



Highway Safety...

It's a Team Effort

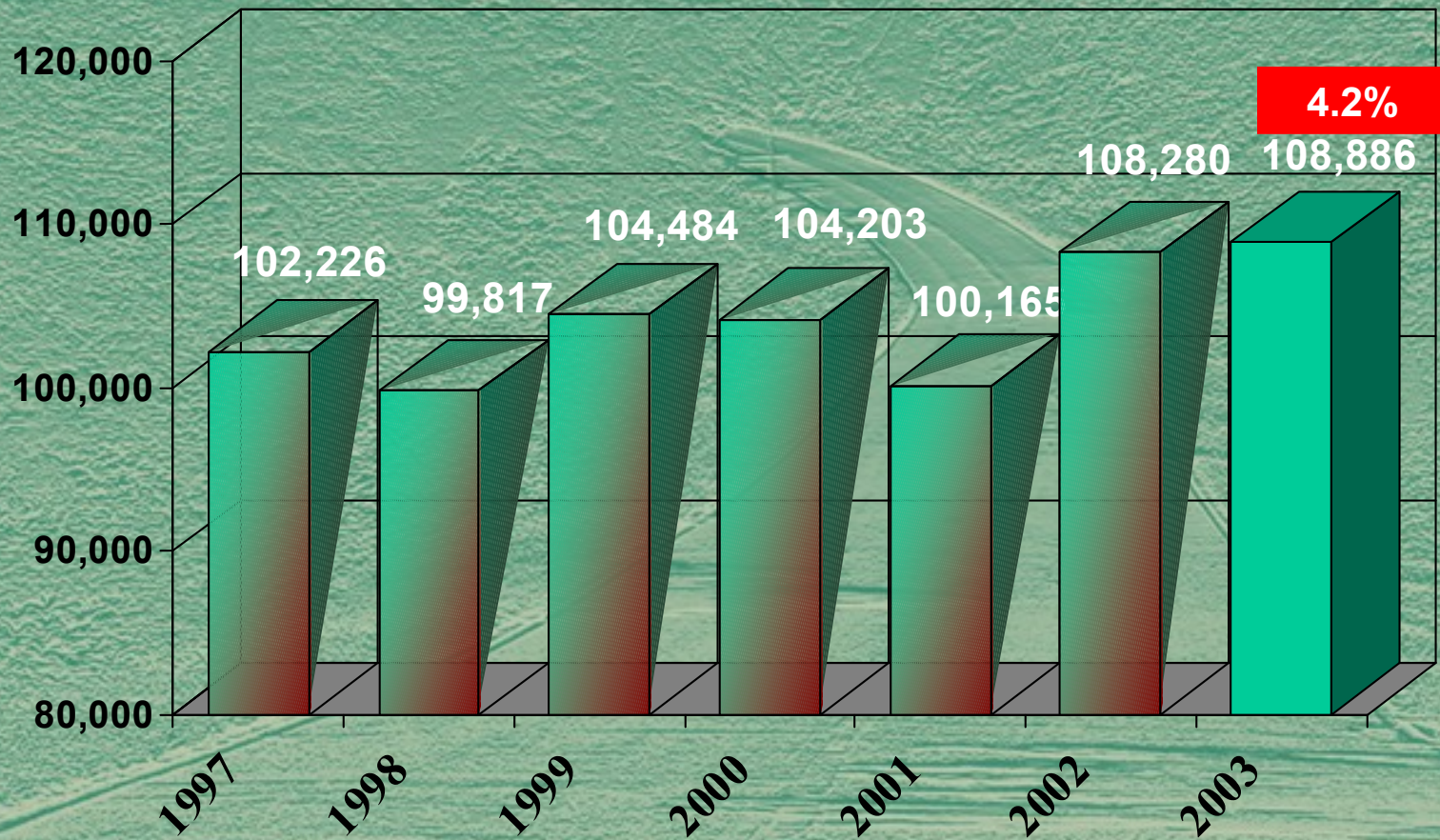
Terecia Wilson
Director of Safety

Today's Presentation

- **Review of Crash Trends**
- **Update on Legislation**
- **SCDOT Safety Programs**
- **Ways You Can Help**

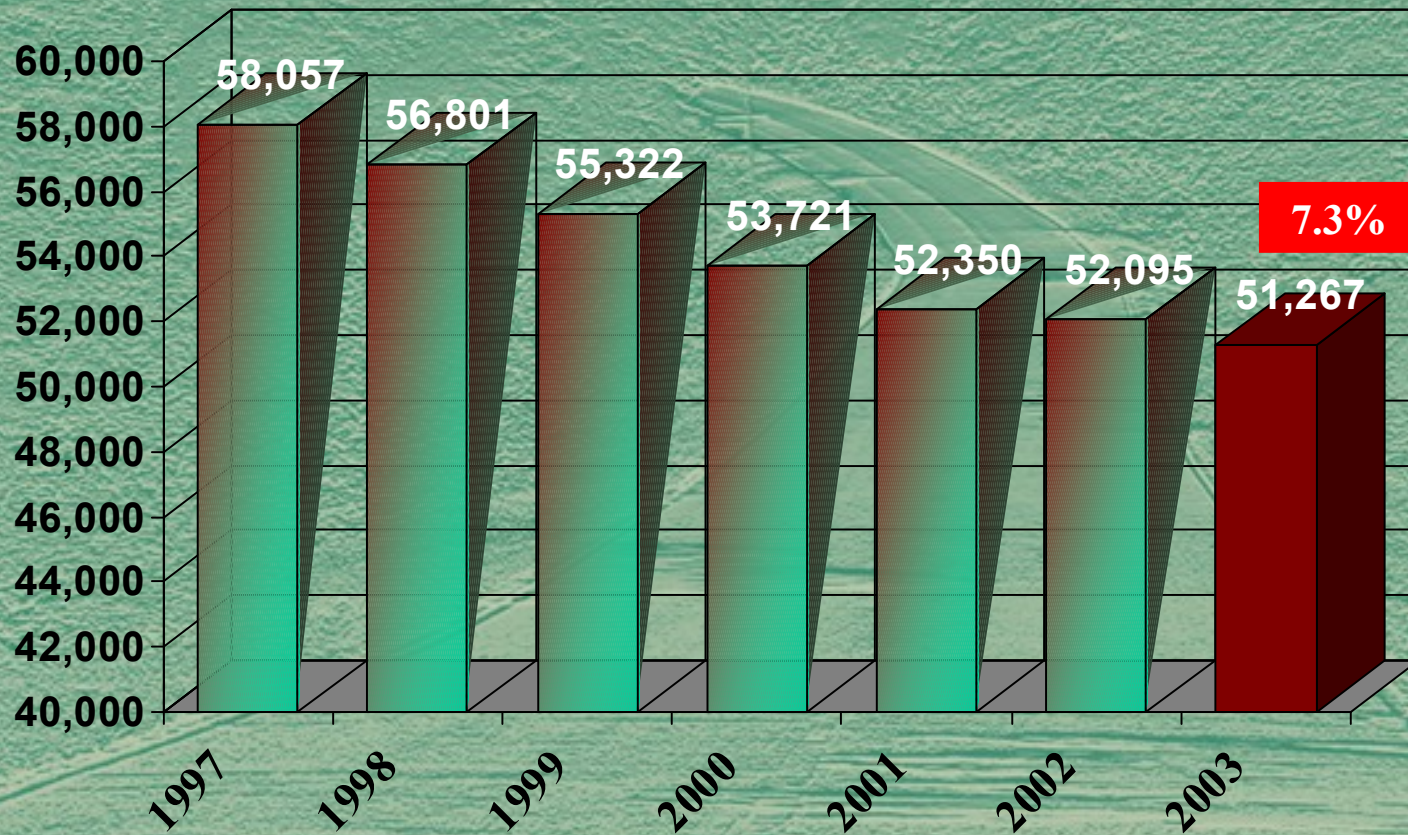
South Carolina Traffic Trends

Traffic Crashes



South Carolina Traffic Trends

Non-Fatal Traffic Injuries

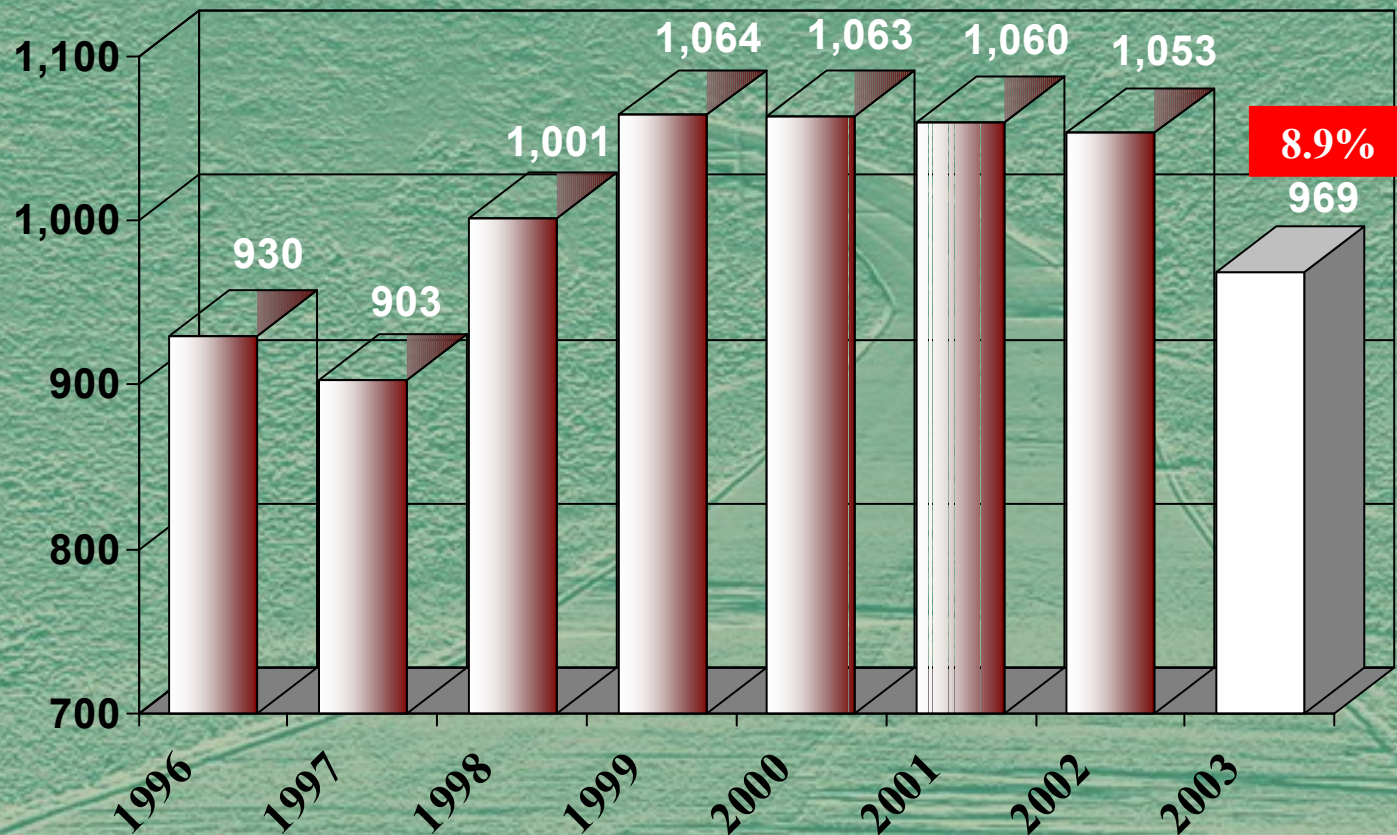


Source: SCDPS
2003 data is preliminary

SCDOT
November 2004

South Carolina Traffic Trends

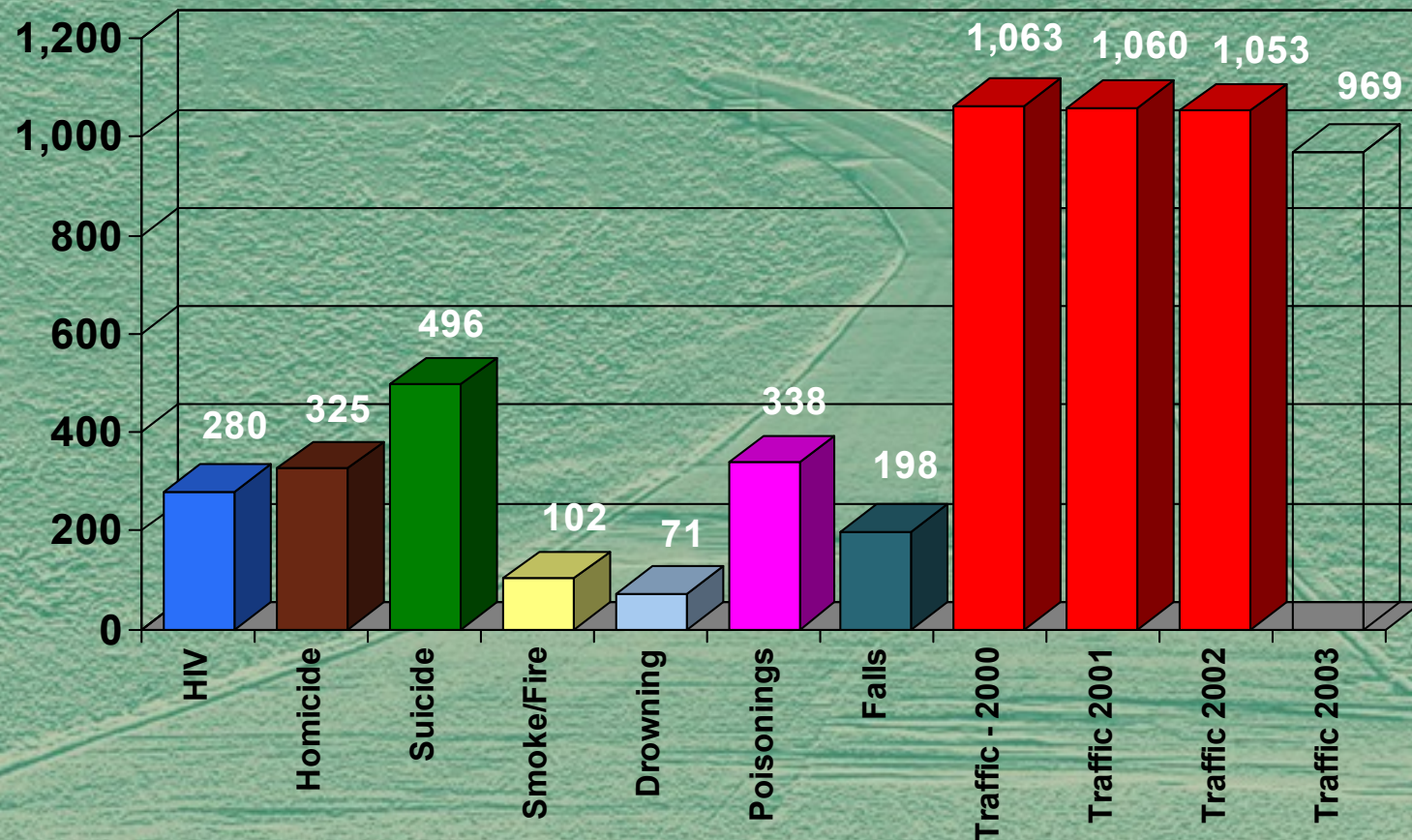
Traffic Fatalities



South Carolina Traffic Trends

Traffic Deaths vs. Deaths from Other Causes

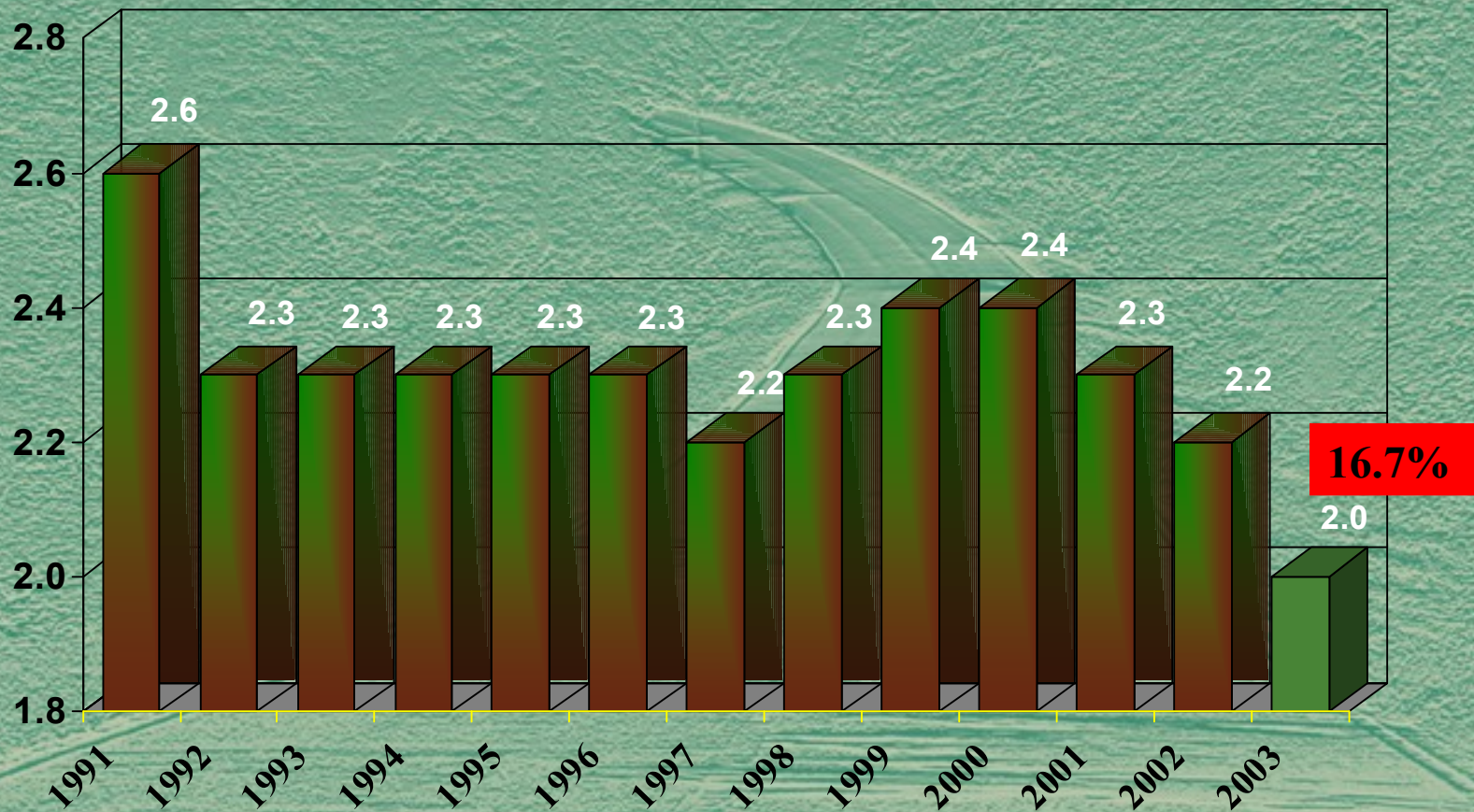
(Deaths from Other Causes are 2003 Figures as provided by SCDHEC)



South Carolina Traffic Trends

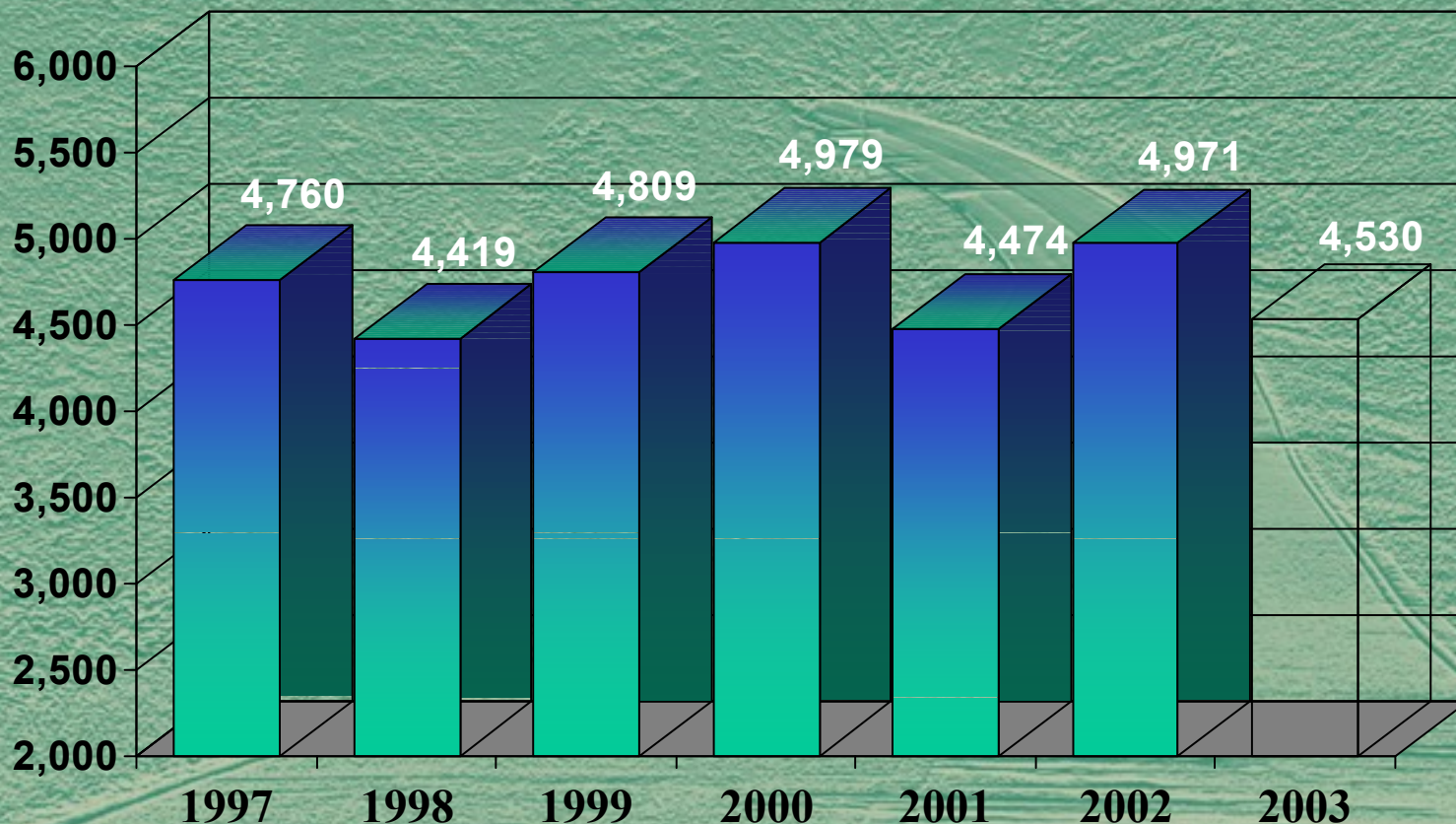
Mileage Death Rate

(Traffic Deaths per 100 million vehicle miles traveled)



South Carolina Traffic Trends

Alcohol/Drug Related Collisions

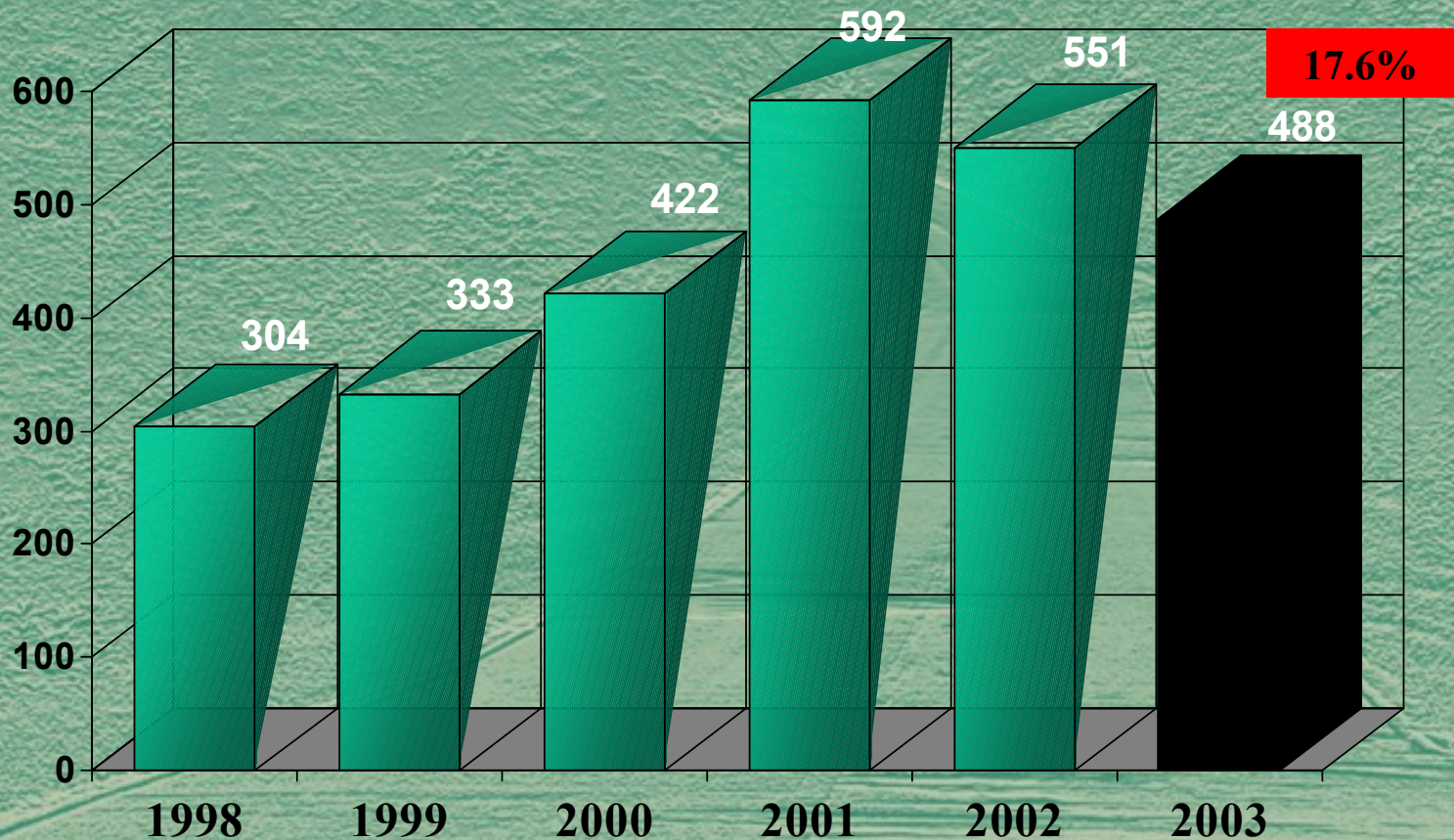


Source: SCDPS

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South Carolina Traffic Trends

Alcohol/Drug Related Fatalities

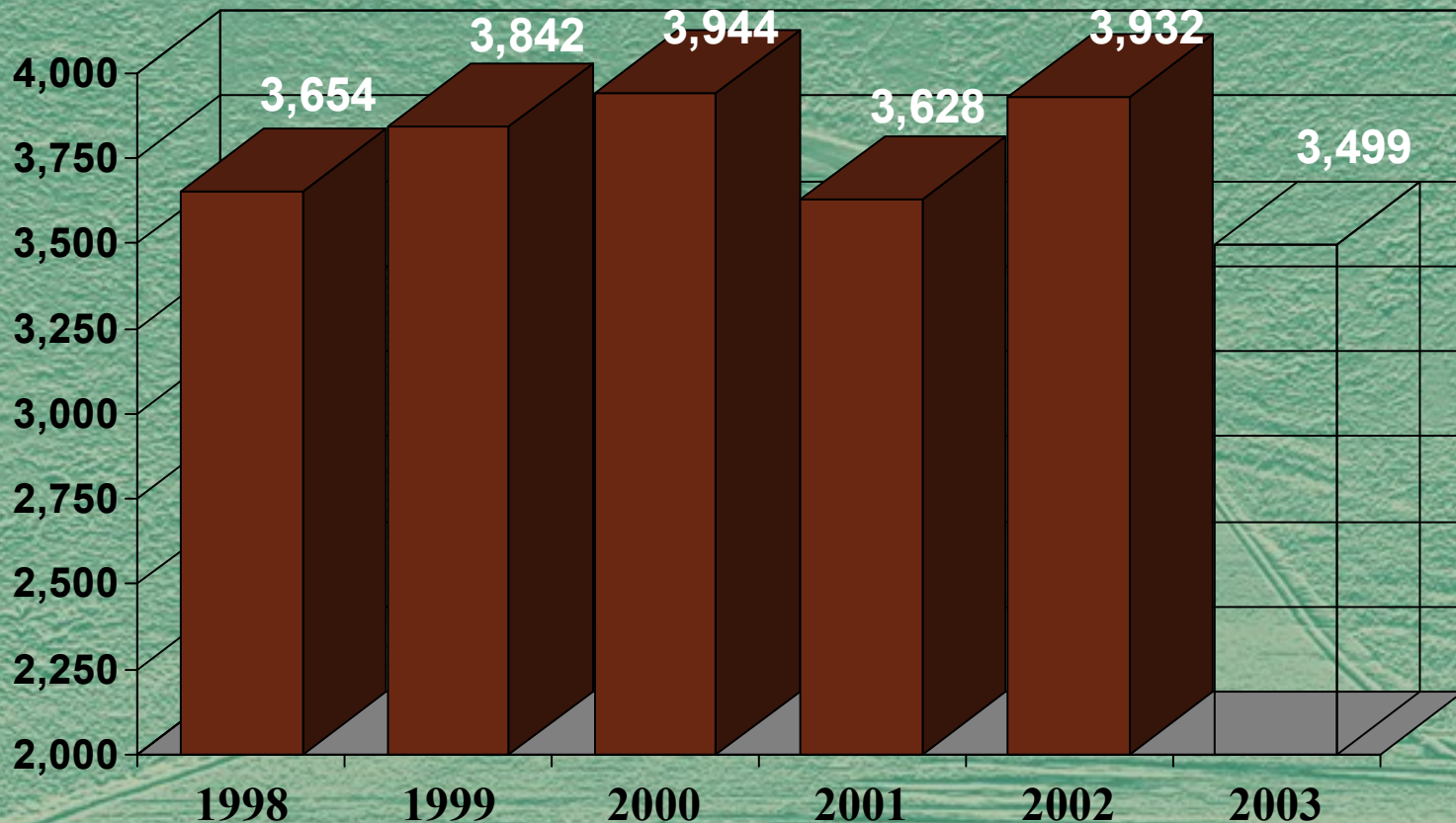


Source: FARS

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South Carolina Traffic Trends

