September 2019

Highway Safety Plan
FY 2020
South Dakota

Highway Safety Plan

NATIONAL PRIORITY SAFETY PROGRAM INCENTIVE GRANTS - The State applied for the following incentive grants:

S. 405(b) Occupant Protection: No

S. 405(e) Distracted Driving: No

S. 405(c) State Traffic Safety Information System Improvements: Yes

S. 405(f) Motorcyclist Safety Grants: No

S. 405(d) Impaired Driving Countermeasures: Yes

S. 405(g) State Graduated Driver Licensing Incentive: No

S. 405(d) Alcohol-Ignition Interlock Law: No

S. 405(h) Nonmotorized Safety: No

S. 405(d) 24-7 Sobriety Programs: Yes

S. 1906 Racial Profiling Data Collection: No

Highway safety planning process

Data Sources and Processes

All of the data presented and analyzed in this report are from the South Dakota Accident Records System or the Fatality Analysis Reporting System maintained by the National Highway Traffic Safety Administration. This South Dakota Accident Records System is collected and maintained by the South Dakota Office of Highway Safety. In addition, citation data is based on reports from the South Dakota Unified Judicial System and data points related to seatbelt use or drawn from the annual Statewide Seatbelt Use Report. South Dakota Office of Highway Safety also consults and coordinates with the South Dakota Department of Transportation in establishing specific performance measures as they relate to certain problem areas and strategies. Performance targets for 2016-2020 were established by evaluating long-term trends for each of the course measures to create goals that were aggressive yet attainable. Countermeasures were chosen to target the specific problem areas we have identified in the state.

Processes Participants

Name	Agency
Jennifer Stalley	South Dakota Teen Court Association
Kathy Kenzy	Stanley County Sheriff’s Office
David Mogard	Gettysburg Police Department
LaDonna Holm	South Dakota Attorney General’s Office
Ann Mehlhaff	South Dakota Attorney General’s Office
Shannon Speck	Miller Police Department
Amanda Martin	Pierre Police Department
Samantha Robey	Paul Bachand’s Office
Dustin Baxter	Stanley County Sheriff’s Office
Justin Harmon	Pierre Police Department
Paul Scheuth	Winner Police Department
Matt Bilben	Brule County Sheriff’s Office

CatlandLandegent	Chamberlain Police Department
Jason Handel	Chamberlain Police Department
Cora Brandon	Huron Police Department
Daniel Kight	Huron Police Department
Ryan Remmers	Watertown Police Department
Tayt Alexander	Hamlin County Sheriff's Office
LeAnn Wasmoen	Spink County Coalition
ChessaQuenzer	Spink County Coalition
Kyle Couchey	Edmunds County Sheriff's Office
Dave Lunzman	Brown County Sheriff's Office
Frank Buck	South Dakota Driver Education Association
Mike Marquette	Marshall County Sheriff's Office

The South Dakota Office of Highway Safety had to cancel two grant training workshops for FFY2020 due to inclement weather. Law enforcement agencies statewide and past community subrecipients received email correspondence on how to apply for a FFY2020 Highway Safety grant.

Description of Highway Safety Problems

Given that its 882,235 residents[1] are distributed over 77,121 square miles of terrain, South Dakota remains one of the nation's most sparsely populated states. The markedly rural character of South Dakota's landscape presents distinctive challenges to traffic crash prevention and management. Altogether, rural roads and highways comprise 95.9% of the 82,501 total roadway miles that crisscross the state, and in 2018, rural travel accounted for 69.9% of all vehicle miles traveled[2]. The difficulties associated with designing and administering effective highway safety programs across a rural geography amplify the need for well-focused, systematic planning efforts. Further, it follows that the physical dispersion of South Dakota's drivers brings about a marked need for motor vehicle transportation.

Through the lens of major traffic crash indicators, observers of highway safety outcomes witnessed a number of encouraging developments in 2018. Of the 19,045 traffic crashes reported through the South Dakota Accident Reporting System (SDARS) data system in 2018, positive directionalities were observed across a wide range of outcomes measures.

The number of serious injuries recorded in 2018 represents a decrease of 12.3% from the analogous 2017 total. Of the 5,138 non-fatal traffic crash injuries sustained in 2018, only 569 were considered serious or incapacitating.

The 2018 statewide fatality rate of 1.34 is the same as the rate in 2017. The most recent five-year average fatality rate has decreased 26.1% from the 2005-2009 average.

There were only 14 motorcyclist fatalities in 2018, a 12.5% decrease 12.5% from 2017. 9 of those fatalities were unhelmeted.

The number of pedestrian and pedalcyclist fatalities in South Dakota remains quite small with only 7 pedestrian fatalities and no pedalcyclist fatalities in 2018.

The 2018 estimate for statewide estimated safety restraint usage on all road types was 78.9%, a 4.1% increase from 2017 (74.8%). This is the largest single year increase we have seen for this measure.

These positive outcomes are in spite of the fact that both population and vehicle miles traveled in South Dakota

continued to increase in 2018. This increase alone ushers in an opportunity for a rise in traffic crashes in South Dakota. The positive outcomes also occurred in spite of a continued prevalence of rural over urban travel in South Dakota. In 2018, rural VMT accounted for 69.9% of all vehicle miles traveled in South Dakota. Data suggests that the crash conditions faced by motorists in rural traffic crashes are decidedly more perilous than their urban analogs.

It should be noted, however, that there were areas in which South Dakota did not see improvements in 2018. In total, 130 traffic crash fatalities were recorded in South Dakota in 2018, a slight increase of from the 129 in 2017.

A total of 71 unrestrained passenger vehicle occupants were killed in traffic crashes in 2018, a 10.9% increase from 2017 (64). The five-year average also increased slightly, preventing us from meeting our goal for 2014-2018.

The number of fatalities arising from crashes involving at least one driver or motorcycle operator with a BAC of .08 or above was 28.6% higher in 2018 than in 2017; the total number of crashes involving intoxicated drivers, however, decreased.

A total of 50 individuals were killed in 2018 as a result of traffic crashes involving at least one speeding driver. This figure has increased by 61.3% since 2017. The five-year average for this measure also increased, preventing us from achieving our five-year goal for 2014-2018. Three of those killed in these crashes were pedestrians.

The number of drivers under the age of 21 involved in a fatal traffic crash increased sharply this year, from 10 in 2017 to 18 in 2018. While this represents a 70% increase, the relatively small numbers of accidents make these percentage changes a problematic measure.

While some of these developments appear discouraging, the five-year averages for each of these core outcome measures are more promising. These five-year averages provide a more accurate reflection of overall trends in performance measures as they smooth out the fluctuations that inherently occur from year to year. These accomplishments point to the overall effectiveness of the Office of Highway Safety in South Dakota. Through the design, coordination, and monitoring of effective prevention strategies and countermeasures, and by working in cooperation with an alliance of statewide partners, the Office of Highway Safety seeks to vigorously pursue its mission to minimize economic and human loss resulting from traffic crashes.

[1] US Census Bureau estimate for 2018

[2] http://www.sddot.com/transportation/highways/traffic/docs/VMTAllvehicles.pdf

Methods for Project Selection

The South Dakota Office of Highway Safety provides four grant training workshops throughout the state every year. Potential applicants attend these workshops in order to understand the application process and the rules and requirements of the Highway Safety grant program. All law enforcement and community applications are reviewed by Office of Highway Safety employees. Applications that are approved to be a part of the Highway Safety Plan demonstrate a Highway Safety related problem along with proven countermeasures that will be deployed to prevent injuries and fatalities on South Dakota’s roadways.

List of Information and Data Sources

All of the data presented and analyzed in this report are from the South Dakota Accident Records System or the

Fatality Analysis Reporting System maintained by the National Highway Traffic Safety Administration. This South Dakota Accident Records System is collected and maintained by the South Dakota Office of Highway Safety. In addition, citation data is based on reports from the South Dakota Unified Judicial System and data points related to seatbelt use or drawn from the annual Statewide Seatbelt Use Report.

Description of Outcomes

The 2020 plan begins with a broad data presentation organized around the core outcome and core behavior measures required as mandatory reporting items by NHTSA. Interlaced into this section are the performance goals established by the Office of Highway Safety through collaboration with external partners. In developing and implementing the strategies and plans of the Highway Safety Plan and the Strategic Highway Safety Plan, the Office of Highway Safety has worked in coordination with the South Dakota Department of Transportation (SDDOT). This coordination has included numerous planning meetings with a diverse array of participants held in early 2018 in four locations across South Dakota. These meetings utilized the NHTSA evidence-based concept and Countermeasures That Work, Sixth Edition. All the data presented and analyzed in this report are from the Federal Accident Records System or the South Dakota Accident Records System. The later data is collected and maintained by the South Dakota Office of Highway Safety. Due to significant improvements in our ability to collect crash reports (approximately 95% of reports are submitted electronically), there is little to no delay in the uploading of these reports. This allows the data to be readily available for performance monitoring throughout the year. Lee Axdahl, the Director of Highway Safety also serves on the steering committee for the development of the Strategic Highway Safety Plan, which helps to ensure that the efforts are coordinated. For each of the core outcome measures addressed in the plan, supporting data is provided to justify the established goals. Goals are made in relation to long-term projections as well as the most recent year's data points.

Performance report

Progress towards meeting State performance targets from the previous fiscal year's HSP

Sort Order	Performance measure name	Progress
1	C-1) Number of traffic fatalities (FARS)	In Progress
2	C-2) Number of serious injuries in traffic crashes (State crash data files)	In Progress
3	C-3) Fatalities/VMT (FARS, FHWA)	In Progress
4	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	In Progress
5	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	In Progress
6	C-6) Number of speeding-related fatalities (FARS)	In Progress

7	C-7) Number of motorcyclist fatalities (FARS)	In Progress
8	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	In Progress
9	C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	In Progress
10	C-10) Number of pedestrian fatalities (FARS)	In Progress
11	C-11) Number of bicyclists fatalities (FARS)	In Progress
12	B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	In Progress
13	Number of distracted driving fatalities (FARS)	In Progress

Performance Measure: C-1) Number of traffic fatalities (FARS)

Progress: In Progress

Program-Area-Level Report

2019 Performance Goal

Goal Statement: Decrease the traffic fatalities five-year average to 127.4 or less for 2015-2019.

Current Value (2013-2017): 130.00

Current Status: In Progress

Key Observations from 2018 Data

In total, 130 traffic crash fatalities were recorded in South Dakota in 2018, a slight increase of from the 129 in 2017.

Similar to previous years, the vast majority (94.6%) of traffic crash fatalities in South Dakota in 2018 were motorists, as opposed to pedestrians or pedalcyclists.

Recent Data

Of the 19,045 motor vehicle traffic crashes reported in South Dakota in 2018, 110 (0.58% of total crashes) resulted in at least one fatality. In total, 130 traffic crash fatalities were recorded in South Dakota in 2018, a very slight increase from 129 in 2017. Of these fatalities, 75 (57.7%) were sustained by residents of South Dakota. As was the case in previous years, the majority of fatalities were the vehicle operators. In 2018, 89 fatalities (68.5%) of all traffic crash fatalities, were operators of motor vehicles.

Table 1 presents basic fatality counts and annual percentage changes from 2014 to 2018. Figure 1 provides a visual representation of fatalities in South Dakota over the same period, as expressed through five-year averages.

Table 1. Annual Traffic Crash Fatalities: 2014-2018		Fatalities
% Change	2014	136

+0.7%	2015	133
-2.3%	2016	116
-14.7%	2017	129
+11.2%	2018	130

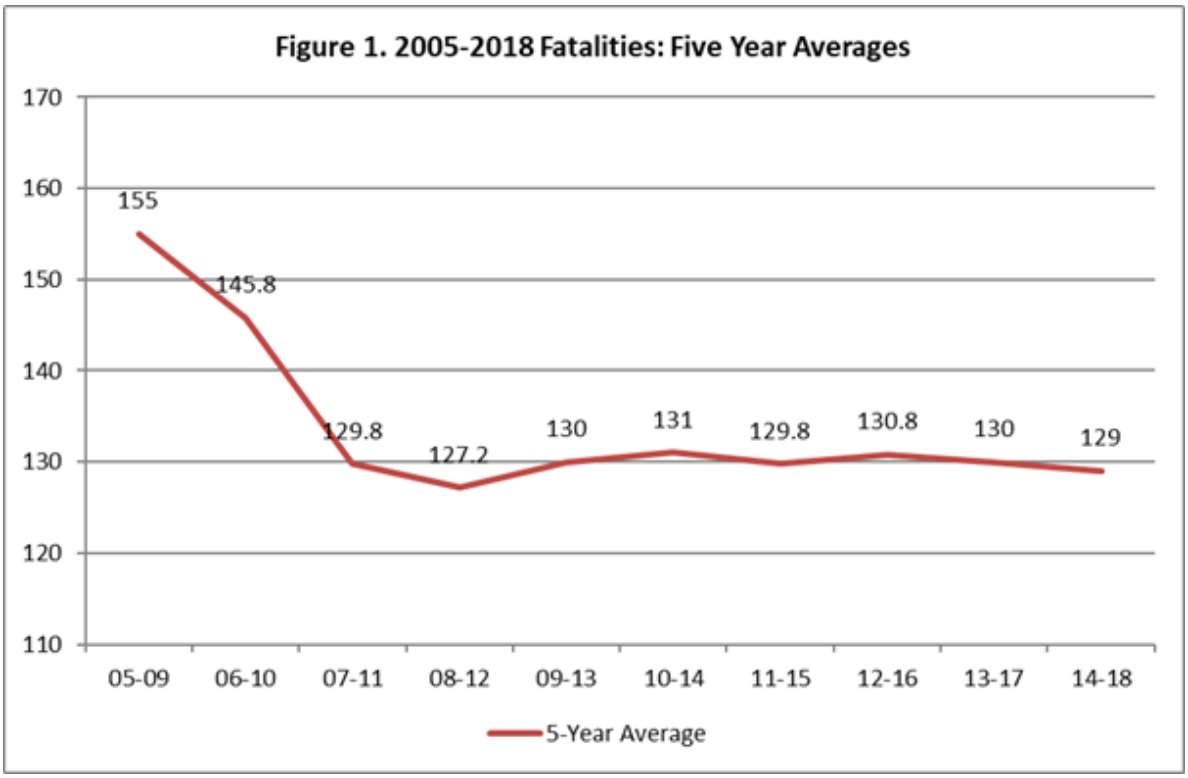
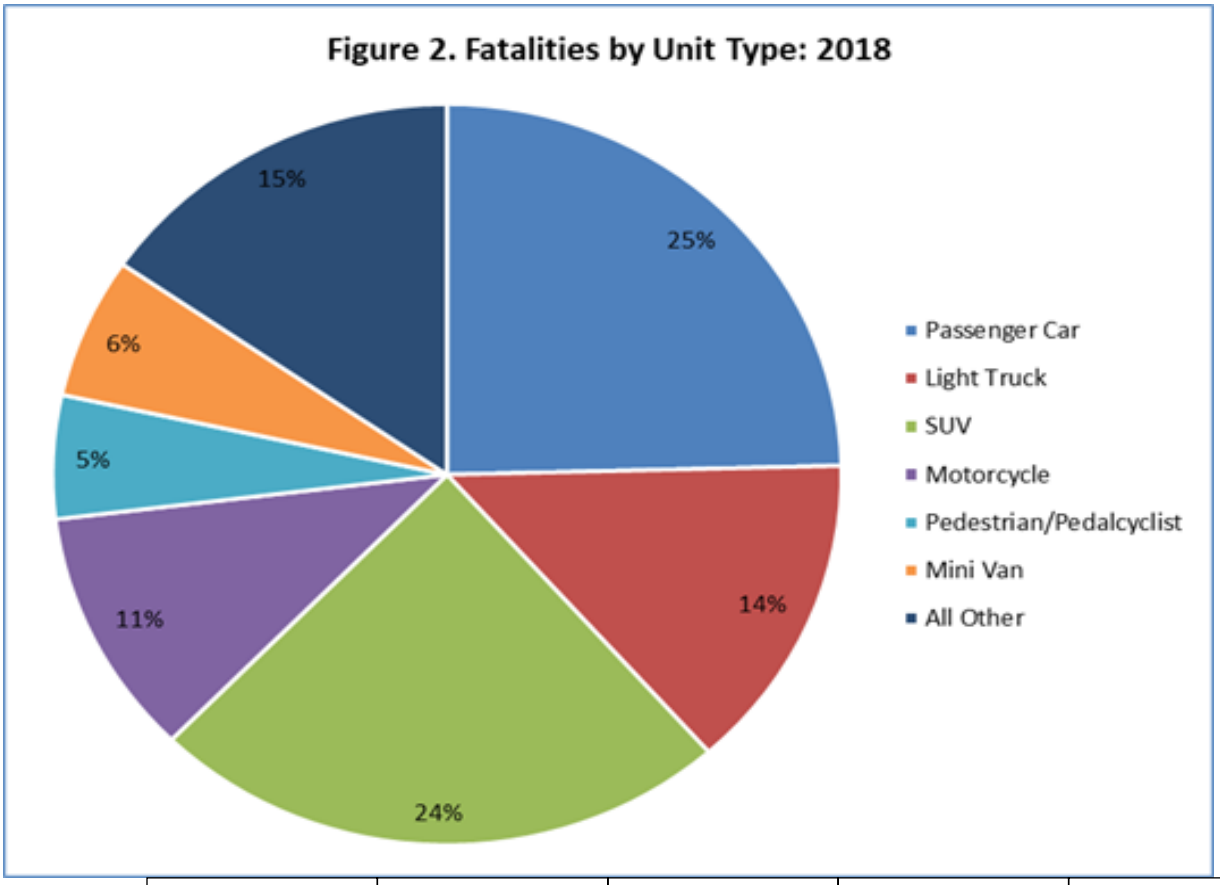


Figure 2 presents traffic crash fatalities by unit type for 2018. From this data, it can be seen that the vast majority of traffic crash fatalities in South Dakota are motorists, as opposed to pedestrians or pedalcyclists. With regard to the 130 traffic crash fatalities recorded in 2018, 123 (94.6%) were motor vehicle occupants with the largest percentages coming from passenger cars (25%), SUVs (24% and motorcycles (15%). Of all motor vehicle occupant fatalities, 70.7% (87) were male. Occupants and operators aged 21-30 years accounted for 18.4% (24) of all occupant fatalities, the highest of any 10 year age span group. 77.2% (92) of fatalities occurred on roads where the speed limit was 55 or greater. Finally, 91.1% (112) of 2018 traffic crash fatalities occurred on rural roadways while the remaining 18.9% (11) occurred on urban roadways. Reporting on core measure C-3 will go further in elaborating on the overwhelmingly rural nature of South Dakota's road system, and describing the implications of this condition on traffic crash outcomes.

