3: $717,356
Strategy to project considerations	As outlined in Highway Safety Program Guideline No. 10: • The state's TRS consists of the following major components: Crash Data; Roadway Data; Driver Data; Vehicle Data; Citation/Adjudication Data; and Statewide Injury Surveillance System Data. The state's TRS provides integrated access to the each component. • Links exist between the case management systems of the South Carolina Judicial Branch's Case Management System (CMS), law enforcement records systems, and DMV system, SCUTTIES, which enables information sharing to support citation tracking, case tracking and disposition reporting. • The state uses its TRS to support an array of traffic safety activities, including Problem ID.

Section 5: Performance Report

| Performance Measure: | 2024 HSP | | | | |
	Target Period	Target Year(s)	Target Value FY23 HSP	Data Source*/ FY23 Progress Results	On Track to Meet FY23 Target YES/NO/In-Progress (Must be Accompanied by Narrative**)
C-1) Total Traffic Fatalities	5 year	2019-2023	1,119	2017-2021 FARS 1,059	Yes
C-2) Serious Injuries in Traffic Crashes	5 year	2019-2023	2,868	2018-2022 State 2,800	Yes
C-3) Fatalities/VMT	5 year	2019-2023	1.940	2017-2021 FARS 1.88	Yes
C-4) Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions	Annual	2023	324	2021 FARS 379	No
C-5) Alcohol-Impaired Driving Fatalities	Annual	2023	305	2021 FARS 401	No
C-6) Speeding-Related Fatalities	Annual	2023	442	2021 FARS 486	No
C-7) Motorcyclist Fatalities	Annual	2023	151	2021 FARS 177	In Progress
C-8) Unhelmeted Motorcyclist Fatalities	Annual	2023	107	2021 FARS 112	In Progress
C-9) Drivers Age 20 or Younger Involved in Fatal Crashes	Annual	2023	116	2021 FARS 148	No
C-10) Pedestrian Fatalities	Annual	2023	162	2021 FARS 190	No
C-11) Bicyclist Fatalities	Annual	2023	20	2021 FARS 23	No
B-1) Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey)	Annual	2023	90.4%	2022 NHTSA-Certified State Survey 90.6	Yes
C-3R) Fatalities/VMT (Rural) (FARS, FHWA)	Annual	2019-2023	2.73	2017-2021 FARS 2.62	Yes
C-3U) Fatalities/VMT (Urban) (FARS, FHWA)	Annual	2019-2023	1.00	2017-2021 FARS 1.27	No
C-12) Number of Moped Fatalities	Annual	2023	29	2021 FARS 25	Yes

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

>**Program-Area-Level Report:** Preliminary state data compiled by the OHSJP's Statistical Analysis & Research Section (SARS) indicates there were 1,090 traffic fatalities in 2022 (preliminary state data), with an estimated five year average of 1,079 for 2018-2022. This is a decrease of 9% from the 1,198 traffic fatalities in 2021. Current projections for 2023 show between 1,050 and 1,100 fatalities if current trends continue. Given current estimates and projections, the state anticipates meeting its goal of a five year moving average of 1,119 for 2019-2023.

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

>**Program-Area-Level Report:** Preliminary state data compiled by the OHSJP's SARS indicates there were 2,537 serious traffic injuries in 2022, with an estimated five year average of 2,799 for 2018-2022. This is a decrease of 14.7% from the 2,974 serious traffic injuries in 2021. The data from 2009 to 2021 reflects a general downward trend. Based on prior year overall trends, the state expects the number of serious traffic injuries for 2023 to be between 2,500 and 2,800. If the general downward trend continues, the state does anticipate meeting its goal of a five year moving average of 2,868 serious traffic injuries for 2019-2023.

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

>**Program-Area-Level Report:** Preliminary state data compiled by the OHSJP's SARS indicates there were 1.88 traffic fatalities/VMT in 2022, with an estimated five year average of 1.90 for 2018-2022. This is a decrease of 9.6% from the 2.08 traffic fatalities/VMT in 2021. SCDOT projects a 2% increase in VMT from 2022 to 2023. The VMT and fatality projections for 2023 indicate a fatalities/VMT rate between 1.77 and 1.89. Given current estimates and projections, the state anticipates meeting its goal of a five year moving average of 1.94 traffic fatalities/VMT in 2019-2023.