Non-Fatal Injuries in Alcohol Involved Collisions



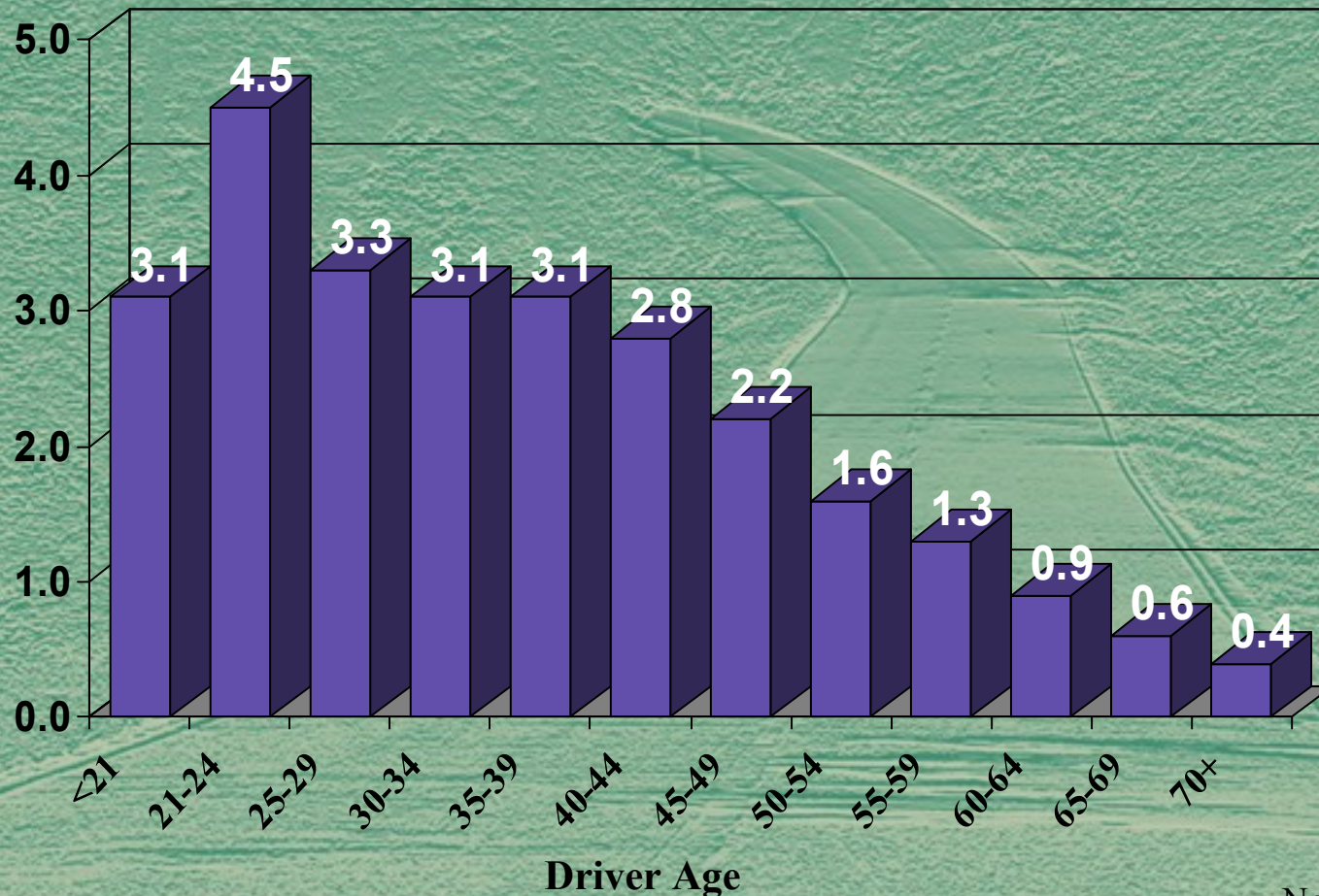
Source: SCDPS

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November 2004

South Carolina Traffic Trends

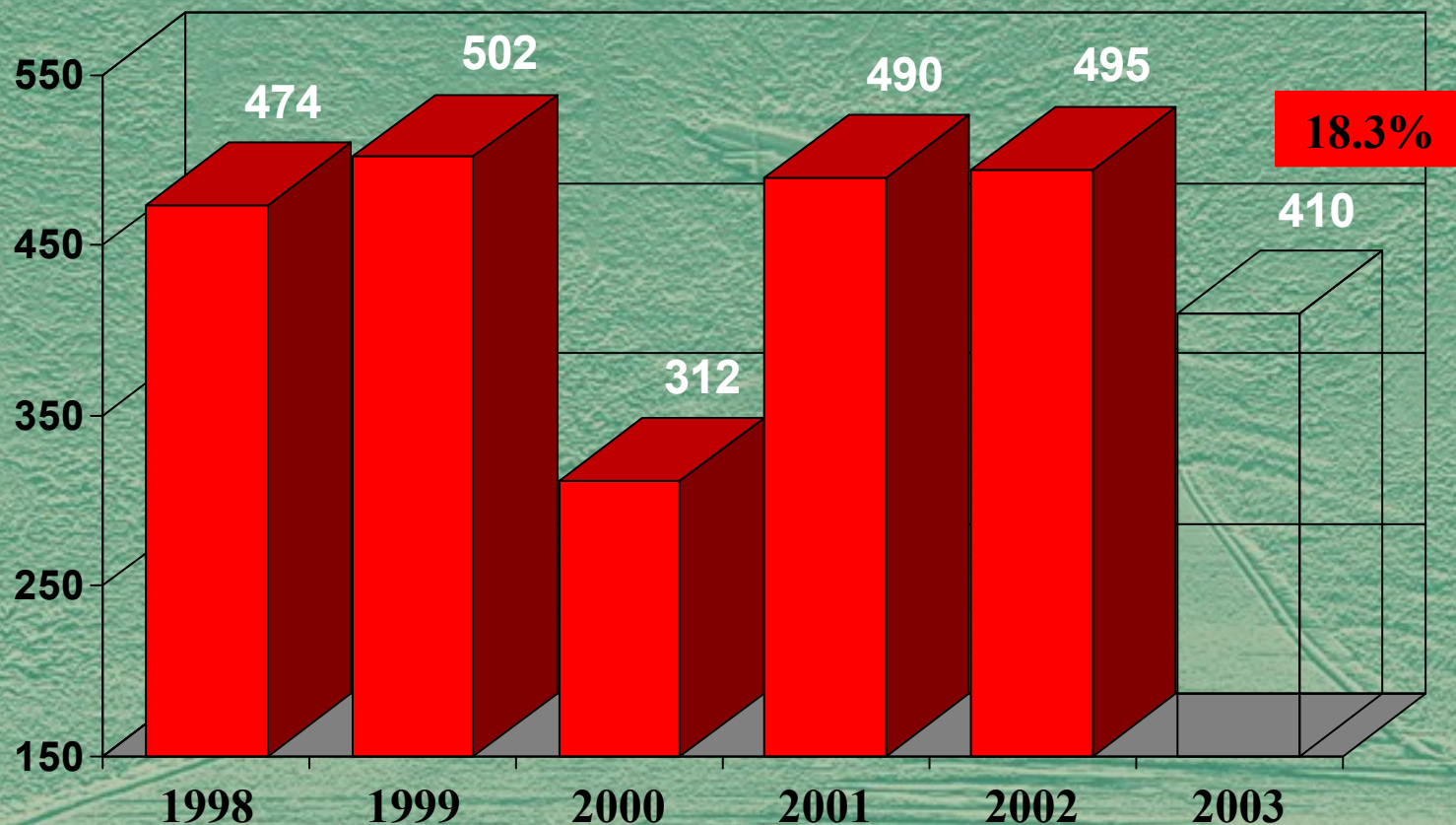
Drivers Involved in Traffic Collisions Where the Probable Cause was Alcohol or Drugs - 2002

(Per 1,000 Licensed Drivers)



South Carolina Traffic Trends

Fatalities in Speed Related Collisions

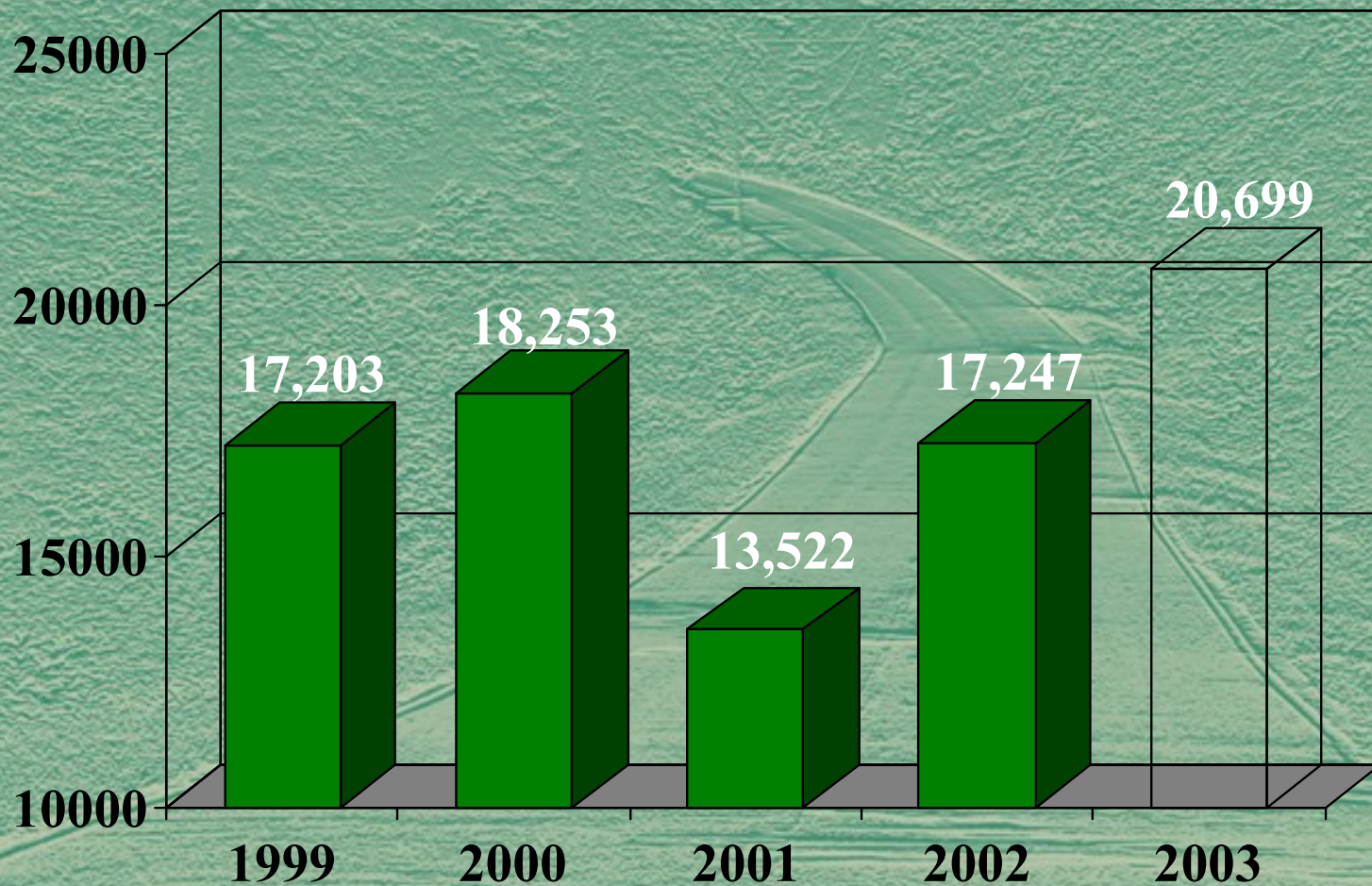


Source: FARS

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November 2004

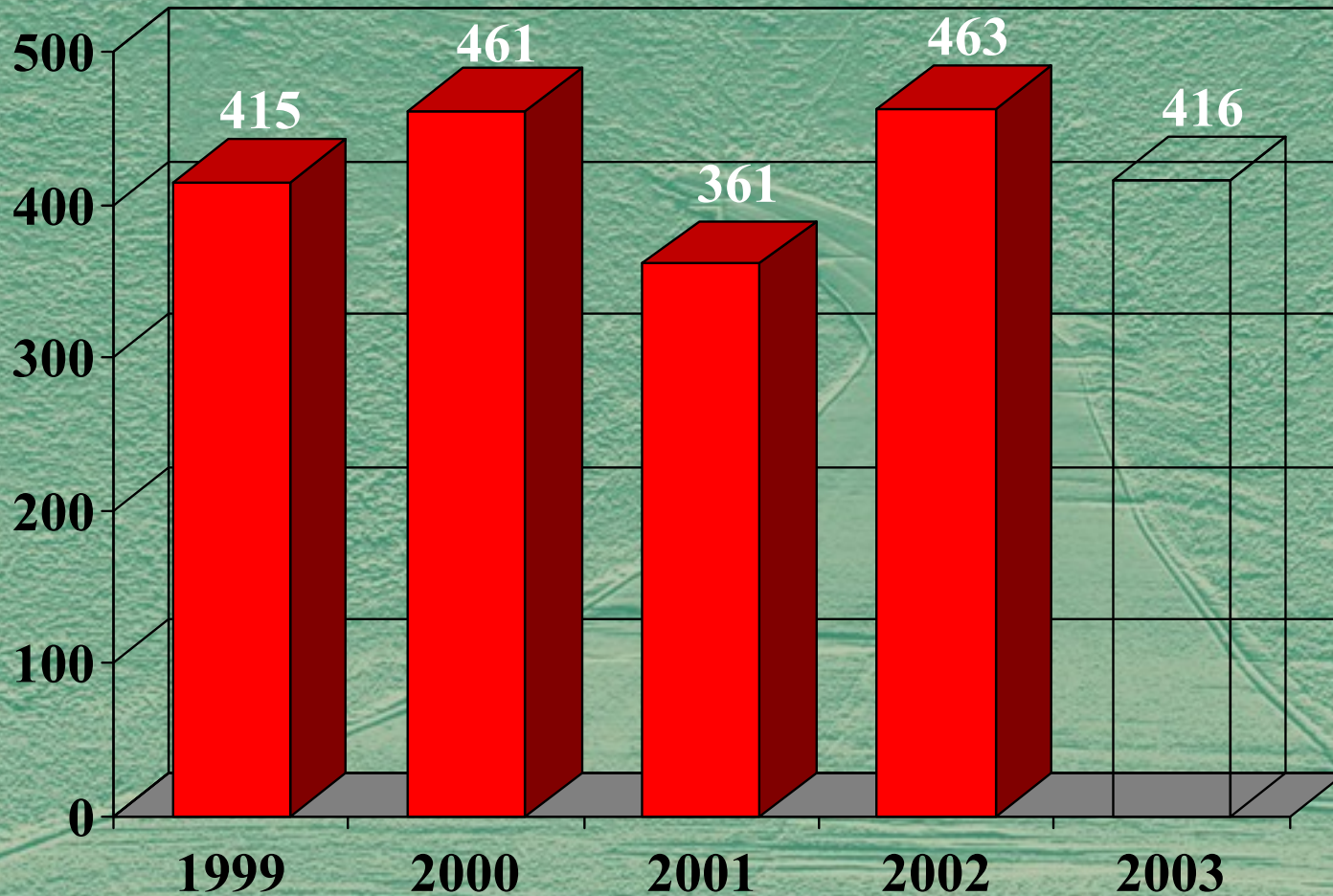
South Carolina Traffic Trends

Run-Off-Road Crashes



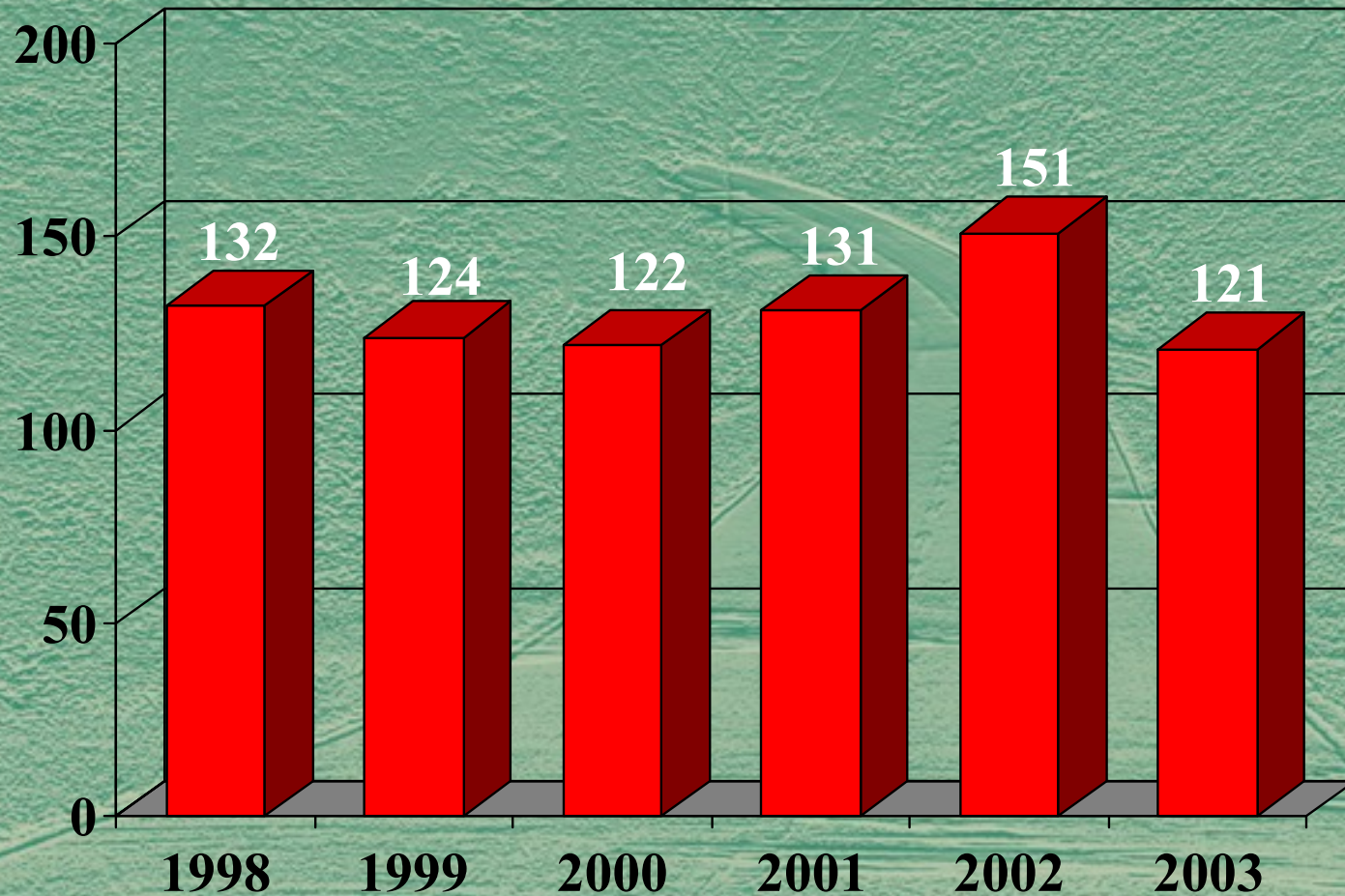
South Carolina Traffic Trends

Run-Off-Road Fatalities



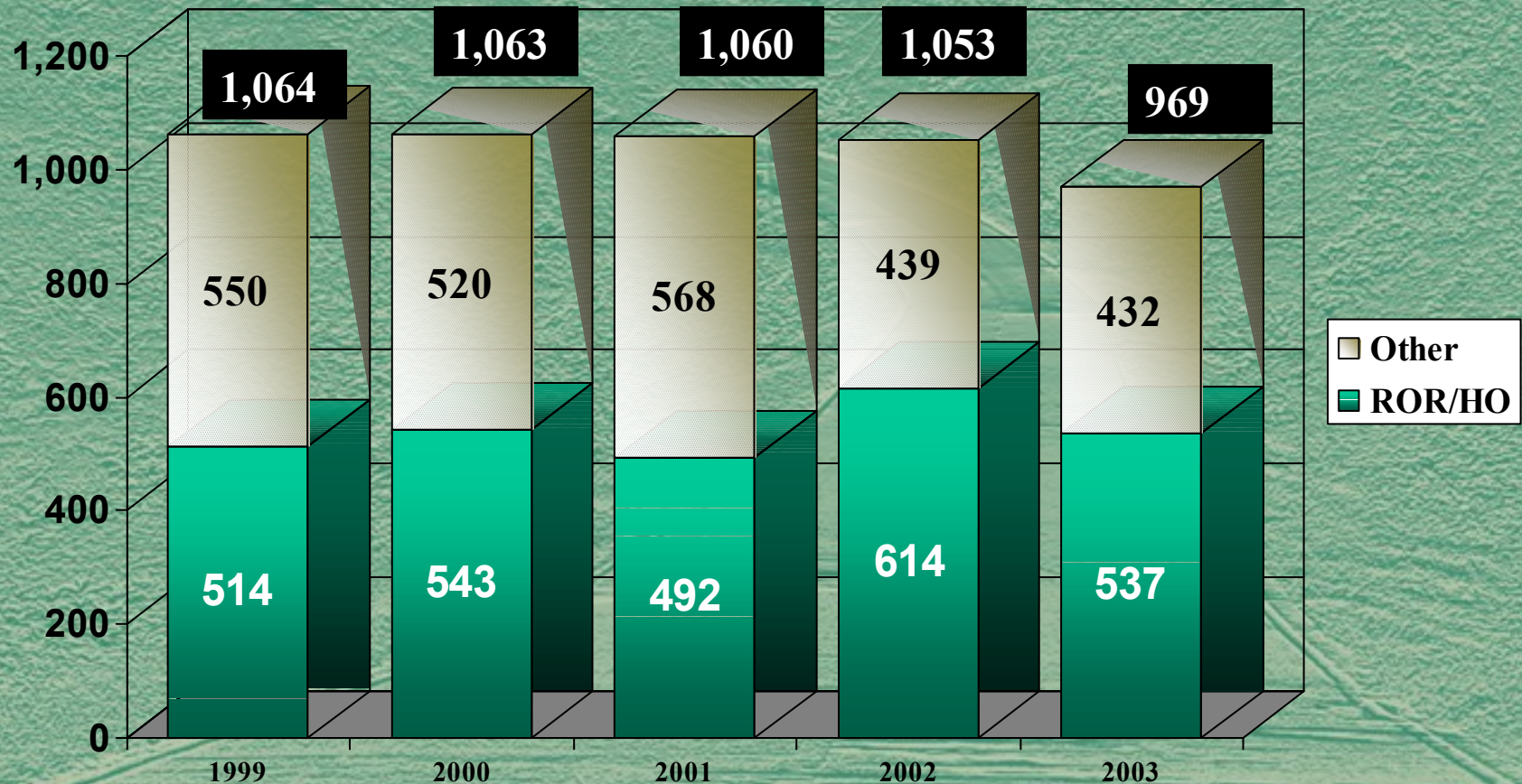
South Carolina Traffic Trends

Head-on Traffic Fatalities



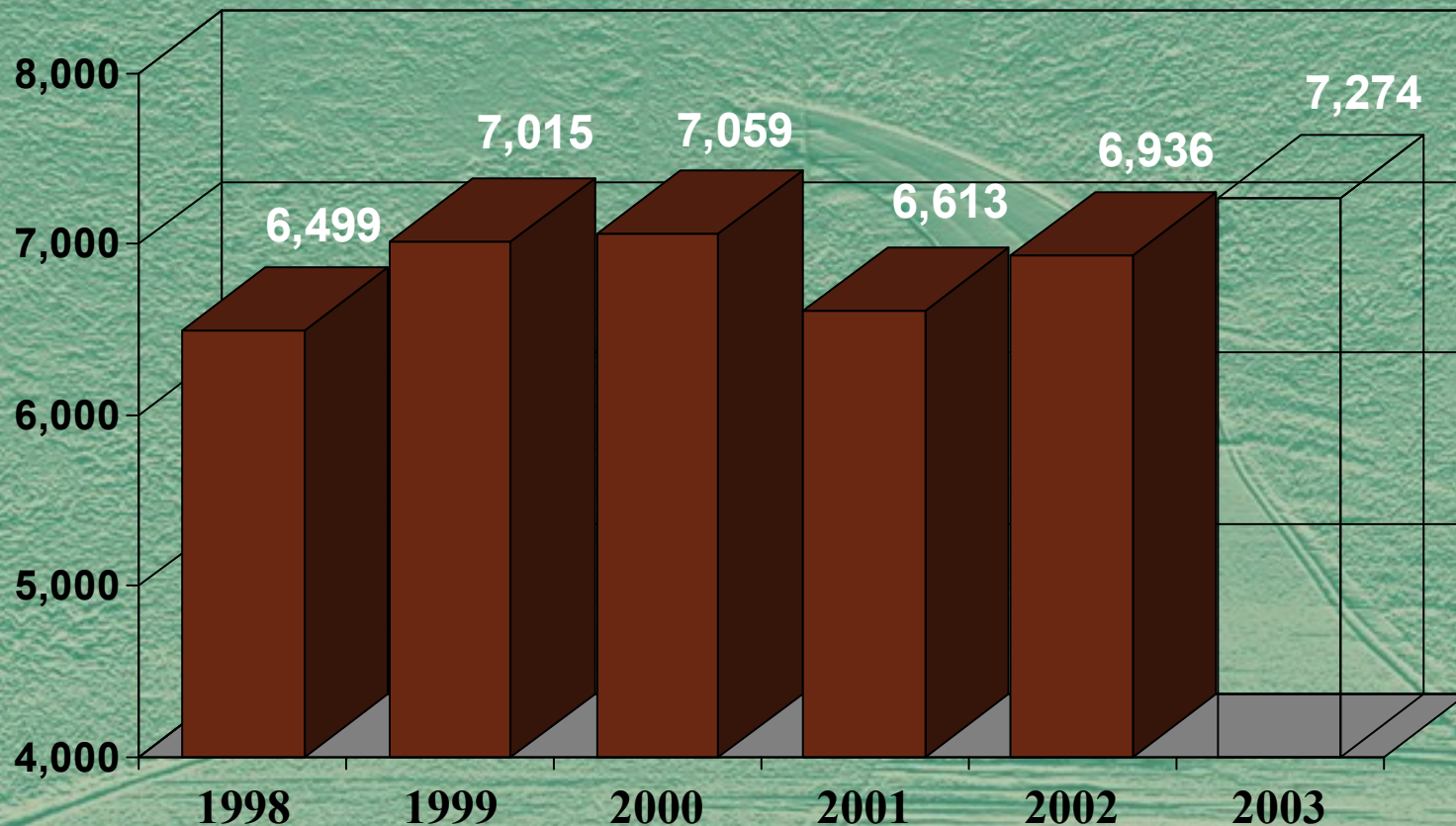
South Carolina Traffic Trends

Run-off-Road/Head On Fatalities Compared to all Fatalities
1999-2003



South Carolina Traffic Trends

Following-Too-Closely Traffic Collisions

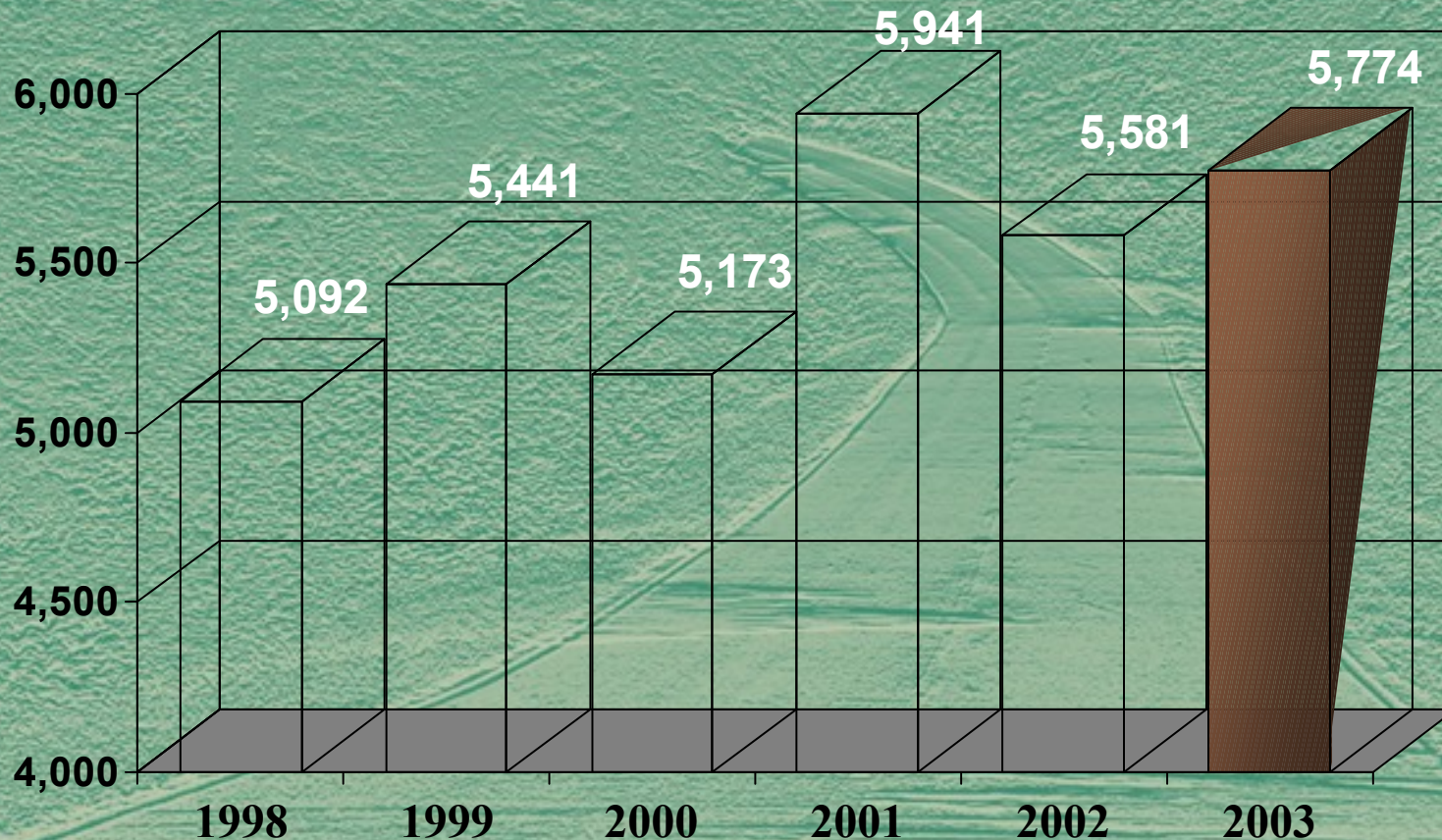


Source: SCDPS

SCDOT
November 2004

South Carolina Traffic Trends

Traffic Collisions with Disregarding Sign/Signal as the Probable Cause as the Probable Cause