Table 2 displays calculated values for a modified per capita measure of traffic crash fatalities: total fatalities per 100,000 in-state population. This metric provides a relative indicator of fatality incidence, indexed to dynamic population counts. The figures presented in this table supply another means by which to examine trending features with respect to traffic crash fatalities in South Dakota. By this measure, the state fatality rate decreased 0.9% last year and has witnessed a 39.2% cumulative improvement in fatality outcomes since 2006.

Table 2. Total Fatalities per 100,000 In-State Population: 2006-2018[1]		Population Estimate	Total Fatalities	Per 100,000 Population



Annual % Change	2006	787,380	191	24.26
--	2007	795,689	146	18.35
-24.4%	2008	804,194	121	15.05
-18.0%	2009	812,383	131	16.13
7.2%	2010	814,180	140	17.20
6.6%	2011	824,082	111	13.47
-21.7%	2012	833,354	133	15.96
18.5%	2013	844,877	135	15.98
0.1%	2014	853,175	136	15.94
-0.2%	2015	858,469	133	15.49
-2.8%	2016	865,454	116	13.40
-13.5%	2017	869,666	129	14.83
10.7%	2018	882,235	130	14.74

Performance Measure: C-2) Number of serious injuries in traffic crashes (State crash data files)

Progress: In Progress

Program-Area-Level Report

2019 Performance Goal

Goal Statement: Decrease the five-year average for serious injuries to 703.4 or less for the 2015-2019 time period.

Current Value (2013-2017): 789

Current Status: In Progress

Key Observations from 2018 Data

• 5,138 non-fatal traffic crash injuries were sustained in 2018, 692 of which were serious or incapacitating. (This total includes 2620 “possible” injuries included in the South Dakota Crash Data).

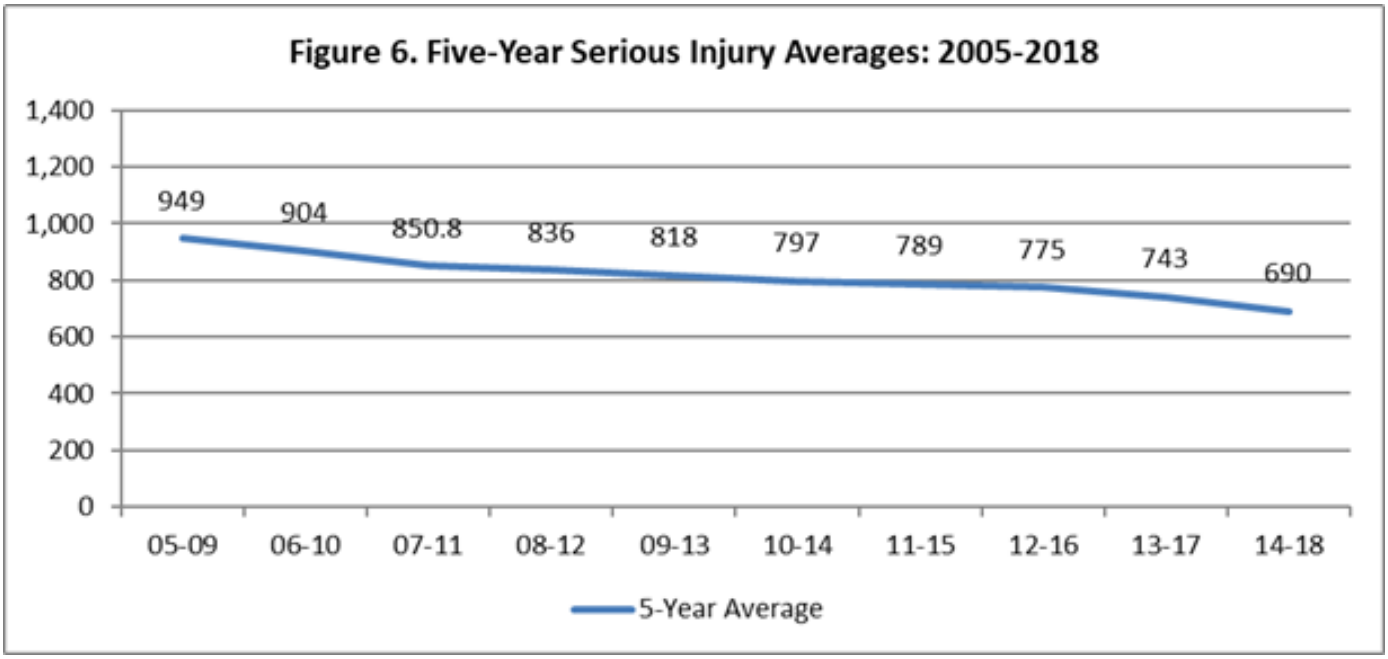
• The number of serious injuries recorded in 2018 represents a decrease of 12.3% from the analogous 2017 total.

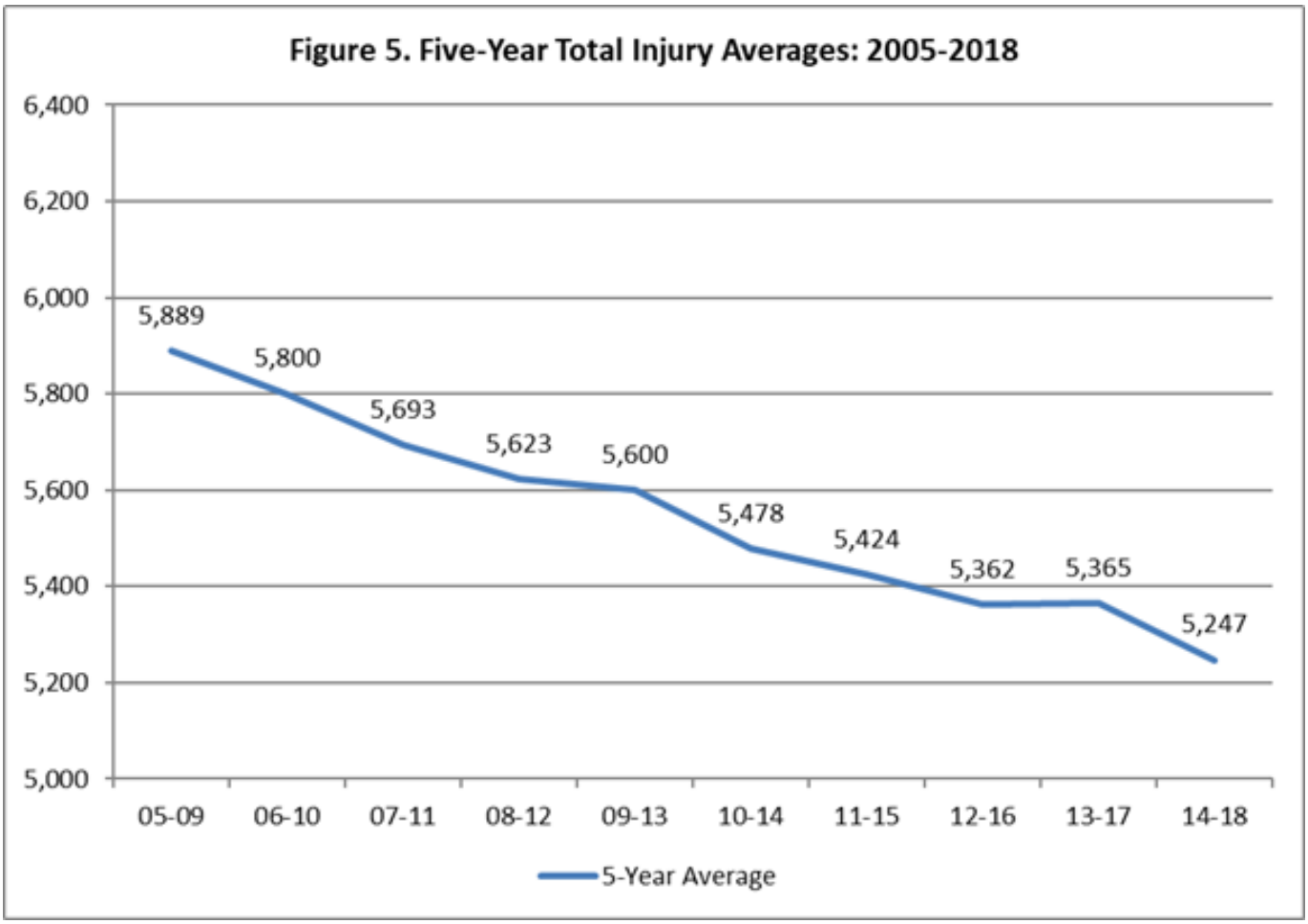
Recent Data

A grand total of 5,138 injuries were sustained as a result of traffic crashes in 2018, 130 (2.5%) of which were ultimately fatal. Of non-fatal injuries, 569 (11.4%) were serious or incapacitating. The number of serious injuries recorded in 2018 (569) represents a 12.3% decrease from the same figure in 2017 (649); this is the third year in a row in which we have seen a sizable decrease in the number of serious injuries. The decrease in total non-fatal injuries was 8.1%.

Table 3 displays frequency counts and average annual changes for all non-fatal injuries and serious injuries from 2014–2018. Figures 4 and 5 present five-year average trend lines for total non-fatal injuries (Figure 5) and serious injuries (Figure 6). As can be seen in the graphs, the five-year average for total and serious injuries have both continually decreased since the 2005-2009 time-period.

Table 3. Annual Traffic Crash Non-Fatal Injuries, Total and Serious: 2014-2018		Total Injuries	% Change	Serious Injuries
% Change	2014	5,089	-9.1%	738
-11.3%	2015	5,525	+8.6%	803
+8.8%	2016	5,166	-6.5%	692
-13.8%	2017	5,448	+5.5%	649
-6.2%	2018	5,008	-8.1%	569





Performance Measure: C-3) Fatalities/VMT (FARS, FHWA)

Progress: In Progress

Program-Area-Level Report

2019 Performance Goals

Goal Statement (a): Decrease the five-year average fatalities/VMT to an average rate of 1.31 or less for 2015-2019.

Current Value (2013-2017): 1.39

Current Status: In progress

Goal Statement (b): Decrease the five-year average rural fatalities/VMT to an average rate of 1.61 or less for 2015-2019.

Current Value (2013-2017): 1.69

Current Status: In progress

Goal Statement (c): Decrease the five-year average urban fatalities/VMT to an average rate of 0.61 or less for 2015-2019.

Current Value (2013-2017): .70

Current Status: In progress

Key Observations from 2018 Data

- Since such a large proportion of South Dakota's roadways are located in rural areas, overall fatality rate

figures are heavily influenced by traffic crashes occurring on rural roadways.

• The 2018 statewide fatality rate of 1.34 is the same as the rate in 2017. The most recent five-year average fatality rate has decreased 26.1% from the 2005-2009 average.

• Injury-to-fatality ratios suggest that rural crashes remain more likely than urban crashes to produce fatalities, all else being equal.

Recent Data

South Dakota's highway system is dominated by vastness. The state's geographic expansiveness and sparse population combine to result in a marked reliance on travel by rural roadways. In 2018, South Dakota's state and local governments maintained 82,501 miles of roadways, 95.9% of which (79,087) were designated by the state Department of Transportation as rural. In addition, 69.9% of all vehicle miles traveled in South Dakota occurred on rural highways and streets. Table 4 exhibits basic figures for miles of roadways and vehicle miles traveled (VMT) in South Dakota for 2018. Overall, the 9.7 billion total VMT figure for 2018 represents an increase of 0.8% from the 9.62 billion VMT figure for 2017.

Table 4. South Dakota Roadways and VMT: 2018		Values
% of Total	Rural Miles	79,087.870
95.86%	Urban Miles	3,413.518
4.14%	Total Miles	82,501.388
100%	Rural VMT	6,778,988,476
69.87%	Urban VMT	2,923,402,289
30.13%	Total VMT	9,702,390,765

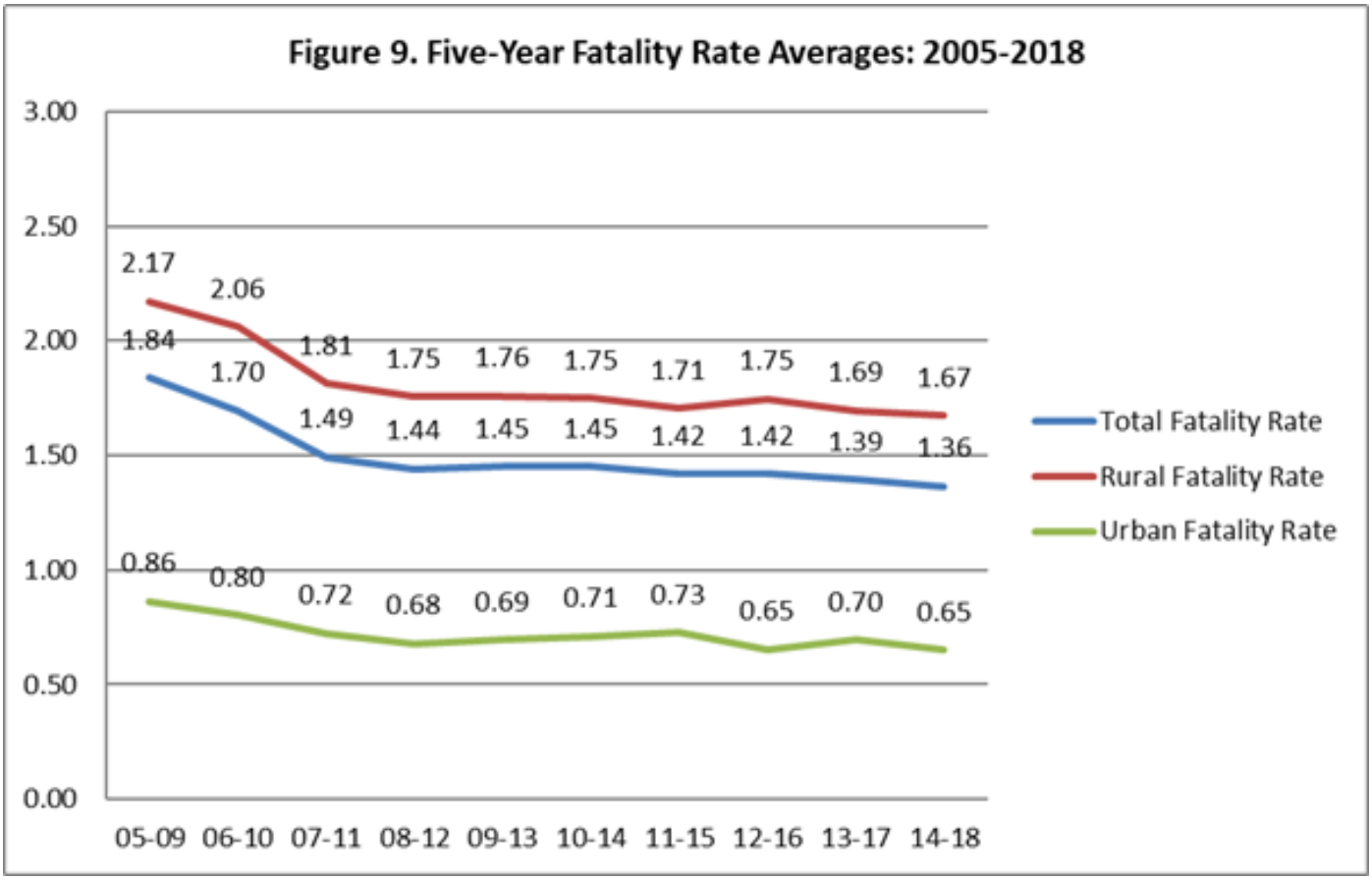
Since such a large proportion of South Dakota's roadways are located in rural areas, overall fatality rate figures are heavily influenced by traffic crashes occurring on rural roadways. Table 5 provides fatality and injury rate figures for 2014–2018, segmented by location type. ("Fatality rate" is defined here as the number of fatalities per 100 million vehicle miles traveled. Likewise, "injury rate" expresses the number of injuries (all severity levels, not including fatalities) per 100 million vehicle miles traveled.)

Table 5. Fatality and Injury Rates by Location: 2012-2018*		Total Fatality Rate	Rural Fatality Rate	Urban Fatality Rate	Total Injury Rate	Rural Injury Rate
Urban Injury Rate	2014	1.49	1.78	0.77	55.58	31.78
112.39	2015	1.42	1.730	0.72	59.16	35.50
114.66	2016	1.23	1.61	0.42	54.58	33.31
104.00	2017	1.34	1.54	0.86	57.03	33.30
111.21	2018	1.34	1.71	0.48	51.62	28.68

104.81	% Change (apos17 to apos18)% Change (apos17 to apos18)	0.00%	11.11%	-44.31%	-7.74%	-6.17%

In 2018, 16.76 non-fatal injuries were recorded for each fatality in rural areas. By contrast, 218.86 non-fatal injuries per fatality were recorded in urban areas. Like the rural-urban disparities in basic fatality rates, the above injury-to-fatality ratios suggest that rural crashes are more likely than urban crashes to produce fatalities, all else being equal. This observation implies that states like South Dakota, whose distinctively rural composition produces unique geographic contexts, face unique challenges to effective traffic crash management.

Figure 9 demonstrates a mostly downward trend across five-year averages for total, rural, and urban fatality rates since the initial 2005-2009 average. As expected, average rural fatality rates are substantially higher than comparable urban fatality rates for each of the last eight time periods. The reasons for this tendency are at least partially intuitive, including but not limited to the characteristically higher allowable rates of speed on rural roadways and the increased transit time required for emergency responders to arrive at crash sites.



Performance Measure: C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)

Progress: In Progress

Program-Area-Level Report

2019 Performance Goal

Goal Statement: Decrease the five-year average for unrestrained passenger vehicle occupant fatalities to 58.2 or less for 2015-2019.

Current Value (2013-2017): 64

Current Status: In progress

Key Observations from 2018 Data

• A total of 71 unrestrained passenger vehicle occupants were killed in traffic crashes in 2018, a 10.9% increase from 2017 (64).

• In 2018, 61.9% of unrestrained passenger vehicle occupants involved in a traffic crash sustained an injury, fatal or otherwise. By contrast, only 16.1% of restrained occupants suffered an injury or fatality.

• 69.0% of all unrestrained driver fatalities in passenger vehicles in 2018 were sustained by males.