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

>**Program-Area-Level Report:** Preliminary state data compiled by the OHSJP's SARS indicates there were 388 unrestrained motor vehicle occupant fatalities in 2022, with an estimated five year average of 354 for 2018-2022. This is an increase of 2.4% from the 379 unrestrained motor vehicle occupant fatalities in 2021. The state projects 385 unrestrained motor vehicle occupant fatalities in 2023 given current trends. Given current estimates and projections, the state does not anticipate meeting its goal of 324 unrestrained motor vehicle occupant fatalities in 2023.

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

> **Program-Area-Level Report:** Preliminary state data compiled by the OHSJP's SARS indicates there were 431 alcohol-impaired driving fatalities in 2022, with an estimated five year average of 343 for 2018-2022. This is an increase of 7.5% from the 401 alcohol-impaired driving fatalities in 2021. Given the imputation methodology and the state collection for alcohol-related collisions, the state cannot make any projections for 2023. If the annual trend of the past few years continues, the state does not anticipate meeting its goal of 305 alcohol-impaired driving fatalities in 2023.

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

> **Program-Area-Level Report:** Preliminary state data compiled by the OHSJP's SARS indicates there were 388 speeding-related traffic fatalities in 2022, with an estimated five year average of 456 for 2018-2022. This is a decrease of 20.2% from the 486 speeding-related traffic fatalities in 2021. The state projects between 440 and 495 speeding-related fatalities in 2023 given 2017-2021 trends. Given current projections, the state does not anticipate meeting its goal of 442 speeding-related traffic fatalities in 2023.

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

> **Program-Area-Level Report:** Preliminary state data compiled by the OHSJP's SARS indicates there were 167 motorcyclist fatalities (including moped operators) in 2022, with an estimated five year average of 155 for 2018-2022. This is a decrease of 5.6% from the 177 motorcyclist fatalities (including moped operators) in 2021. The state projects between 137 and 165 motorcyclist fatalities (including moped operators) in 2023 given current trends. Given current projections, the state cannot anticipate if it will or will not meet its goal of 151 motorcyclist fatalities (including moped operators) in 2023.

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

> **Program-Area-Level Report:** Preliminary state data compiled by the OHSJP's SARS indicates there were 104 unhelmeted motorcyclist fatalities (includes moped operators) in 2022, with an estimated five year average of 104 for 2018-2022. This is a decrease of 7.1% from the 112 unhelmeted motorcyclist fatalities (includes moped operators) in 2021. The state projects between 96 and 116 unhelmeted motorcyclist fatalities (includes moped operators) in 2023 given current trends. Given current projections, the state cannot anticipate if it will or will not meet its goal of 107 unhelmeted motorcyclist fatalities (includes moped operators) in 2023.

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

> **Program-Area-Level Report:** Preliminary state data compiled by the OHSJP's SARS indicates there were 109 drivers age 20 and under involved in fatal collisions in 2022, with an estimated five year average of 122 for 2018-2022. This is a decrease of 26.4% from the 148 drivers age 20 and under involved in fatal collisions in 2021. The state projects between 110 and 132 drivers age 20 and under involved in fatal collisions in 2023 given current trends. Given current projections, the state does not anticipate meeting its goal of 116 drivers age 20 and under involved in fatal collisions in 2023.

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

> **Program-Area-Level Report:** Preliminary state data compiled by the OHSJP's SARS indicates there were 173 pedestrian traffic fatalities in 2022, with an estimated five year average of 176 for 2018-2022. This is a decrease of 8.9% from the 190 pedestrian traffic fatalities in 2021. The state projects between 173 and 179 pedestrian traffic fatalities in 2023 given current trends. Given current projections, the state does not anticipate meeting its goal of 162 pedestrian traffic fatalities in 2023.

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

> **Program-Area-Level Report:** Preliminary state data compiled by the OHSJP's SARS indicates there were 26 bicyclist traffic fatalities in 2022, with an estimated five year average of 22 for 2018-2022. This is an increase of 13% from the 23 bicyclist traffic fatalities in 2021. The state projects between 19 and 29 bicyclist traffic fatalities in 2023 given current trends. Given current projections, the state does not anticipate meeting its goal of 20 bicyclist traffic fatalities in 2023.