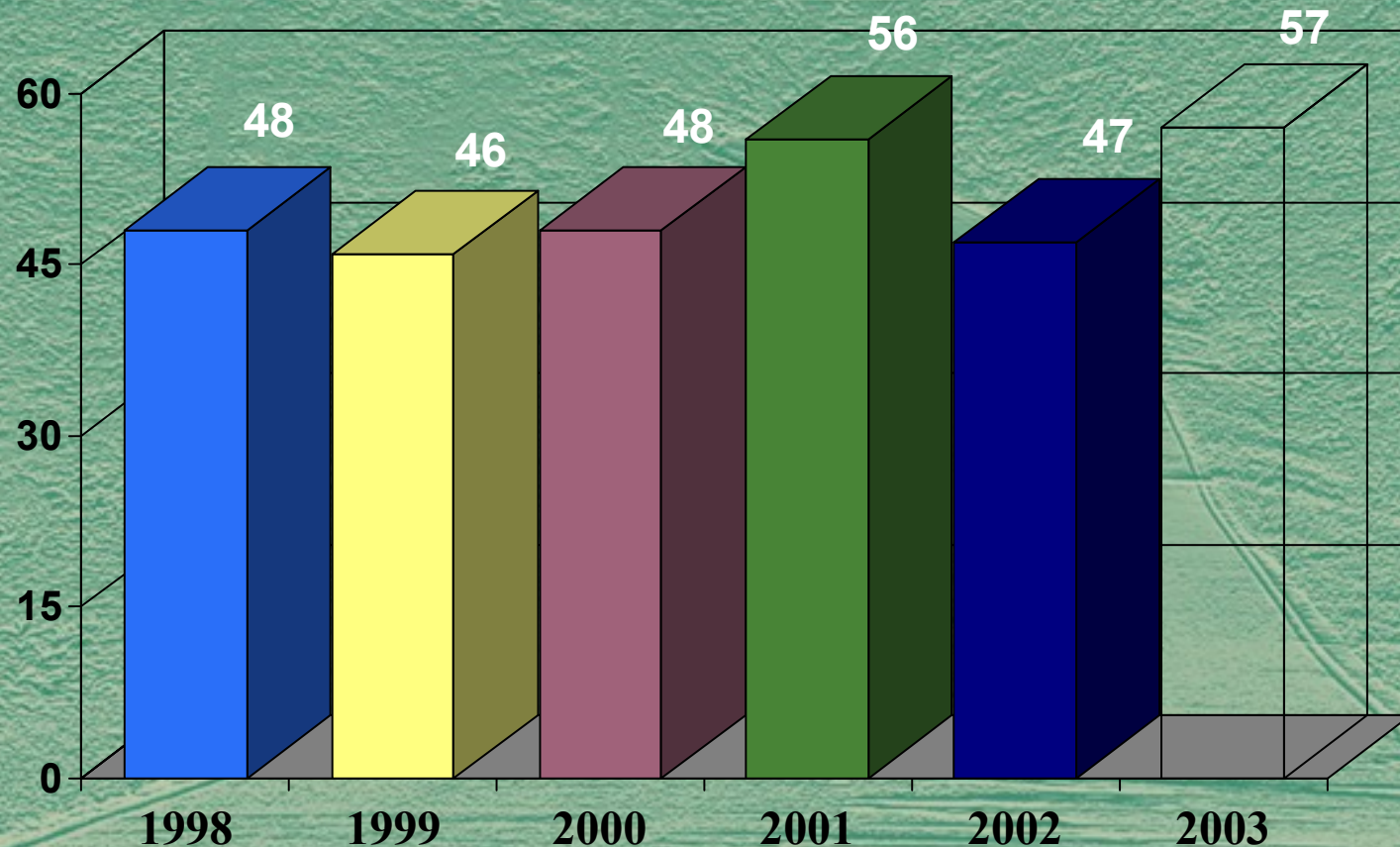
Source: SCDPS

2001 figures are preliminary

SCDOT
November 2004

South Carolina Traffic Trends

Traffic Fatalities with Disregarded Sign/Signal the Probable Cause

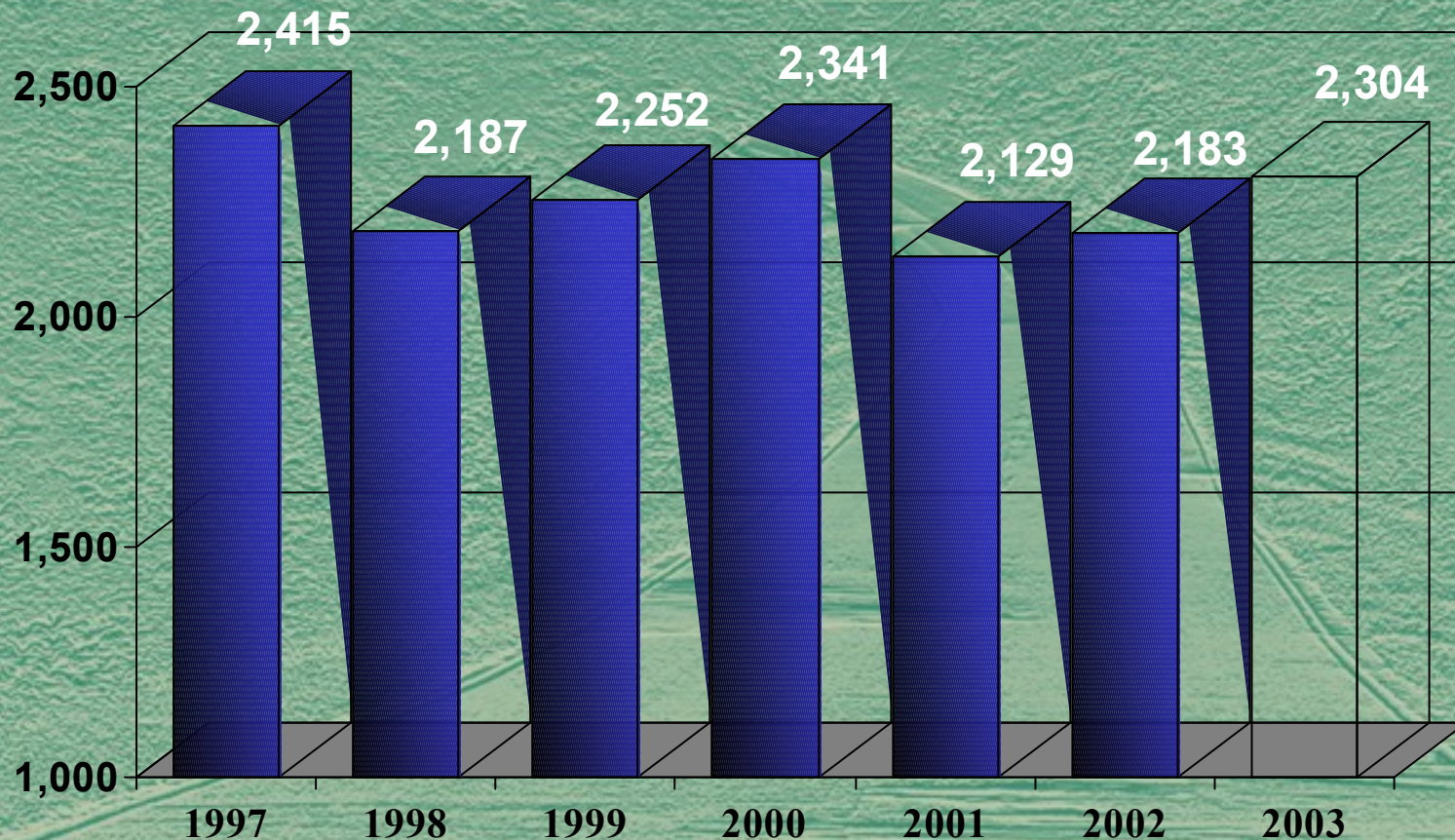


Source: SCDPS
2003 figures are preliminary

SCDOT
November 2004

South Carolina Traffic Trends

Traffic Collisions with Improper Turn as the Probable Cause

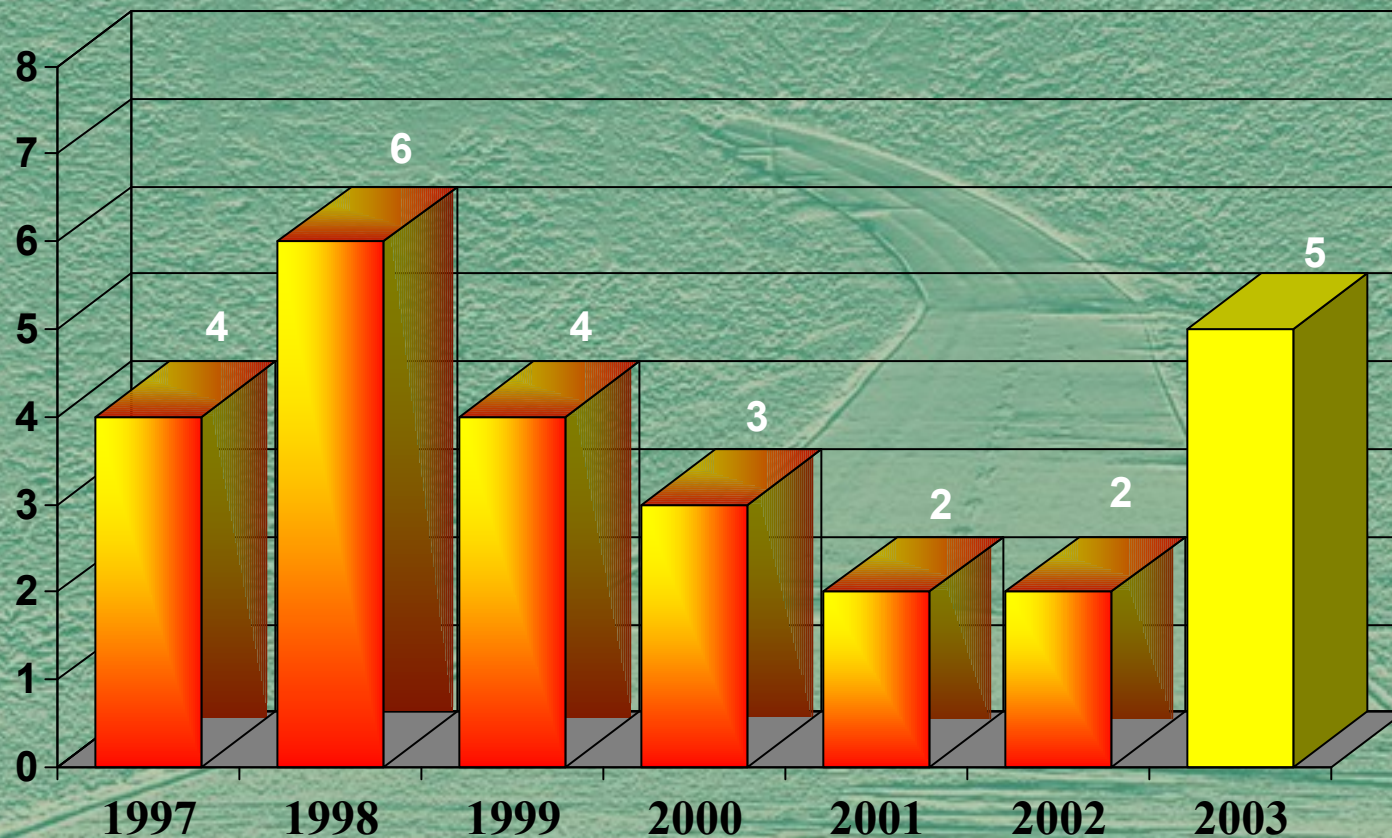


Source: SCDPS

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South Carolina Traffic Trends

Traffic Fatalities with Improper Turn as the Probable Cause

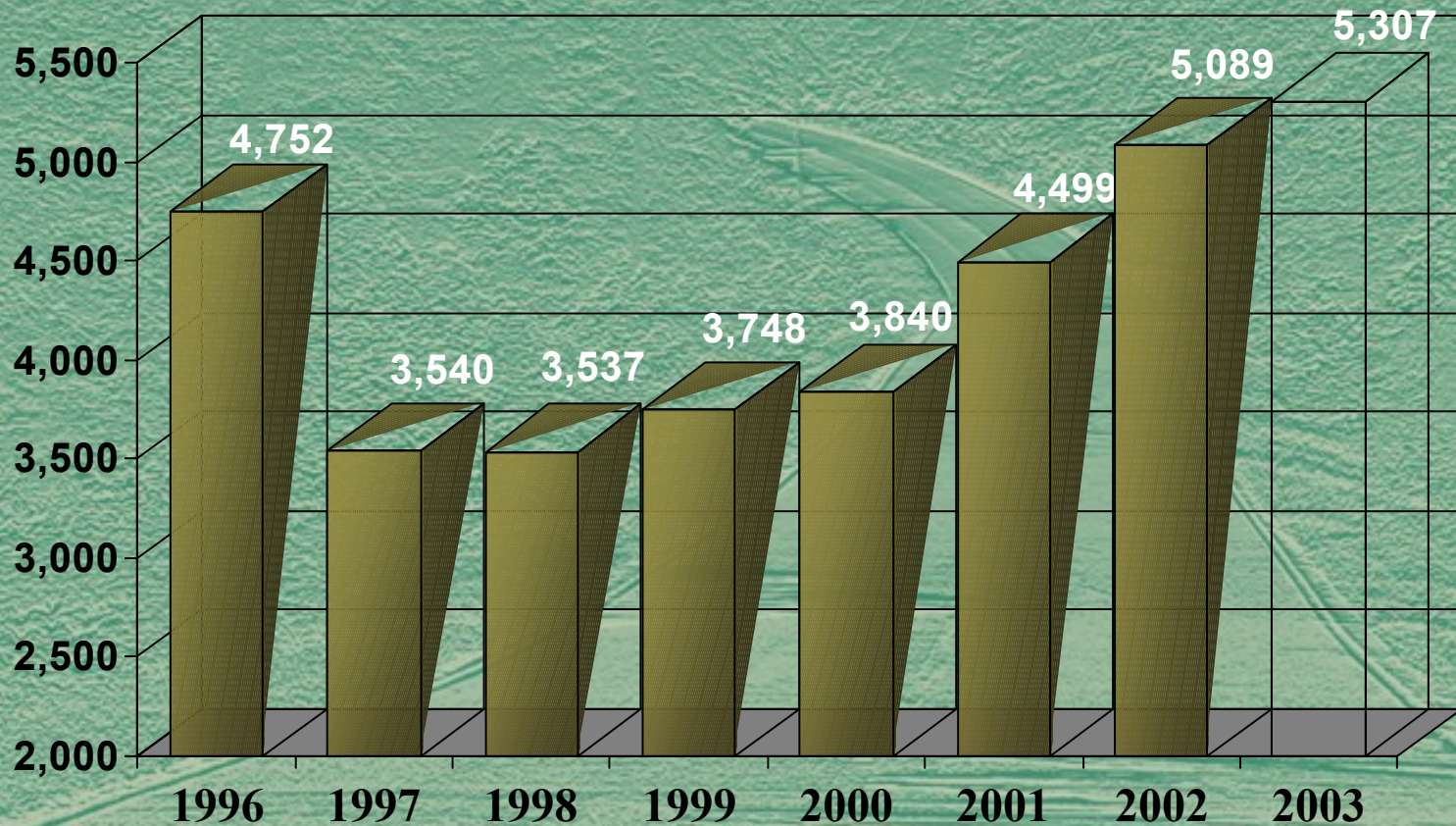


Source: SCDPS

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November 2004

South Carolina Traffic Trends

Traffic Collisions with Improper Lane Change as the Probable Cause

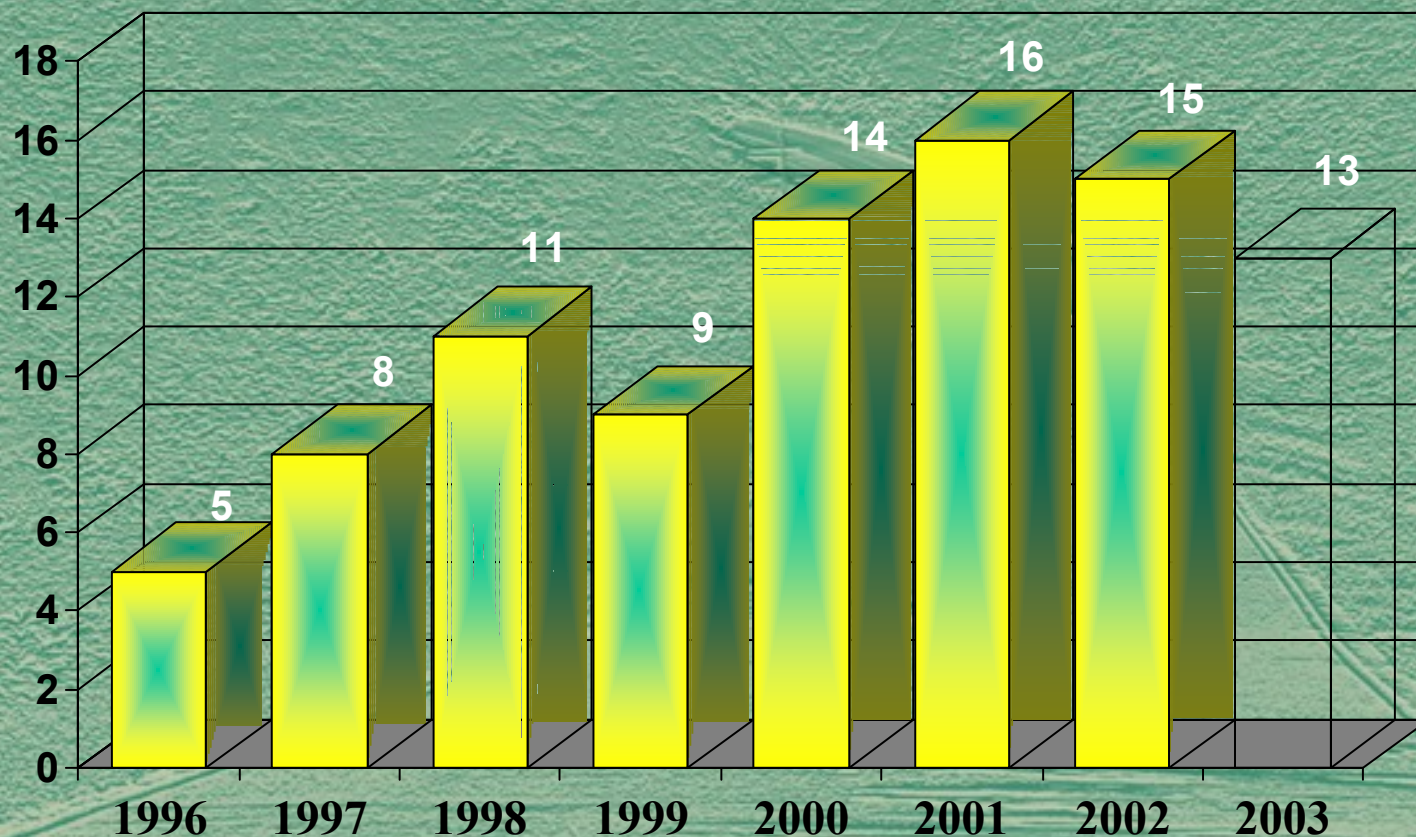


Source: SCDPS

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November 2004

South Carolina Traffic Trends

Traffic Fatalities with Improper Lane Change as the Probable Cause

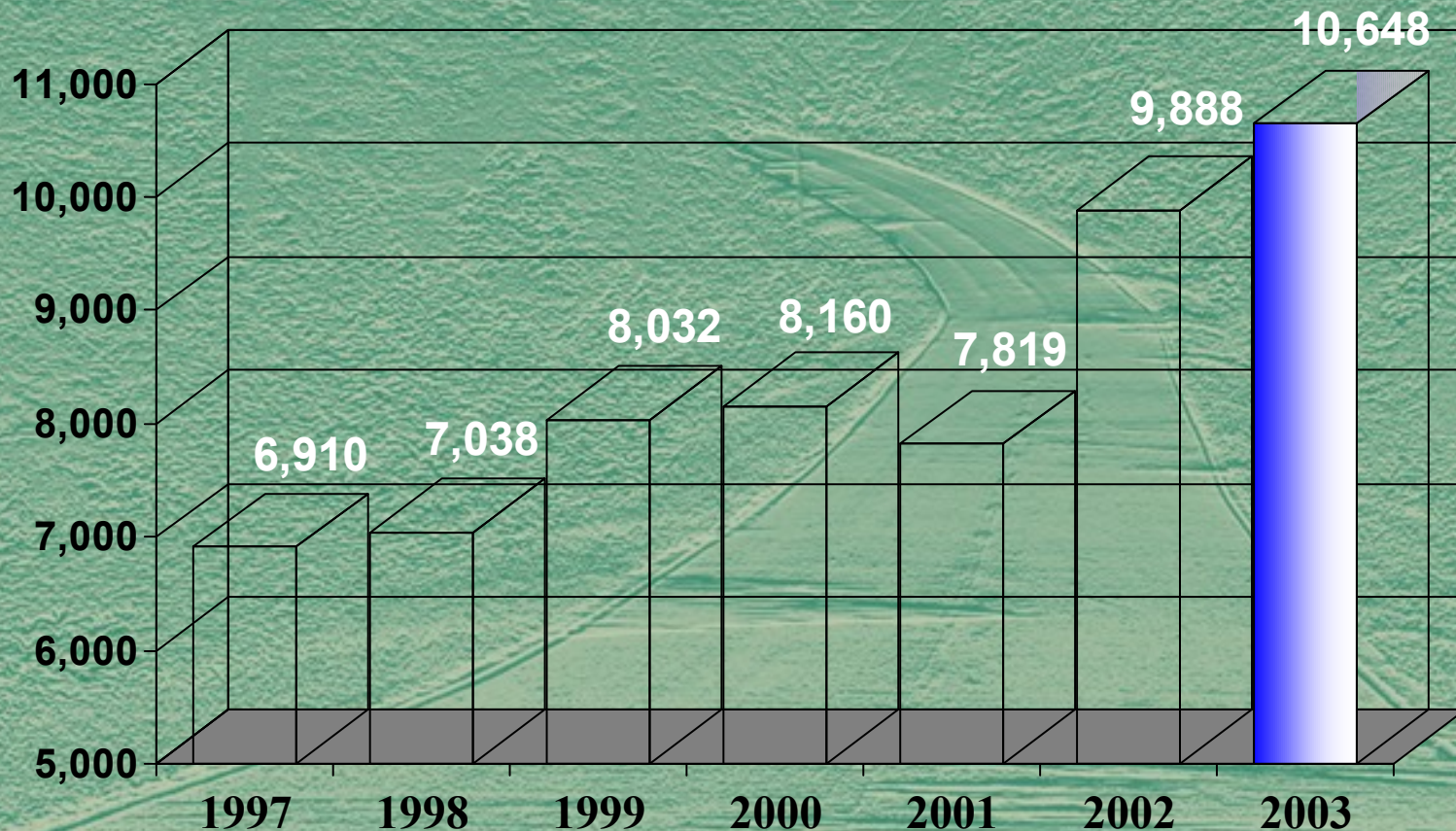


Source: SCDPS

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South Carolina Traffic Trends

Traffic Collisions on Interstate Highways



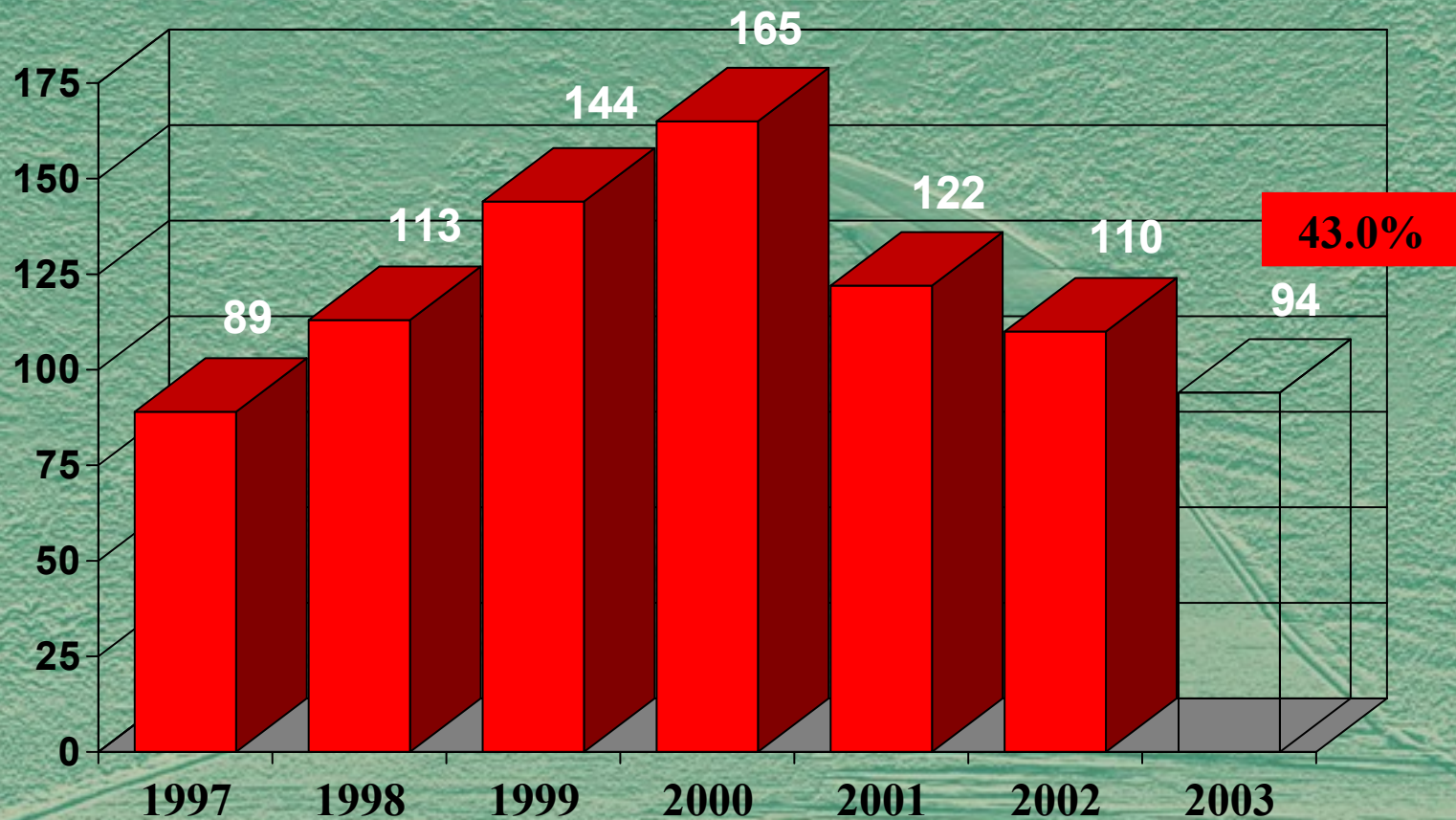
Source: SCDPS

2003 figure is preliminary

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South Carolina Traffic Trends

Traffic Fatalities on Interstate Highways

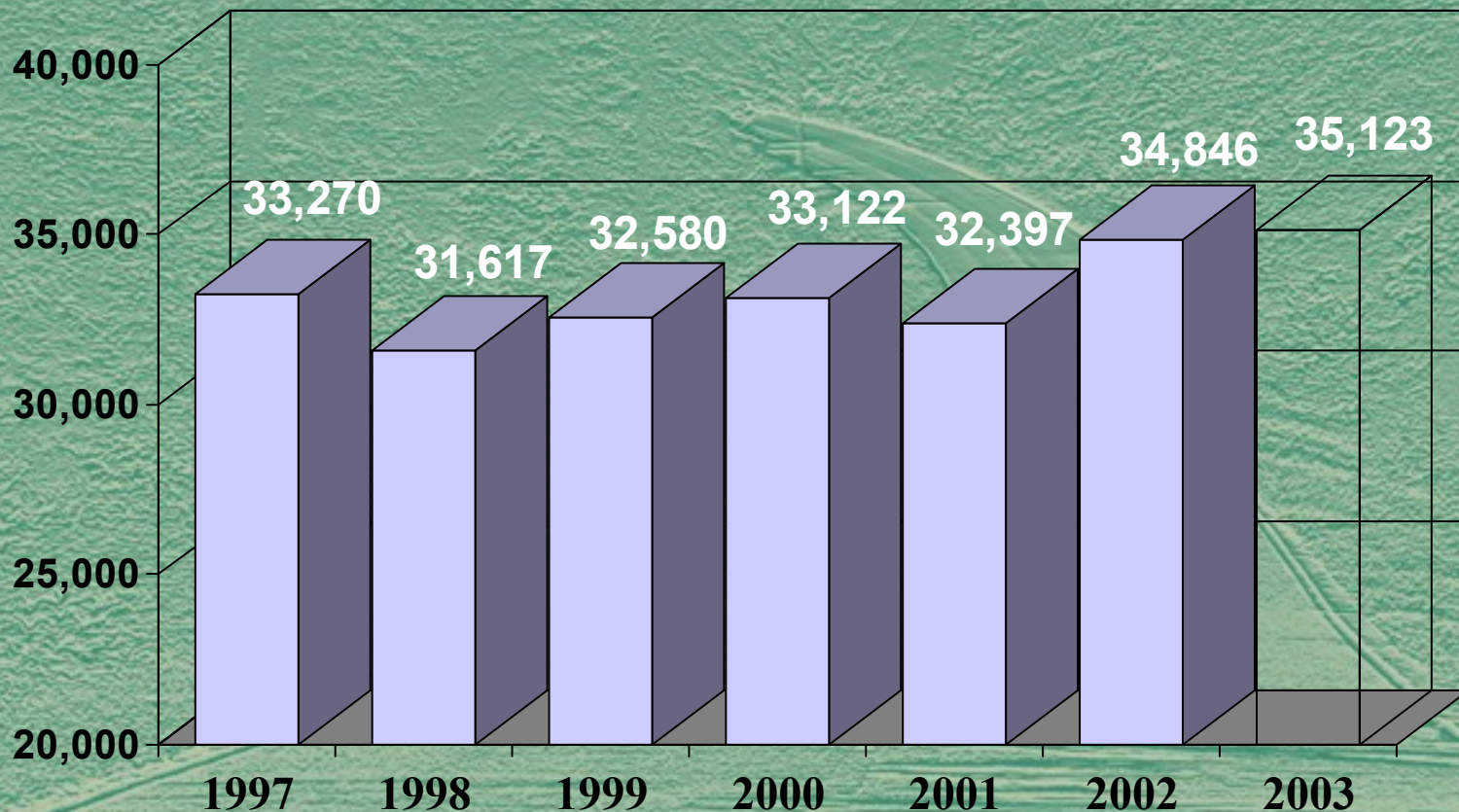


Source: SCDPS
2003 figures are preliminary

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November 2004

South Carolina Traffic Trends

Traffic Collisions on Secondary Highways



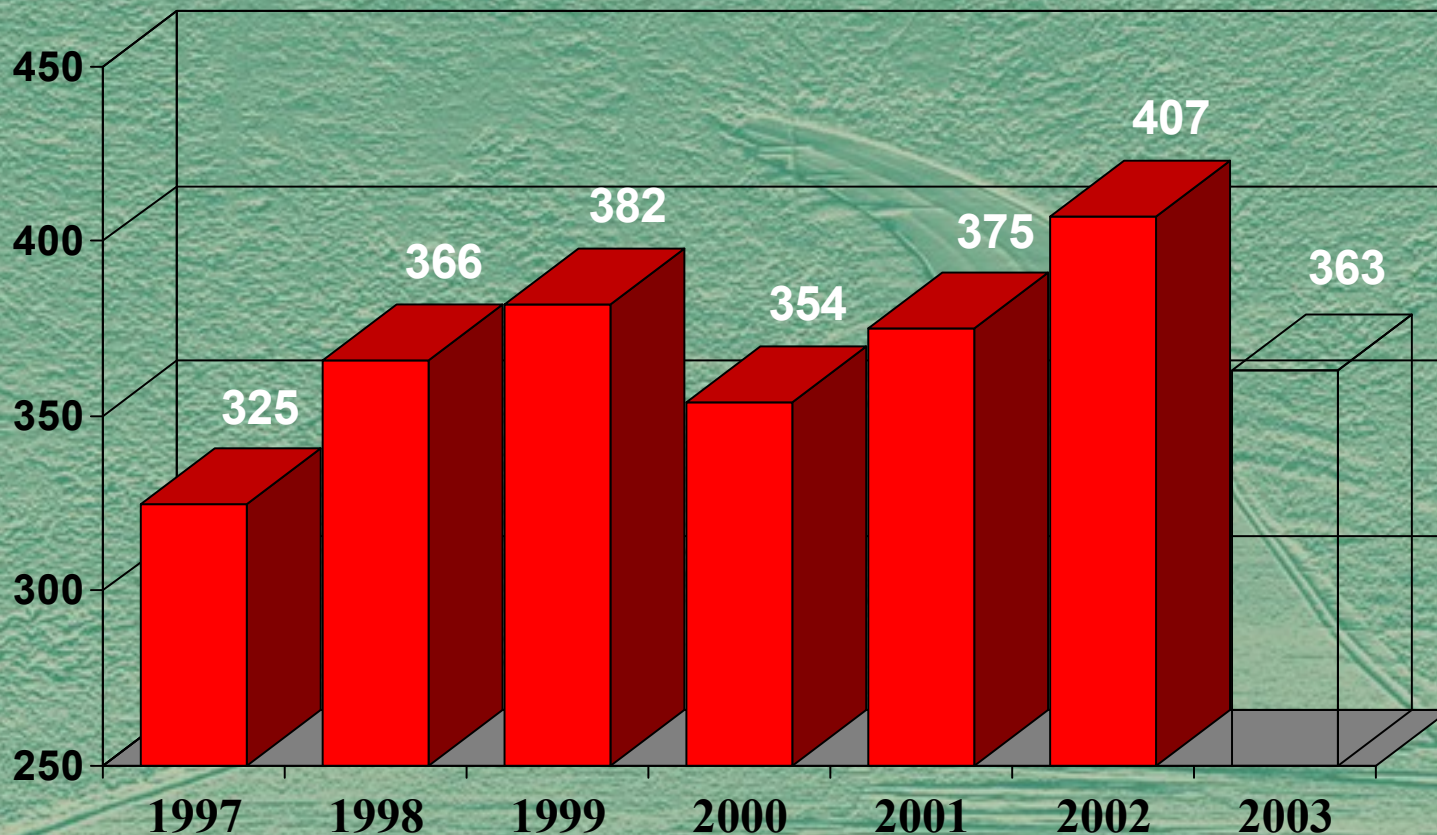
Source: SCDPS

2003 figures are preliminary

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South Carolina Traffic Trends