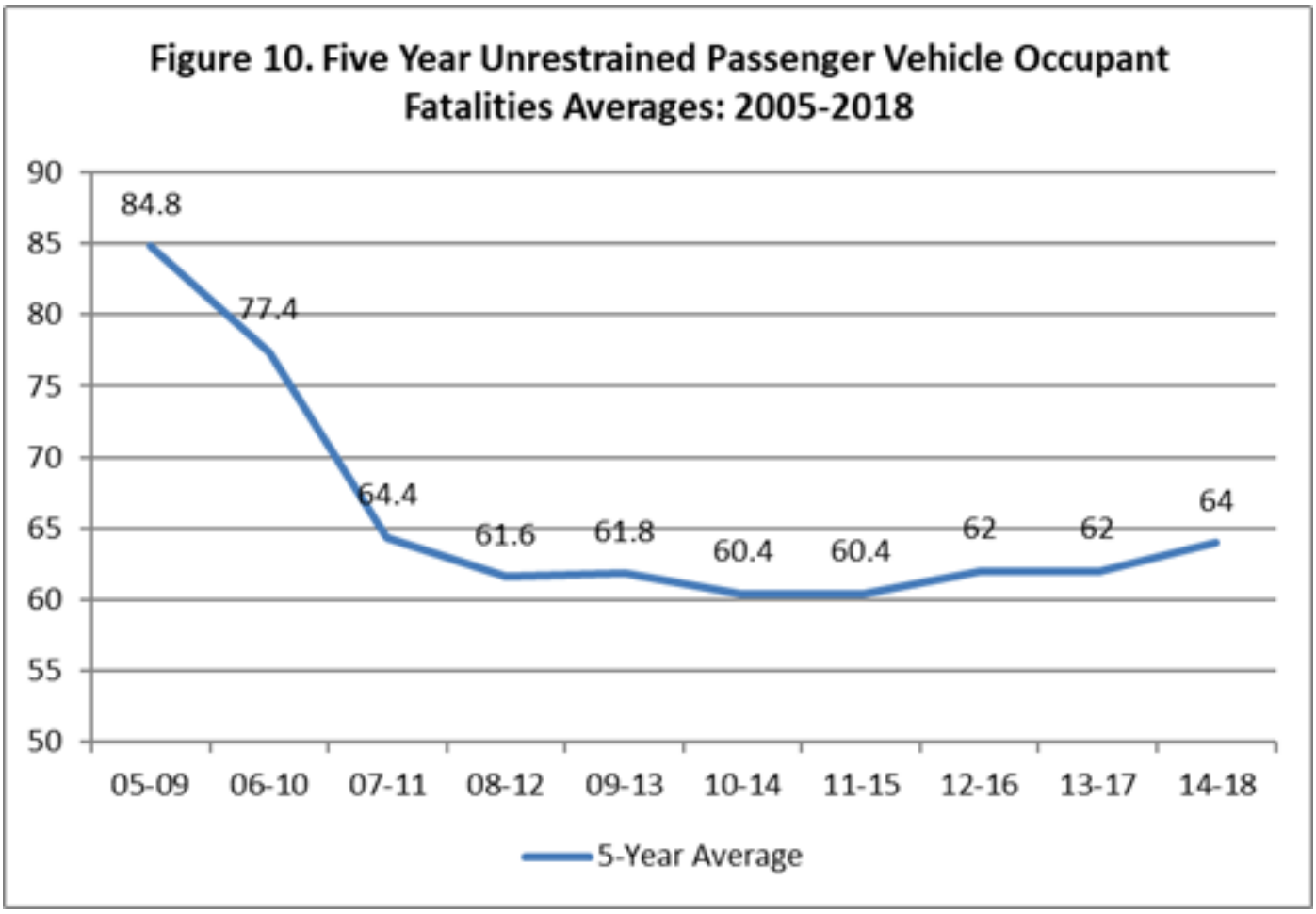
Recent Data

In 2018, 25,267 passenger vehicle occupants were involved in traffic crashes, 1,456 of which were unrestrained. (Here, “unrestrained” passengers are those not wearing a seatbelt or shoulder harness, as well as a child occupant not properly secured in a child restraint system. The restraint usage status was unknown for 1820 individuals.) Of these unrestrained occupants whose injury status was known, 71 (4.9%) were killed, 220 (15.1%) sustained a serious injury, and 610 (41.9%) received other injuries. (“Other” injuries includes those recorded as having “possible” injuries.) Altogether then, 61.9% of these occupants suffered an injury, fatal or otherwise. By contrast, only 16.1% of restrained passenger vehicle occupants involved in a traffic crash sustained an injury or fatality. Table 6 presents crash outcome figures for all unrestrained passenger vehicle occupants in South Dakota from 2014–2018. Figure 10 presents five-year averages from 2005 to 2018 of unrestrained passenger vehicle occupant fatalities.

Table 6. Injury Outcomes of Unrestrained Passenger Vehicle Occupants: 2014-2018*		Fatalities	Serious Injuries	Other Injuries	No Injuries
Total	2014	68	179	495	627
1369	2015	60	228	567	544
1399	2016	75	296	752	670
1793	2017	64	163	565	527
1319	2018	71	220	610	555
1456	2018 (%)	4.9%	15.1%	41.9%	38.1%
100.0%	All Years (%)	4.4%	14.8%	40.7%	39.8%

South Dakota Codified Law 32-37-1 requires passenger vehicle operators to secure all occupants under the age of five in a child restraint system. Given the practical implications of this statute, discussion of passenger vehicle restraint usage is made more productive by considering two separate age groups: ages less than five and ages five and over. In 2018, four children under the age of five were killed as passenger vehicle occupants. Only one of the four children was in a child restraint used properly. Of the other three, one was recorded as in a

child restraint system not used properly, one in a lap belt only and one with no restraints. Five other children under the age of five suffered serious injuries; four of these children were unrestrained.



Of the 95 passenger vehicle occupants 5 or over that sustained fatal injuries, 69 (72.6%) were unrestrained. ("Unrestrained" includes those who used no restraint or youth restraint system used improperly.) Within these occupants, males accounted for 68.1% (47) of all unrestrained fatalities and 66.1% (150) of all unrestrained serious injuries of passenger vehicle occupants 5 or older.

In 2018, 44.0%% (44) of all passenger vehicle occupants sustaining a fatal injury were either partially or totally ejected from the vehicle. Of the 144 passenger vehicle occupants who were partially or totally ejected from the vehicle during a crash, 75.7% (109) suffered a serious injury or fatality. Finally, among those who were partially ejected, only 21.4% (3) had been restrained; 78.6% (11) were unrestrained. A substantial majority (97.0%) of those who were totally ejected were unrestrained, though the restraint status is unknown for 3.1 of those ejected. Table 7 presents 2018 data on ejection status by restraint usage for passenger vehicle occupants only (all ages).

Table 7. Ejection Status by Restraint Usage: 2018*		Not Ejected	Partially Ejected	Totally Ejected
Total	None	4.5%	78.6%	96.2%
5.1%	Belt/harness	87.6%	21.4%	0.0%

84.4%	Other, Unreported, Unknown	7.6%	0.0%	3.1%
0.0%	Youth restraint used improperly	0.0%	0.0%	0.8%
0.0%	Youth restraint used properly	0.2%	0.0%	0.0%
0.2%	Grand Total	100.0%	100.0%	100.0%

Performance Measure: C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)

Progress: In Progress

Program-Area-Level Report

2019 Performance Goal

Goal Statement: Decrease the five-year average for BAC related fatalities to 39.6 or less for 2015-2019.

Current Value (2013-2017): 41.8

Current Status: In progress

Key Observations from 2018 Data

- The number of fatalities arising from crashes involving at least one driver or motorcycle operator with a BAC of .08 or above was 28.6% higher in 2018 than in 2017; the total number of crashes involving intoxicated drivers, however, decreased.
- In 2018, 62.2% of fatalities (28) involving at least one driver or motorcycle operator with a BAC of .08 or above were sustained by intoxicated drivers themselves.

Recent Data

In South Dakota, it is considered a criminal offense for any driver to operate a motor vehicle while maintaining a blood alcohol content (BAC) level of .08 or higher. (Drivers with a BAC level of .08 or higher will occasionally be referred to in this report as “intoxicated drivers.”). Altogether, 19,045 traffic crashes were reported in 2018, 485 of which involved at least one driver with a BAC reading of .08 or above. In other words, 2.5% of all accidents involved at least one driver with a BAC of .08 or higher. A total of 781 individuals were involved in these crashes.

Table 8 shows annual figures and percentage changes for crashes involving at least one driver or motorcycle operator with a BAC reading of .08 or higher, compared to figures for total crashes.

Table 8. BAC Accidents and Total Accidents: 2014-2018*		BAC Crashes	Total Crashes	% Total Crashes that were BAC Crashes
% Annual Change in BAC Crashes	2014	470	17,344	2.7%
-0.6%	2015	477	17,789	2.7%
0.0%	2016	477	17,497	2.7%
0.0%	2017	526	18,380	2.9%
+10.3%	2018	485	19,045	2.5%

Table 9 presents frequency counts of fatalities and injuries resulting from traffic crashes involving at least one driver with a BAC reading of .08 or higher. From 2005–2018, 608 fatalities and 1094 serious injuries were sustained in crashes involving at least one operator exceeding the legal BAC limit. In 2018 alone, 45 fatalities and 65 serious injuries were reported in analogous traffic crashes. The fatality figure represents a 28.6% increase from 2017 (35). However, the total number of accidents involving a driver with a BAC of .08 or above actually decreased 7.8%.

Of the fatalities resulting from crashes with at least one intoxicated driver, 28 (62.2%) were themselves drivers with a BAC level of .08 or higher. Among drivers with a BAC of .08 or higher that were also fatalities, 89.3% (25) carried an in-state driver's license; 35.7% (10) were operating without or under a revoked or suspended license; 78.6% (22) were male; and 32.1% (9) were 25 years old or younger.

Table 9. Injury Outcomes for Individuals Involved in BAC Crashes: 2005-2018		Fatalities	Serious Injuries	Other Injuries	No Injury
Total	2005	70	74	120	143
395	2006	67	83	192	181
511	2007	44	68	152	225
483	2008	35	75	187	328
625	2009	54	81	207	361
703	2010	37	80	199	367
683	2011	33	88	211	401
733	2012	39	104	268	382
798	2013	44	81	250	491
863	2014	46	68	216	452
780	2015	40	74	276	475
869	2016	47	80	296	476
897	2017	35	73	239	411
758	2018	45	65	165	504
779	2018 (%)	5.78%	8.34%	21.18%	64.70%
100.00%	All Years (%)	6.2%	11.1%	30.2%	52.6%

Figure 13 displays five-year averages for fatalities reported from 2005–2018. Fatalities resulting from these traffic crashes accounted for 34.6% of all fatalities recorded in 2018.

Performance Measure: C-6) Number of speeding-related fatalities (FARS)

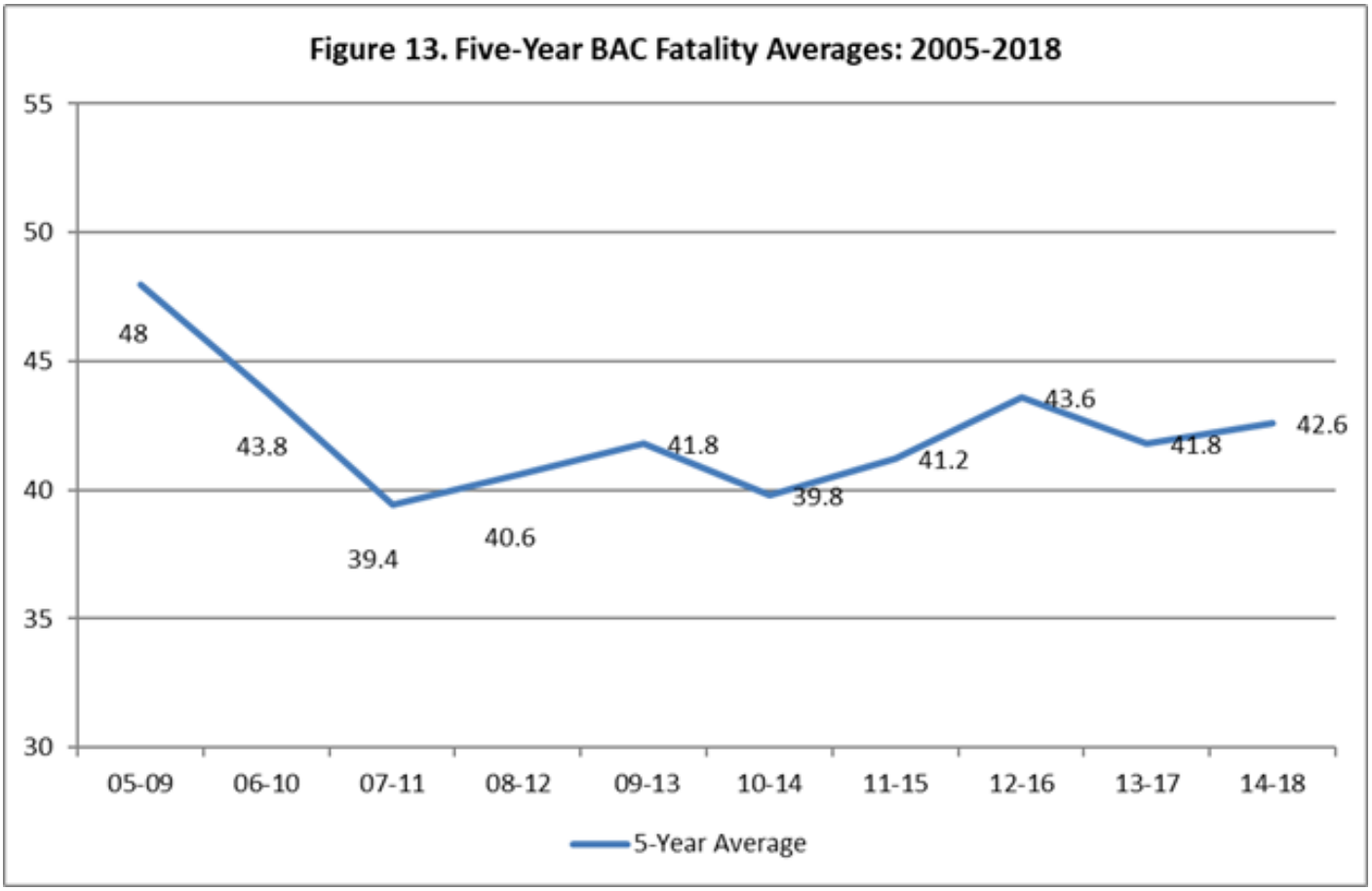
Progress: In Progress

Program-Area-Level Report

2019 Performance Goal

Goal Statement: Decrease the five-year average for speeding related fatalities to 29.9 or less for 2015-2019.

Current Value (2013-2017): 33.4



Current Status: In progress

Key Observations from 2018 Data

- A total of 50 individuals were killed in 2018 as a result of traffic crashes involving at least one speeding driver. This figure has increased by 61.3% since 2017
- 94.0% of speeding-related fatalities in 2018 were sustained by motor vehicle occupants; 6% of these fatalities were pedestrians.
- 94.0% of speeding-related fatalities in 2018 occurred on rural roadways.

Recent Data

In 2018, 2279 traffic crashes occurred that involved at least one speeding driver (12.0% of all reported traffic crashes); a total of 3,664 people were involved. Of these individuals, 50 (1.4%) sustained fatal injuries, 113 (3.1%) suffered serious but non-fatal injuries, and 585(16.0%) received non-serious injuries. This means that 38.5% percent of South Dakota's traffic crash fatalities were sustained in roadway incidents involving at least one speeding driver. 94.0% of speeding-related fatalities in 2018 were sustained by motor vehicle occupants; 6% of these fatalities were pedestrians. Figure 16 displays the five-year averages for speeding-related fatalities during the 2005–2018 period.

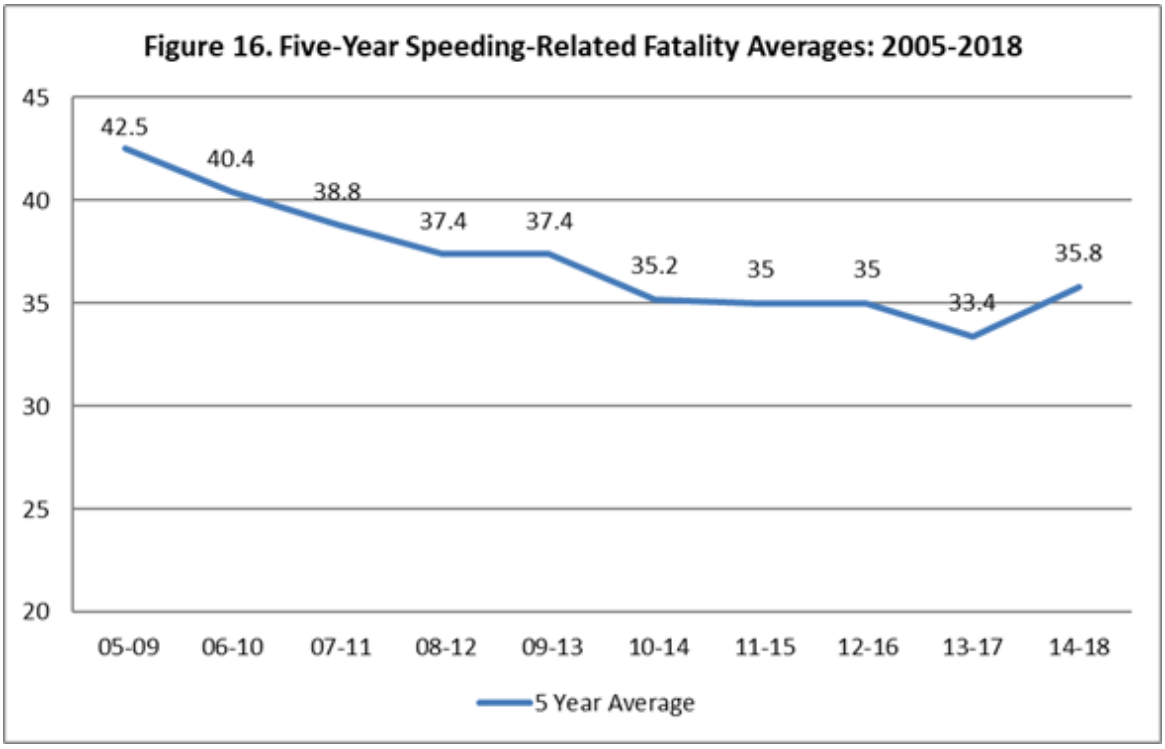
Performance Measure: C-7) Number of motorcyclist fatalities (FARS)

Progress: In Progress

Program-Area-Level Report

2019 Performance Goal

Goal Statement: Decrease the five-year average for motorcyclist fatalities to 20.5 or less for 2015-2018.