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

> **Program-Area-Level Report:** Preliminary state data compiled by the OHSJP's SARS indicates there were 2.39 traffic fatalities/VMT (Rural) in 2022, with an estimated five year average of 2.55 for 2018-2022. This is a decrease of 5.5% from the 2.53 traffic fatalities/VMT (Rural) in 2021. The state projects a high-end fatalities/VMT (Rural) rate of 2.51 in 2023 given current trends. Given current estimates and projections, the state anticipates meeting its goal of 2.73 traffic fatalities/VMT (Rural) rate in 2023.

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

> **Program-Area-Level Report:** Preliminary state data compiled by the OHSJP's SARS indicates there were 1.45 traffic fatalities/VMT (Urban) in 2022, with an estimated five year average of 1.36 for 2018-2022. This is a decrease of 15.7% from the 1.72 traffic

fatalities/VMT (Urban) in 2021. The state projects a high end fatalities/VMT (Urban) rate of 1.73 in 2023 given current trends. Given current estimates and projections, the state does not anticipate meeting its goal of 1.00 traffic fatalities/VMT (Urban) rate in 2023.

Performance Measure: C-12) Number of moped traffic fatalities (State): To decrease moped traffic fatalities by 3.3% from the 2016-2020 baseline average of 30 to 29 by December 31, 2023.
> **Program-Area-Level Report:** Preliminary state data compiled by the OHSJP's Statistical Analysis & Research Section (SARS) indicates there were 23 moped traffic fatalities in 2022, with an estimated five year average of 26 for 2018-2022. This is a decrease of 8% from the 25 moped traffic fatalities in 2021. The state projects between 22 and 28 moped traffic fatalities in 2023 given current trends. Given current projections, the state anticipates meeting its goal of 29 moped traffic fatalities in 2023.

Performance Measure: B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey): To increase observed seatbelt usage rate by 0.1 percentage points from the 2019 baseline of 90.3% to 90.4% by December 31, 2023.
> **Program-Area-Level Report:** The annual seatbelt observational study indicated a 90.6% observed seatbelt usage rate in 2022, with an estimated five year average of 90.2% for 2018- 2022. This is an increase of 0.5 percentage points from the 90.1% observed seatbelt usage rate in 2021. The state anticipates meeting its goal of 90.4% observed seatbelt usage rate in 2023.

For FFY 2023, the state projects it will meet the following performance measures: traffic fatalities, serious injuries, fatalities/VMT and observed seat belt use. Countermeasures implemented in FFY 2022 and continued in FFY 2023 had a direct impact on the state's projected ability to meet these performance targets. In FFY 2022 the state achieved an increase in law enforcement network (LEN) participation, which led to enhanced enforcement activity throughout the state and an appropriate, corresponding increase in citations issued for traffic violations that contribute to traffic collisions and fatalities. LEN participation numbers thus far for FFY 2023 indicate an increase of 6.00% compared to 2022. The state also began engaging underserved audiences and hard-to-reach populations through its partnerships with the Catawba Indian Nation and the U.S. Air Force. In addition, the state saw an increase in the use of DREs in impaired driving investigations; an increase in overall participation across the state during *Sober or Slammer!* and *Operation Southern Slow Down* as well as increased sustained enforcement and nighttime seat belt activity during FFY 2022. To date, increases in sustained enforcement and nighttime seat belt activity have also occurred in FFY 2023 due to a 20% increase in the number of enforcement project subrecipients, and the addition of overtime enforcement activity hours to the state's highway safety program. The state also enhanced its Communication and Outreach countermeasure strategy through implementing new creatives for its sustained highway safety public information and education campaign. This campaign was intended to educate and inform the public of the dangers of various leading causes of collisions: improper lane change, driving too fast for conditions, speeding, distracted driving, and buckling up. The state also unveiled new messaging for its occupant protection campaign, "Buckle Up, South Carolina. Click it, don't risk it", which replaces the previous "Buckle Up, South Carolina. It is the law and it is enforced" slogan.

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