Traffic Fatalities on Secondary Highways



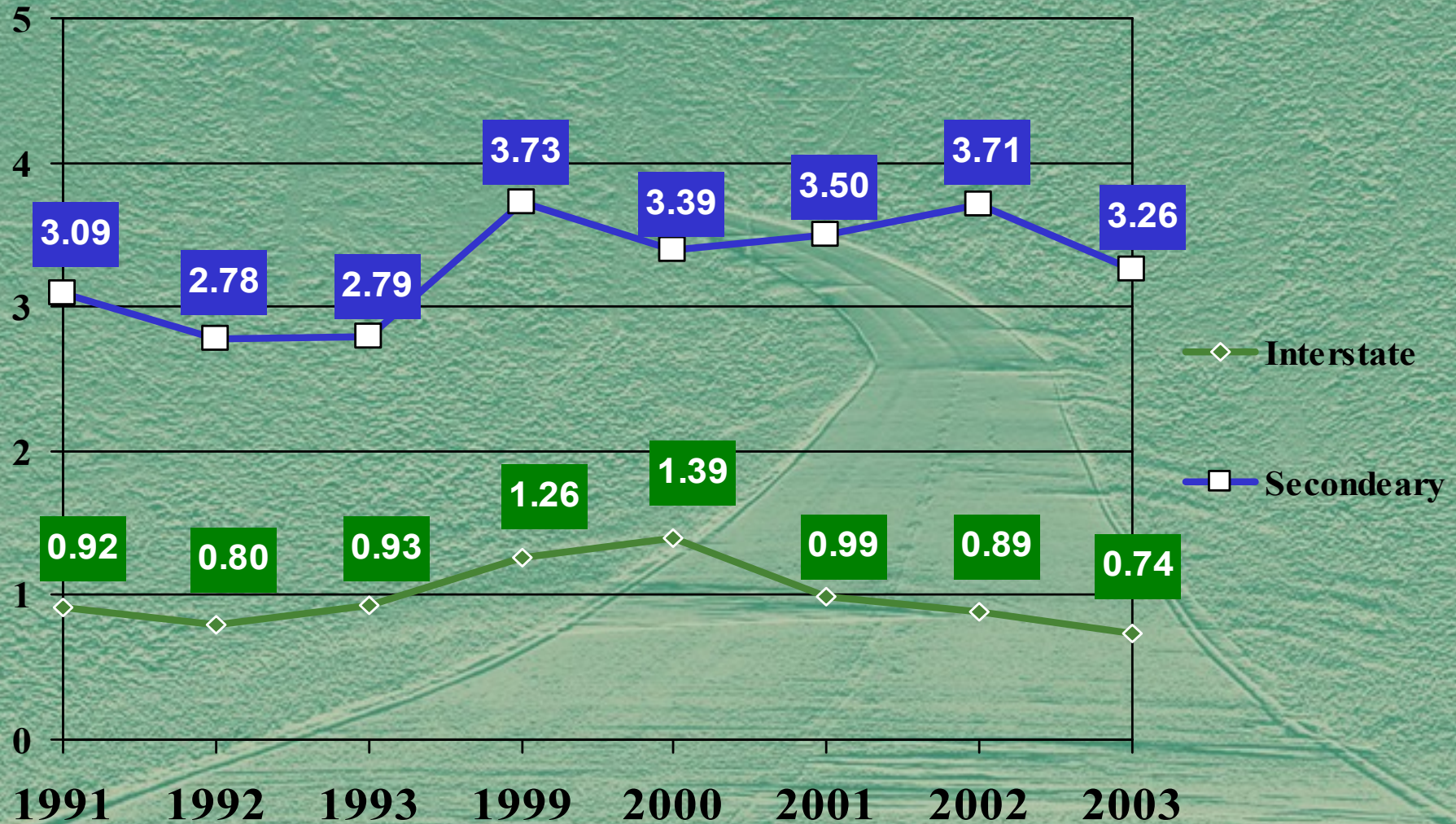
Source: SCDPS
2003 figures are preliminary

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South Carolina Mileage Death Rates

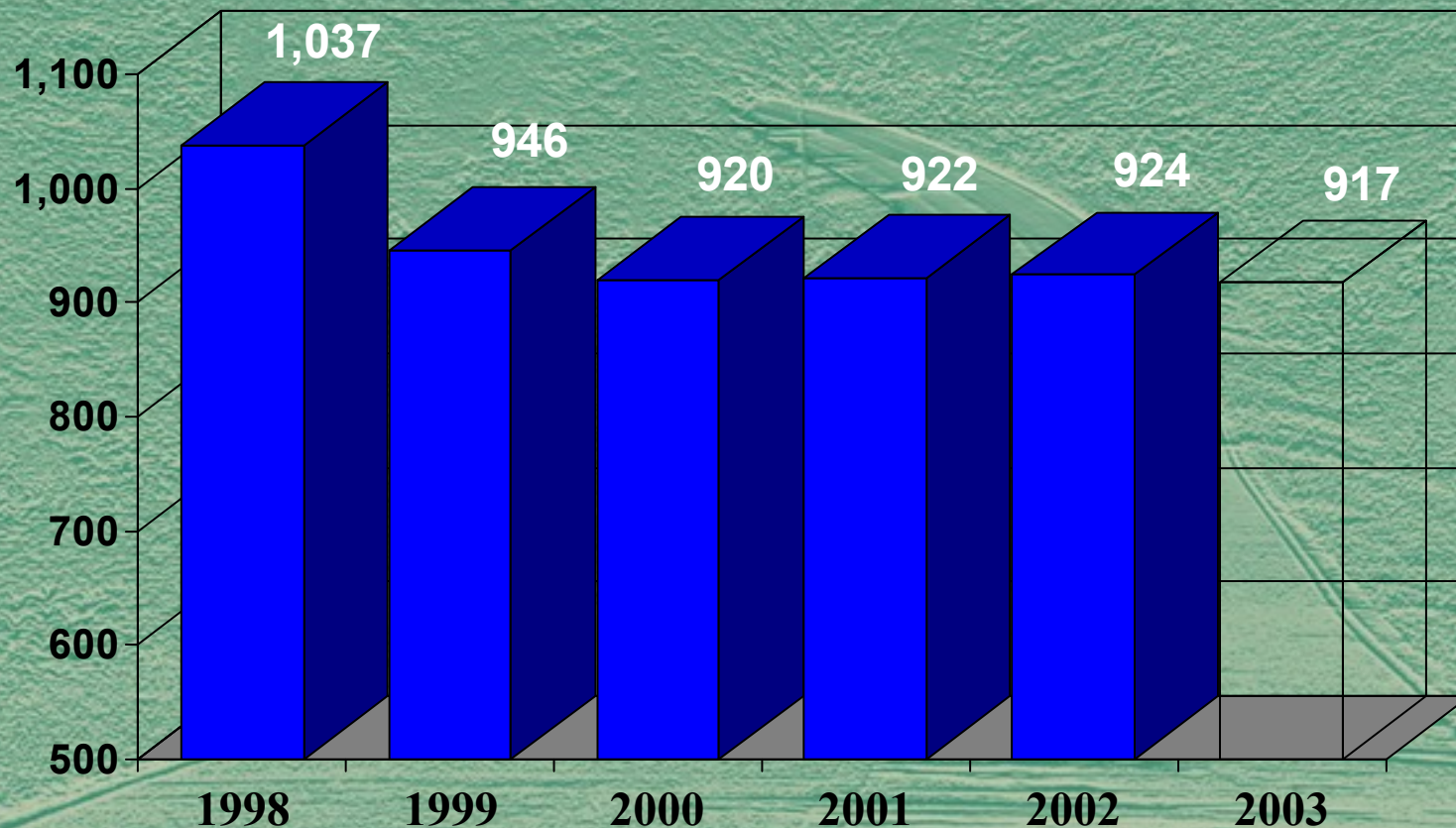
Interstate vs Secondary Roads

Traffic Deaths per 100 Million Vehicle Miles Traveled



South Carolina Traffic Trends

Traffic Collisions Involving Pedestrians

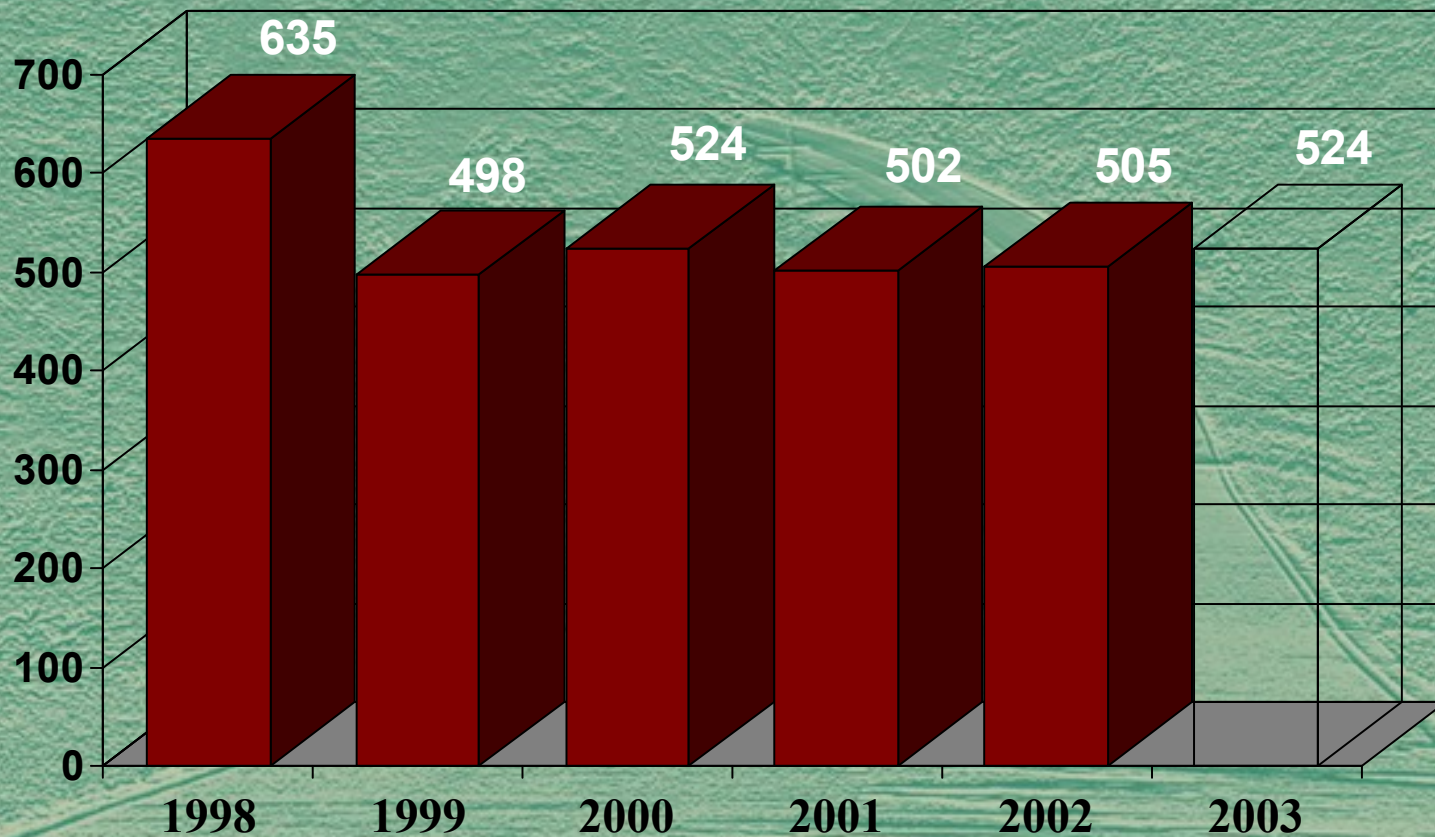


Source: SCDPS

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South Carolina Traffic Trends

Non-Fatal Injuries in Collisions Involving Pedalcyclists

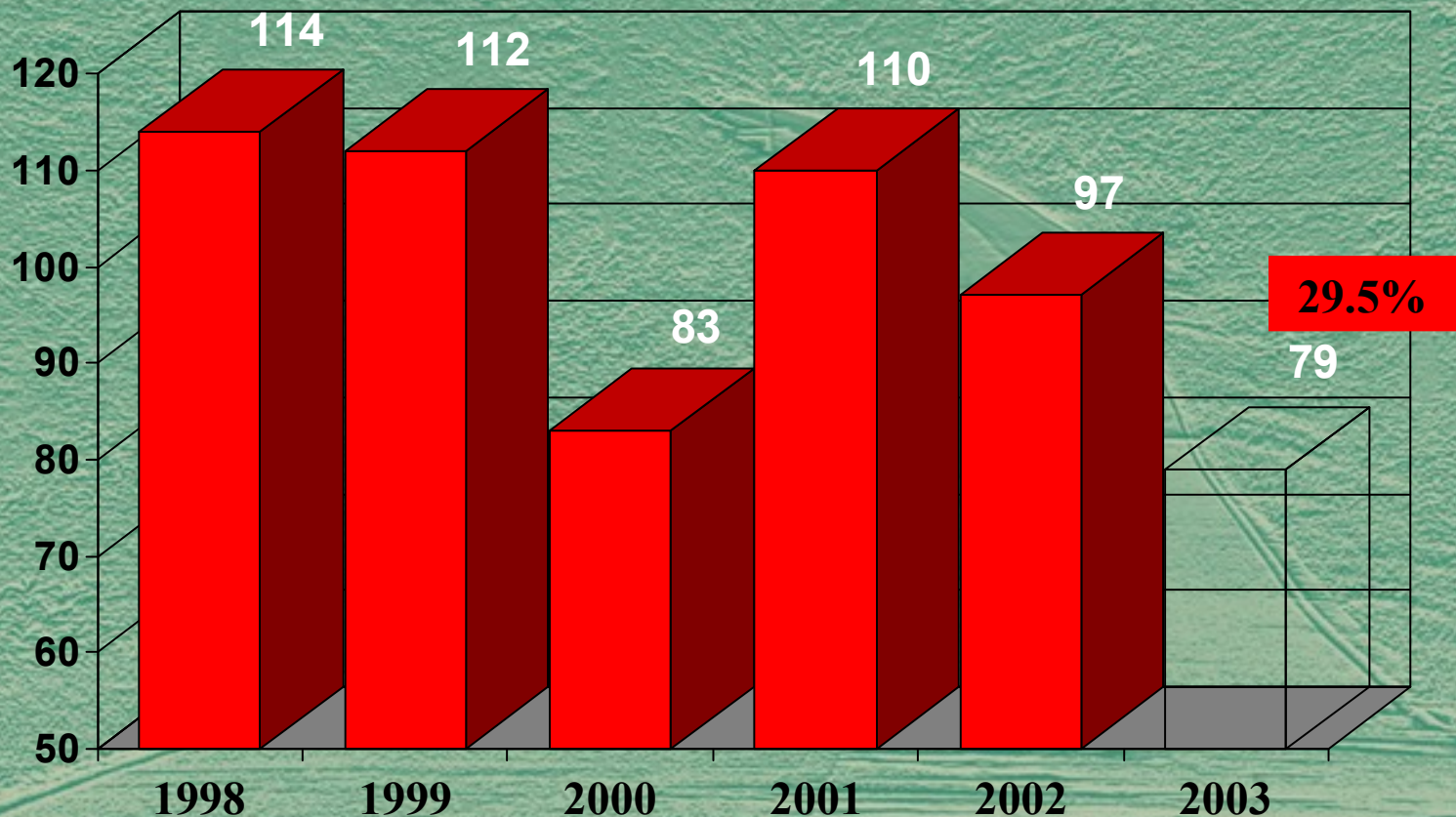


Source: SCDPS

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November 2004

South Carolina Traffic Trends

Fatalities in Collisions Involving Pedestrians

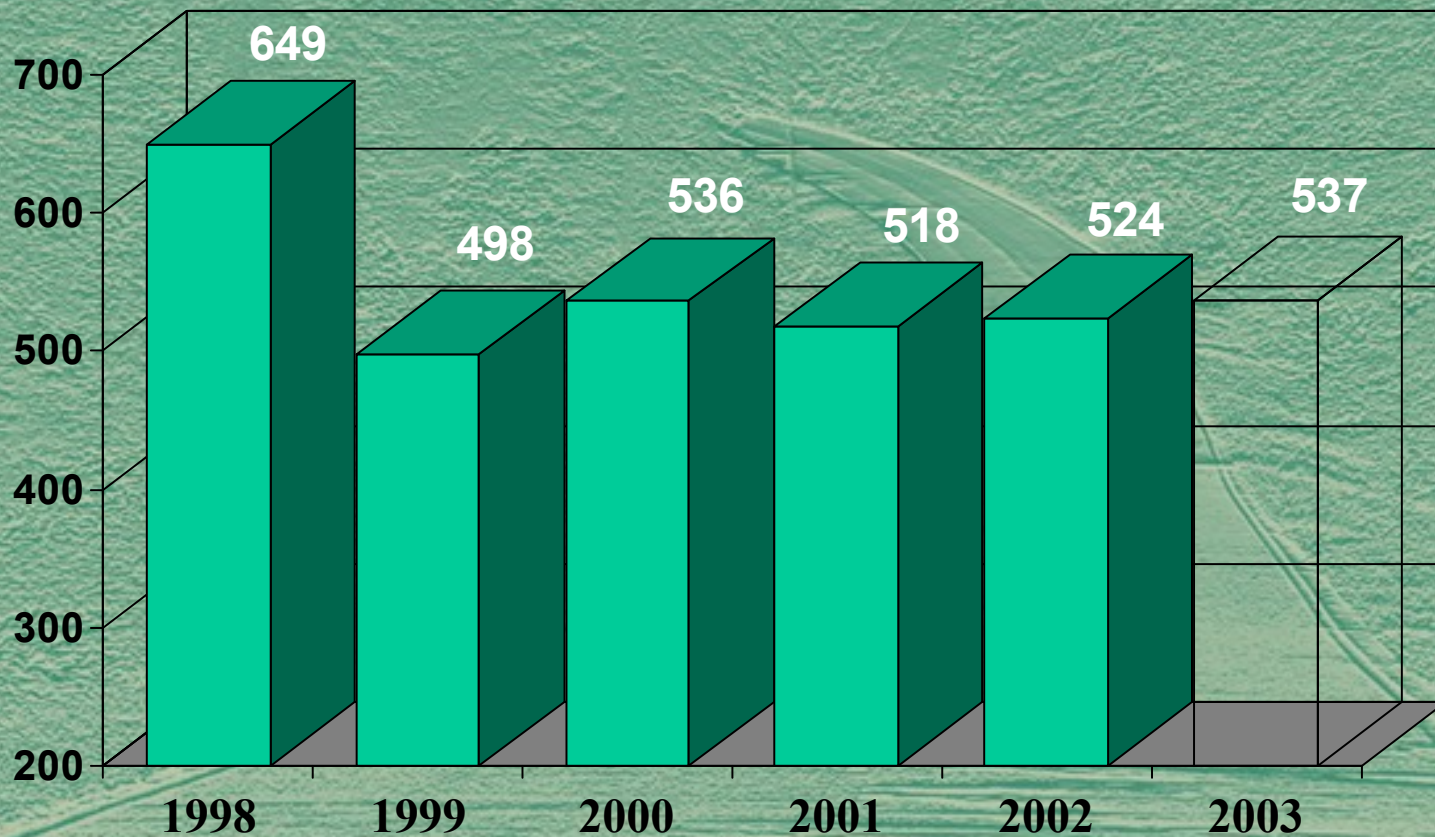


Source: SCDPS

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November 2004

South Carolina Traffic Trends

Traffic Collisions Involving Pedalcyclists

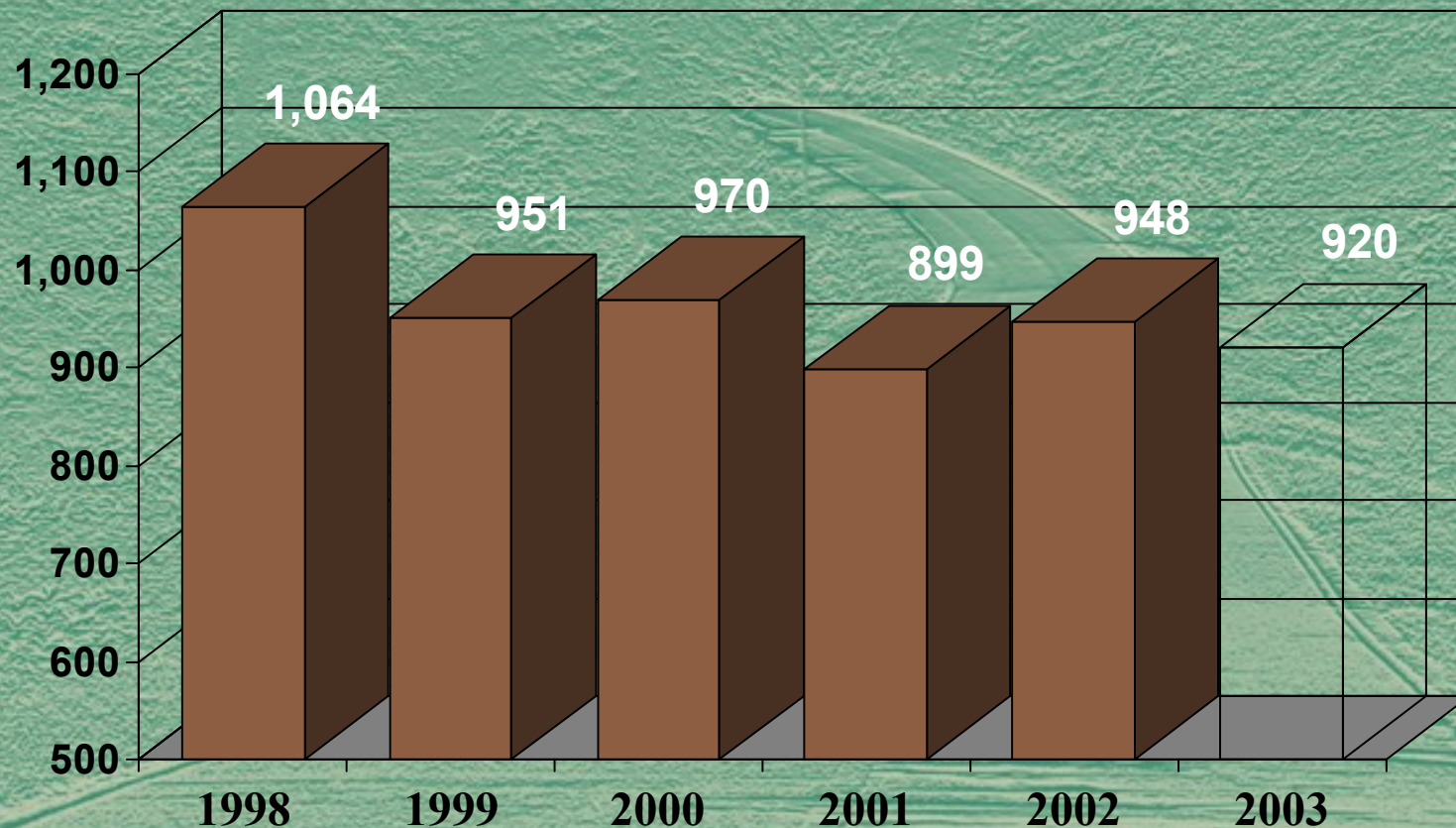


Source: SCDPS

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South Carolina Traffic Trends

Non-Fatal Injuries in Collision Involving Pedestrians

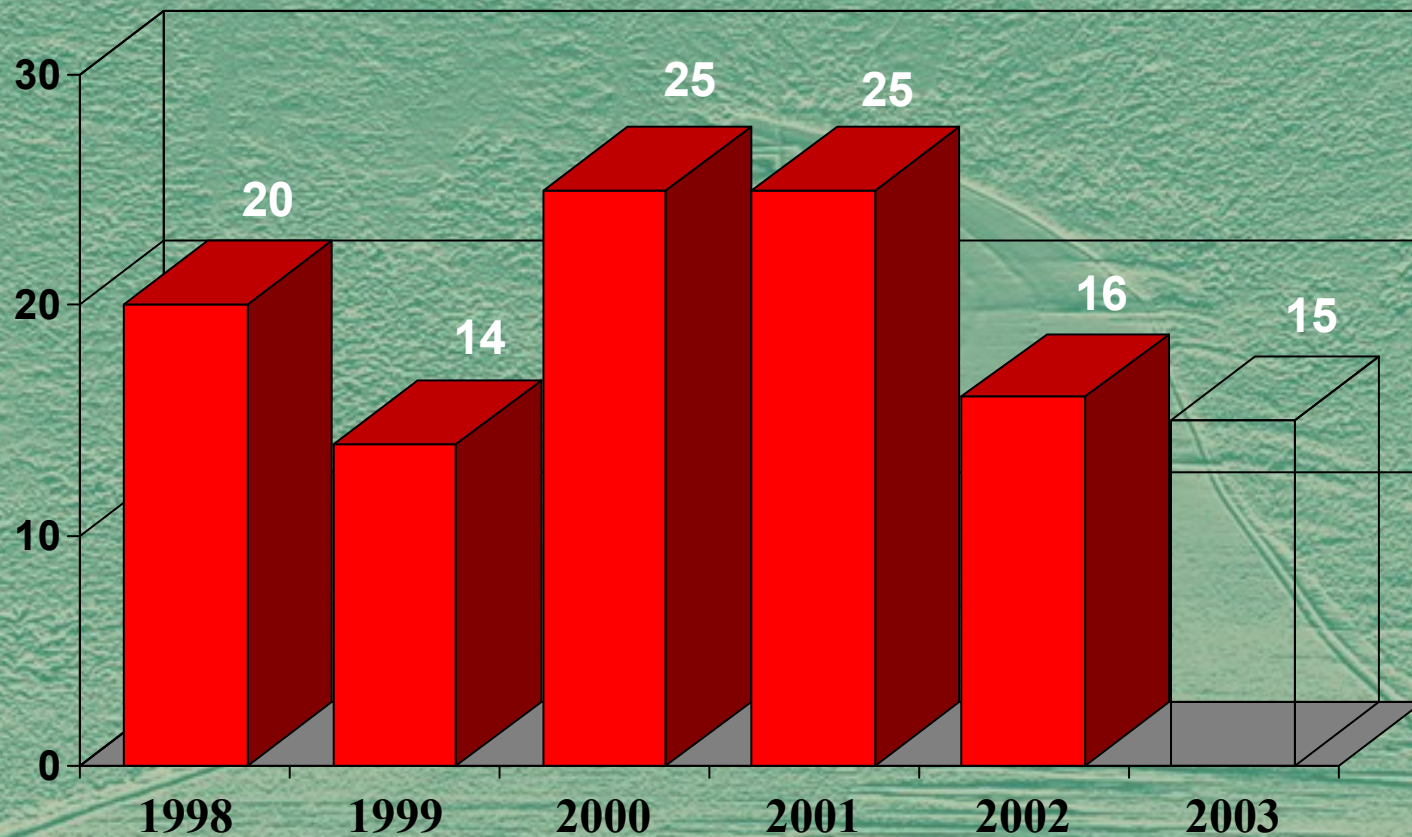


Source: SCDPS

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November 2004

South Carolina Traffic Trends

Fatalities in Collisions Involving Pedalcyclists

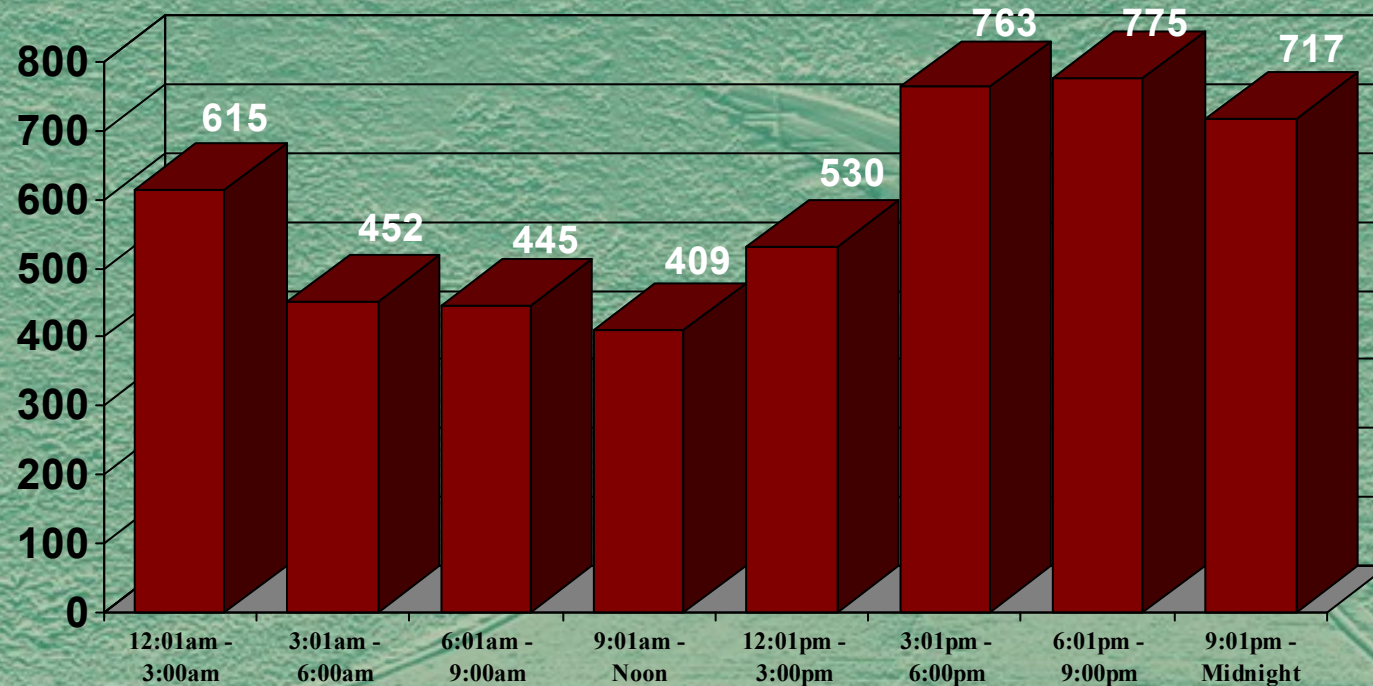


Source: SCDPS

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November 2004

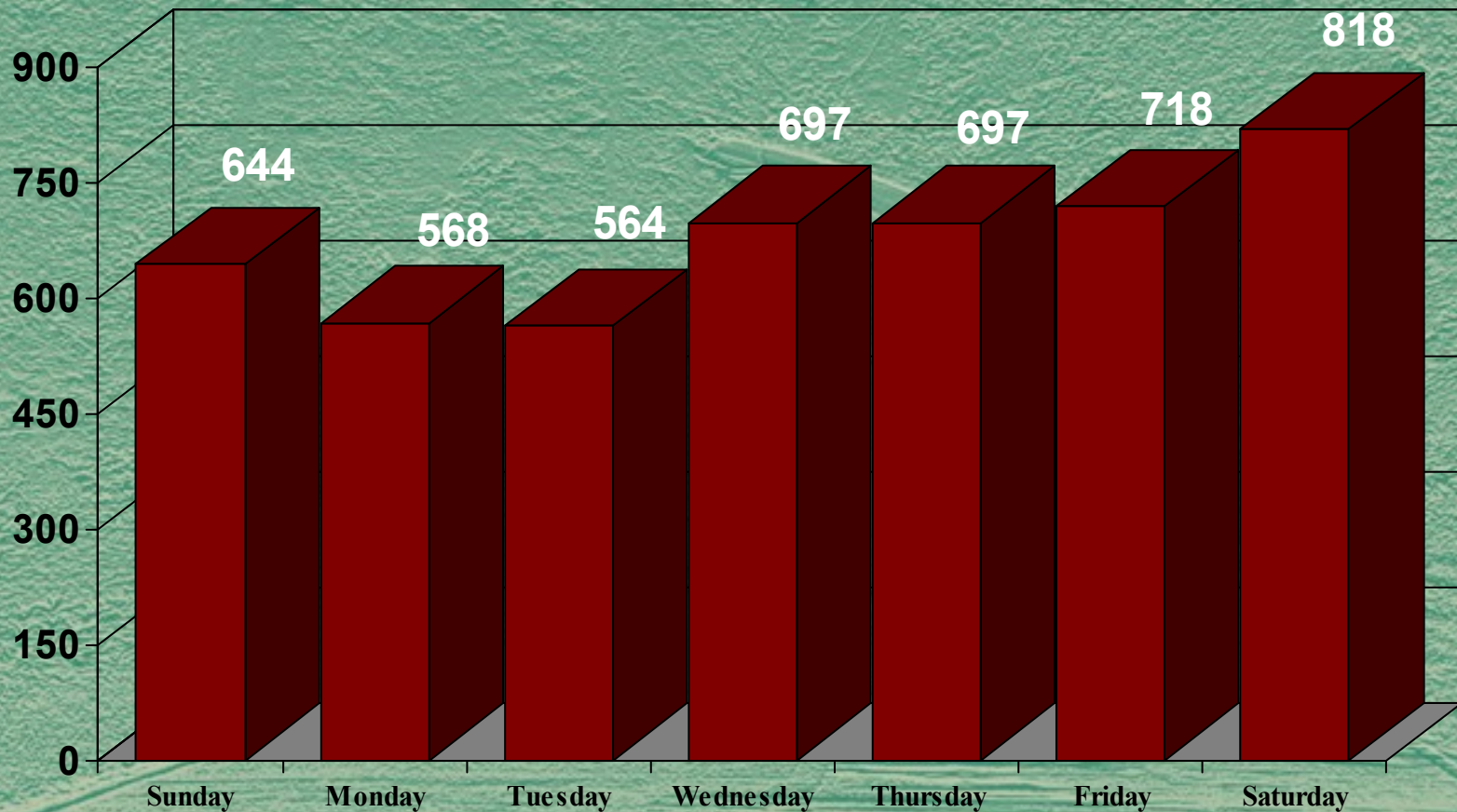
South Carolina Traffic Trends

Fatal Traffic Crashes by Time of Day 1999-2003



South Carolina Traffic Trends

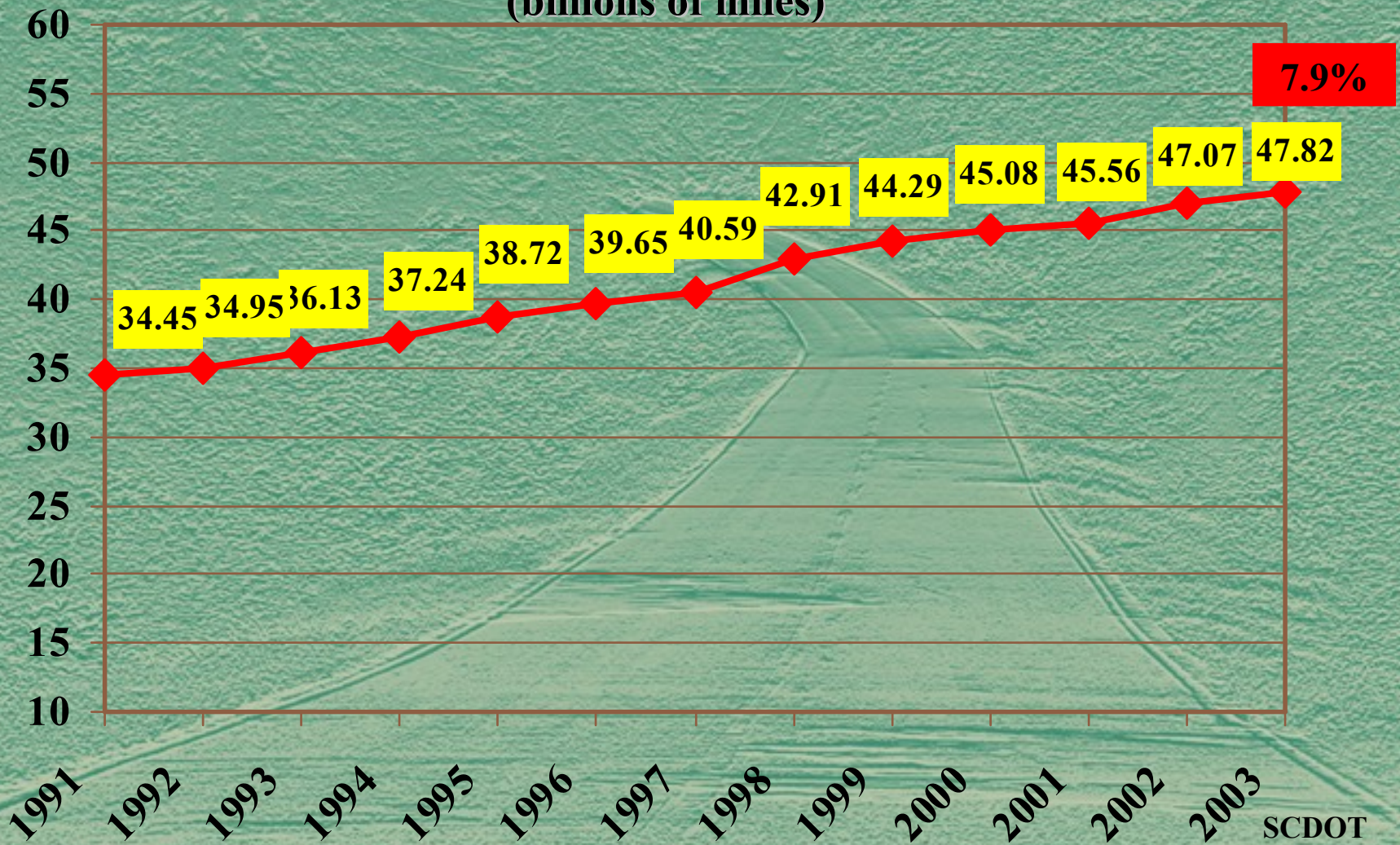
Fatal Traffic Crashes by Day of Week 1999-2003