Current Value (2013-2017): 21.6

Current Status: In progress

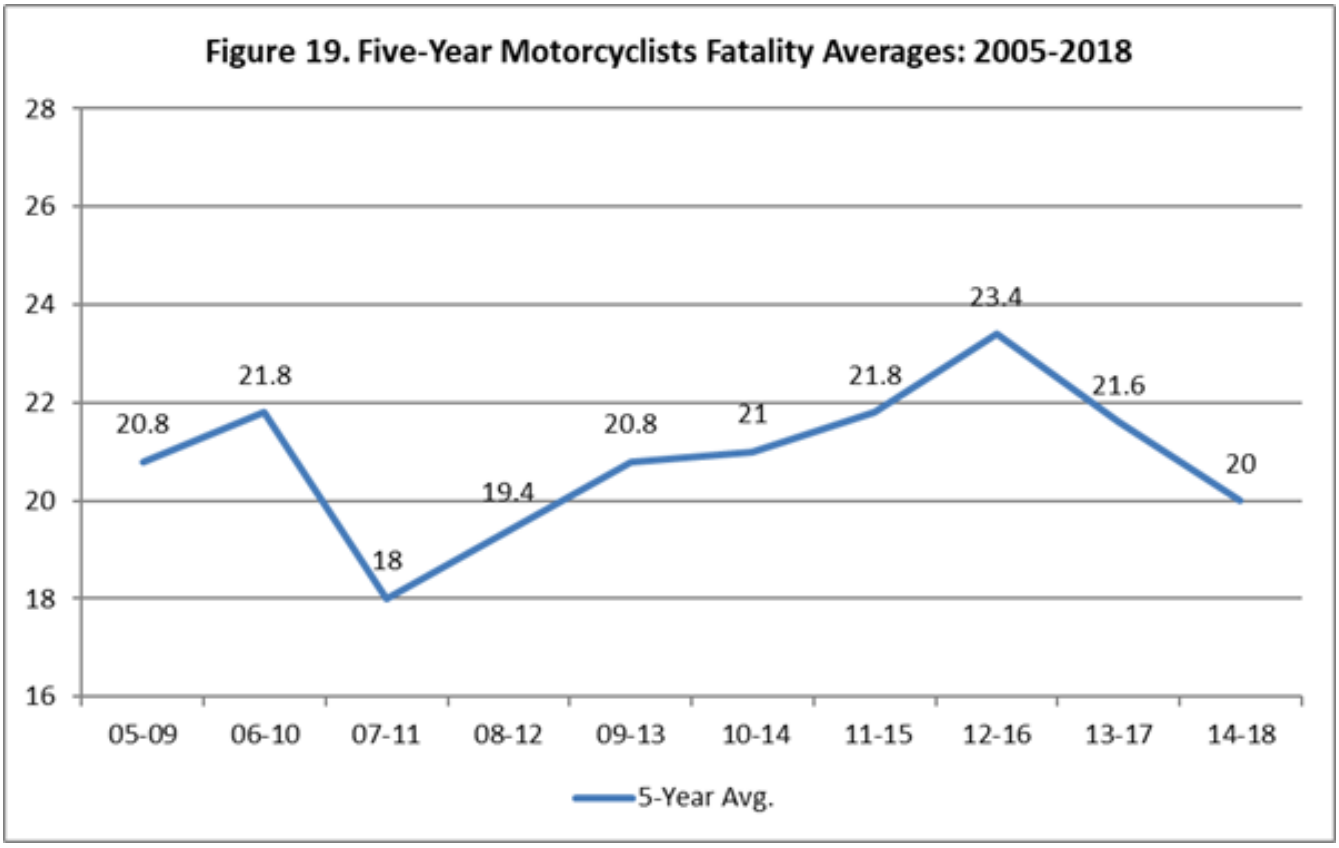
Key Observations from 2018 Data

- Motorcycles were involved in only 2.1% of traffic crashes in 2018, however motorcyclists accounted for (14) 10.8% of all fatalities.
- Of the 16 fatalities sustained in traffic crashes involving motorcycles in 2016, 14 (87.5%) were suffered by motorcycle occupants, 13 (92.9%) of which were the motorcycle operators.
- All of motorcyclist fatalities recorded in 2018 were incurred by males.

Recent Data

In 2018, 394 traffic crashes involving motorcycles were reported, amounting to approximately 2.1% of all traffic crashes. (In sections C7 and C8, references to “motorcycles” and “motorcycle operators/occupants” also include mopeds and moped operators/occupants. For simplicity, the term “motorcycle” alone is used.) Of the 589 people involved in these accidents a 63.8% (376) received non-fatal injuries as a result of these crashes, and 16 people (2.7%) were killed. The above fatality count of 16, represents 12.3% of all fatalities reported in 2018. Of the 16 fatalities, 87.5% (14) were motorcyclists and 92.9% (13) of those were motorcycle operators. Thus, despite only being involved in 2.1% of traffic crashes in 2018, motorcyclists accounted for 10.8% of all fatalities. Figure 19 displays five-year averages for motorcycle fatalities (motorcycle occupants only) for 2005-2018.

The average age of motorcyclists suffering fatal injuries was 50.5 years. Of the 14 motorcyclist fatalities in 2018, 9 (64.3%) were age 40 or older and 14 (100%) were males. Just over a third of the fatalities (35.7%) occurred during the three-week time span including the week prior to, the week of, and the week after the 2018 Sturgis Motorcycle Rally (August 3-12, 2018). Of the 13 motorcycle operators that were killed 8 (61.5%) were licensed in South Dakota and five (35.7%) of the motorcycle operators suffering fatal injuries were had a blood alcohol content reading of .08 or above.



Performance Measure: C-8) Number of unhelmeted motorcyclist fatalities (FARS)

Progress: In Progress

Program-Area-Level Report

2019 Performance Goal

Goal Statement: Decrease the unhelmeted motorcyclist fatalities five-year average to 15.4 or less for 2015-2019.

Current Value (2013-2017): 12.8

Current Status: In progress

Key Observations from 2018 Data

- Of the 14 motorcyclist fatalities in 2018, 9 (64.3%) were sustained by unhelmeted motorcyclists.
- 3 of the 13 unhelmeted motorcyclist fatalities (23.1%) recorded in 2018 were sustained by out-of-state motorcyclists.
- Males accounted for 100% of the unhelmeted motorcyclist fatalities recorded in 2018.

Recent Data

Table 11 presents comparative crash outcomes data for helmeted and unhelmeted motorcyclists from 2014-2018. Compared to 2017, the percentage of helmeted fatalities decreased from 3.2% in 2015 to 1.3% in 2016, and the percentage of unhelmeted fatalities decreased slightly from 4.7% to 3.52% over the same time period. It should be noted, though, that the low n-values in these categories may be too small to justify the formation of practical inferences based on these figures alone.

Table 11. Injury Outcomes for Unhelmeted and Helmeted Motorcycle Occupants: 2014-2018*	Unhelmeted Motorcycle Occupants				
		Fatalities	Serious Injuries	Other Injuries	No Injury
Total	2014	11	86	170	46
313	2015	22	130	254	59
465	2016	13	94	161	101
369	2017	10	72	155	127
360	2018	9	72	111	81
273	2018 (%)	3.30%	26.37%	40.66%	29.67%
100.00%	All Years (%)	3.74%	27.51%	50.76%	18.10%
100.00%		Helmeted Motorcycle Occupants			
			Fatalities	Serious Injuries	Other Injuries
No Injury	Total	2014	5	75	121
32	233	2015	9	82	141
47	279	2016	2	33	92
25	152	2017	6	52	95
25	176	2018	4	36	84
27	151	2018 (%)	2.65%	23.84%	55.63%
17.88%	100.00%	All Years (%)	2.78%	29.47%	54.33%

The 9 unhelmeted fatalities in 2018 included six motorcyclists (66.7%) carrying a South Dakota driver's license. The 40 and older age group constituted 55.6% (5) of all unhelmeted motorcyclist fatalities; 100% (9) of unhelmeted fatalities were sustained by males.

Performance Measure: C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)

Progress: In Progress

Program-Area-Level Report

2019 Performance Goal

Goal Statement: Decrease the drivers age 20 or younger involved in fatal crashes five-year average to 15.6 or less for 2015-2019.

Current Value (2013-2017): 19.5

Current Status: In progress

Key Observations from 2018 Data

- 18 drivers under the age of 21 were involved in a fatal traffic crash in 2018.
- 22 fatalities resulted from crashes where drivers under the age of 21 were involved, an increase since 2017.

This includes 11 of the drivers under 21.

Recent Data

Table 13 provides yearly counts and annual change figures of drivers under 21 involved in traffic crashes resulting in at least one fatality. As can be seen from the table, the number of drivers under 21 involved in fatal crashes has increased slightly since last year but remains relatively low.

Table 13. Drivers Under 21 Involved in Fatal Crashes: 2014-2018		Drivers Under 21
Annual % Change	2014	23
+43.8%	2015	14
-39.1%	2016	20
+42.9%	2017	10
-50.0%	2018	18

Of the 18 drivers under age 21 involved in fatal traffic crashes in 2018, 11 of them (61.1%) were killed; 10 of them (55.5%) were from South Dakota; 15 (83.3%) were male; and 5 (27.7%) recorded a positive blood alcohol content reading. (In the case of these drivers, a positive blood alcohol content reading is defined as a recorded BAC level of .02 or above.) 7 of the 18 drivers (38.5%) were operating a passenger car, 4 (30.8%) were operating light trucks, and the remaining were operating another vehicle type including one motorcycle, one tractor, and one truck pulling a trailer of 10,001 lbs. or more.

Figure 22 provides a slightly different perspective on fatalities involving drivers under the age of 21 through the lens of five-year averages. As is illustrated in this figure, the five-year averages declined slowly, but steadily over this time period.

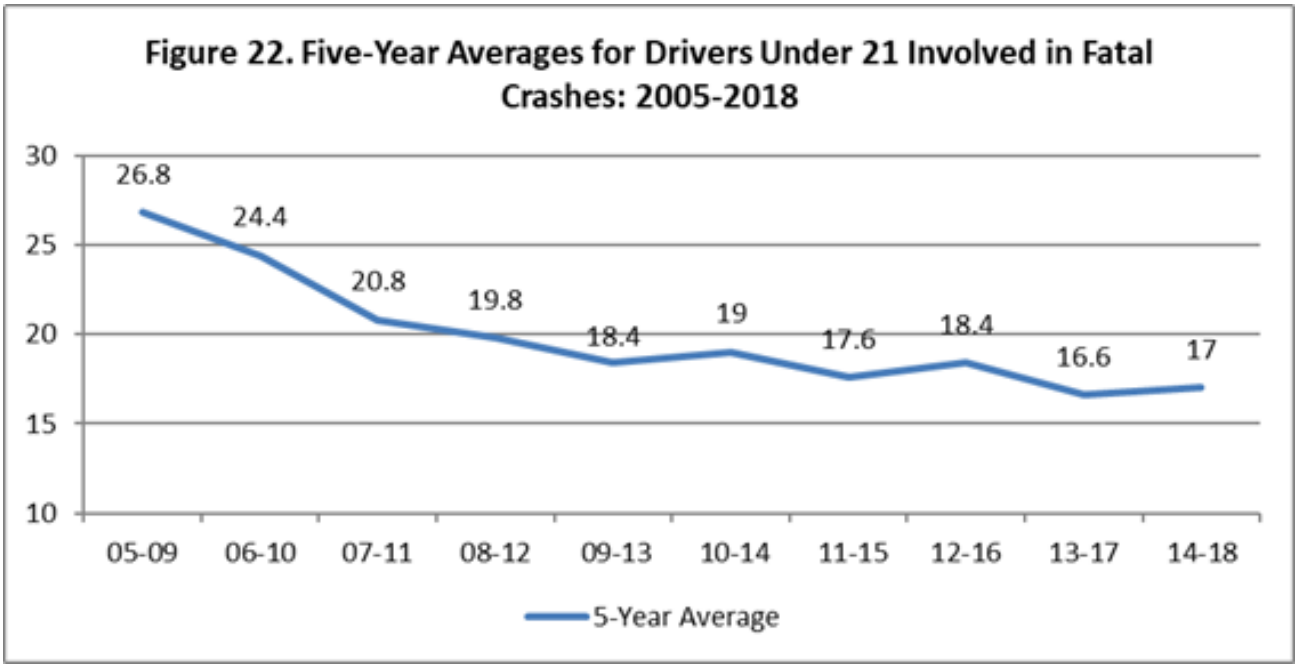


Table 14 presents fatality rates, expressed as fractions of total in-state population counts, for years 2014-2018. This table indicates that 22 fatalities resulted in 2018 from traffic crashes involving a driver under 21 years old, up from 14 in 2017. Additionally, the 2018 fatality rate of 2.49 fatalities per 100,000 in population is s higher than last year. (It is worth nothing though that this does not take into account changes in the proportion of the

population that are under 21.)

Table 14. Fatalities per 100,000 In-State Population from Crashes Involving a Driver Under 21: 2014-2018		Population Estimate	Fatalities from Crashes Involving a Driver Under 21
Per 100,000 Population	2014	853,175	27
3.16	2015	858,469	14
1.63	2016	865,454	25
2.88	2017	869,666	14
1.61	2018	882,235	22

Performance Measure: C-10) Number of pedestrian fatalities (FARS)

Progress: In Progress

Program-Area-Level Report

2019 Performance Goal

Goal Statement: Maintain a pedestrian fatalities five-year average of 7 fatalities or less for 2015-2019, despite expected increases in population.

Current Value (2013-2017): 8.0

Current Status: In progress

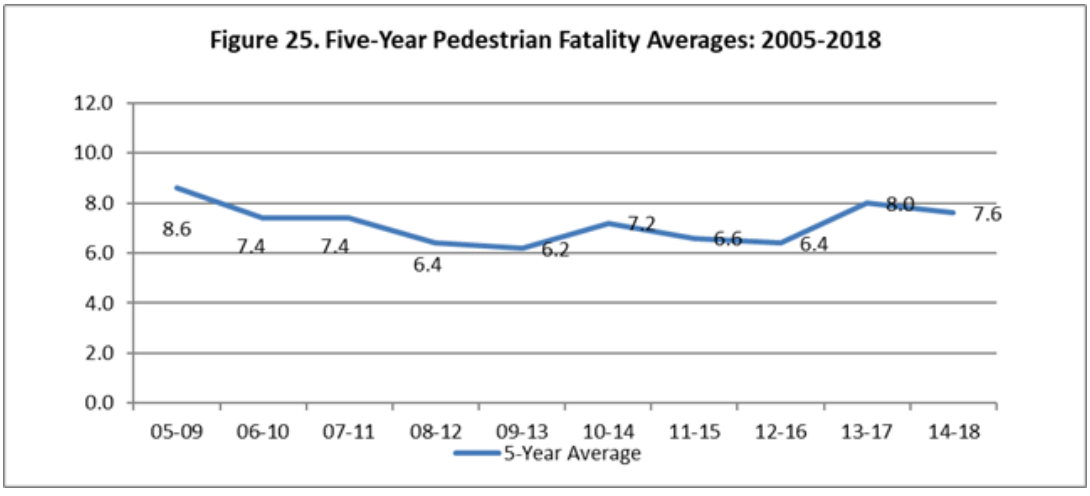
Key Observations from 2018 Data

• Since 2005, the number of annual pedestrian fatalities in South Dakota has fluctuated around an average of 6-7 fatalities per year; 7 were reported in 2018.

Recent Data

Pedestrian fatalities are highly uncommon in South Dakota. Only 38 pedestrian fatalities were recorded in the state from 2014 through 2018; this includes 7 such fatalities in 2018, a slight decrease from 2017. Since 2005, the number of annual pedestrian fatalities has fluctuated around an average of 6-7 fatalities per year with the current five-year average for 2014-2018 at 7.6 pedestrian fatalities.

Figure 25 presents trend data for pedestrian fatalities from 2005–2018, as expressed by five-year averages.



In 2018, 116 pedestrians were involved in traffic crashes. These crashes resulted in 7 pedestrian fatalities, 14 serious injuries, and 45 other injuries. One traffic crash produced two pedestrian fatalities. Three of the pedestrian fatalities had reported blood alcohol contents of higher than .08 at the time of the crash.
Finally, Table 15 displays pedestrian fatality counts indexed to statewide population figures. Although no linear pattern is apparent for this measure, in the five most recent years, roughly 0-1 pedestrians per 100,000 in-state population have been killed in motor vehicle crashes each year. The 2018 figure of .79 shows a decrease from the 2017 figure of 1.15.

Table 15. Pedestrian Fatalities per 100,000 In-State Population: 2014-2018		Population Estimate	Pedestrian Fatalities
Per 100,000 Population	2014	853,175	9
1.05	2015	858,469	5
0.58	2016	868,799	4
0.46	2017	869,666	10
1.15	2018	882,235	7

Performance Measure: C-11) Number of bicyclists fatalities (FARS)

Progress: In Progress

Program-Area-Level Report

2019 Performance Goal

Goal Statement: Maintain a bicyclist fatalities five-year average of 1 fatality or less for 2015-2019, despite expected increases in population.

Current Value (2013-2017): 0.8

Current Status: In progress

Key Observations from 2018 Data

• The number of annual bicyclist fatalities in South Dakota is consistently very low. None were reported in 2018.