South Carolina Traffic Trends

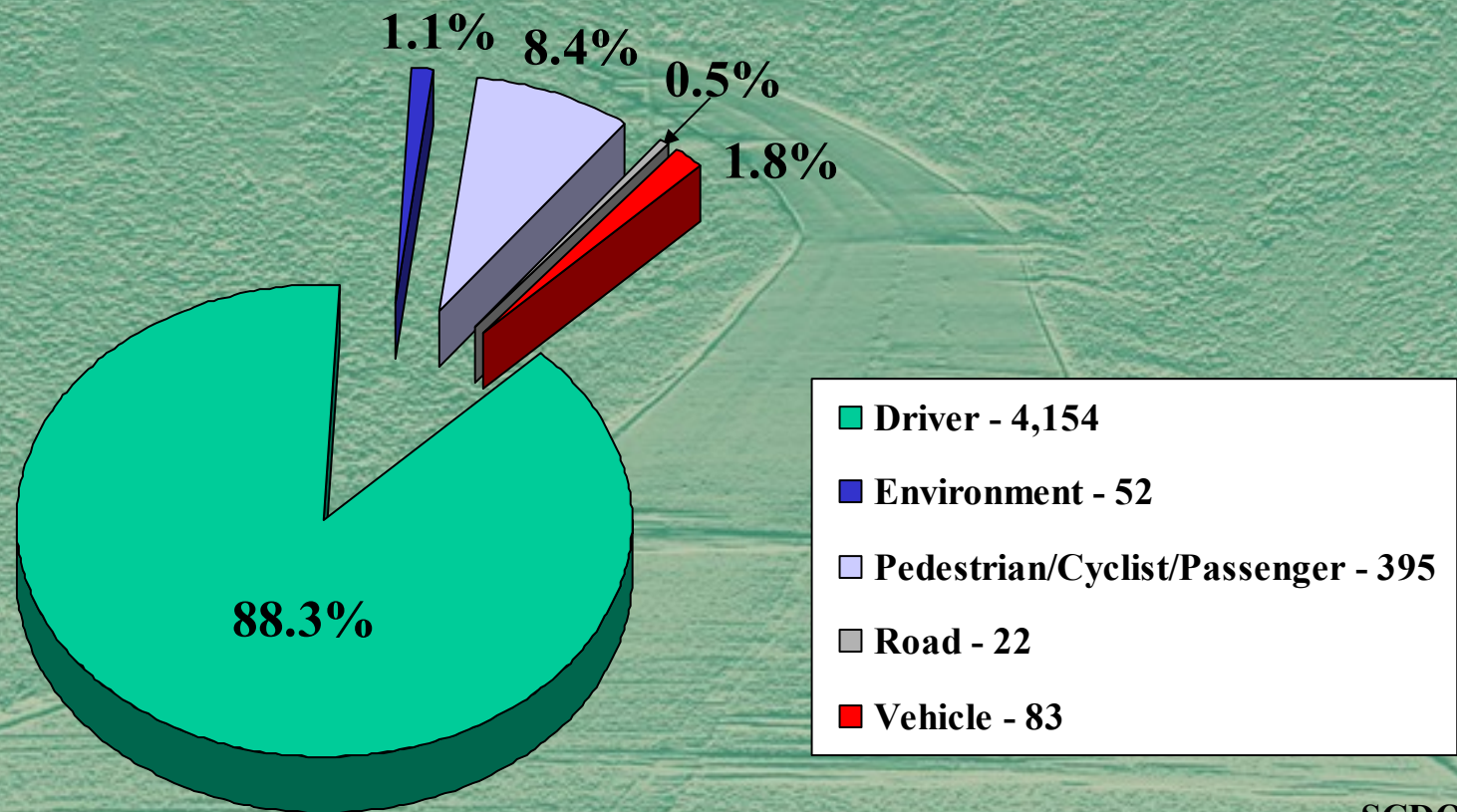
Vehicle Miles of Travel

(billions of miles)



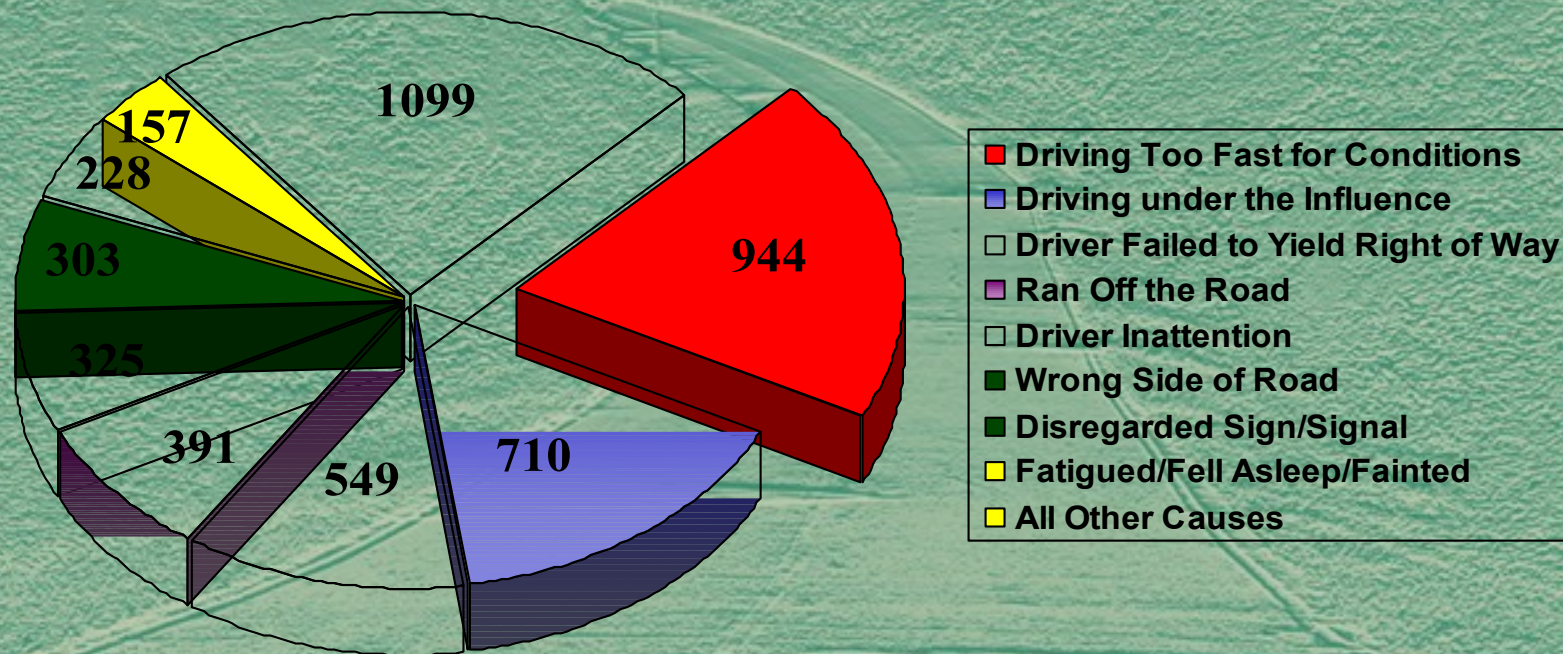
South Carolina Traffic Trends

Fatality Crash Probable Cause Categories 1999-2003



South Carolina Traffic Trends

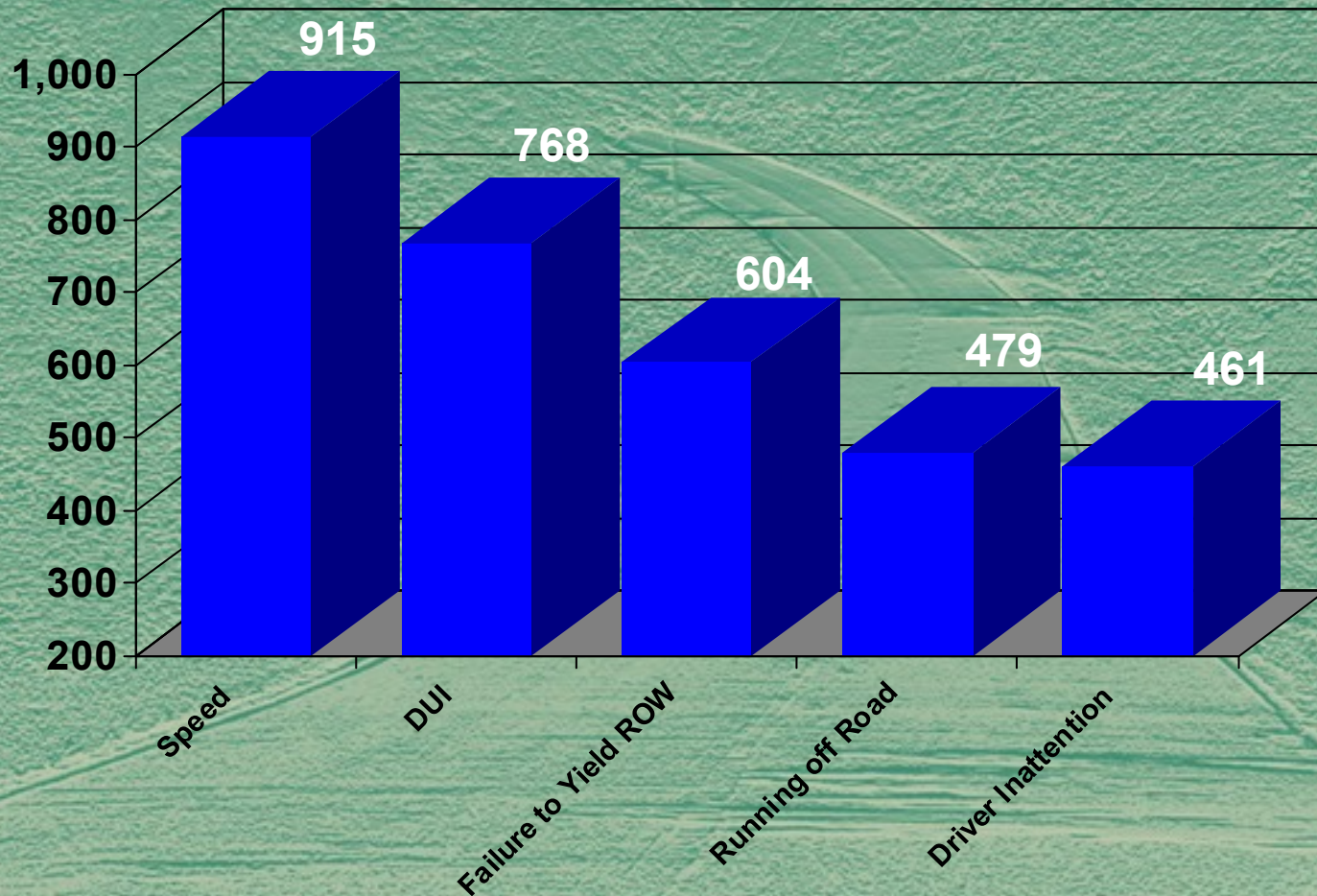
Leading Driver Probable Causes Fatal Crashes: 1999-2003



South Carolina Traffic Trends

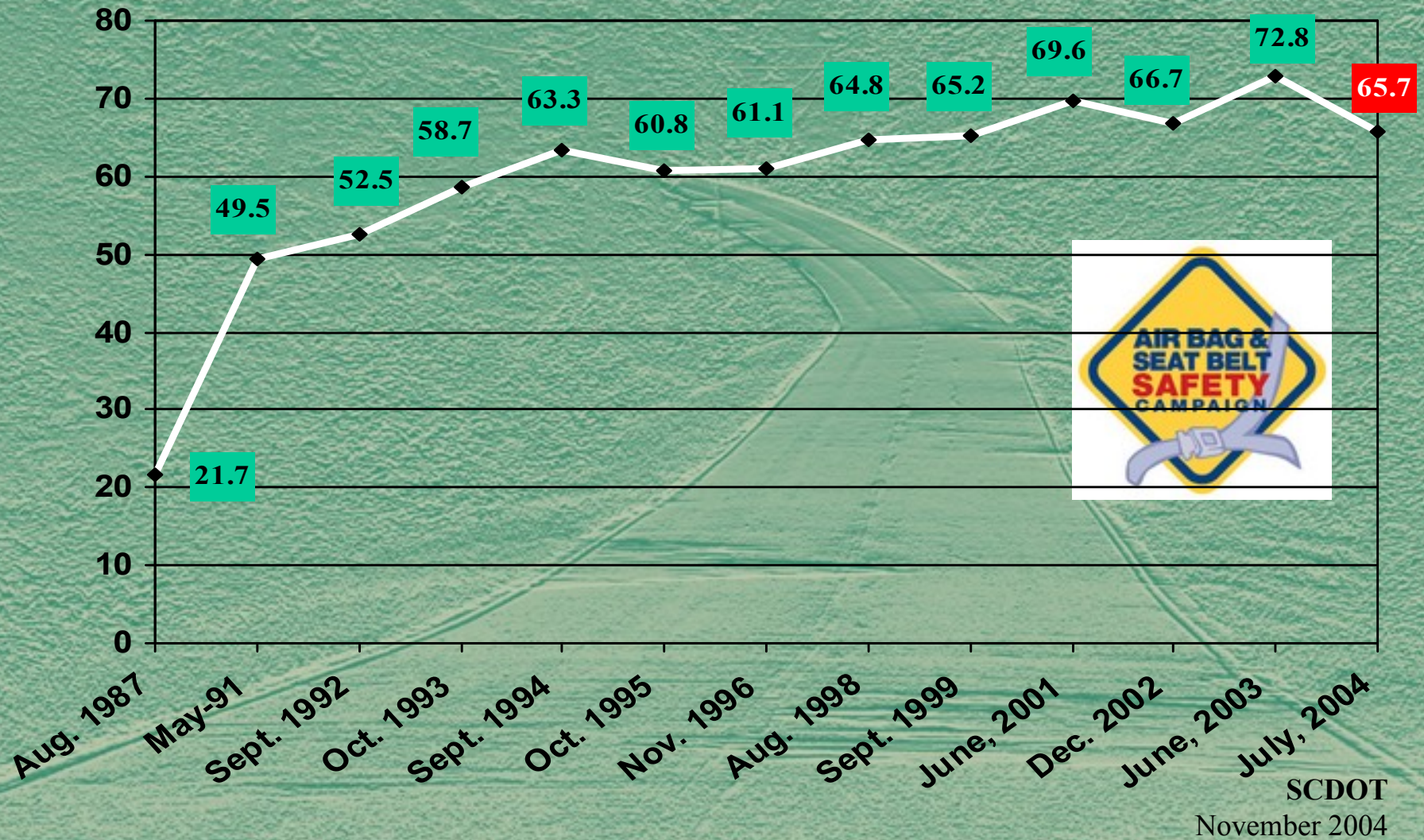
Traffic Fatalities - Leading Probable Causes

2003



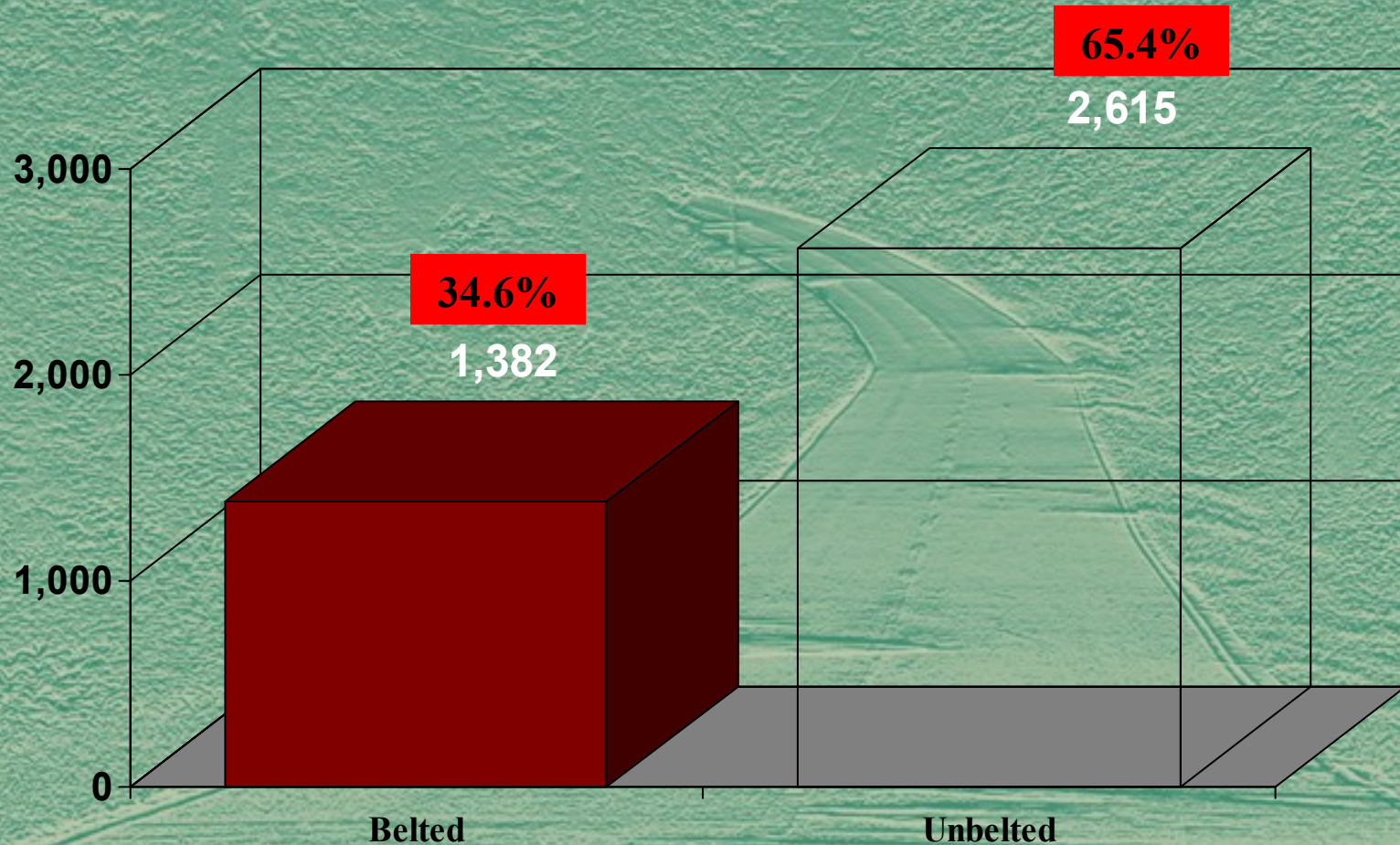
South Carolina Traffic Trends

Restraint Utilization



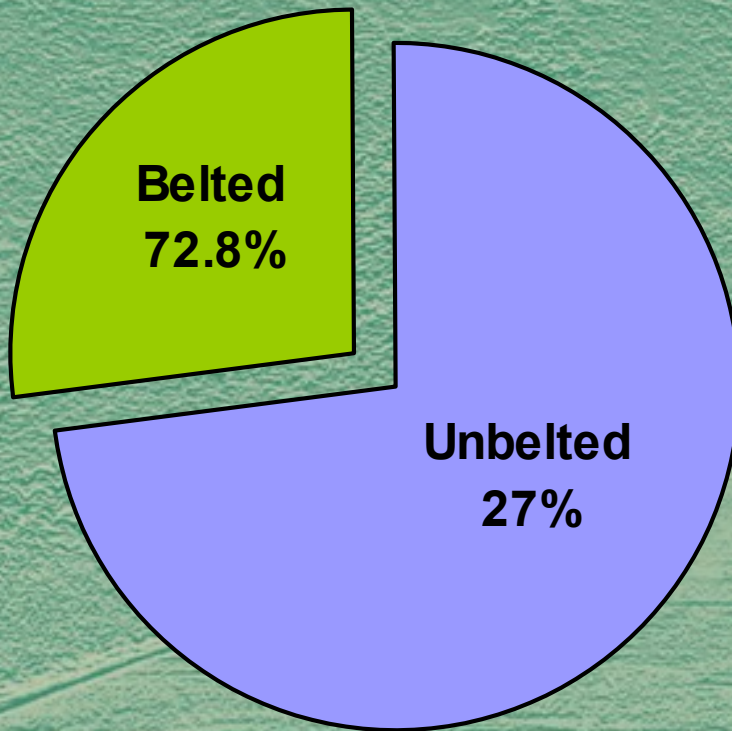
South Carolina Traffic Trends

Belt Usage of Vehicle Occupants Killed in Traffic Crashes
(excludes occupants with unknown belt usage)
1999-2003

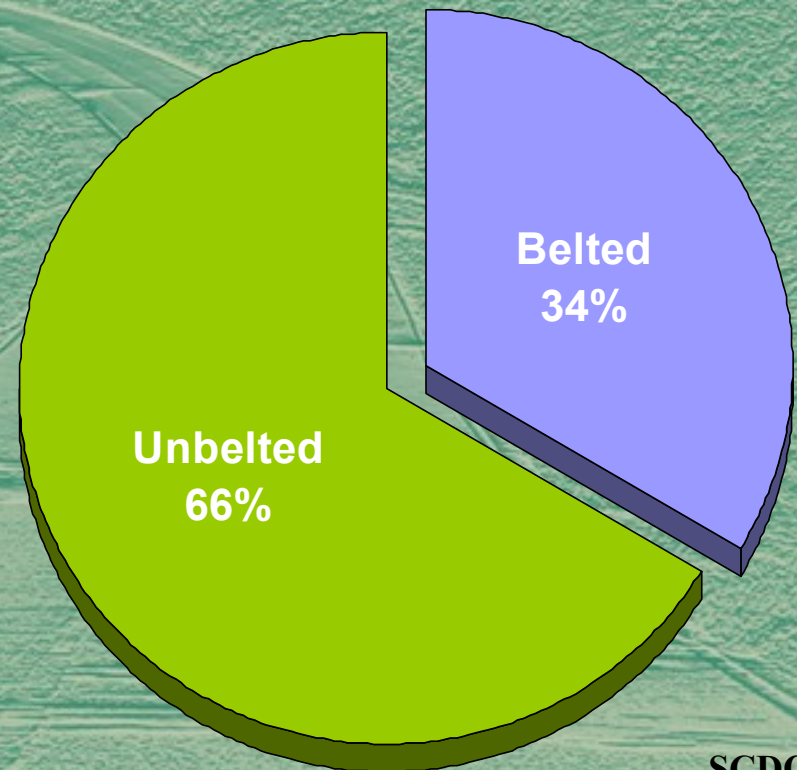


Observed Belt Usage vs. Belt Usage for Fatalities in South Carolina 2003

Observed Usage



Fatality Usage



Leading Counties for Fatalities 1999-2003

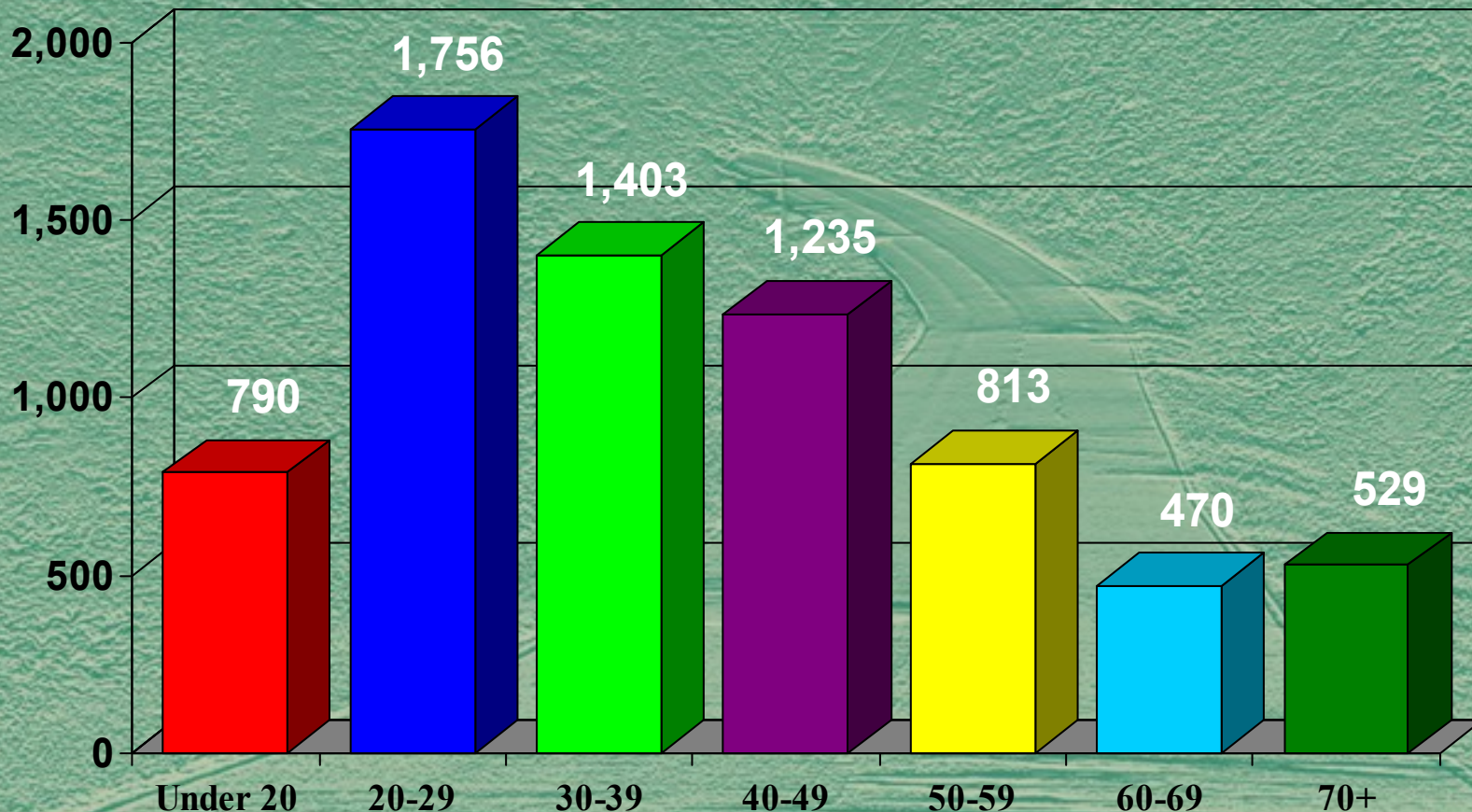


• Horry	343
• Greenville	342
• Spartanburg	282
• Richland	266
• Anderson	242
• Charleston	224

South Carolina Traffic Trends

Age of Drivers in Fatal Traffic Crashes

1999-2003



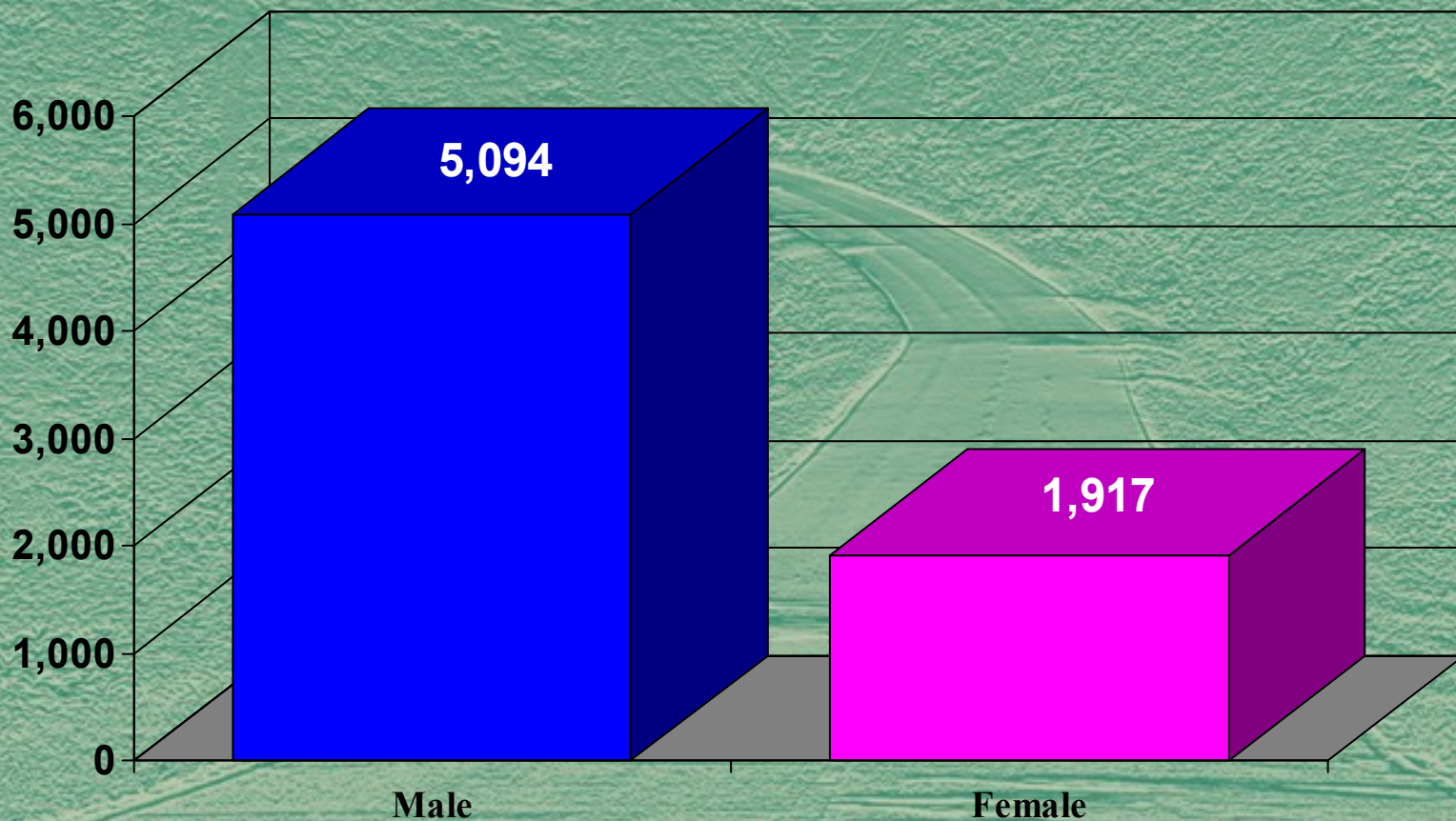
Graph does not include 222 drivers with unspecified ages.
Excludes pedestrians

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South Carolina Traffic Trends

Sex of Drivers in Fatal Crashes

1999-2003



Excludes Pedestrians. All other vehicle operators included.