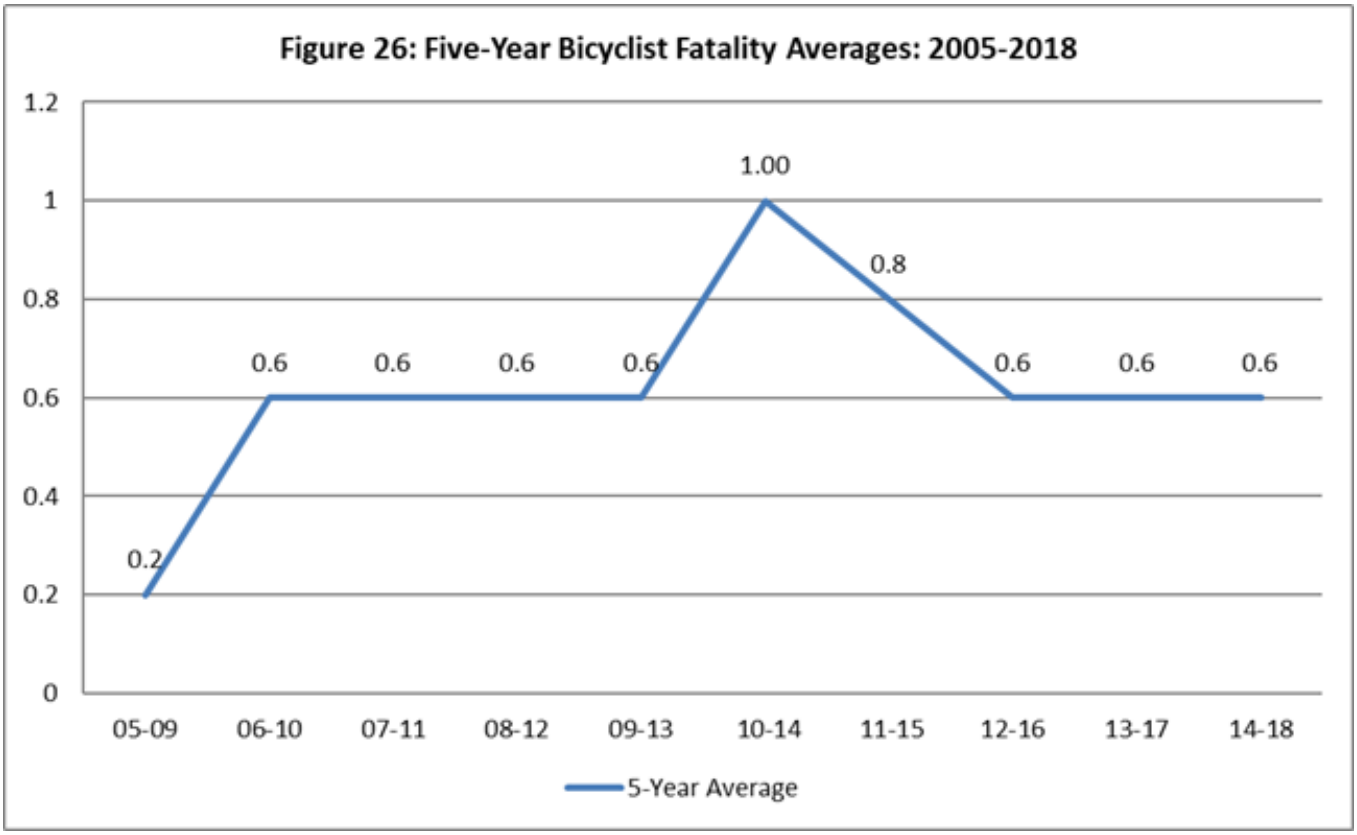
Recent Data

Bicycle fatalities are highly uncommon in South Dakota. Only 7 bicyclist fatalities were recorded in the state since 2005. There were no bicyclist fatalities in 2018. Since 2005, the five-year average of bicyclist fatalities has remained at 1 fatality or less per year.

Figure 26 presents trend data for bicyclist fatalities from 2005–2018, as expressed by five-year averages. Given the very low number of fatalities per year though, the changes in the averages are a bit misleading. Since most years have zero fatalities, any one year with a fatality can inflate the averages for the entire time it is included in the time frame.

Of the 81 total bicyclists involved in accidents in 2018, 51 (63.0%) were male, 50 (61.7%) were over the age of 20, and a significant majority, 78 (96.3%) were not wearing a helmet.

Finally, Table 16 displays bicyclist fatality counts indexed to statewide population figures. Although no linear



pattern is apparent for this measure, over the five most recent years no more than two bicyclists have ever been killed in a year, and, in general, there are very few bicyclist fatalities.

Table 16. Bicycle Fatalities per 100,000 In-State Population: 2014-2018		Population Estimate	Bicycle Fatalities
Per 100,000 Population	2014	853175	2
0.23	2015	858,469	1
0.12	2016	865,454	0
0.00	2017	869,666	0
0.00	2018	882,235	0

Performance Measure: B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)

Progress: In Progress

Program-Area-Level Report

2019 Performance Goal

Goal Statement: Increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles to 76% percent by December 31, 2019.

Current Value: 78.9%

Current Status: In Progress

Recent Data

In June of 2018, the South Dakota Office of Highway Safety contracted with the Upper Great Plains Transportation Institute to conduct a statewide observational survey following methodological guidelines spelled out in NHTSA's Uniform Criteria for State Observational Surveys of Seat Belt Use. The underlying purpose of the annual survey is to observe safety restraint use of all drivers, right front passengers, and children under the age of five traveling on rural and urban highways and interstates. The 2018 report, Seatbelt Use in South Dakota, June 2018 serves as the primary source document for all information presented in this section. From the sixteen counties selected from the sampling pool, a total of 29,316 automobile occupants were observed during the week of June 11-17, 2018. After weighing averages to account for VMT, the 2018 statewide estimated safety restraint use on all road types was 78.9%. This represents an increase of 4.1 percentage points from the 2017 statewide weighted estimate of 74.8%.

Table 20 exhibits the observed restraint use figures for 2014-2018.

Table 20. Observed Restraint Use by Year 2014-2018	
2014	68.9%
2015	73.6%
2016	74.2%
2017	74.8%
2018	78.9%
% Change ('17 to '18)	+4.1%

Performance Measure: Number of distracted driving fatalities (FARS)

Progress: In Progress

Program-Area-Level Report

2019 Performance Goal:

Goal Statement: Decrease the five-year average for distracted driving fatalities to 7.5 or less for 2015-2019.

Current Value (2017): 7

Current Status: In progress

This is our first year to assess and report on distracted driving. According to available FARS data for 2017, we had 7 fatal accidents in 2017 that were recorded as the result of a distracted driver. Those 7 accidents resulted in 7 fatalities. As we have more data on this measure, we will begin to track and report on five-year averages as well as more nuanced patterns for this measure.

Performance Plan

Sort Order	Performance measure name	Target Period	Target Start Year	Target End Year	Target Value
1	C-1) Number of traffic fatalities (FARS)	5 Year	2016	2020	126.4

2	C-2) Number of serious injuries in traffic crashes (State crash data files)	5 Year	2016	2020	667.4
3	C-3) Fatalities/VMT (FARS, FHWA)	5 Year	2016	2020	1.28
4	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	5 Year	2016	2020	62.6
5	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	5 Year	2016	2020	41.7
6	C-6) Number of speeding-related fatalities (FARS)	5 Year	2016	2020	34.7
7	C-7) Number of motorcyclist fatalities (FARS)	5 Year	2016	2020	19.6
8	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	5 Year	2016	2020	14.7
9	C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	5 Year	2016	2020	16.60
10	C-10) Number of pedestrian fatalities (FARS)	5 Year	2016	2020	7.00

11	C-11) Number of bicyclists fatalities (FARS)	5 Year	2016	2020	1.00
12	B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	Annual	2020	2020	80.00
13	Number of distracted driving fatalities (FARS)	5 Year	2016	2020	7.50
14	Traffic Records Completeness	Annual	2020	2020	100.00

Performance Measure: C-1) Number of traffic fatalities (FARS)

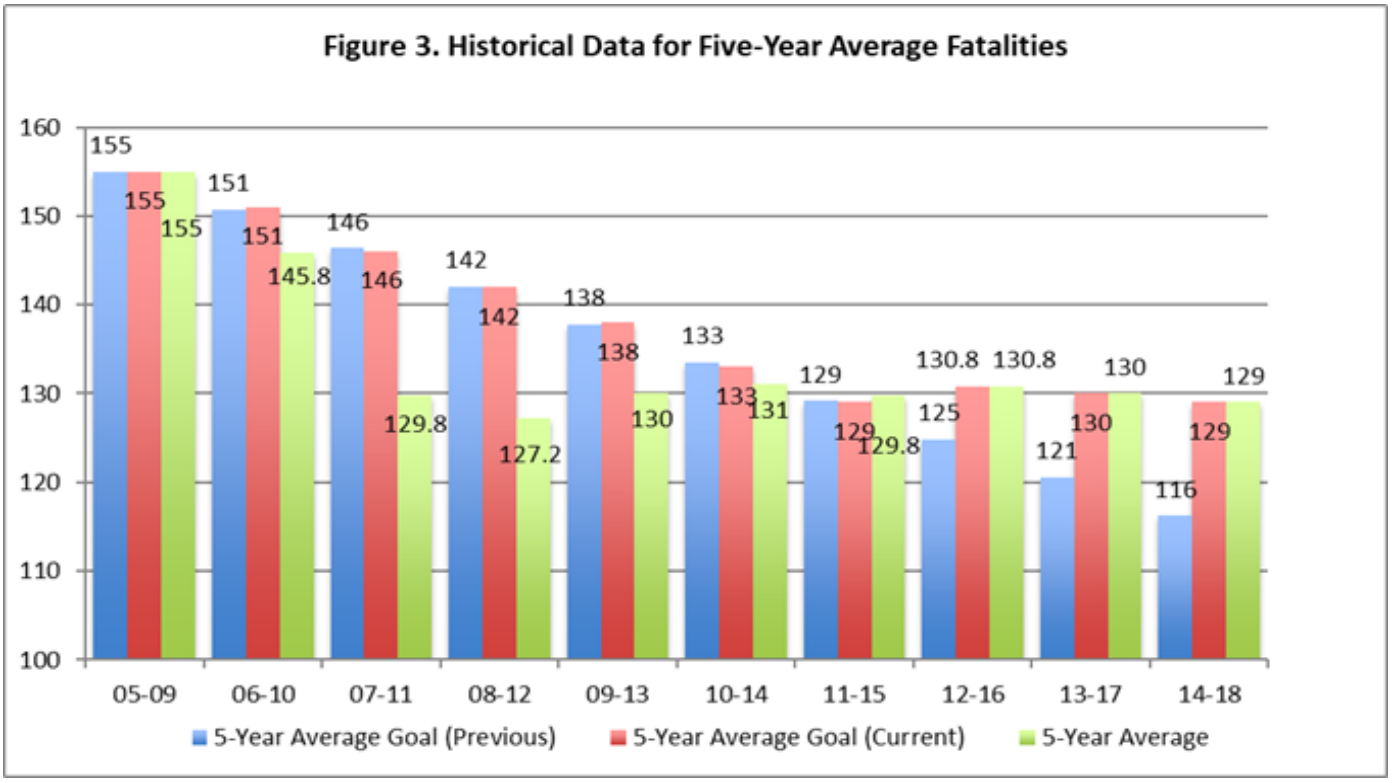
Performance Target details

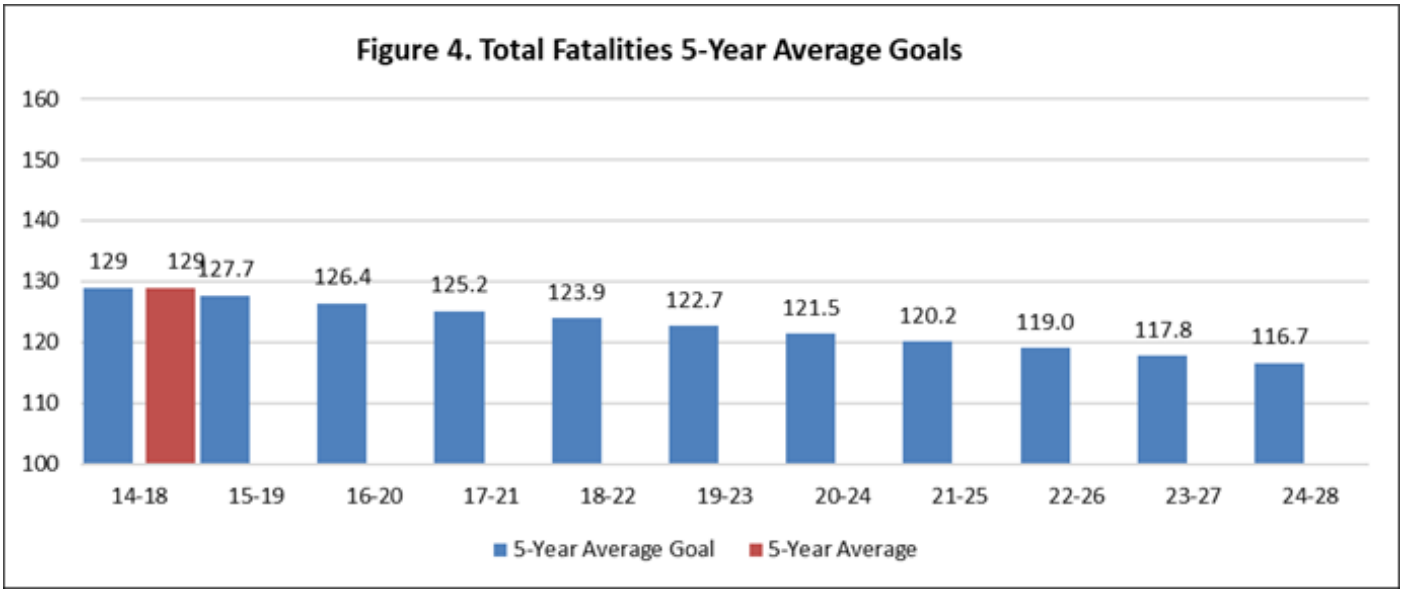
Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-1) Number of traffic fatalities (FARS)-2020	Numeric	126.4	5 Year	2016

Performance Target Justification

2020 Performance Goal Statement: Decrease the traffic fatalities five-year average to 126.4 or less for 2016-2020.

State Goal Calculations South Dakota's goals for fatalities are based on five-year averages. The goal for each performance year was informed by historical data in order to meet goals related to longer-term trends. As is displayed in Figure 3, from the 2005-2009 time period to the 2015-2018 time period, South Dakota aimed to reduce the five-year average for fatalities by 25% (from 155 to 116). However, in 2016 these goals were adjusted to align with more current data and to provide attainable goals. Figure 3 presents both the previous and current goals as well as actual five-year averages. Incorporating data from 2018, we see that we were able to meet our current goal for the 2014-2018 period. This year we also established new goals to guide our activities for the next years. Figure 4 displays these new goals. If met, the five-year average for fatalities would decrease 10% over the next 10 years. We feel this goal is achievable because we were able to reduce fatalities by 16% over the past 10 years. We also feel that is ambitious given the more recent decrease in the slope of the negative trend. In order to meet our goal for 2016-2020, we would need to decrease the five-year average for fatalities to 126.4 or less.





Performance Measure: C-2) Number of serious injuries in traffic crashes (State crash data files)

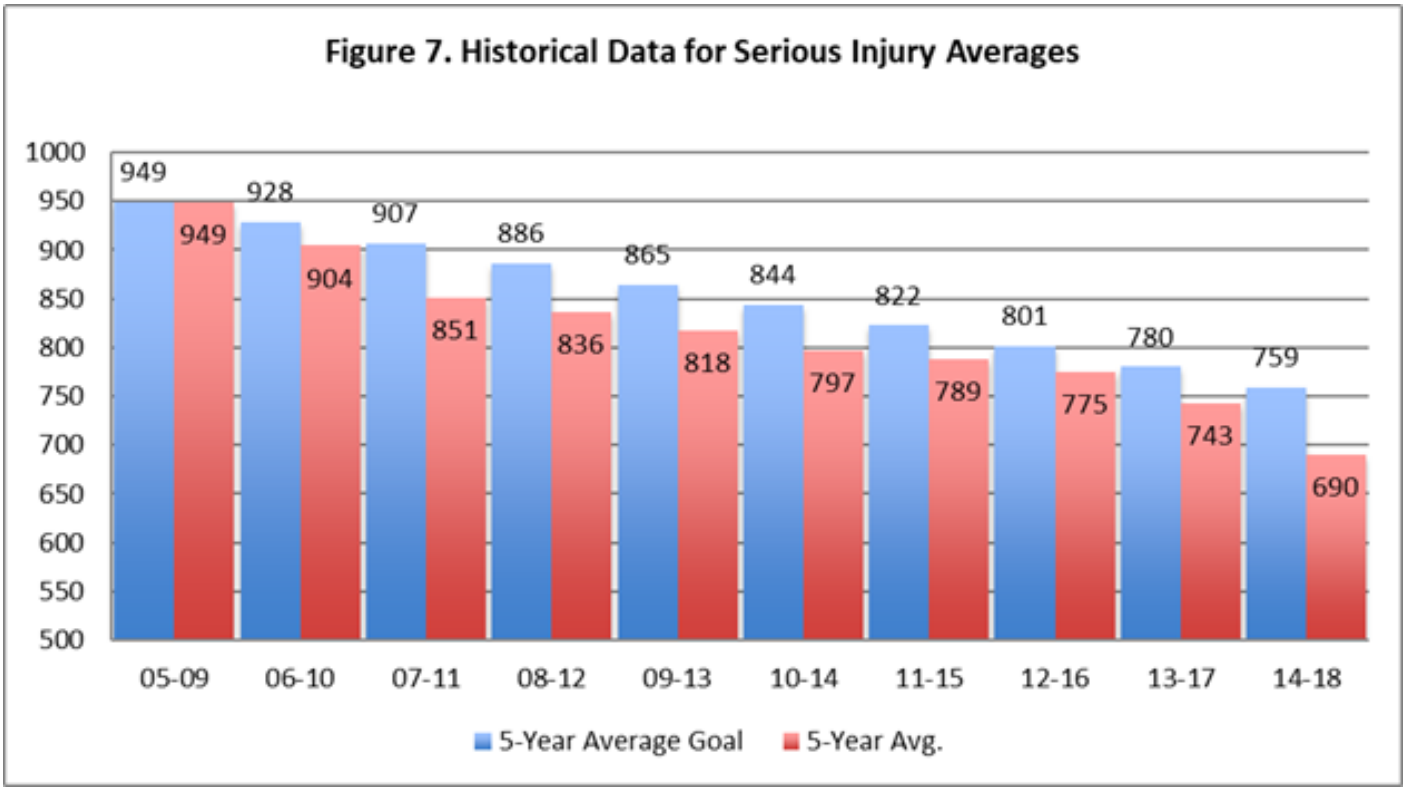
Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-2) Number of serious injuries in traffic crashes (State crash data files)-2020	Numeric	667.4	5 Year	2016

Performance Target Justification

2020 Performance Goal

• Decrease the serious traffic injuries five-year average to 667.4 or less for the 2016-2020 time period. State Goal Calculations As exhibited in Figure 7, from the 2005-2009 time period to the 2014-2018 time period, South Dakota aimed to reduce the five-year average for serious injuries by 20% (from 949 to 759). We exceeded this goal, decreasing the five-year average for serious injuries to 690 for the 2014-2018 time period. This year we also established new goals to guide our activities for the next 10 years. Figure 8 displays these new goals. If met, the five-year average for serious injuries would decrease 15% over the next 10 years. We feel this goal is achievable because we were able to reduce fatalities by 27% over the past 10 years. We also feel that is ambitious given that it will result in over 100 fewer serious injuries per year. In order to meet our goal for 2016-2020, we would need to decrease the five-year average for serious injuries to 667.4 or less.



Performance Measure: C-3) Fatalities/VMT (FARS, FHWA)

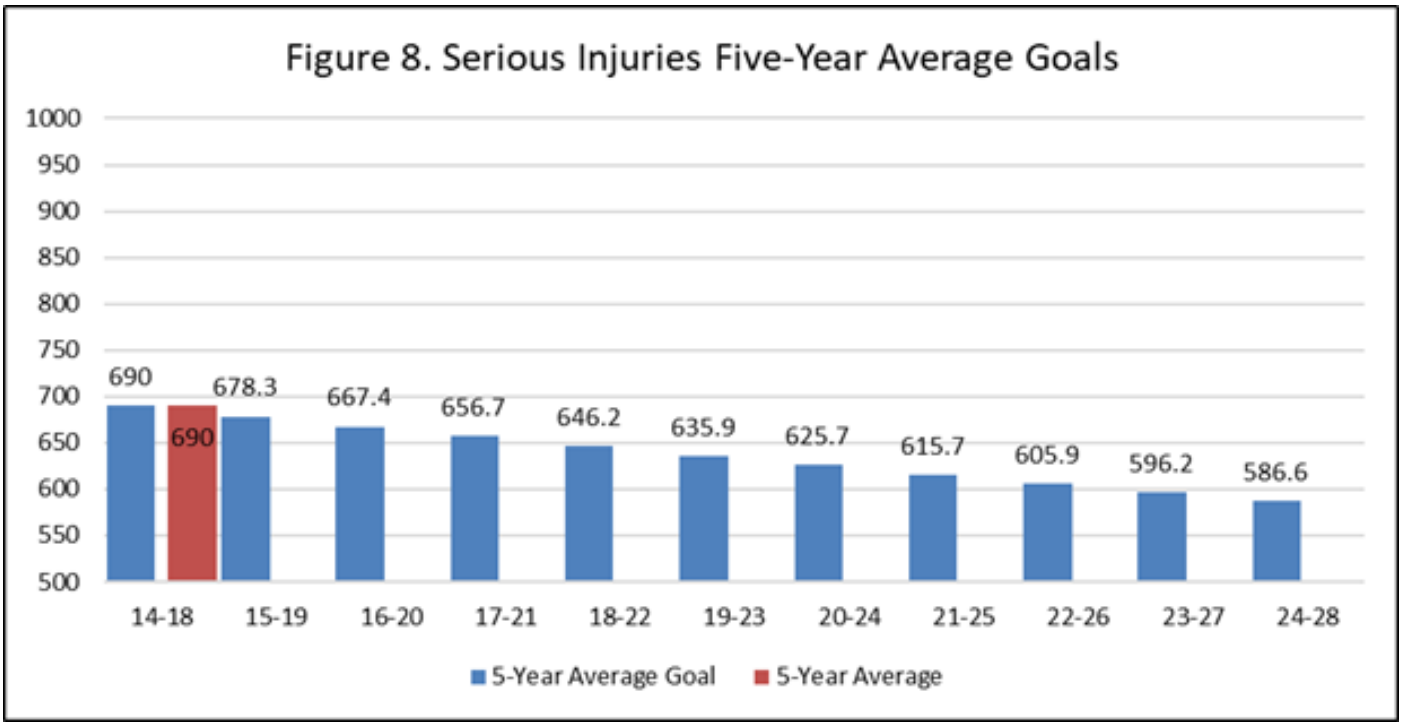
Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-3) Fatalities/VMT (FARS, FHWA)-2020	Numeric	1.28	5 Year	2016

Performance Target Justification

2020 Performance Goals

(a) Decrease the five-year average fatalities/VMT to an average rate of 1.28 or less for 2016-2020. (b)



Decrease the five-year average rural fatalities/VMT to an average rate of 1.57 or less for 2016-2020. (c) Decrease the five-year average urban fatalities/VMT to an average rate of 0.59 or less for 2016-2020. State Goal Calculations The goals for fatalities per VMT are calculated directly from the state goals for fatalities, expected projections in state Vehicle Miles Traveled, and average proportion of fatalities in Urban versus Rural area. Since 2009, the total VMT has increased at an average rate of 1.01%. Using this rate, the estimated VMT for calendar year 2020 is 9,899,368,799. If the goal for the five-year average of fatalities of 126.4 or less is reached, the fatalities per VMT will be 1.28 or lower for 2016-2020. On average 86% of fatalities occur in rural areas and the rural VMT is expected to increase by 1.01% as well. Taken together we can calculate a rural fatalities/VMT goal for the 2016-2020 time period of 1.57 or lower. The urban fatalities per VMT goal for the 2016-2020 five-year average will be 0.59 fatalities per Urban VMT or lower..

Performance Measure: C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)

Performance Target details

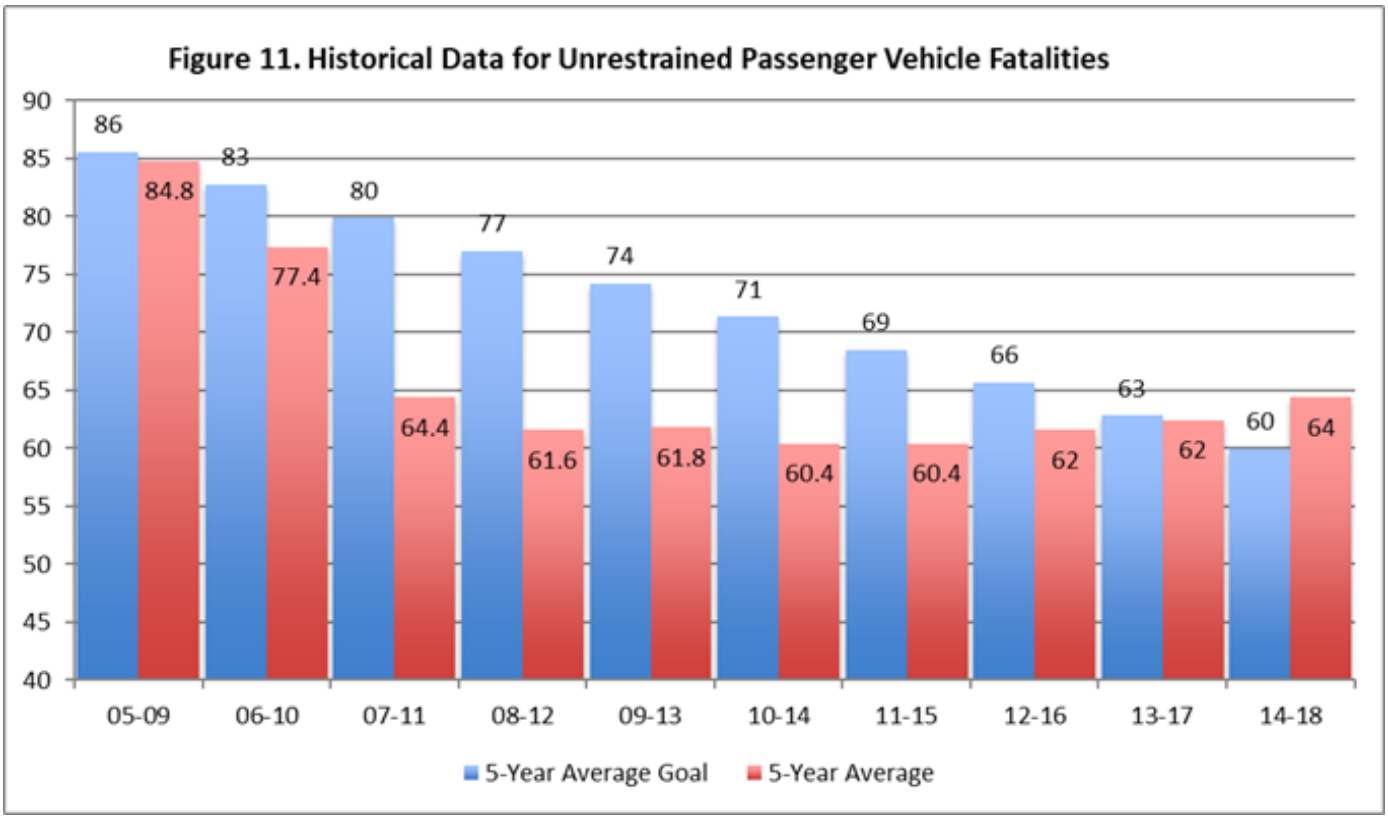
Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)-2020	Numeric	62.6	5 Year	2016

Performance Target Justification

2020 Performance Goal

• Decrease the unrestrained passenger vehicle occupant fatalities five-year average to 62.6 or less for 2016-2020.

State Goal CalculationsAs displayed in Figure 11, between 2005 and 2018, South Dakota aimed to reduce the fi ve-year average for unrestrained passenger vehicle occupant fatalities by 30% (from 86 to 60). A higher than expected value in 2018 prevented us from reaching our final goal but we did successfully reduce the number of unrestrained passenger vehicle fatalities by 25.6% from the 2005-2009 time period. This year we also established new goals to guide our activities for the next 10 years. Figure 12 displays these new goals. If met, the five-year average for unrestrained passenger vehicle fatalities would decrease 10.5% over the next 10 years. We feel this goal is achievable because we were able to reduce fatalities by 25.6% over the past 10 years. We also feel that is ambitious given the more recent flattening of the trend line. In order to meet our goal for 2016-2020, we would need to decrease the five-year average for unrestrained passenger vehicle fatalities to 62.6 or less.



Performance Measure: C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year

C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)-2020	Numeric	41.7	5 Year	2016

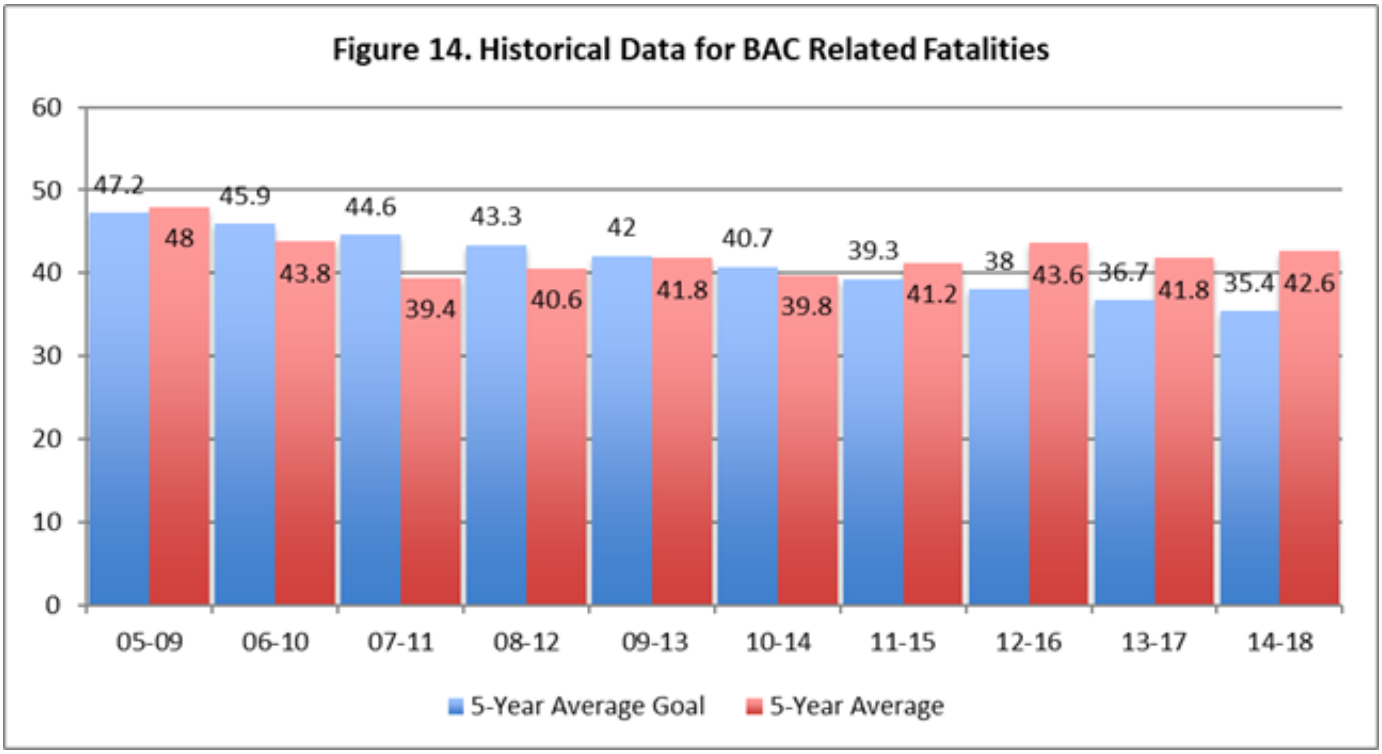
Performance Target Justification

2020 Performance Goal

- Decrease the alcohol impaired driving fatalities five-year average to 41.7 or less for 2016-2020.

State Goal Calculations

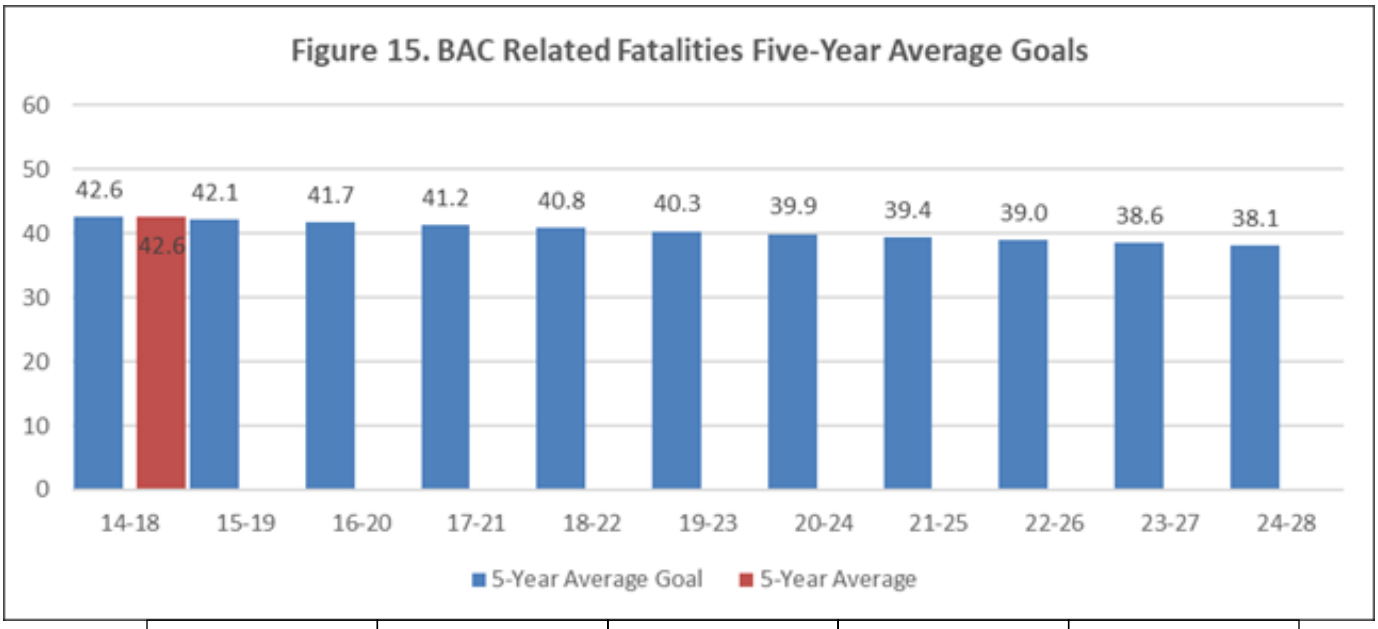
As illustrated in Figure 14, between 2005 and 2018, South Dakota aimed to reduce the five-year average for alcohol impaired driving fatalities by 25% (from 47.2 to 35.4). Though we saw improvements, we were not able to achieve our original goals for the most recent years. This year we also established new goals to guide our activities for the next 10 years. Figure 15 displays these new goals. If met, the five-year average for BAC related fatalities would decrease 10.5% over the next 10 years. We feel this goal is both achievable and ambitious given the trend over the last 10 years. In order to meet our goal for 2016-2020, we would need to decrease the five-year average for BAC related fatalities to 41.7 or less.