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Economic Loss Valuations

(per incident)

Property Damage Only	\$ 6,200
Possible Injury	\$ 9,800
Non-incapacitating Injury	\$ 17,500
Incapacitating Injury	\$ 52,100
Fatality	\$1,090,000
Average Cost Per Crash	\$ 21,155

South Carolina Total Economic Loss in 2002:
\$2,303,000.00

to Pay

Cost Per Person \$ **555**

Cost Per Family of Four \$ 2,220



You ARE paying the bill !!!

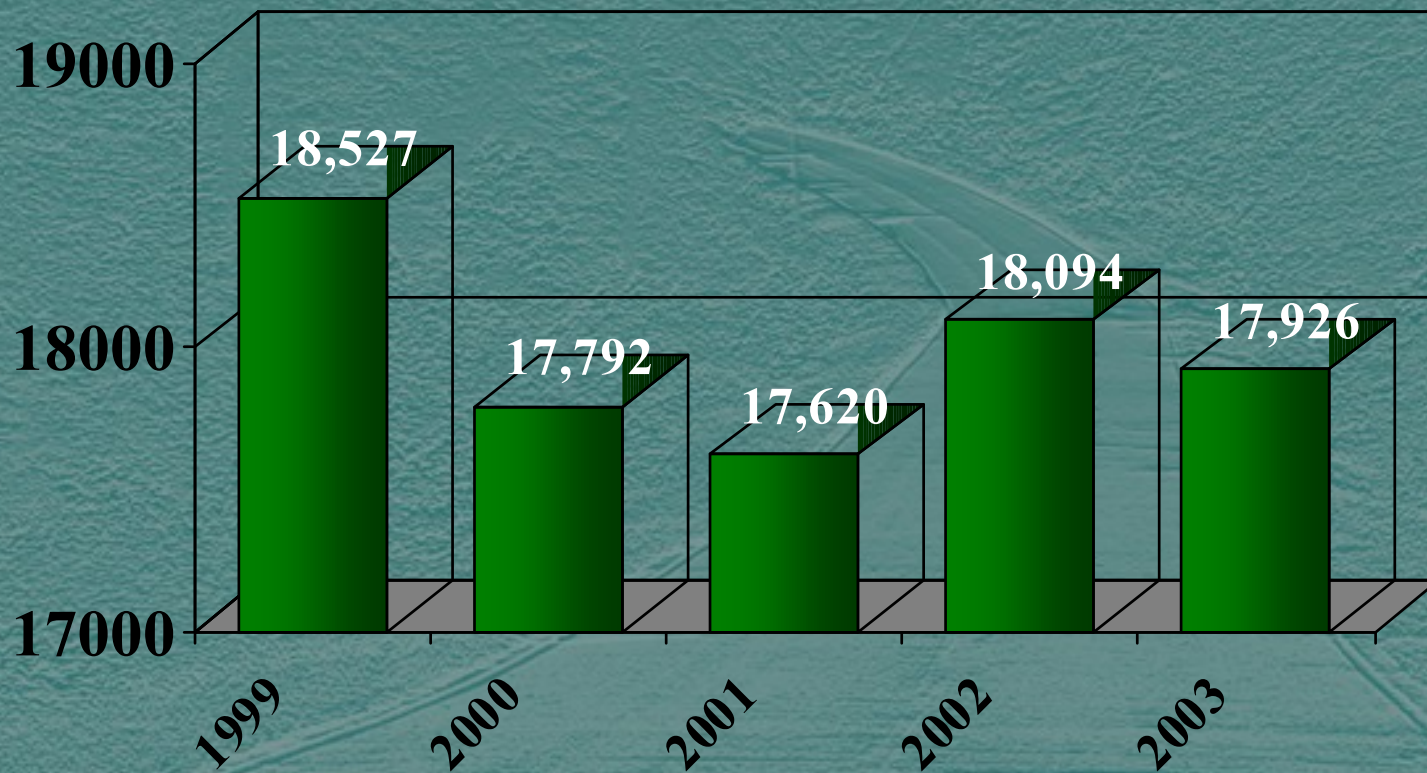


Young Driver Crashes In South Carolina

**Definition: Any Crash Involving One or More
Drivers Age 15 - 18**

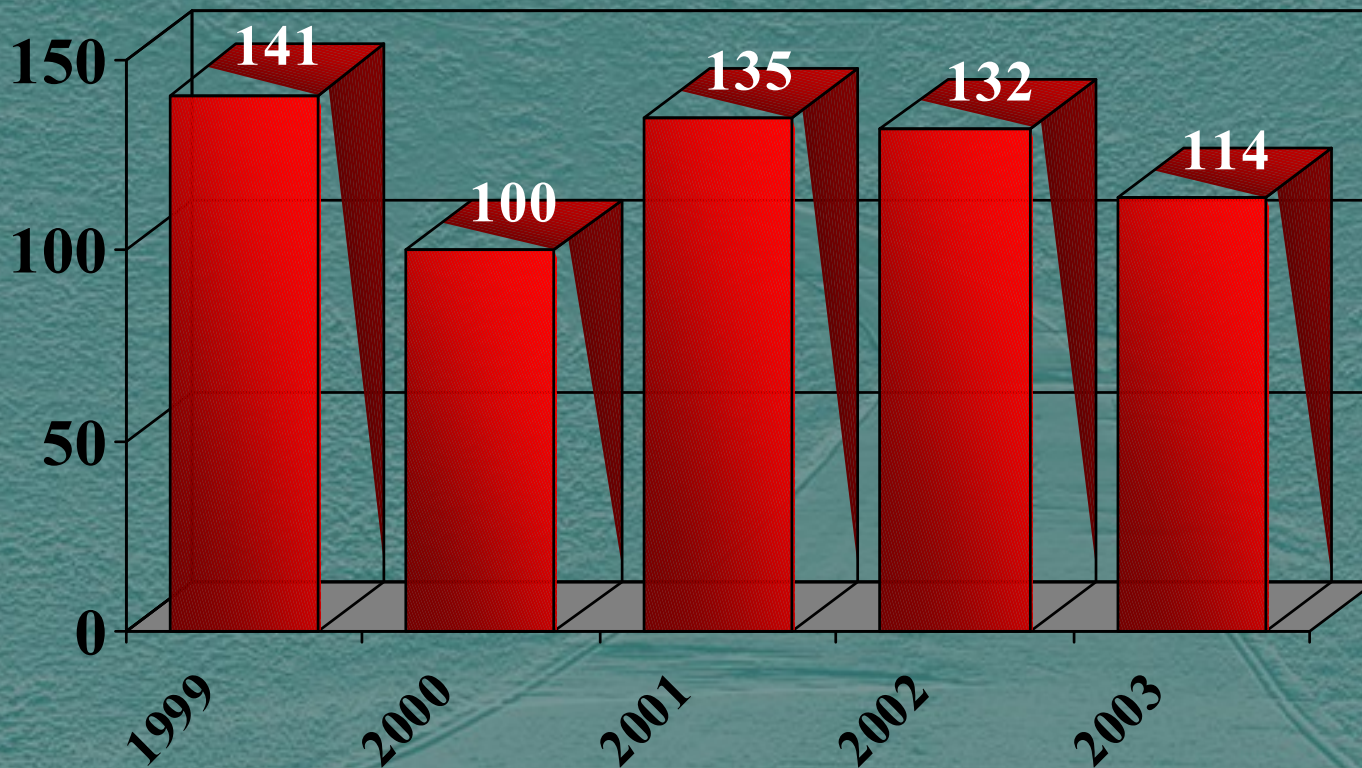
Young Driver Crashes

1999 - 2003

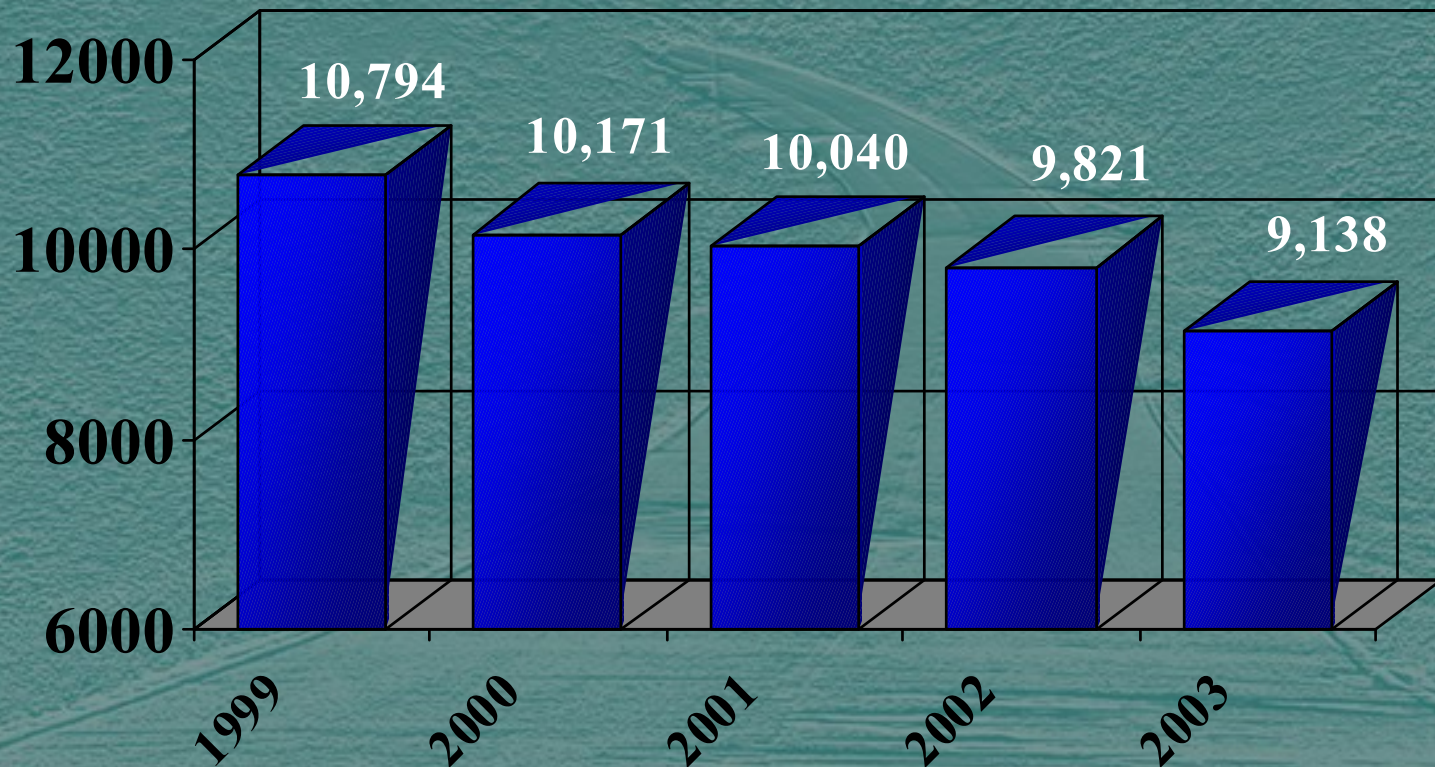


Young Driver Crash Fatalities

1999 - 2003



Young Driver Crash Injuries 1999 - 2003



Economic Loss Resulting From South Carolina Young Driver 1998-2002

Property Damage Only Crashes \$ 376,600,000

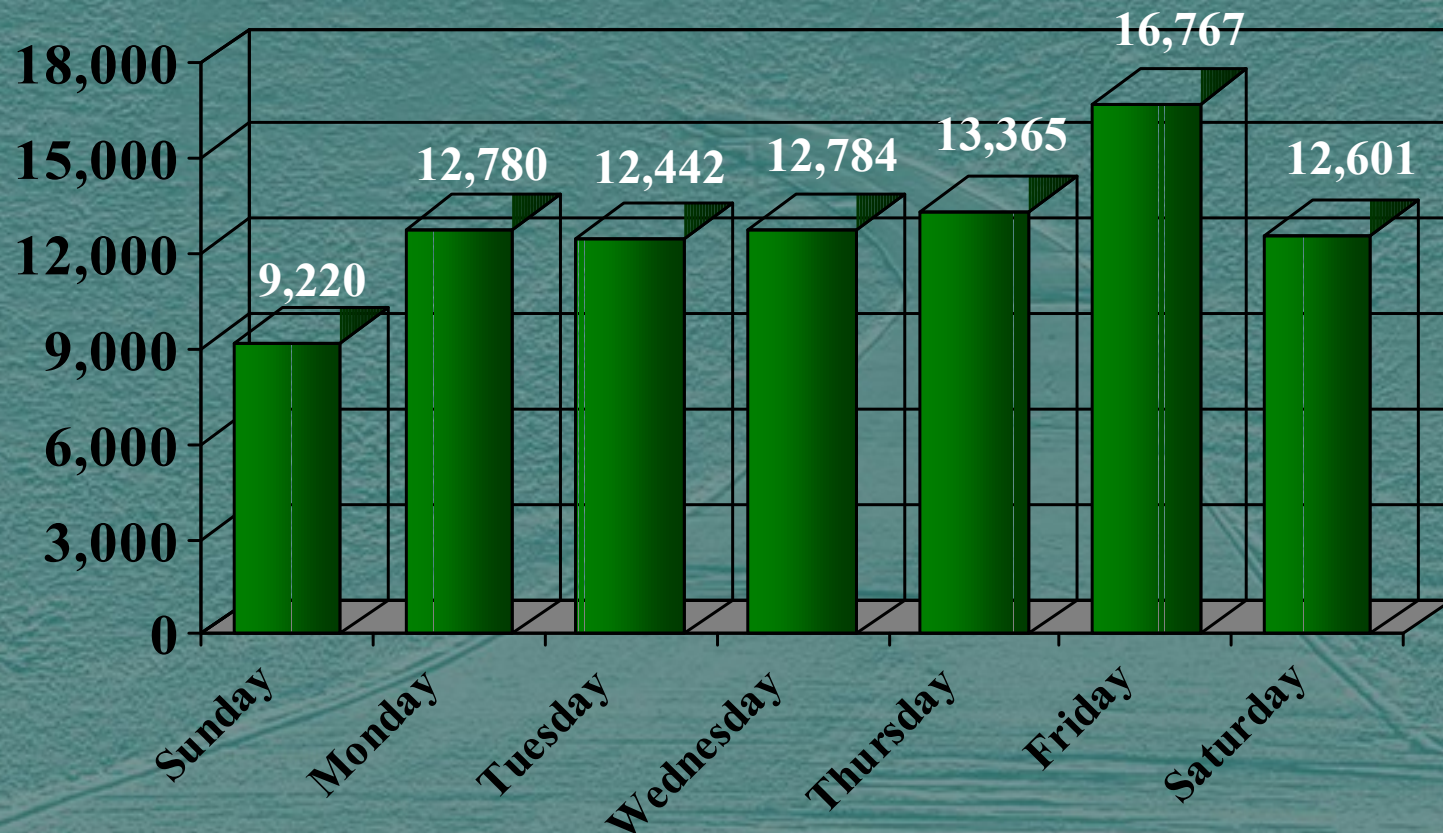
Young Driver Crash Fatalities \$ 685,600,000

Pedestrian Crash Injuries \$ 763,100,000

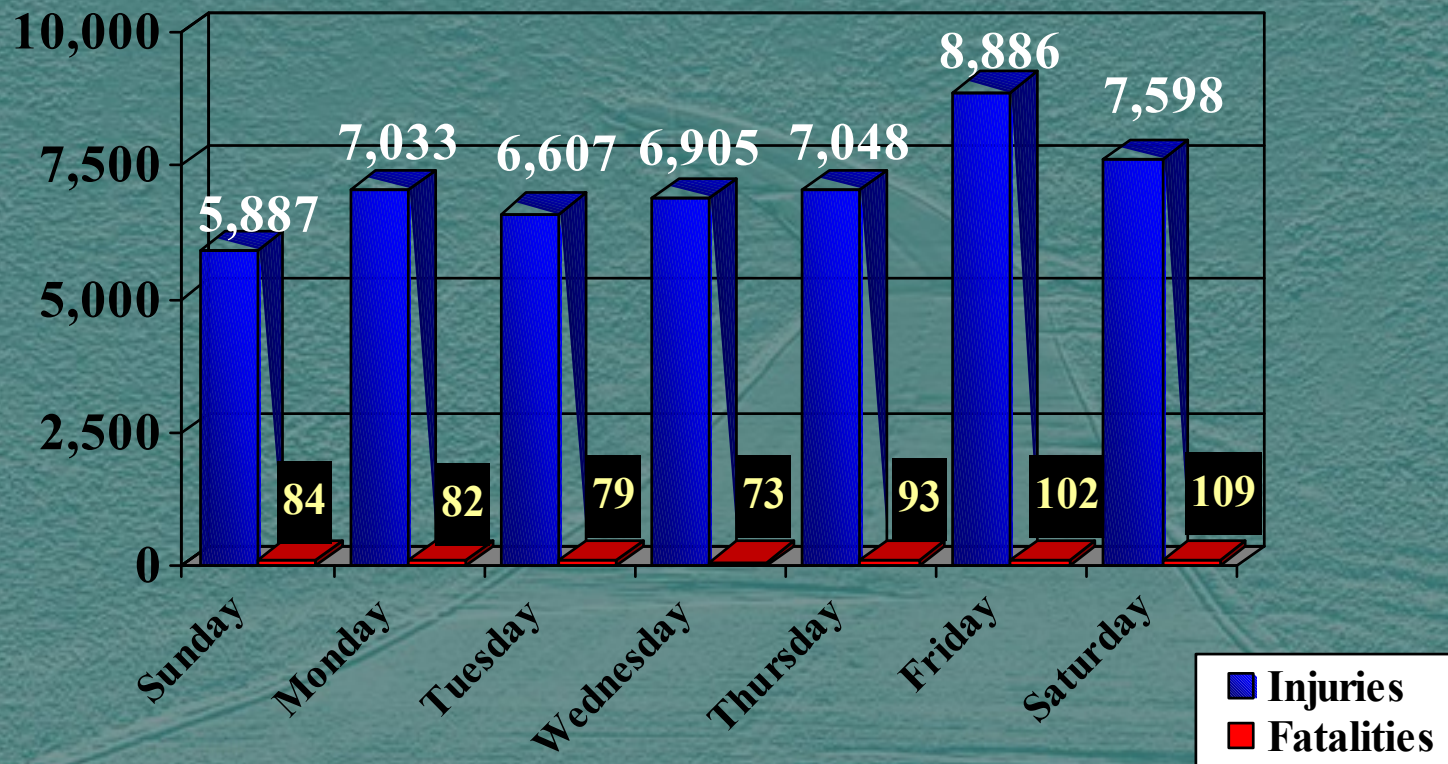
Total Economic Loss Due to Young Driver Crashes:

\$1,825,300,000

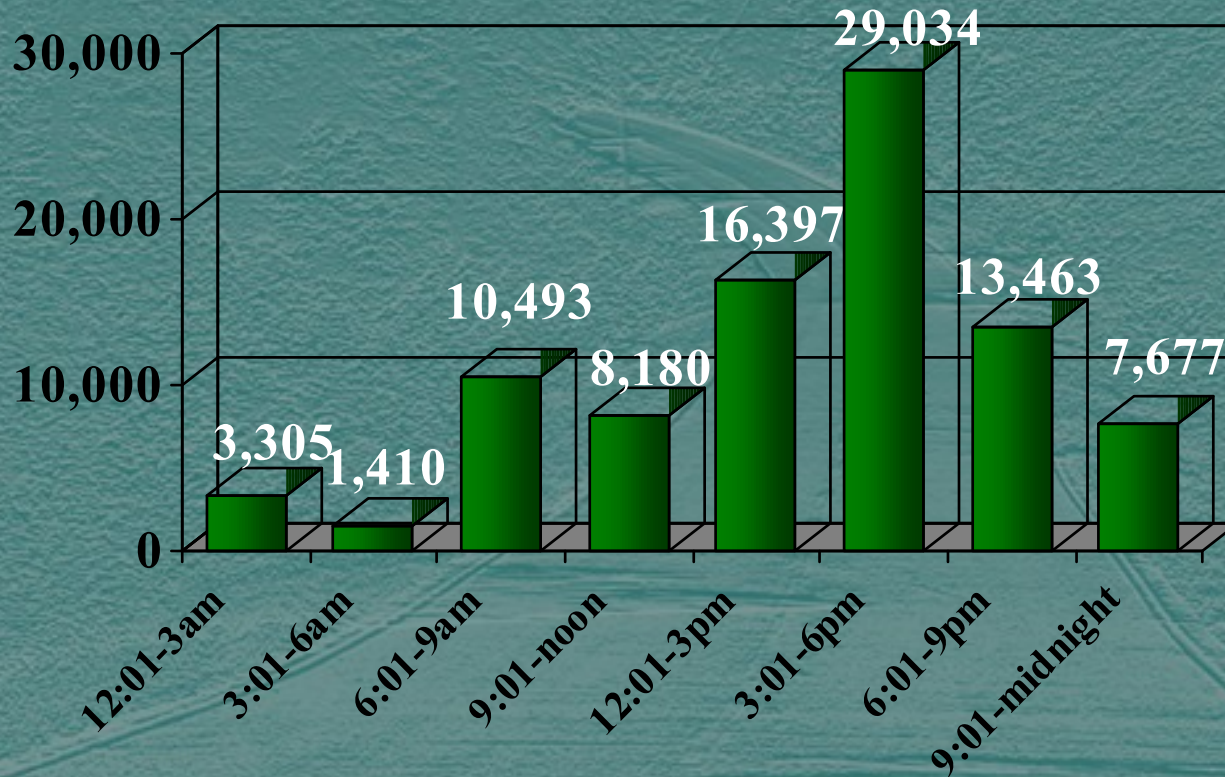
South Carolina Traffic Crashes Involving Young Drivers By Day of the Week – 1999 - 2003



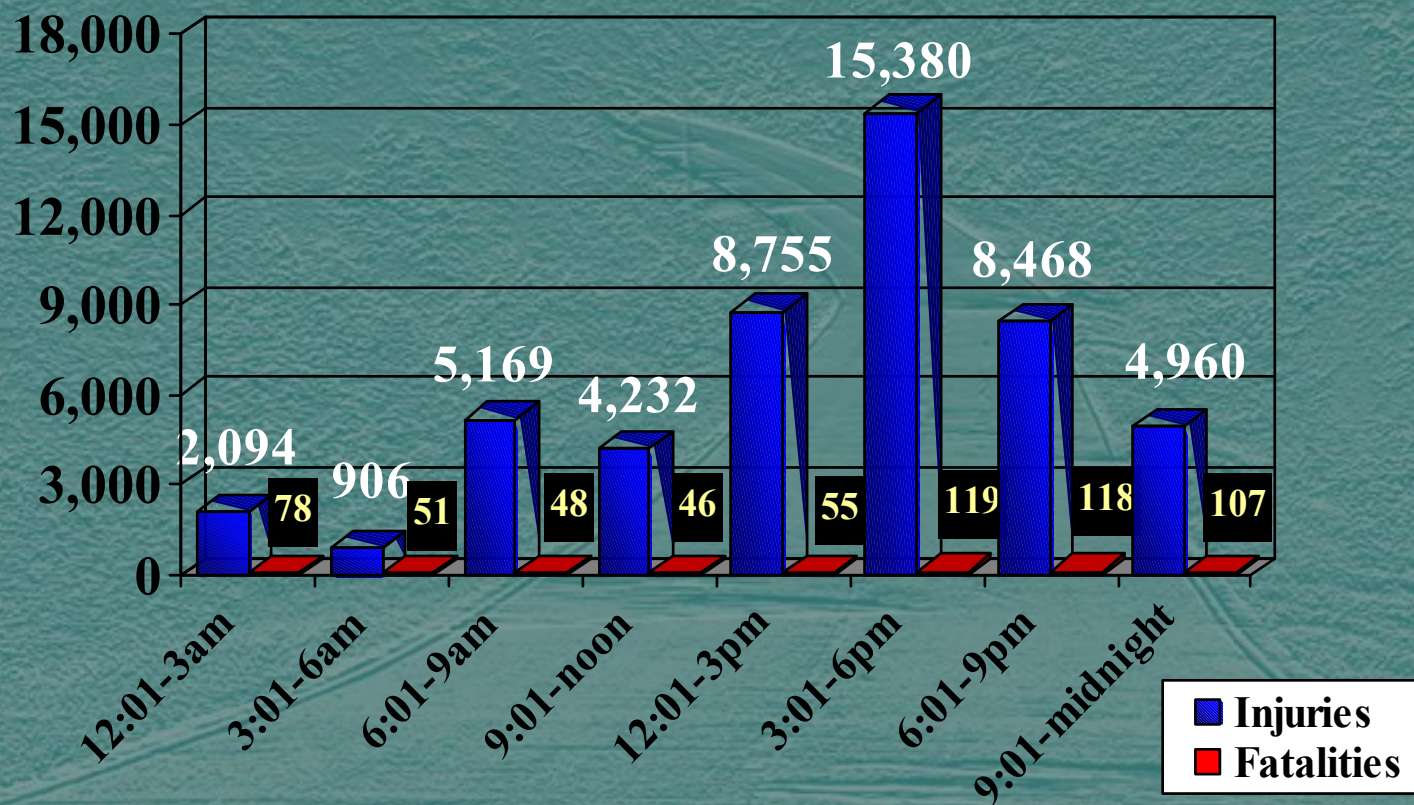
South Carolina Traffic Injuries/Fatalities Involving Young Drivers By Day of the Week – 1999 - 2003



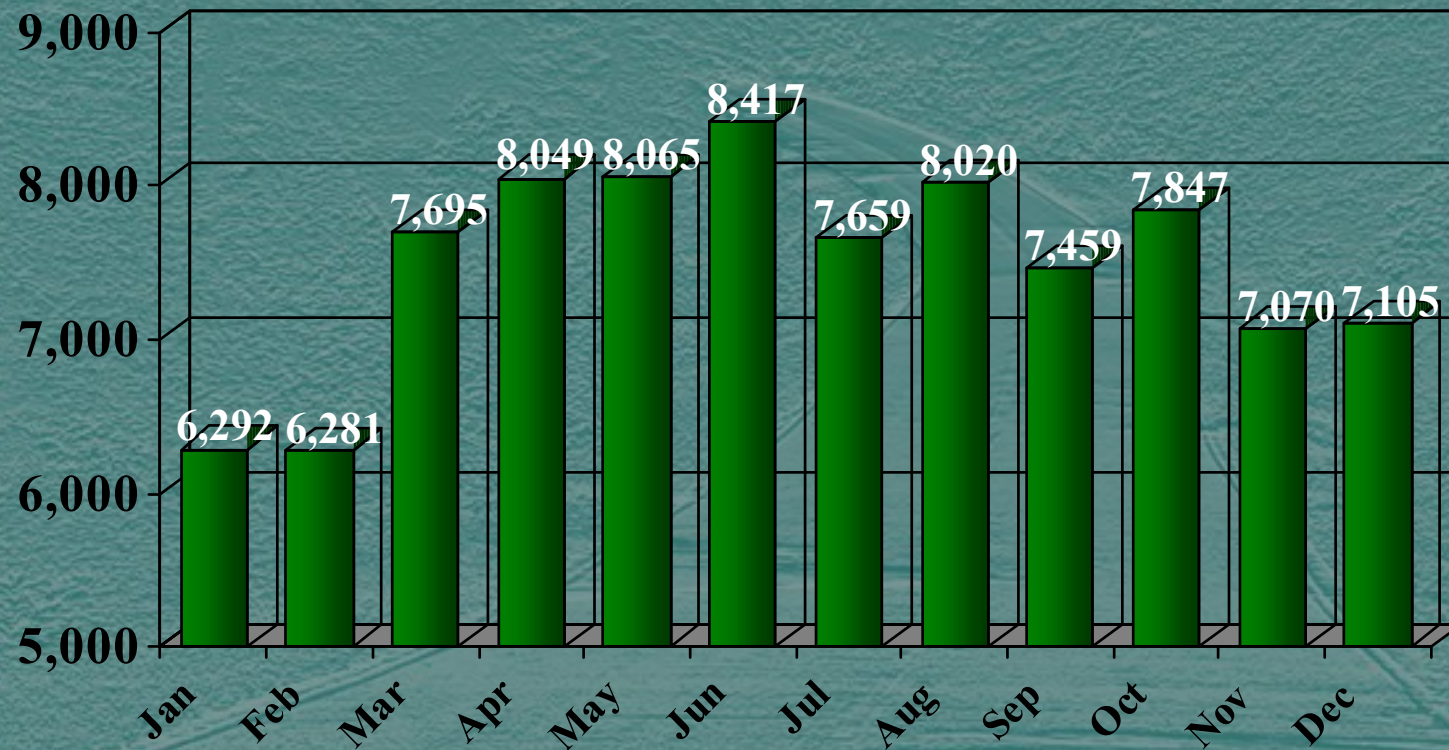
South Carolina Traffic Crashes Involving Young Drivers By Time of Day – 1999 - 2003



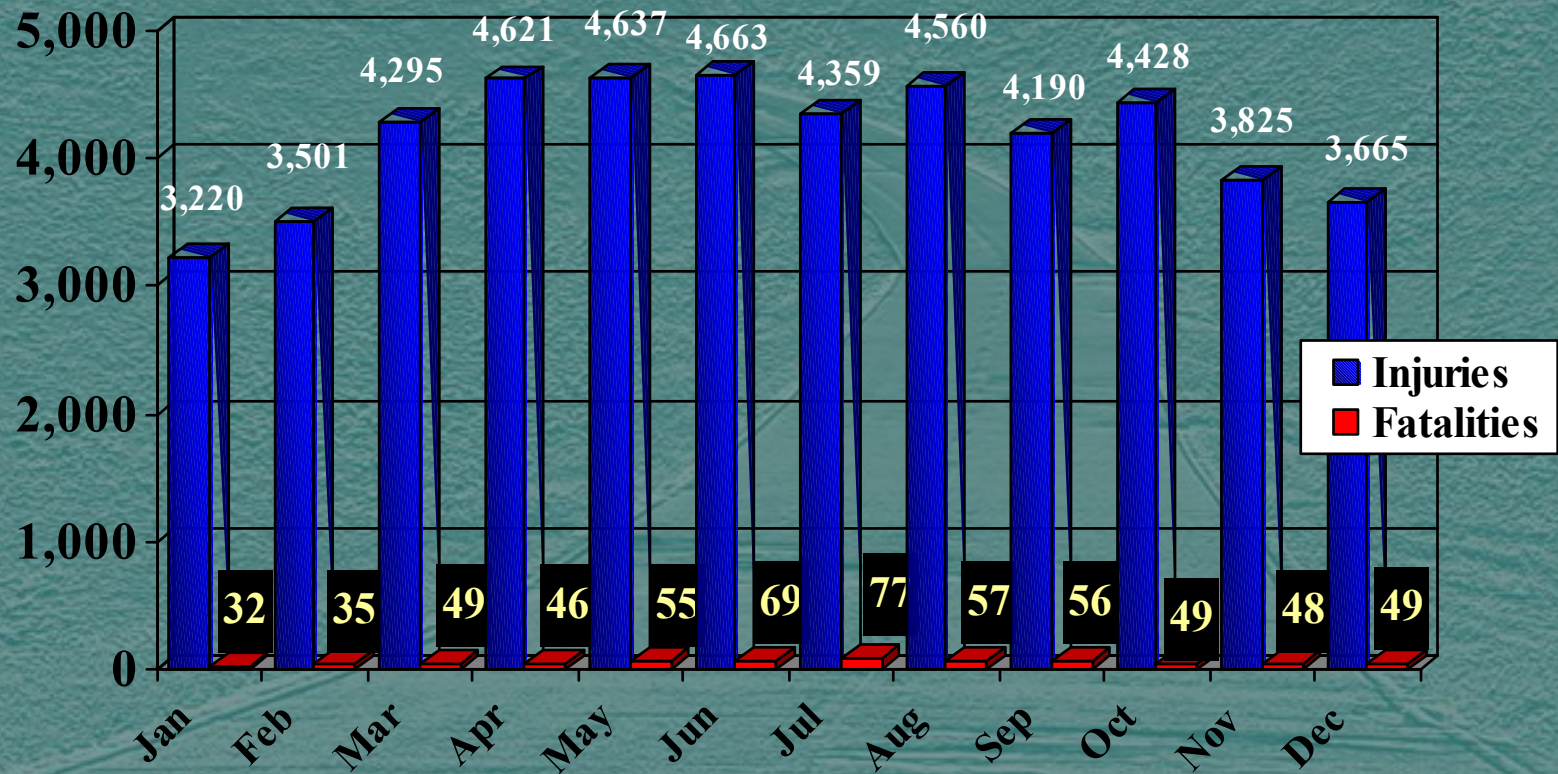
South Carolina Traffic Injuries/Fatalities Crashes Involving Young Drivers By Time of Day – 1999 - 2003



South Carolina Traffic Crashes Involving Young Drivers By Month – 1999 - 2003



South Carolina Traffic Injuries/Fatalities Involving Young Drivers By Month – 1999 – 2003



Young Driver Crashes

Leading Probable Causes

1999 - 2003

Driver Failed to Yield Right of Way	22,397
Driver Inattention	18,042
Driving too fast for Conditions/Speeding	16,647
Following Too Closely	7,132
Disregarding Sign or Signal	4,504

Young Driver Crash Fatalities

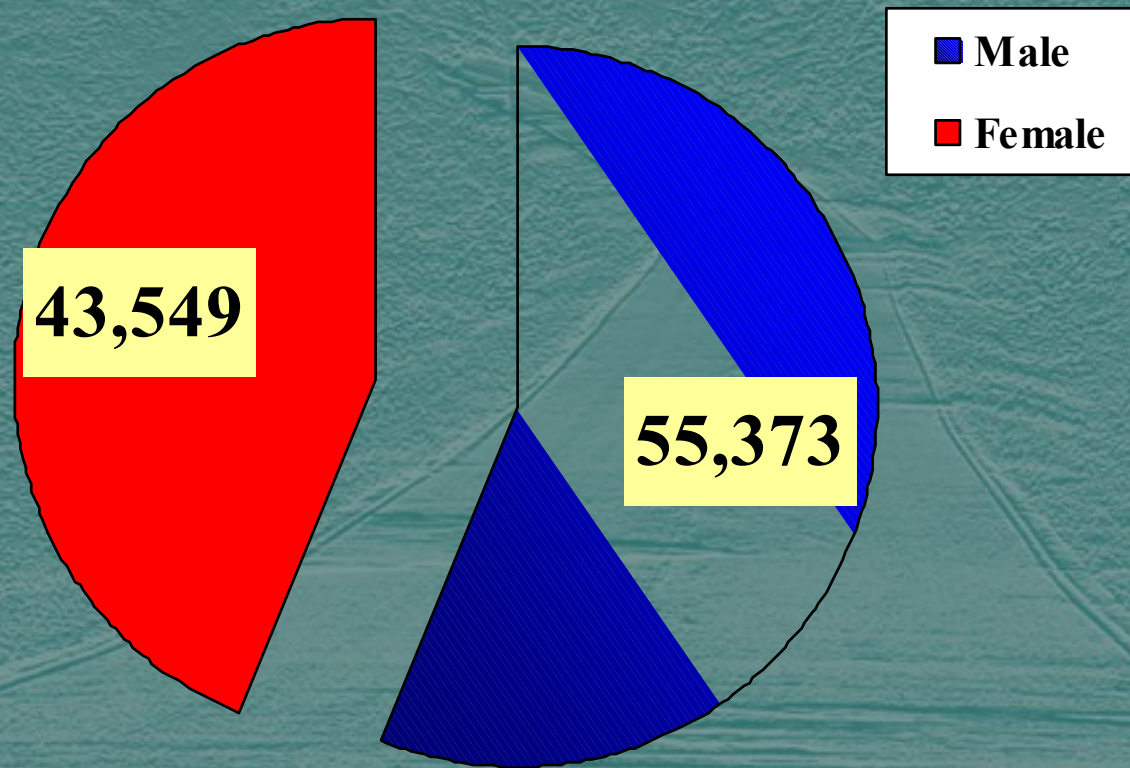
Leading Probable Causes

1999 - 2003

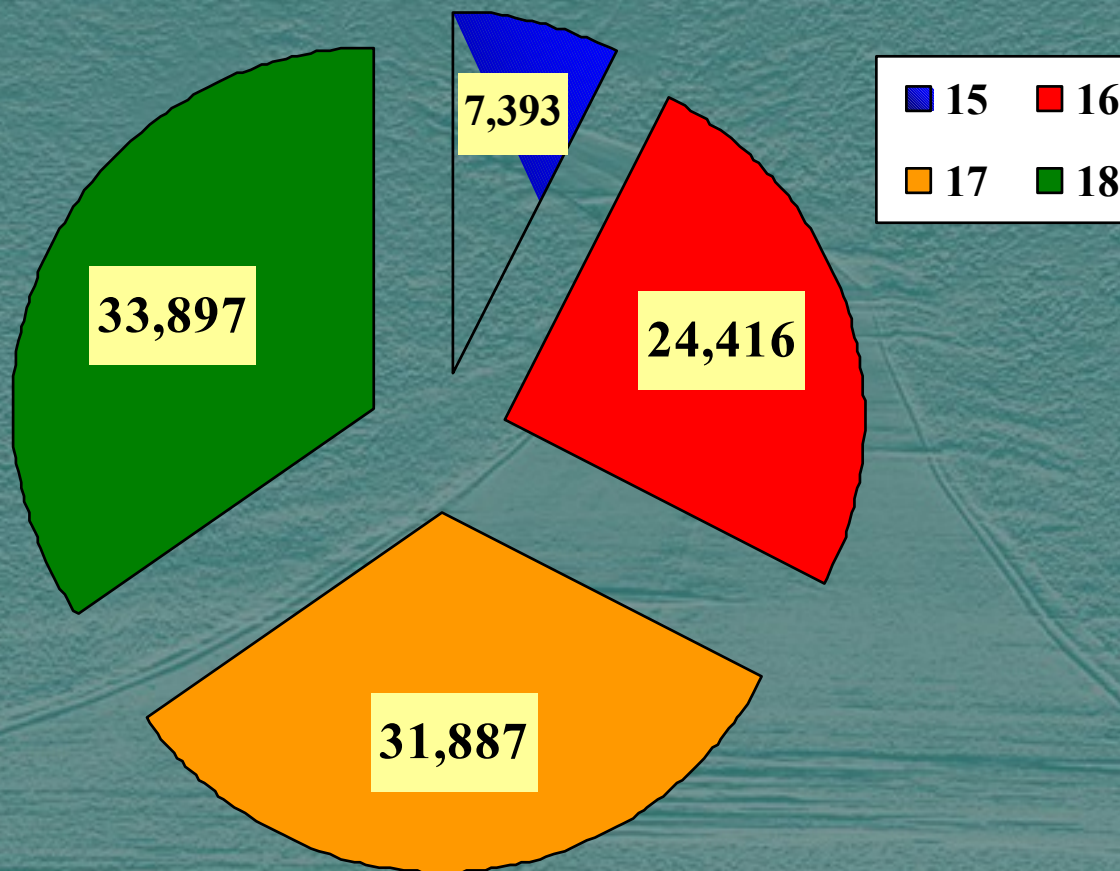
Driving too fast for Conditions/Speeding	174
Driver Failed to Yield Right of Way	80
Driving on Wrong Side of the Road	63
Driving under the Influence	60
Ran Off Road	41

Young Driver Involvement in South Carolina Traffic Crashes

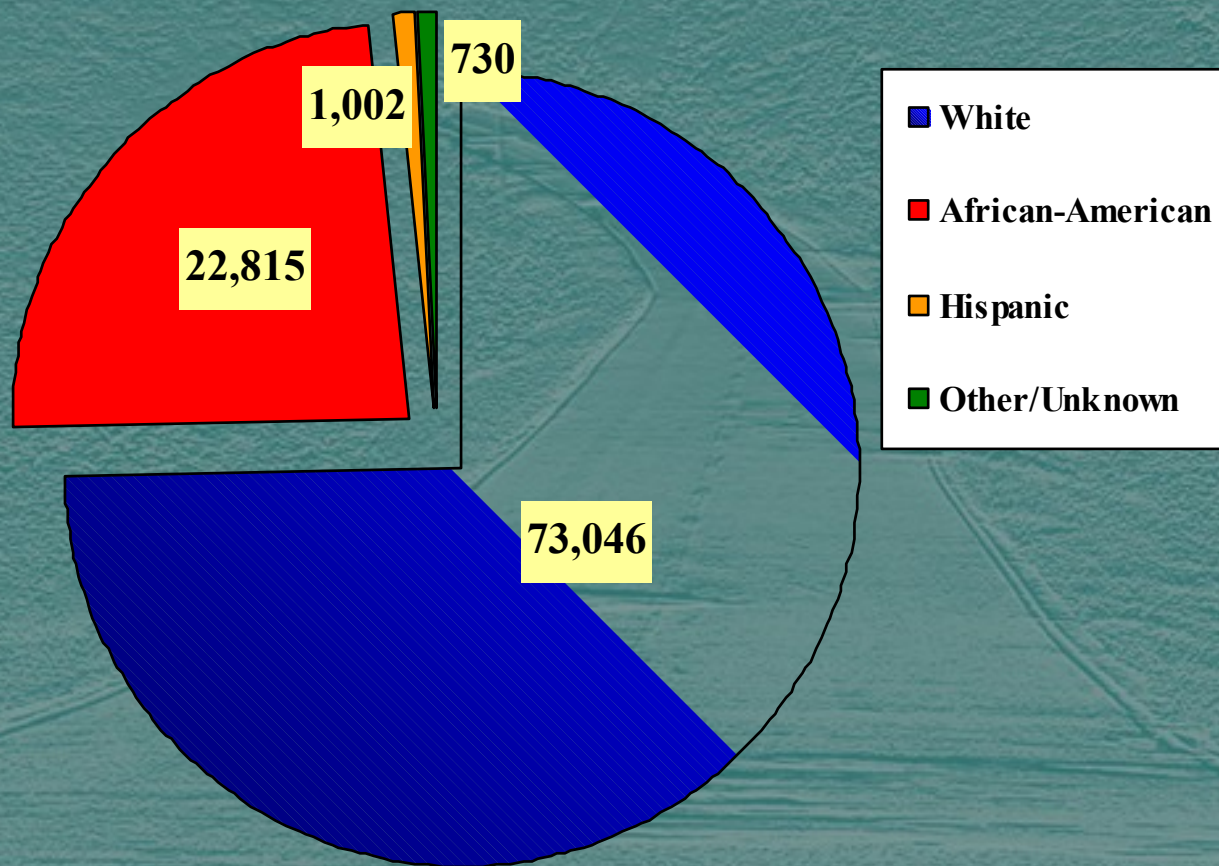
By Sex - 1998-2002



Young Driver Involvement in South Carolina Traffic Crashes By Age – 1999 - 2003



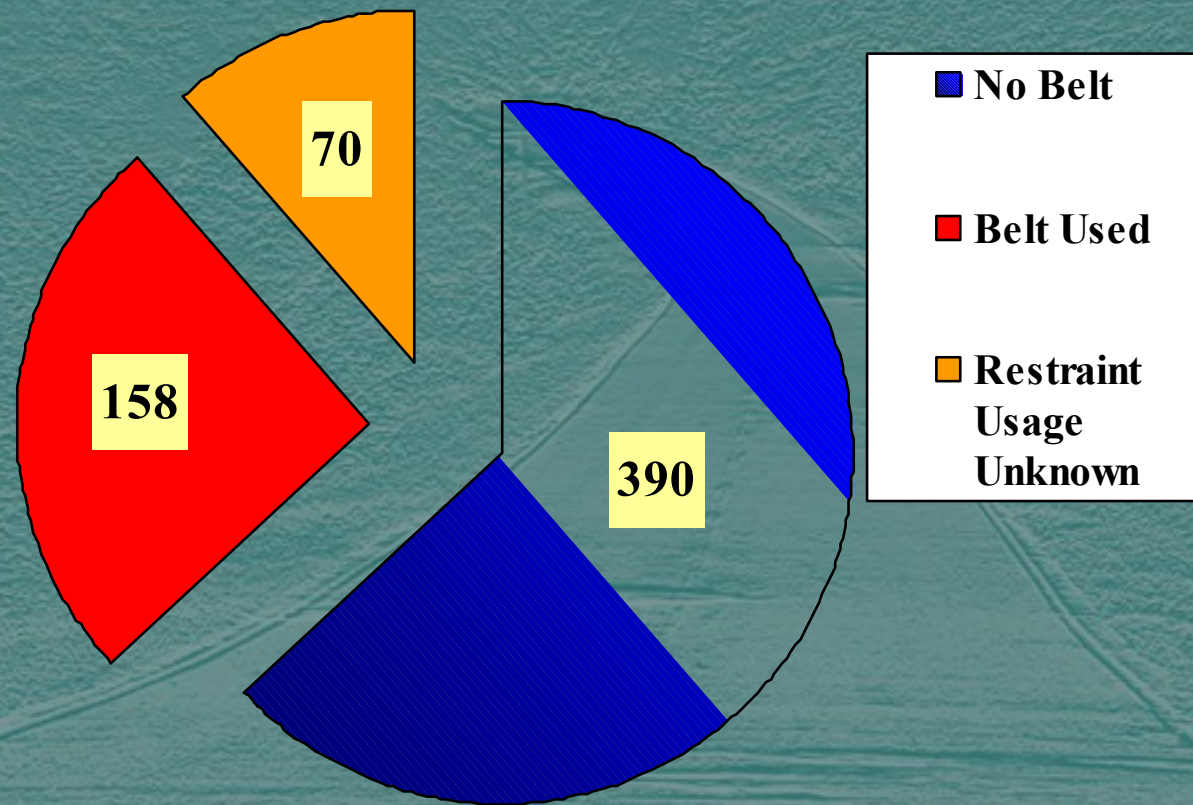
Young Driver Involvement in South Carolina Traffic Crashes By Race – 1999 - 2003



Fatally Injured Occupants*

Age 15-18 in South Carolina Traffic Crashes

By Restraint Usage – 1999 - 2003

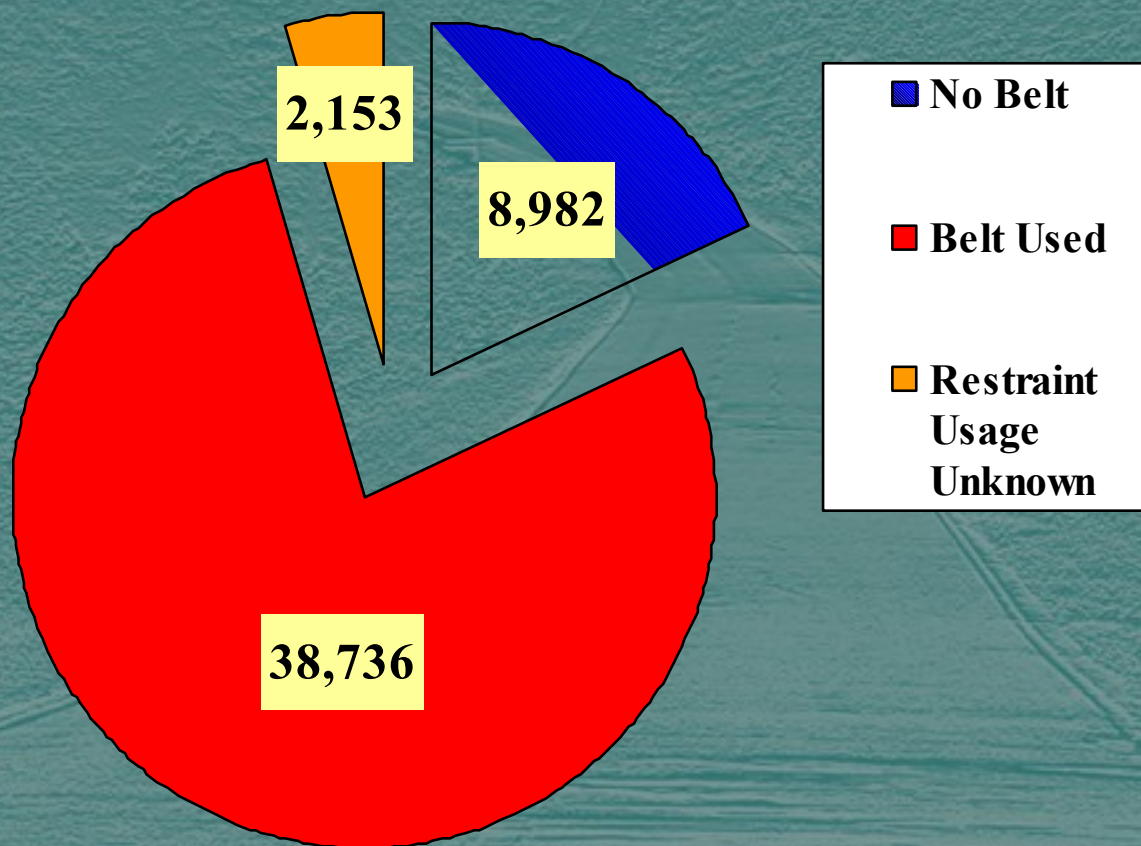


*Includes only occupants of automobiles, trucks, SUVs, Vans and Buses

Non-Fatally Injured Occupants*

Age 15 - 18 in South Carolina Traffic Crashes

By Restraint Usage – 1999 - 2003



***Includes only occupants of automobiles, trucks, SUVs, Vans and Buses**

Legislative Update



ACT 307

Safe Routes To School

- Introduced in the House on February 11, 2004
- Introduced in the Senate on April 20, 2004
- Last Amended on June 3, 2004
- The General Assembly passed it on June 3, 2004
- Signed by the Governor on September 8, 2004

Safe Routes To School Bill

- Law is titled "South Carolina Safe Routes to Schools Act".
- Law is located in Chapter 17, Title 59 of the 1976 Code of Laws amended, Section 59-17-150.

Section 59-17-150. (A)

- Directs municipal and county governments to work with local schools to identify problems and/or hazards to children walking or bicycling to school
- Directs municipalities, counties and school districts to develop a plan for funding improvements.
- Identifies sources of potential funding for improvements
- Does not obligate the sources listed to provide funding

Section 59-17-150. (B)

- Encourages each school district to establish a Safe Routes to School Coordinating Committee
- Requires multidisciplinary and community representation on the committee
- Defines the duties/responsibilities of the Coordinating Committee
- Establishes and defines the composition and duties/responsibilities of a Safe Routes to School Team for each school where desired

The Coordinating Committee Members

- Parents
- Children
- Teachers
- Administrators
- Local Law Enforcement Officials
- Public Health Officials
- Interested Citizens
- Other persons familiar with the transportation needs or the school district

Duties of Coordinating Committee

- Gathering information (through surveys and traffic counts)
- Organizing incentive based events to encourage children to try new modes of transportation
- Promoting the program through newsletters, assemblies, web sites and other means to reach parents and students.

The Safe Routes To School Team

- The team shall include parents, children, teachers, administrators, and neighbors of the school.
- The team may be expanded to include local law enforcement officials, public health officials, and other persons familiar with the transportation needs of the school.
- The team shall select a representative to serve on the Coordinating Committee.

The Safe Routes To School Team Duties

- Gathering information (through surveys and traffic counts)
- Organizing incentive based events to encourage children to try new modes of transportation
- Promoting the program through newsletters, and other means to reach parents and students.

Section 59-17-150. (C)

- Declares the first Wednesday of October each year as “Walk or Bicycle with Your Child to School Day”

ACT 286

Steer It and Clear It

- Introduced in the House on March 12, 2003
- Introduced in the Senate on February 26, 2004
- Last Amended on June 2, 2004
- The General Assembly passed it on June 3, 2004
- Signed by the Governor on July 22, 2004

Steer It Clear It

- In property damage only crashes, driver must move vehicle so traffic is not blocked.
- Driver does not have to wait for arrival of a law enforcement officer to move vehicle.
- Driver not considered liable for cause of the crash solely by reason of moving the vehicle.
- Instructional signs to be erected, asking drivers to move any vehicle capable of being driven off of roadway.

Rubbernecking Law

- (A) Defines a temporary work zone as “an area on a roadway identified by orange work zone signs or equipment with flashing lights, and the presence of workers on the scene.”
- (B) Recognizes “A temporary work zone as a special hazard. “

Rubbernecking Law

- Requires drivers approaching temporary work zones to:
 - keep vehicle under control
 - proceed with due caution
 - significantly reduce vehicle speed.
 - yield the right of way by making a lane change into a lane not adjacent to temporary work vehicle or equipment if on a highway with at least four lanes, with at least two lanes proceeding in the same direction
 - maintain safe speed for road conditions if changing lanes is impossible or unsafe

Rubbernecking Law

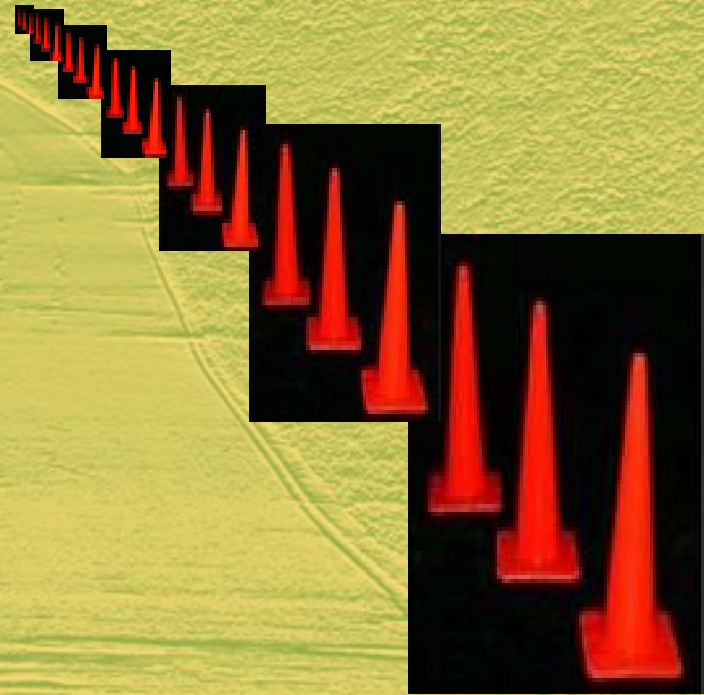
- Misdemeanor of endangering temporary work zone personnel
- Upon conviction fine not less than \$300.00 nor more than \$500.00.



SCDOT Safety Programs...



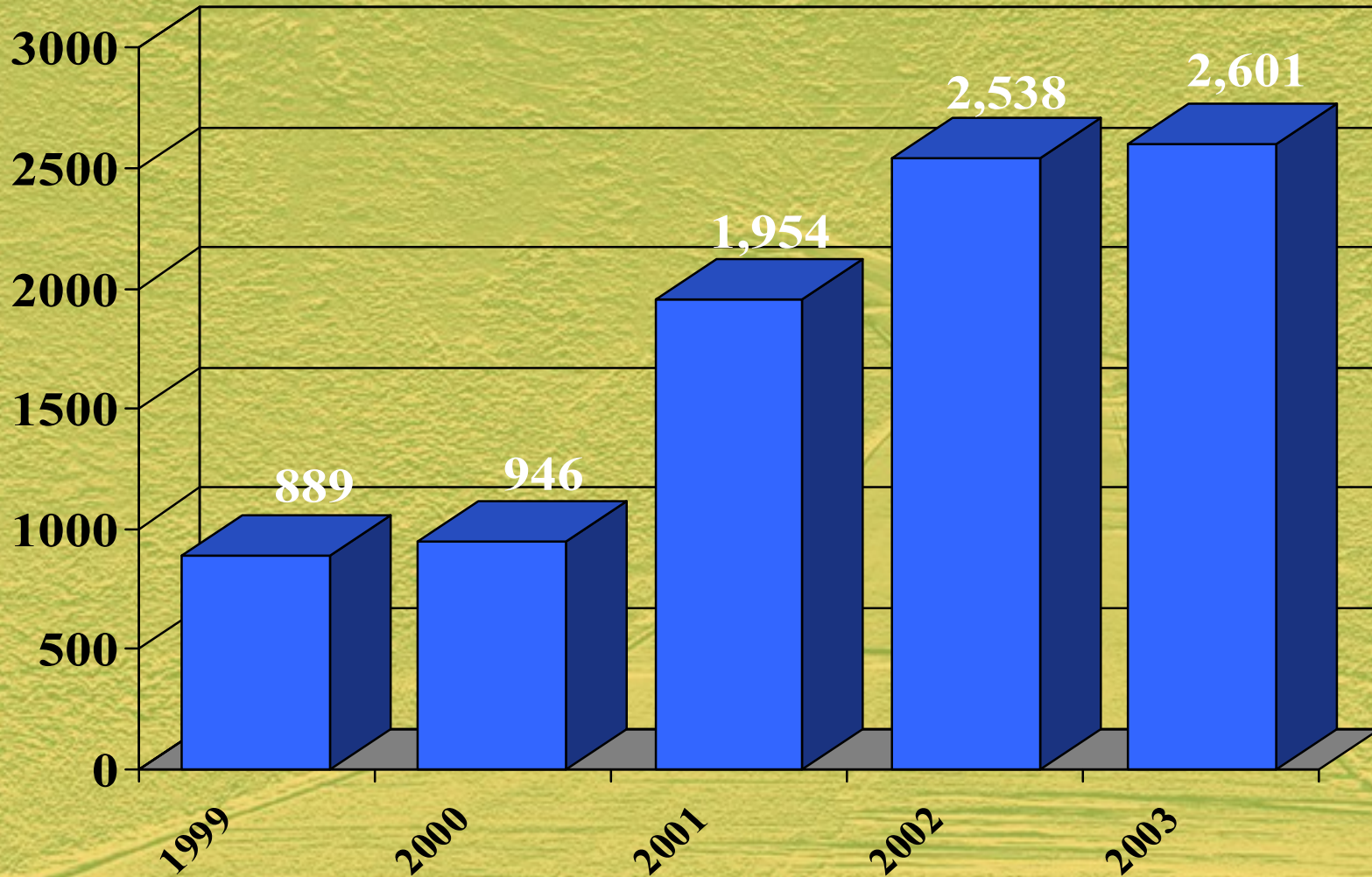
WORK ZONE SAFETY...