Performance Measure: C-6) Number of speeding-related fatalities (FARS)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year



C-6) Number of speeding-related fatalities (FARS)-2020	Numeric	34.7	5 Year	2016

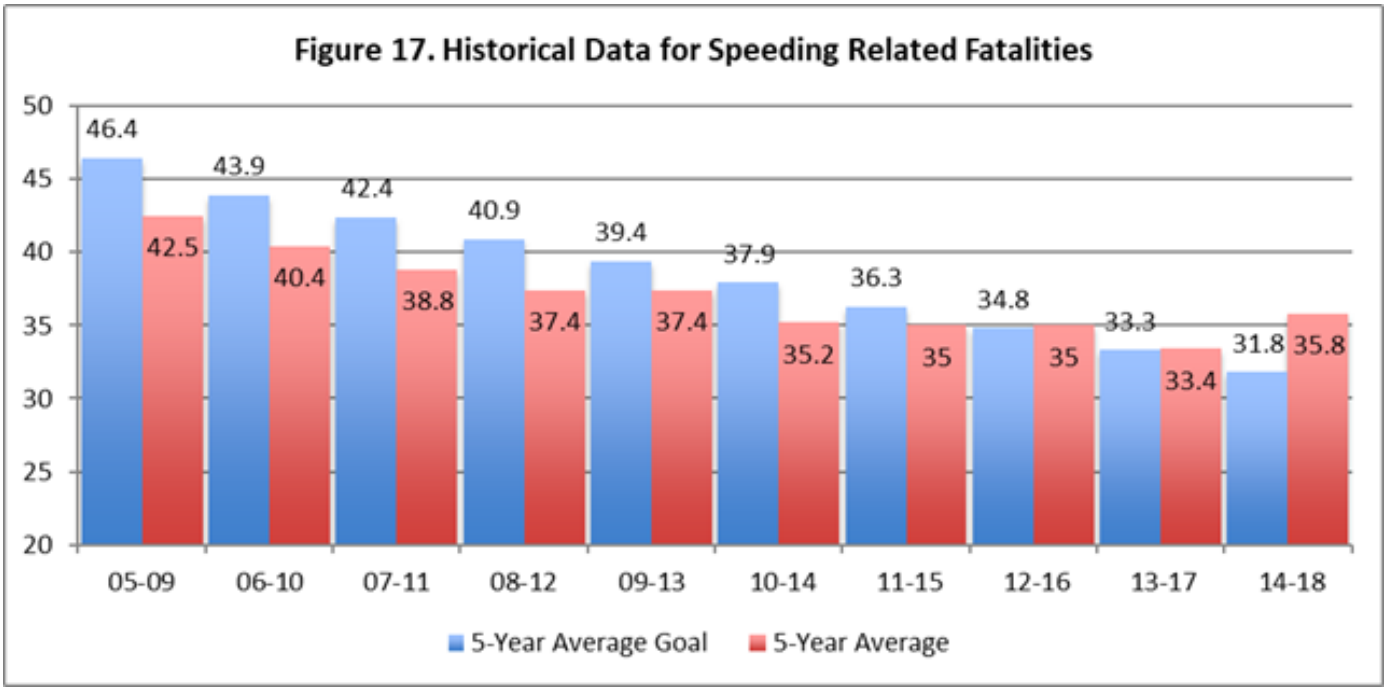
Performance Target Justification

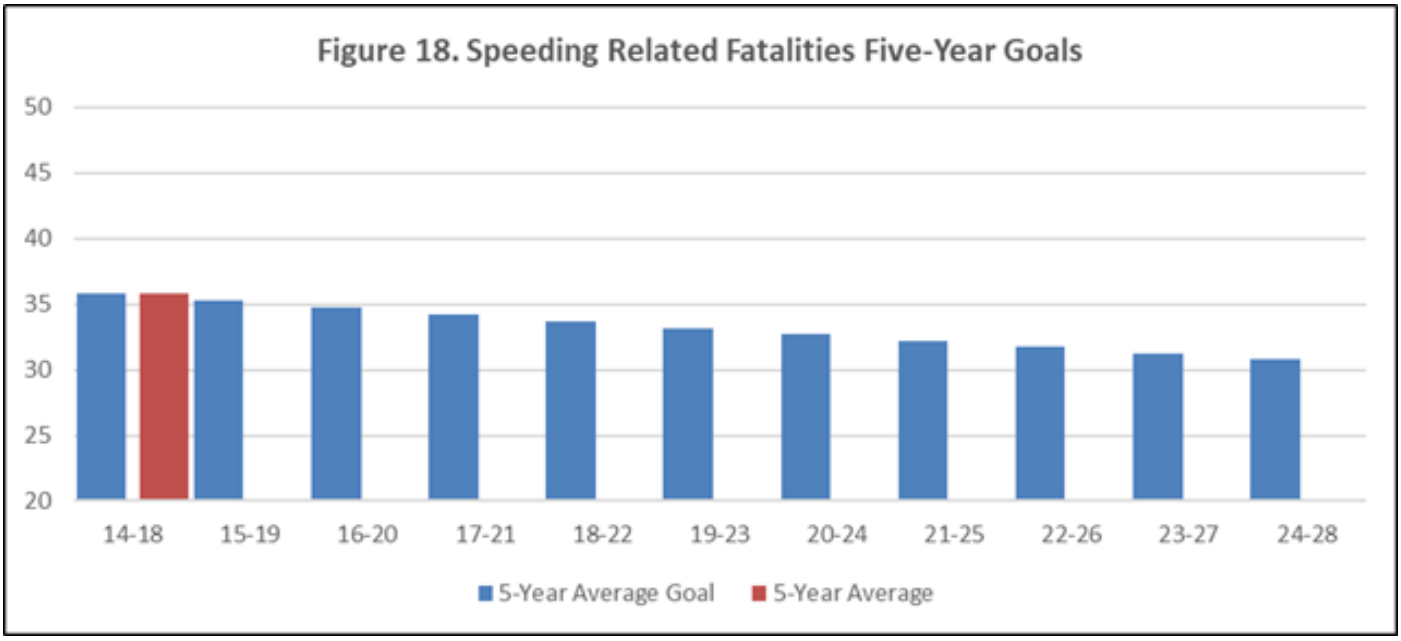
2020 Performance Goal

• Decrease the speeding related fatalities five-year average to 34.7 or less for 2016-2020.

State Goal Calculations

As can be seen in Figure 17, from the 2005-2009 time period to the 2014-2018 time period, South Dakota aimed to reduce the five-year average for speeding-related fatalities by 30% (from 46.4 to 31.8). While we met our goal for most years during this timeframe, the sharp uptick in speeding related fatalities in 2018 prevented us from reaching our ultimate goal. However, we were still able to decrease the five-year average for speeding related fatalities by 22.8% since the 2005-2009 time period. In establishing the goals for the next 10 years, displayed in Figure 18, we utilized information from this previous time frame. If met, the five-year average for speeding related fatalities would decrease 14% over the next 10 years. We feel this goal is both achievable and ambitious given the trend over the last 10 years. In order to meet our goal for 2016-2020, we would need to decrease the five-year average for speeding related fatalities to 34.7 or less.





Performance Measure: C-7) Number of motorcyclist fatalities (FARS)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-7) Number of motorcyclist fatalities (FARS)-2020	Numeric	19.6	5 Year	2016

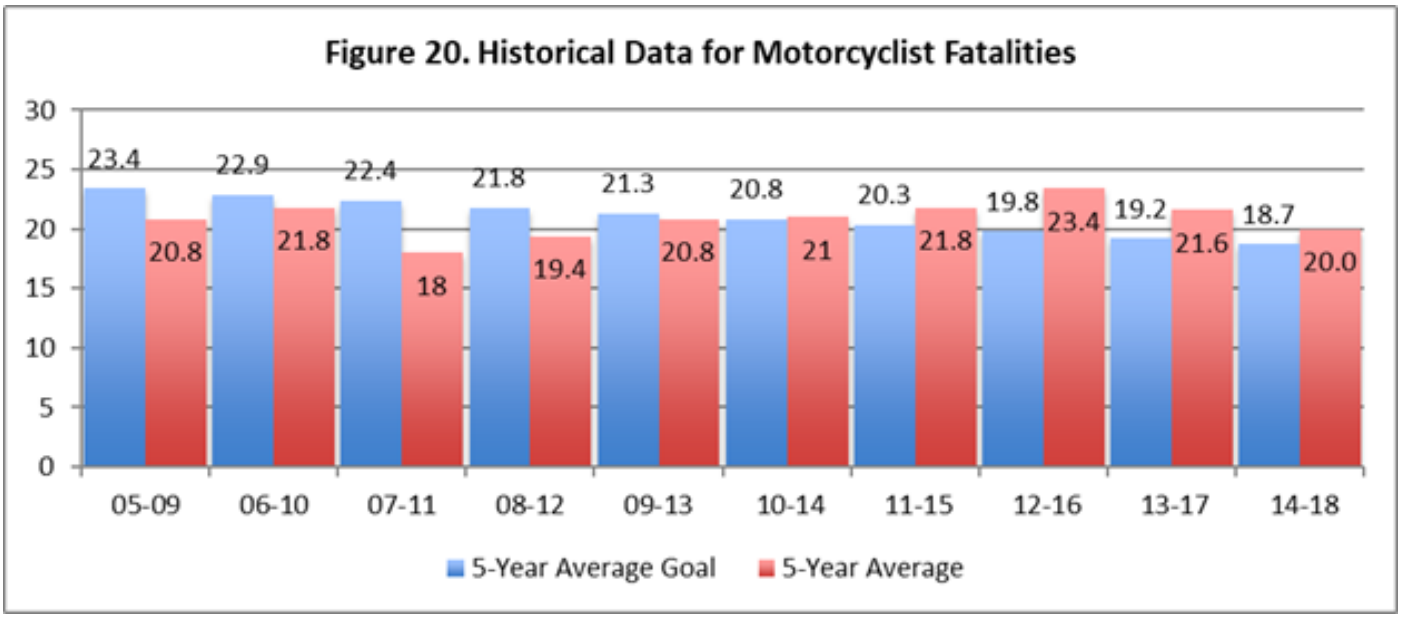
Performance Target Justification

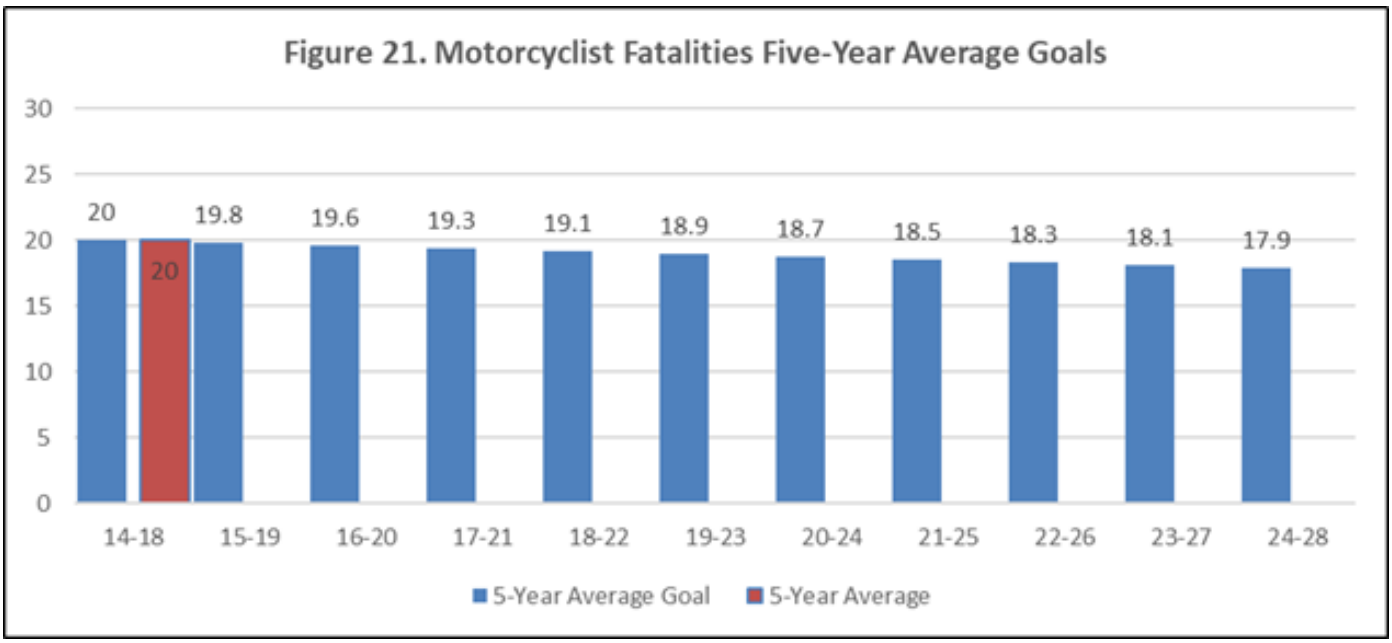
2020 Performance Goal

• Decrease the five-year average for motorcyclist fatalities to 19.6 or less for 2016-2020.

State Goal Calculations

As is exhibited in Figure 20, from the 2005-2009 time period to the 2014-2018 time period, South Dakota aimed to reduce the five-year average for fatalities by 20% (from 23.4 to 18.7). We were unable to meet this goal, and while there has been some fluctuation, the trend for motorcyclist fatalities has remained fairly flat. We took his into consideration when establishing goals for the next 10 years, displayed in Figure 21. If met, the five-year average for motorcyclist fatalities would decrease 10% over the next 10 years. We feel this goal is both achievable and ambitious given the trend over the last 10 years. In order to meet our goal for 2016-2020, we would need to decrease the five-year average for motorcyclist fatalities to 19.6 or less.





Performance Measure: C-8) Number of unhelmeted motorcyclist fatalities (FARS)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year

C-8) Number of unhelmeted motorcyclist fatalities (FARS)-2020	Numeric	14.7	5 Year	2016

Performance Target Justification

2020 Performance Goal

• Decrease the unhelmeted motorcyclist fatalities five-year average to 14.7 or less for 2016-2020.

State Goal Calculations For the purposes of establishing a goal, unhelmeted motorcyclist fatalities must be considered as a subset of motorcyclist fatalities. On average, unhelmeted motorcyclists incur 75% of motorcyclist fatalities. Since the five-year average goal for overall motorcyclist fatalities for the 2016-2020 time period is 19.6 or less, the corresponding figure for unhelmeted motorcyclist fatalities will be 14.7 or less. While it would also be possible to reduce unhelmeted fatalities as a proportion of overall motorcycle fatalities, the lack of a mandatory helmet law in SD and the number of motorcyclist fatalities incurred by operators from out of state make this an unrealistic approach. Hence, our primary objective will be to reduce motorcycle fatalities as a whole.

Performance Measure: C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)-2020	Numeric	16.60	5 Year	2016

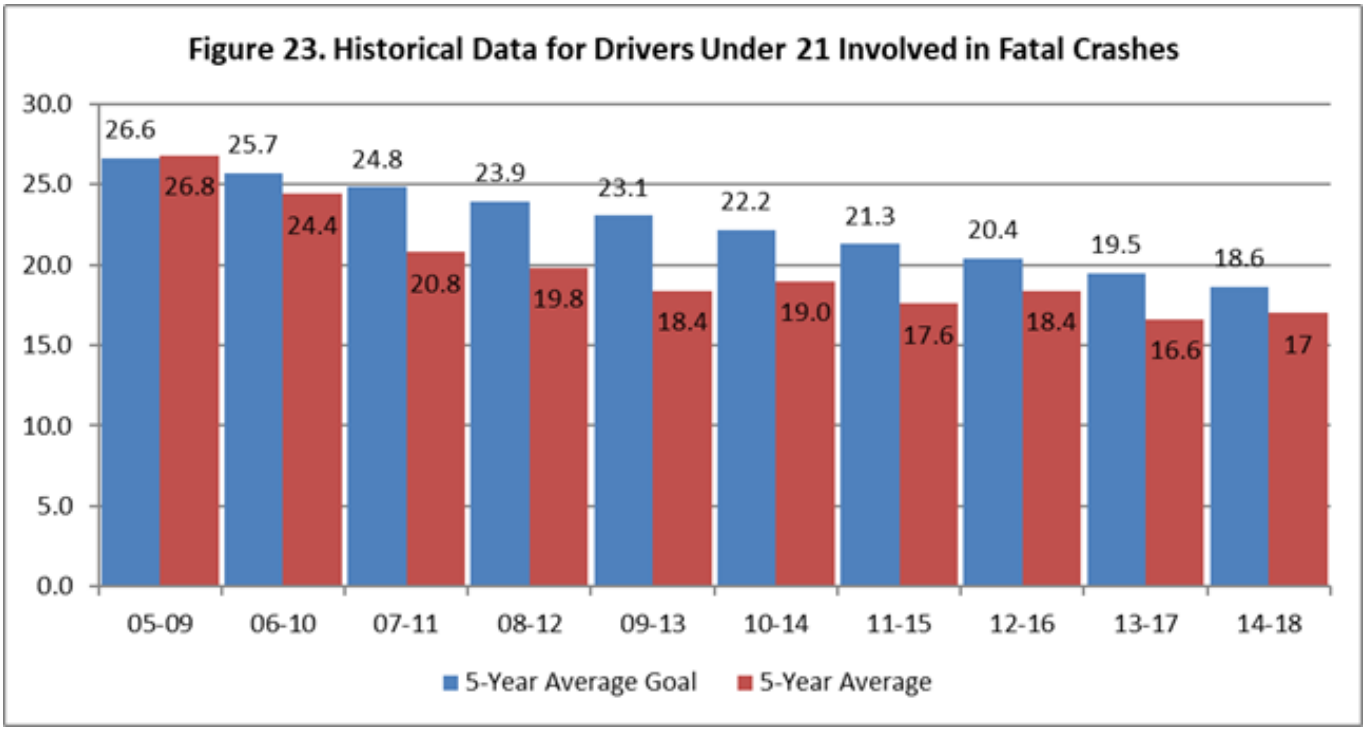
Performance Target Justification

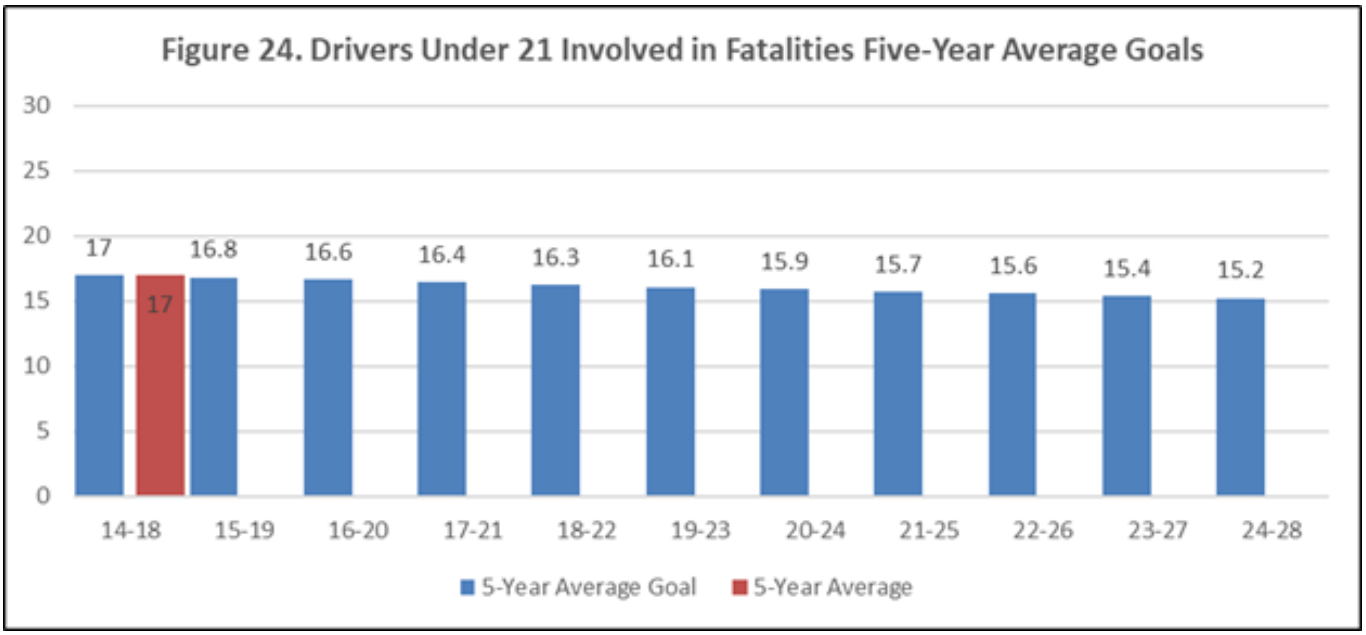
2020 Performance Goal

• Decrease the drivers age 20 or younger involved in fatal crashes five-year average to 16.6 or less for 2016-2020.