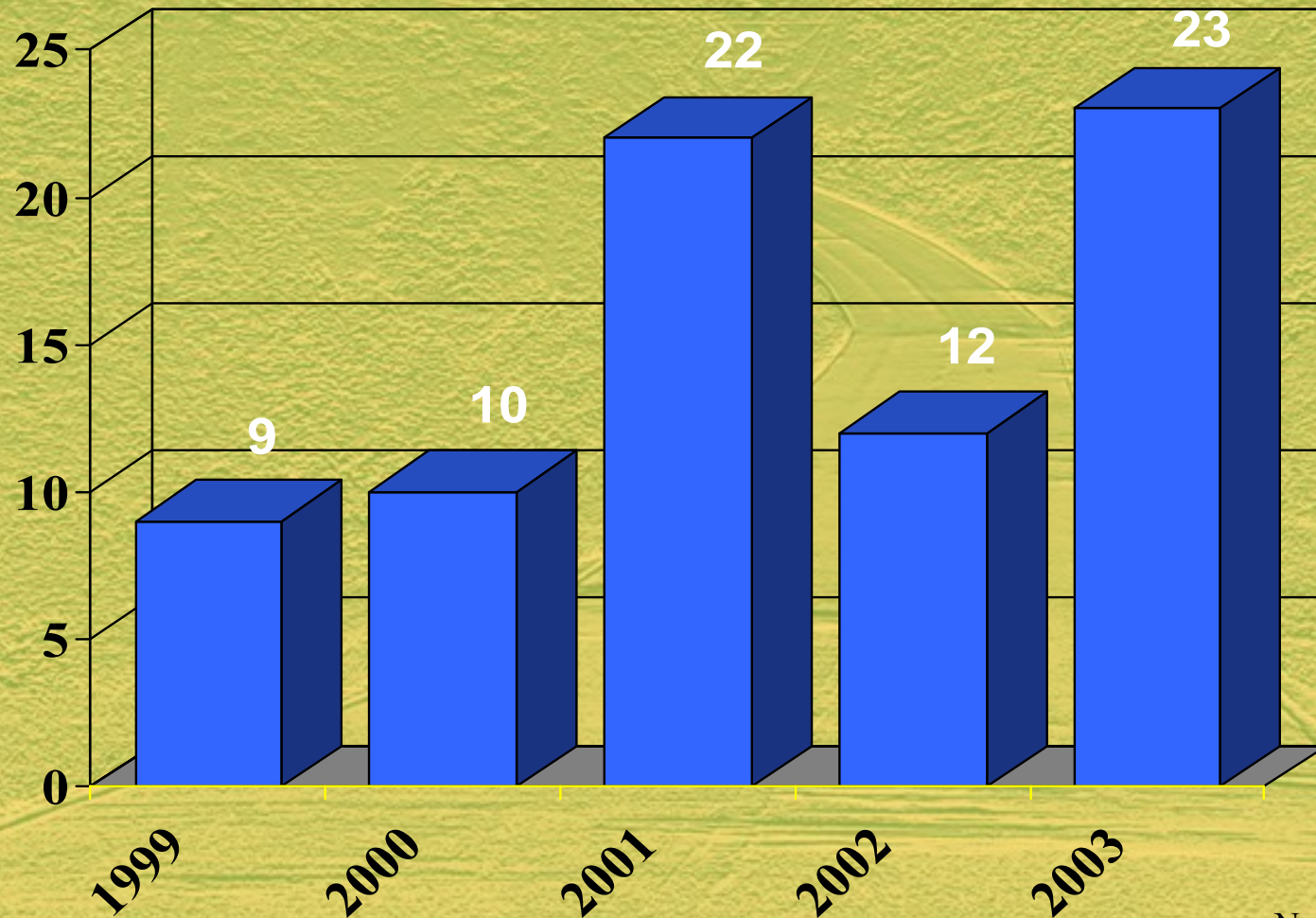
*A Major Initiative
at SCDOT*

SCDOT
November 2004

Work Zone Traffic Crashes 1999 - 2003



Work Zone Traffic Fatalities 1999 - 2003



Award Winning Public Awareness Statewide Campaigns

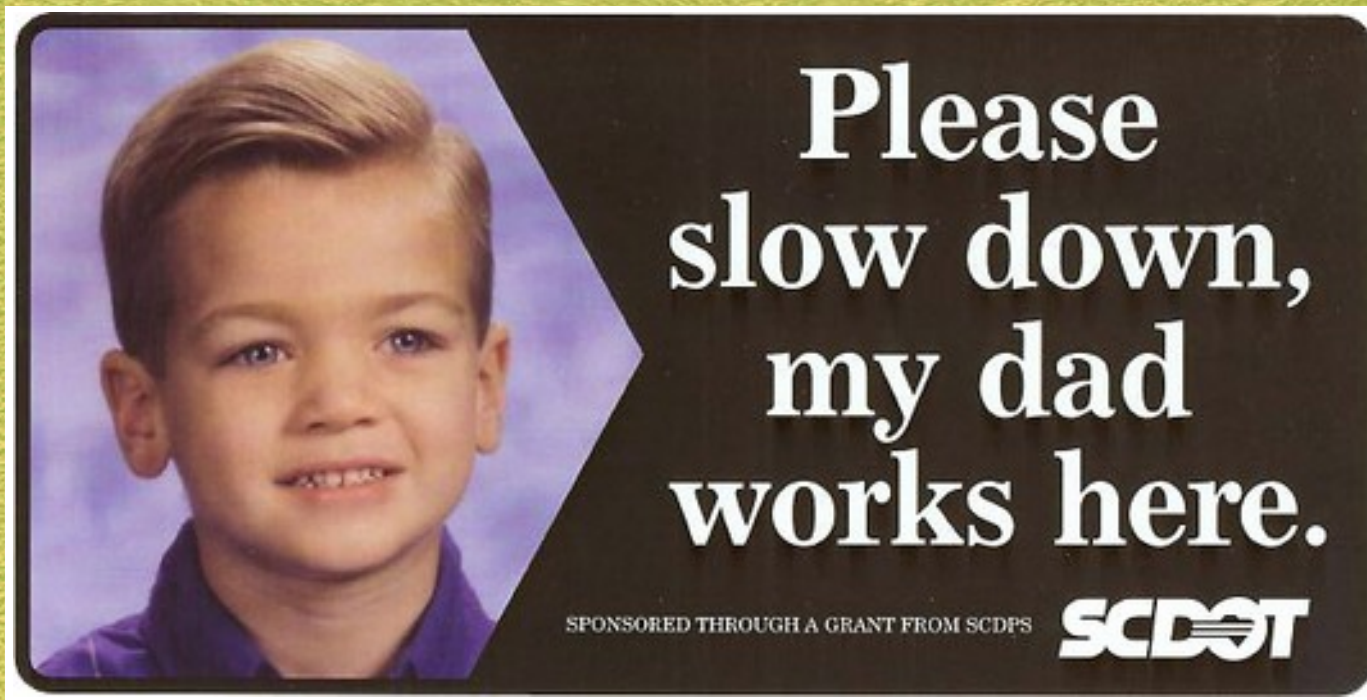


Public Awareness

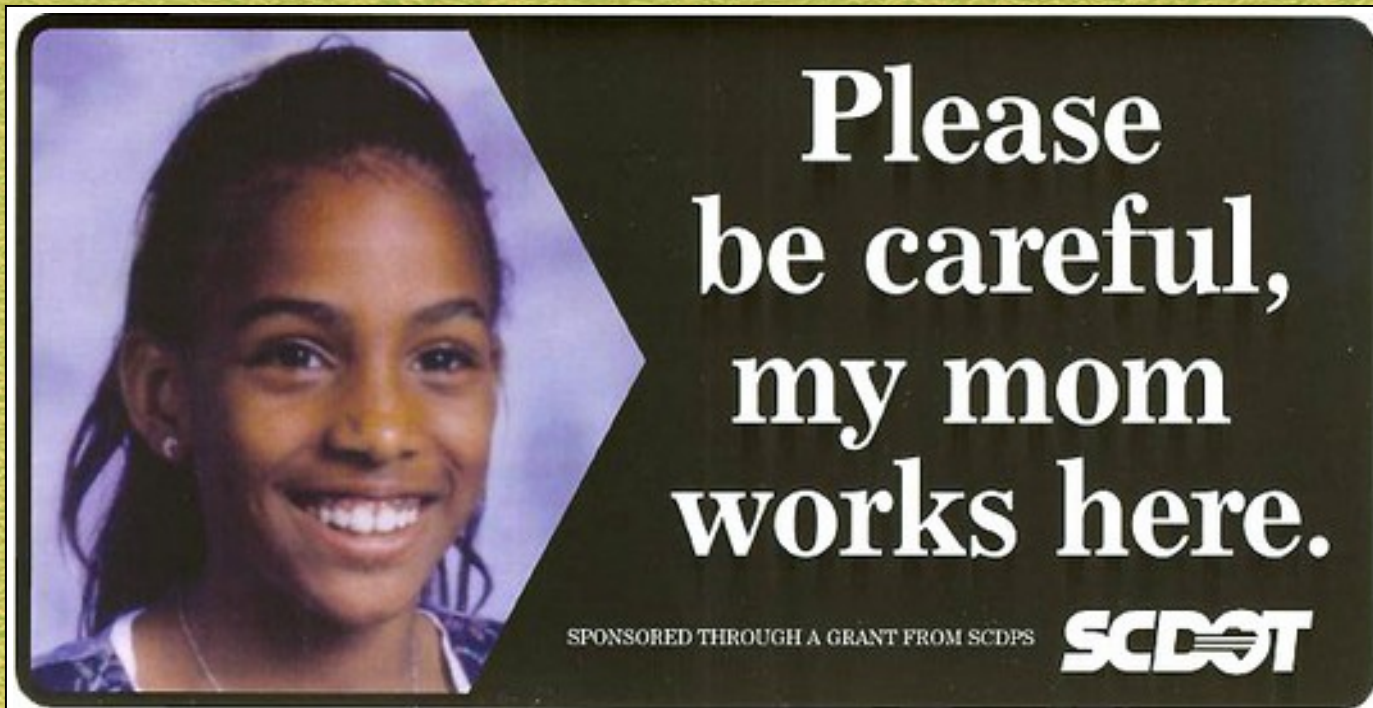
Television PSA's

- Phase I, “At the Office and “In the Elevator” Aired 1,722 Times in 2002.
- In Phase II, “The Children” and “The Other Children” Aired 7,898 Times to Date
- In Phase III, “The Brad Sanders Story” and “The Ted Yandle Story” Aired over 7,900 Times to Date

The Children's Signs



The Children's Signs



New Work Zone Initiatives


- High visibility enforcement program
- Program to be launched April 2005
- Includes partnerships with SCHP and local law enforcement agencies
- Focus will be zero tolerance for speeding and other violations in highway work zones
- Program includes media outreach

Special Partnerships with SCHP

- Agreement under development between DOT and SCDPS to fund trooper class of 24 to 30 troopers
- Troopers to be dedicated for 3 year period to enforcement of speed and DUI in highway work zones and high crash corridors

Safety Campaigns Coming in 2005

- Steer It Clear It Educational Campaign
- Rubbernecking Legislation Educational Campaign
- Statewide Public Information and Education Campaign focusing on prevention of speed related crashes/ reducing young driver involvement in crashes

An aerial photograph of a multi-lane highway with traffic. A large yellow text overlay is centered on the image. In the background, a green highway sign is visible, listing exits for Piney Grove Rd, St Andrews Rd, and I-20.

Safety Conscious Planning (SCP) and the Integrated Safety Management Process (ISMP)

Safety Planning Requirement

TEA-21 Moving Americans into the 21st Century

Each statewide and metropolitan planning process shall provide for consideration of projects and strategies that will increase the safety and security of the transportation system for motorized and non-motorized users.

Safety Conscious Planning

“...a proactive approach for the prevention of motor vehicle crashes and unsafe transportation conditions.”

Improving Safety on Our Highways

Safety Conscious Planning

... a comprehensive, system wide, multi-modal, proactive process that better integrates safety into surface transportation decision making.

Safety Conscious Planning (SCP) is...

continued

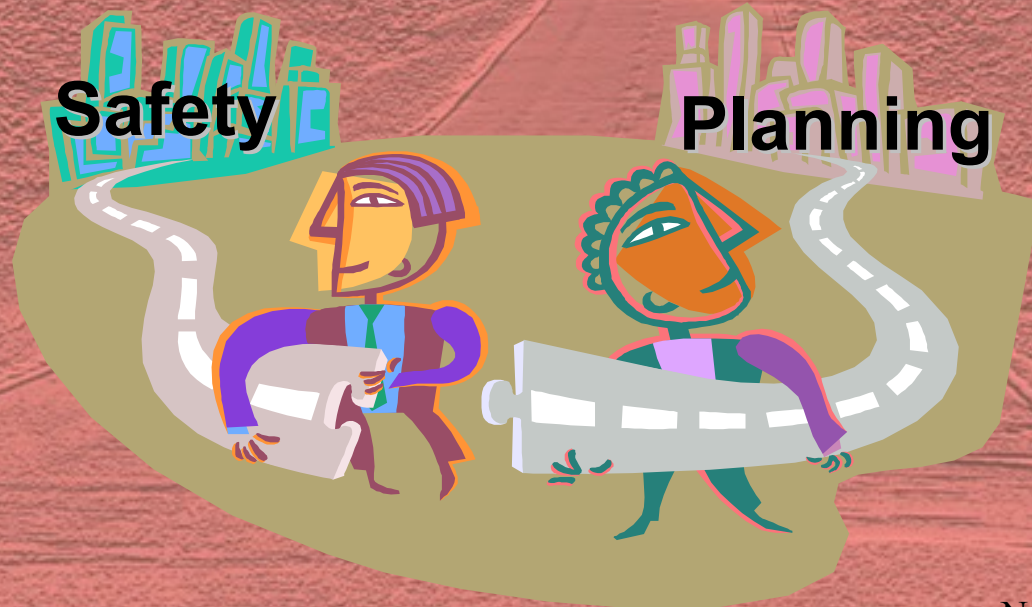
- Considers all aspects of highway safety – engineering, education, awareness, enforcement & emergency response
- Uses a system-wide approach including sites, corridors & entire state, regional & local transportation systems

SCP is..... continued

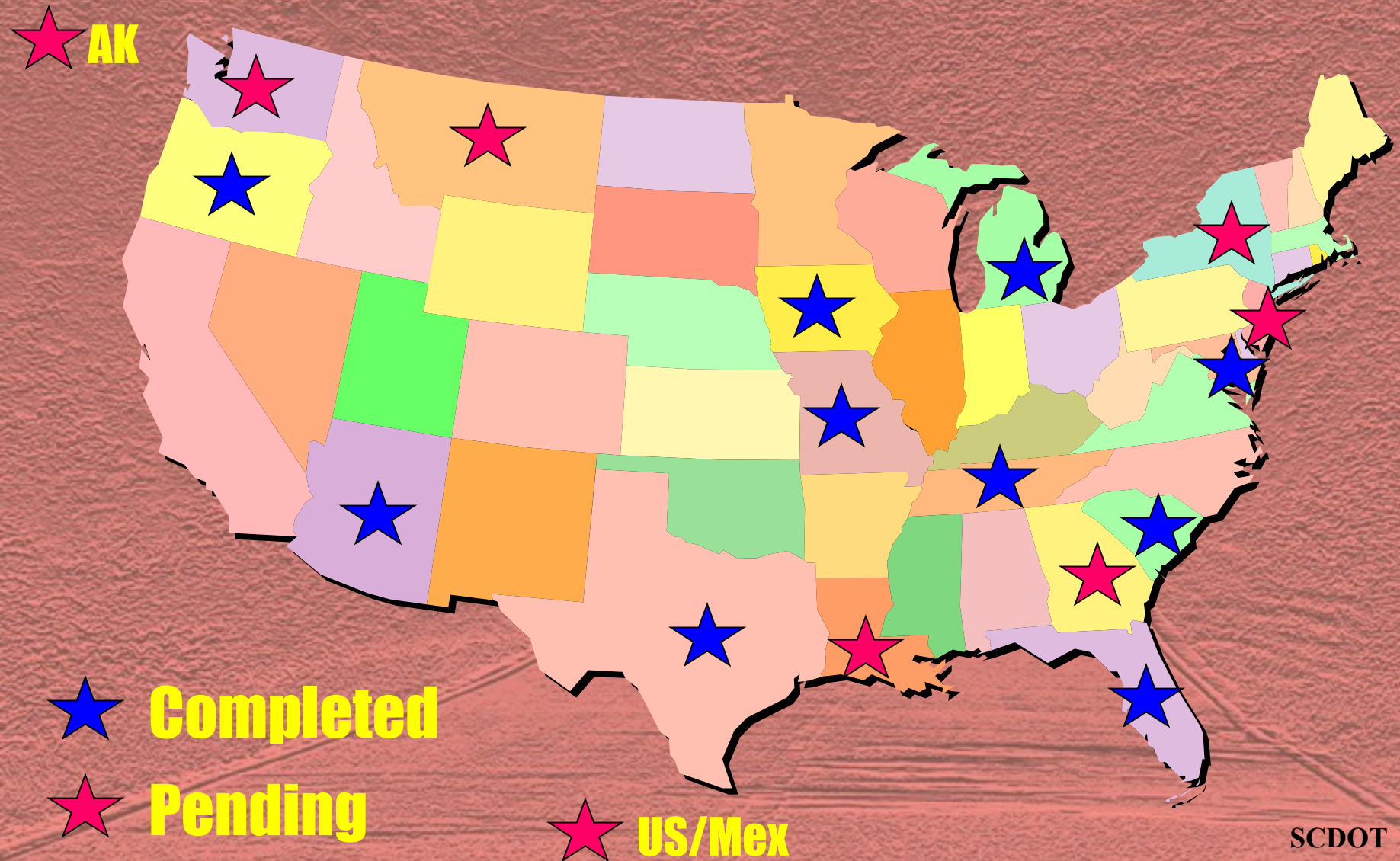
- SCP is multi-modal including transit, pedestrian & bicycle safety needs
- SCP is proactive - addresses current safety problems & looks for opportunities to prevent them in the future

SCP Communication: Forums

- Purpose - dialogue among key players
- Objective - jump start the SCP process
- Result - action plan



Communication: SCP Forums



Pre-Planning for the Forum

- Began on August 28, 2002 with Planning Meeting
- Involved 25 key transportation and safety partners (all E's)
- Allowed participants to determine focus
 - Articulate Forum Objectives
 - Outline an Agenda
 - Develop a participant list
 - Address logistical and process issues



Key Forum Objectives

- Brief safety and planning communities on current issues/practices
- Help the partners understand the other's planning processes
- Facilitate a partnership that encourages collaborative planning and project selection
- Inform planners of products, programs, tools to support safety planning

Forum Participants

- Broad cross section of planning and safety communities
- Statewide representation
- Multidisciplinary group (including MPO's, COG's)
- Federal partners (FHWA, NHTSA, FMCSA)

Teams Planning Meeting

- Logistics & Program Team
- Data Team
- Themes & Message Team
- Goals & Objectives Team

Plans Provided to Participants

- AASHTO Strategic Highway Safety Plan
- Emergency Medical Services State Plan
- Federal Railroad Administration Action Plan
- 402 Highway Safety Plan
- Injury Control Plan
- SCDOT Strategic Plan
- SC Long Range Transportation Plan
- Others

Data Guide

- SCDOT (Road Inventory, Traffic Counts, Mileage Reports)
- SCDPS (Collision File)
- SCDMV (Driver & Vehicle Files)
- EMS (Run Reports, Trauma Registry)
- DAODAS (School Age & Adult Surveys)
- Office of Research & Statistics (CODES, Census, Hospital Discharge)

Discussion Group Assignments

- Set safety goals
- Develop recommendations for how to incorporate safety in the planning process
- Identify innovative solutions & strategies; tools & resources
- Create messages & themes to improve safety

Next Steps

- Dissemination of Forum Final Report
- Schedule follow-up meetings of Discussion Groups
 - Complete discussions
 - Reach consensus on all recommendations
- Include the recommendations in the Comprehensive Safety Plan

Forum Accomplishments

- Brought over 200 partners together, many 1st time
- Adopted several goals & strategies to improve safety – all willing to support in their plan
- Improved communications among partners (E-mail group)
- Enlightened participants on available data sources

Forum Accomplishments

- Gave SC a “step up” in complying with Reauthorization requirements for a State Strategic Highway Safety Plan
- Prepared SC for participation in National Pilot Program – Integrated Safety Management Process (ISMP)

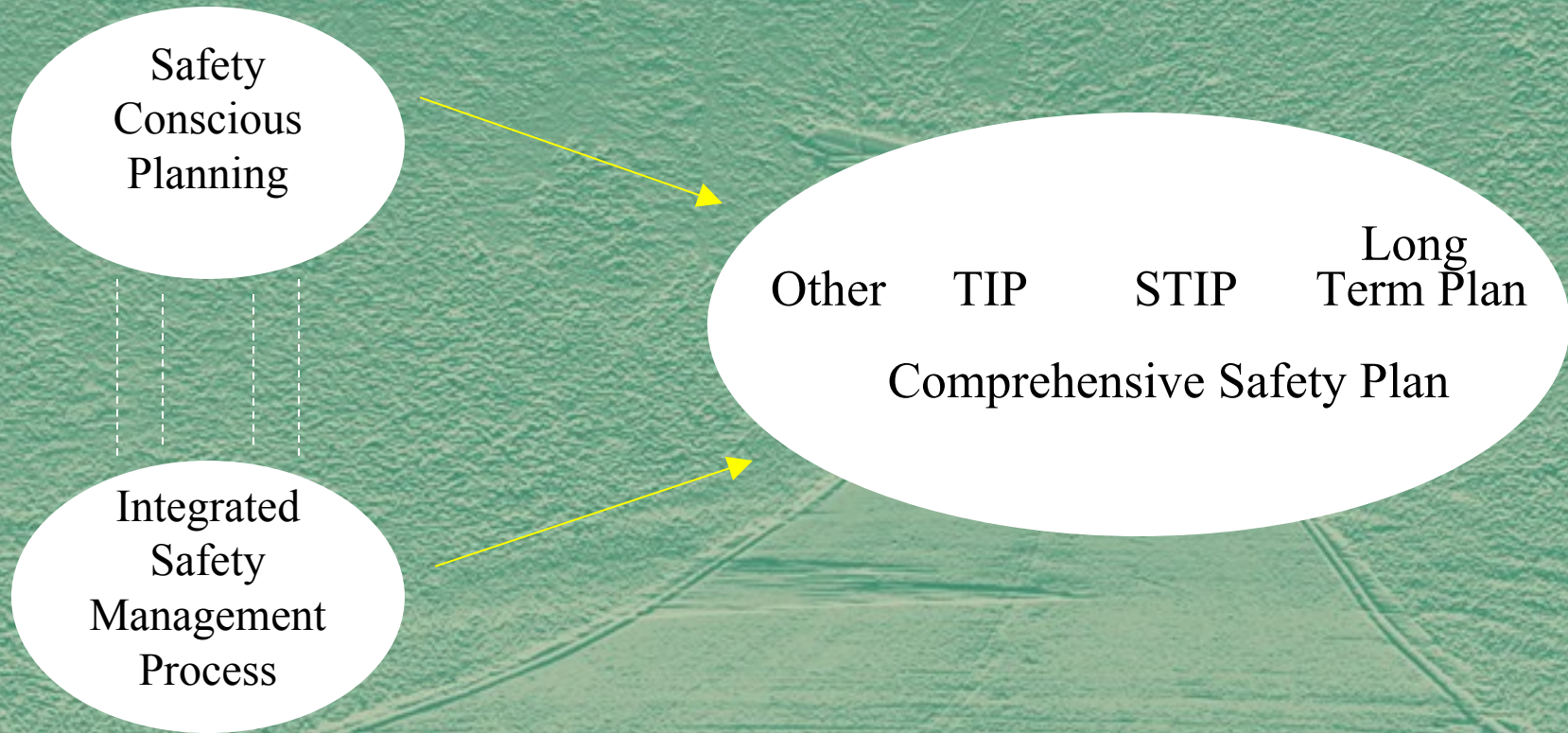
An aerial photograph of a road intersection, likely a T-junction, with a green overlay that fades from the top to the bottom. The text is centered over the intersection.

Integrated Safety Management Process

The Integrated Safety Management Process (ISMP)

- Product of the National Cooperative Highway Research Program (NCHRP) Project 17-18 (5) – NCHRP Report 501
- An integrated management system to reduce highway injuries and fatalities across a jurisdiction

The Big Picture



Integration at all Levels

- Integration starts at the decision making level with top management of various agencies working together
- Integration across 4 E's – Enforcement, Engineering, Education, and Emergency Services
- Integration across safety agencies and jurisdictions
- Integration during implementation

Implementation Guides

- Emphasis areas (e.g. run-off-road, intersection crashes, aggressive driving)
- Part of AASHTO's Strategic Highway Safety Plan

Implementation Guides provide answers to:

- What goals should we set for a particular emphasis area? (85% statewide restraint use by the end of 2004)
- What are our priorities for a particular emphasis area? (Infants, young children)
- What strategies are available to us for a particular emphasis area? (Education for new mothers at hospitals)

Implementation Guides do NOT provide answers on:

- Which emphasis areas to prioritize?
- Which combination of strategies to apply?
- How to integrate the effort of multiple agencies implementing a single strategy?
- How to optimize the implementation of multiple strategies simultaneously?
- What level of deployment should be implemented for each strategy?

Establishing an ISMP

- In order to implement an ISMP, an ISMP must first be established
- 10 requirements

Requirements for Establishing an ISMP (1 of 2)

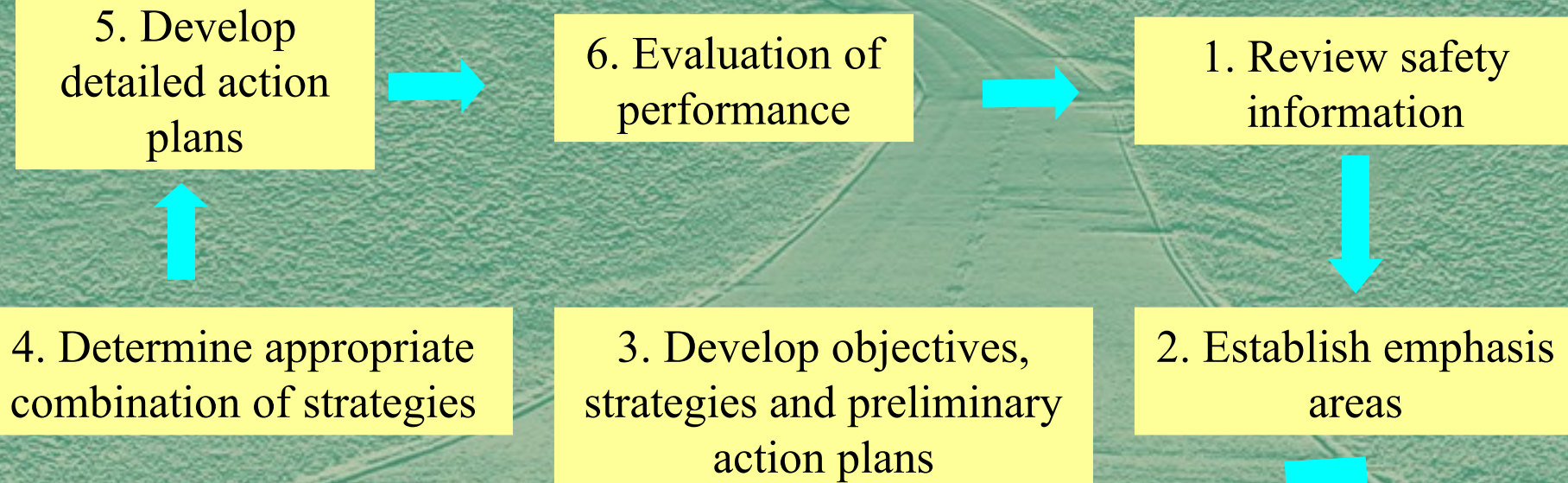
1. Form the Safety Program Leadership
2. Determine the coalition's mission
3. Create a Memorandum of Understanding
4. Develop a communication plan
5. Appraise the existing safety management system

Requirements for Establishing an ISMP (2 of 2)

6. Establish the administrative structure of the IMSP
7. Appoint an Operations Manager
8. Assemble the Risk Analysis and Evaluation Group (RAE)
9. Set a vision
10. Link databases

ISMP

Establishing the Integrated Road Safety System



Benefits of the ISMP (1 of 2)

- A protocol and organizational structure for integrating across the agencies responsible for road safety
- Data driven decision making
- Quantifiable results that can be demonstrated and used to leverage for additional support and funding
- Cost effective implementation

Benefits of the ISMP (2 of 2)

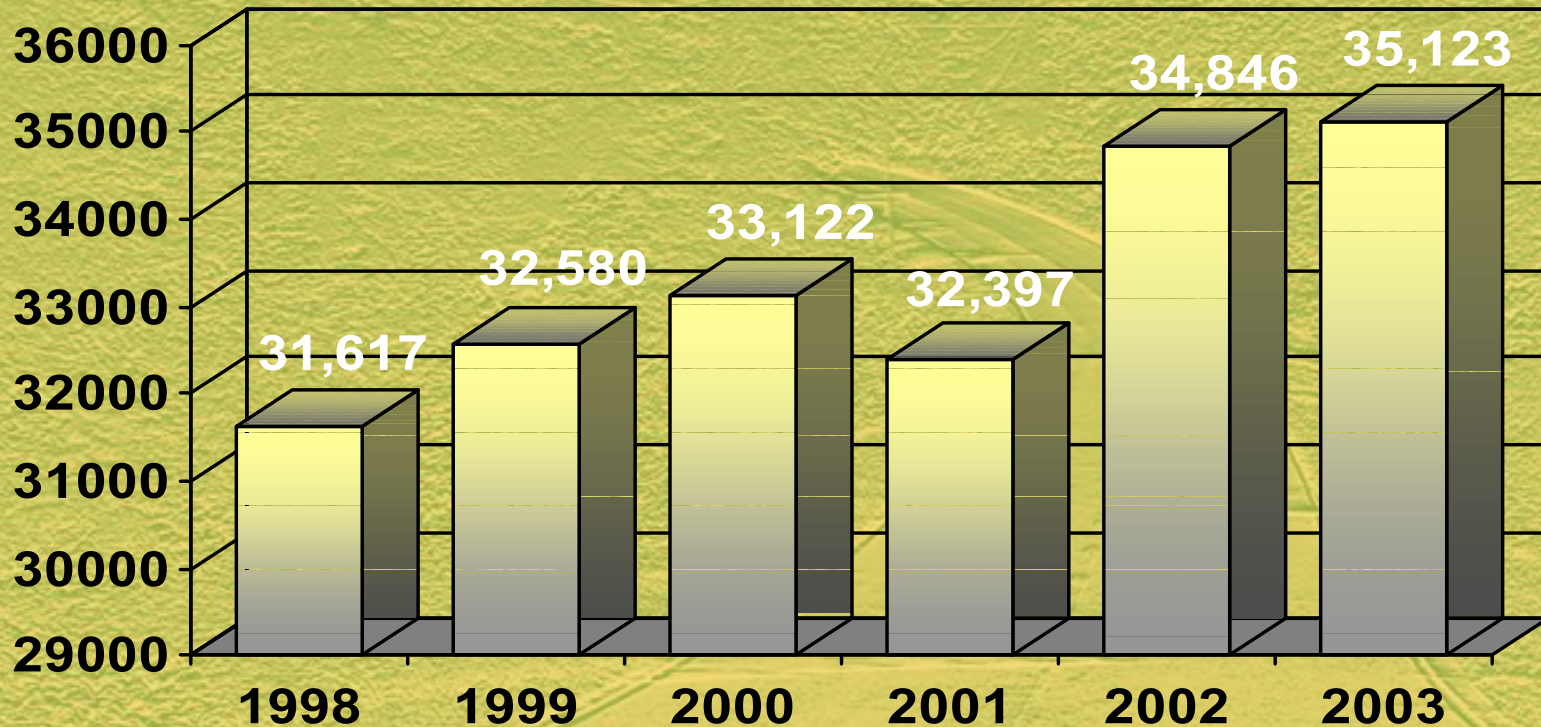
- Comprehensive Safety Plan (strategic, data driven, comprehensive collaborative, integrated)
- Greater safety benefit working together than independently
- Improved road safety, a reduction in both the number and severity of crashes



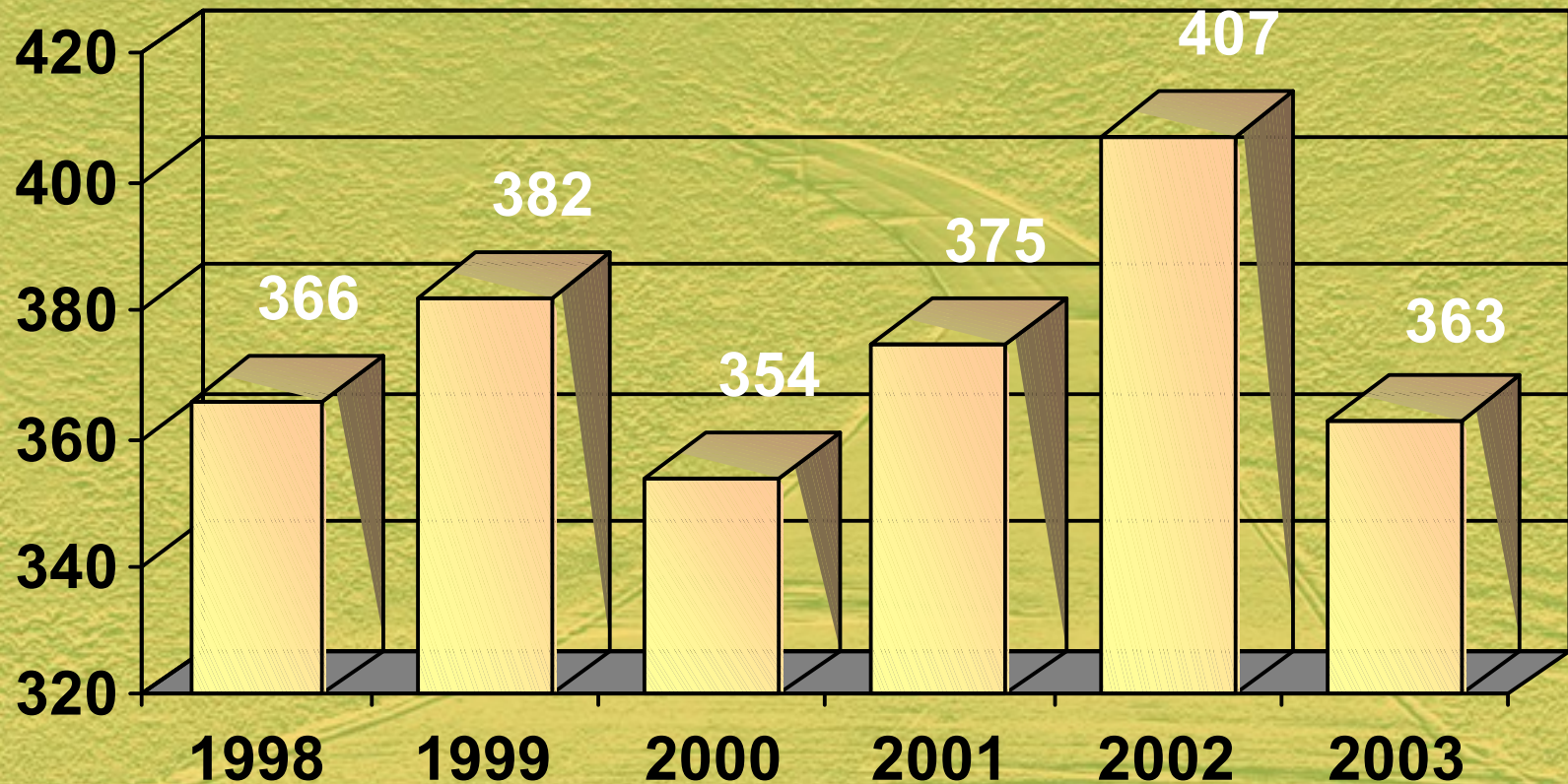
CRISOS

Crash Reduction by Improving Safety on Secondaries

Traffic Collisions on Secondary Roads in South Carolina



Traffic Fatalities on Secondary Roads in South Carolina



CRISOS PROGRAM

- Focuses on safety improvements on federal aid and non-federal aid roads.
- Focuses on low-cost, short term strategies.
- Prioritizes roads based on crash rate, crash severity, and other factors.

CRISOS PROGRAM

- Focuses on safety improvements on federal aid and non-federal aid roads.
- Includes a multi-disciplinary approach within SCDOT.
- Includes local, community partners from EMS, law enforcement.
- Contacts will be made to assist in the site visits.

Legislative Issues

- Primary Seat Belt Legislation
- Strengthened DUI Legislation
- Mini Bottle Legislation
- Increased Funding for Safety Improvement to Highways

Legislative Issues: Primary

Seat Belt Legislation

- Crash rates for young people are four times that of older drivers
- Fatality rates for young people are two times that of older drivers
- In SC from 1998 – 2002, 956 young people ages 16 – 24 died in crashes
- 707 young people were unbuckled
- Belt usage in SC crashes for young people at 26%



Terecia Wilson

Director of Safety

803-737-1161

An aerial photograph of a road with a large, semi-transparent teal overlay. The text "Thank You!" is centered in a large, bold, black serif font. The road curves from the bottom towards the top of the frame.

Thank You!