State Goal Calculations

As is exhibited in Figure 23, from the 2005-2009 time period to the 2014-2018 time period, South Dakota aimed to reduce the five-year average for drivers aged 20 and under involved in fatal crashes by 30% (from 26.6 to 18.6). We exceeded our goals for and decreased the five-year average for drivers under 21 involved in fatalities by 34.8%. However, it is worth noting that the rate of decrease has declined in more recent years. Figure 24 displays our goals for the next 10 years. If met, the five-year average for drivers under 21 involved in fatalities would decrease 10.5% over the next 10 years. We feel this goal is both achievable and ambitious given the trend over the last 10 years. In order to meet our goal for 2016-2020, we would need to decrease the five-year average for drivers under 21 involved in fatalities to 16.6 or less





Performance Measure: C-10) Number of pedestrian fatalities (FARS)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-10) Number of pedestrian fatalities (FARS)-2020	Numeric	7.00	5 Year	2016

Performance Target Justification

2020 Performance Goal

• Maintain a pedestrian fatalities five-year average of 7 fatalities or less for 2016-2020, despite expected increases in population.

State Goal Calculations The number of pedestrian fatalities in South Dakota is so small that analysis of statistical differences or the creation of projections is inappropriate. While South Dakota will continue to strive to reduce the likelihood of pedestrian fatalities, given the vastness of our state and large VMT, zero pedestrian fatalities would be an unrealistic goal. As such, the goal for the 2016-2020 five-year average is simply to maintain the already miniscule 7 pedestrian fatalities or less per year.

Performance Measure: C-11) Number of bicyclists fatalities (FARS)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-11) Number of bicyclists fatalities (FARS)-2020	Numeric	1.00	5 Year	2016

Performance Target Justification

2020 Performance Goal:

• Maintain a bicyclist fatalities five-year average of 1 fatality or less for 2016-2020, despite expected increases in population.

State Goal Calculations

The number of bicyclist fatalities in South Dakota is so small that analysis of statistical differences or the creation of projections is inappropriate. While South Dakota will continue to strive to reduce the likelihood of bicyclist fatalities, given the vastness of our state and large VMT, permanently sustaining zero bicyclist fatalities for every year would be an unrealistic goal. As such, the goal for the 2016-2020 five-year average is simply to maintain the already miniscule 1 fatality or less per year.

Performance Measure: B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)-2020	Percentage	80.00	Annual	2020

Performance Target Justification

2020 Performance Goal

Increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles to 80.0% by

December 31, 2020.

State

Goal Calculations

While the observed restraint use percentage has witnessed a steady increase over the last five years. After the large gains in the most recent report, the goal of 80% restraint use is finally in sight. This goal reflects an increase of 1.1% over the next two years, which is aggressive given last year's gain, but still feasible and in line with previous rates of progress..

Performance Measure: Number of distracted driving fatalities (FARS)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
Number of distracted driving fatalities (FARS)-2020	Numeric	7.50	5 Year	2016

Performance Target Justification

2020 Performance Goal: Maintain the five-year average for distracted driving fatalities to 7.5 or less for 2016-2020. State Goal Calculations

The number of fatalities resulting from distracted driving is a new outcome measure for us. Based on the available FARS data, our goal is maintain the five-average for distracted driving fatalities at 7.5 or less for the 2016-2020 time period. As we are able to aggregate more data, we will develop more systematic goals for this measure.

Performance Measure: Traffic Records Completeness

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
Traffic Records Completeness	Percentage	100.00	Annual	2020

Primary performance attribute:

Core traffic records data system to be impacted:

Performance Target Justification

Click or tap here to enter text.

Certification: State HSP performance targets are identical to the State DOT targets for common performance measures (fatality, fatality rate, and serious injuries) reported in the HSIP annual report, as coordinated through the State SHSP.

I certify: Yes

A-1) Number of seat belt citations issued during grant-funded enforcement activities*

Seat belt citations: 13770

Fiscal Year A-1: 2018

A-2) Number of impaired driving arrests made during grant-funded enforcement activities*

Impaired driving arrests: 10619

Fiscal Year A-2: 2018

A-3) Number of speeding citations issued during grant-funded enforcement activities*

Speeding citations: 47529

Fiscal Year A-3: 2018

Program areas

Program Area: Distracted Driving

Description of Highway Safety Problems

South Dakota does not currently record distracted driving behaviors as they relate to traffic crash outcomes in a way that allows for systematic analysis. However, NHTSA's published research on distracted driving has demonstrated the criticality of this program area. We will utilize the evidence based countermeasure strategies already proposed by NHTSA.

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-1) Number of traffic fatalities (FARS)	2020	5 Year	126.4
2020	Number of distracted driving fatalities (FARS)	2020	5 Year	7.50

Countermeasure Strategies in Program Area

Countermeasure Strategy
Media (Paid and Earned)-DD

Countermeasure Strategy: Media (Paid and Earned)-DD

Program Area: Distracted Driving

Project Safety Impacts

Public outreach through educational media campaigns have always been an accepted component of Highway Safety plans nationwide. Because of the expansive area of the state, public media campaigns are often the most effective method to reach drivers and other roadway users.

Linkage Between Program Area

The accepted countermeasure strategy provides direct linkage with all roadway users in the state. The data provides our office with direction on messaging, demographics, and targeted individuals and communities.

Rationale

This is a widely-accepted countermeasure strategy and we agree with NHTSA on its effectiveness.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
002	Media Non-Alcohol

Planned Activity: Media Non-Alcohol

Planned activity number: 002

Primary Countermeasure Strategy ID:

Planned Activity Description

To educate the public on various Highway Safety issues, the Office of Highway Safety will contract with a professional advertising firm to develop and place pertinent educational messages. The media contractor will use the NHTSA Communications Calendar and selected NHTSA traffic safety campaign resources in coordination with state developed public education materials. Paid TV and radio ads will be run during the national mobilizations using either NHTSA or state developed ads. These ads will be placed through the media contractor. The PIO will work with the media contractor to determine the best means to reach the target demographics.

Intended Subrecipients

Lawrence & Schiller

Office of Highway Safety-Non-Alcohol Media

Countermeasure strategies

Countermeasure Strategy
Media (Paid and Earned)-DD
Media (Paid and Earned)-MC
Media (Paid and Earned)-OP
Media (Paid and Earned)-SP

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Paid Advertising (FAST)	$900,000.00	$225,000.00	$900,000.00

Program Area: Impaired Driving (Drug and Alcohol)

Description of Highway Safety Problems

Key Observations from 2018 Data

The number of fatalities arising from crashes involving at least one driver or motorcycle operator with a BAC of .08 or above was 28.6% higher in 2018 than in 2017; the total number of crashes involving intoxicated drivers, however, decreased.

In 2018, 62.2% of fatalities (28) involving at least one driver or motorcycle operator with a BAC of .08 or above were sustained by intoxicated drivers themselves.

Recent Data

In South Dakota, it is considered a criminal offense for any driver to operate a motor vehicle while maintaining a blood alcohol content (BAC) level of .08 or higher.[1] Altogether, 19,045 traffic crashes were reported in 2018, 485 of which involved at least one driver with a BAC reading of .08 or above. In other words, 2.5% of all crashes involved at least one intoxicated driver. In 2017 this percentage was slightly higher at 2.9%. There was a total of 45 fatalities resulting from crashes involving at least one driver intoxicated; this figure represents a 28.6% increase from the analogous figure in 2017 (35). However, the total number of crashes involving a driver with a BAC of .08 or above actually decreased 7.8%

Of the 45 fatality victims, 28 (62.2%) were themselves drivers with a BAC level of .08 or higher. Among drivers with a BAC of .08 or higher that were also fatalities, 89.3% (25) carried an in-state driver's license; 35.7% (10) were operating without or under a revoked or suspended license; 78.6% (22) were male; and 32.1% (9) were 25 years old or younger.

[1] Drivers with a BAC level of .08 or higher will occasionally be referred to in this report as "intoxicated drivers."

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	2020	5 Year	41.7
2020	C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	2020	5 Year	16.60

Countermeasure Strategies in Program Area

Countermeasure Strategy
Community Training, Enforcement and Communication-IMP
High Visibility Enforcement-IMP
Highway Safety Office Program Management-IMP
Judicial Related Education or Activity-IMP
Media (Paid and Earned)-IMP

Countermeasure Strategy: Community Training, Enforcement and Communication-IMP

Program Area: Impaired Driving (Drug and Alcohol)

Project Safety Impacts

These programs keep drinking drivers off of South Dakota roadways, create alternative punishments, and generate community outreach activities to prevent problem drivers from getting behind the wheel.

Linkage Between Program Area

These are well-accepted alternatives and previously approved activities to remove problem drivers from the roadways.

Rationale

The rationale is based upon consultation with state traffic safety partners to achieve the highest possible reduction of problem drivers utilizing state roads within allowable federal funding constraints.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
001	Alternative Transportation
004	Prevention and Interdiction

Planned Activity: Alternative Transportation

Planned activity number: 001

Primary Countermeasure Strategy ID:

Planned Activity Description

Provide support to remove drinking drivers from the roads by offering alternative transportation for a safe ride home. Alternative transportation will be offered Friday and Saturday nights, along with special events or holidays that do not occur on those nights. Provide ongoing awareness and education about binge drinking, drinking and driving, as well as other alcohol-related items. Universities will collaborate with on and off campus entities to provide awareness materials throughout the year.

Intended Subrecipients

South Dakota School of Mines and Technology

South Dakota State University

University of South Dakota

Black Hills State University

Countermeasure strategies

Countermeasure Strategy
Community Training, Enforcement and Communication-IMP

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405d Impaired Driving Mid	405d Impaired Driving Mid (FAST)	$87,474.75	$21,868.69	

Planned Activity: Prevention and Interdiction

Planned activity number: 004

Primary Countermeasure Strategy ID:

Planned Activity Description

Planning activities for this countermeasure strategy includes providing education on dangers of alcohol and teach skill set on decision making as they relate to impairment. Statewide messaging that focuses on the reduction of impaired drivers. Awareness materials, safety supplies/resources, and media outreach will be created and disseminated to community, school, and law enforcement stakeholders. Educational materials will address impaired driving issues to help meet the target/objective and thus lead to a reduction in impaired driving injuries/fatalities. Teach Certified Alcohol Seller Training (C.A.S.T.) curriculum to local alcohol license holders and their employees once per month and perform alcohol compliance check at the retail level.

Intended Subrecipients

Mitchell Police Department (South Central Alcohol Task Force)

South Dakota Teen Court Association

From the H.E.A.R.T.

Spink County Coalition

Countermeasure strategies

Countermeasure Strategy
Community Training, Enforcement and Communication-IMP

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405d Impaired Driving Mid	405d Impaired Driving Mid (FAST)	$83,504.00	$58,663.50	

Major purchases and dispositions

Equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Unit cost	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
Driving Simulator	1	$14,400.00	$14,400.00	$12,000.00	$12,000.00

Countermeasure Strategy: High Visibility Enforcement-IMP

Program Area: Impaired Driving (Drug and Alcohol)

Project Safety Impacts

High visibility enforcement is a proven countermeasure that NHTSA has always accepted as a strategy. We

agree with that analysis.

Linkage Between Program Area

Our countermeasure strategy will, to the extent possible, be driven by geographically-based areas where enforcement activities should be targeted.

Rationale

The rationale is based upon conversation with highway safety personnel, including the State Highway Safety Office personnel and Law Enforcement Liaison's, to best expend scarce federal funding for these activities.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
003	Impaired Driving High Visibility Enforcement

Planned Activity: Impaired Driving High Visibility Enforcement

Planned activity number: 003

Primary Countermeasure Strategy ID:

Planned Activity Description

Law enforcement agencies will increase impaired driving enforcement in order to reduce the number of fatal and serious injury traffic crashes, reduce crashes involving intoxicated drivers, and increase the number of DUI arrests. Funds used for this planned activity will include funding for overtime, travel, in-car cameras, and breath testing devices. Law enforcement agencies will take part in all mandatory national mobilizations as well as conduct sobriety checkpoints and saturation patrols throughout the grant year.

Intended Subrecipients

Intended subrecipients consist of law enforcement agencies specifically Highway Patrol, police departments, and sheriff's offices.

Countermeasure strategies

Countermeasure Strategy
High Visibility Enforcement-IMP
High Visibility Enforcement-MC

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act 405d 24-7 Sobriety	405d 24-7 Drug and Alcohol Training	$122,850.00	$119,570.00	
2018	FAST Act 405d Impaired Driving Mid	405d Impaired Driving Mid (FAST)	$577,150.00	$319,455.11	

Major purchases and dispositions

Equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Unit cost	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
In-Car Camera	1	$5,315.00	$5,315.00	$2,800.00	$2,800.00
In-Car Camera	1	$5,500.00	$5,500.00	$2,800.00	$2,800.00
In-Car Camera	1	$5,396.00	$5,396.00	$2,800.00	$2,800.00
In-Car Camera	10	$5,600.00	$56,000.00	$5,600.00	$56,000.00

Countermeasure Strategy: Highway Safety Office Program Management-IMP

Program Area: Impaired Driving (Drug and Alcohol)

Project Safety Impacts

The projects or activities funded in this area will provide the Office of Highway Safety with the most accurate data, data analysis, and community outreach activities possible. This also provides support for law enforcement agencies through our LEL program - and this creates a linkage of our knowledge to these partners.

Linkage Between Program Area

The linkage is knowing where our traffic safety issues are in the state and how best to apply efforts from geographic partners for effective enforcement and community outreach.

Rationale

The rationale is based on a long-term practice in previous highway safety efforts and generally accepted activities in past years.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
009	Personnel Support-IMP
010	Administrative and Contractual-IMP
011	Impaired Driving Task Force (Regulatory Requirement)-IMP

Planned Activity: Personnel Support-IMP

Planned activity number: 009

Primary Countermeasure Strategy ID:

Planned Activity Description

In South Dakota, many communities and safety advocates collaborate to promote safety and injury prevention. The Office of Highway Safety will provide technical assistance to highway safety initiatives statewide. Funds will support a Management Analyst and travel expenses to increase skills and knowledge necessary to support evidence based programs.

The Department of Public Safety Public Information Officer will coordinate highway safety media developed and placed by a contractor which may include using NHTSA and/or state developed ad material; develop and distribute public service announcements and press releases; work with local highway safety projects by assisting with development and placement of media and messaging; and provide technical assistance to the Office of Highway Safety as needed.

Intended Subrecipients

Public Information Officer

Community Outreach

Countermeasure strategies

Countermeasure Strategy
Highway Safety Office Program Management-IMP

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	164 Transfer Funds-AL	164 Alcohol	$45,760.00		$0.00

Planned Activity: Administrative and Contractual-IMP

Planned activity number: 010

Primary Countermeasure Strategy ID:

Planned Activity Description

Electronic grant management solutions offer options for the advertisement, submittal, and review of subrecipient proposals/applications, the creation of contracts, the disbursement of funds, the collection and retention of contract deliverables, and requests for reimbursement and post-grant reporting and evaluations. E-grants systems with automatic notifications and reminders help subrecipients stay on track with contract terms and deliverables, alerts the state when documents are overdue, collects data for annual reports, and increases staff efficiencies by reducing the insurance of notifications.

The USD Government Research Bureau will draft a Highway Safety Plan for FY20 using statistical analysis of crash data; the plan will include short and long term goals, a summary of planning projects, and a budget for FY20.

Intended Subrecipients

Agate Software

University of South Dakota, Government Research Bureau

Countermeasure strategies

Countermeasure Strategy
Highway Safety Office Program Management-IMP

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	164 Transfer Funds-AL	164 Alcohol	$40,200.00		$0.00

Planned Activity: Impaired Driving Task Force (Regulatory Requirement)-IMP

Planned activity number: 011

Primary Countermeasure Strategy ID:

Planned Activity Description

The South Dakota Impaired Driving Task Force is required to continue to review state impaired driving data, identify priorities, monitor project implementation, and review progress in conjunction with the Office of Highway Safety and other stakeholders across the state with a vested interest in reducing impaired driving. The South Dakota Impaired Driving Plan presents a synopsis of impaired driving indicators and statistics relevant to impaired driving in South Dakota, outlines areas of concerns, identifies priority areas for future programming, and outlines a process upon which the South Dakota Impaired Driving Task Force can guide and inform the Office of Highway Safety in implementing and prioritizing funding for programming (that is evidence based) to reduce impaired driving in South Dakota.

Intended Subrecipients

Impaired Driving Task Force (Mountain Plains Evaluation)

Countermeasure strategies

Countermeasure Strategy
Highway Safety Office Program Management-IMP

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405d Impaired Driving Mid	405d Impaired Driving Mid (FAST)	$30,000.00	$7,500.00	

Countermeasure Strategy: Judicial Related Education or Activity-IMP

Program Area: Impaired Driving (Drug and Alcohol)

Project Safety Impacts

Effective application of judicial-related options such as DUI Courts, JOL activities, and counseling all have their place in reducing recidivism in South Dakota drivers. Reducing recidivism creates an inherently safer roadway system.

Linkage Between Program Area

It is well-established by NHTSA that activities such as JOL's and DUI courts have a place in roadway safety.

South Dakota is also seeing a good relationship between its DUI First program and reduction in repeat offenders.

Rationale

The rationale for these strategies comes from historically-approved strategies in previous highway safety plans. South Dakota is concerned, however, with the growing fiscal demands the DUI Court systems are placing on highway safety funding. While these courts are widely accepted as good alternatives to incarceration, the funding requests are reducing funding levels on the enforcement side of the ledger. This equation deserves to be reanalyzed for future funding allocations.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
005	Judicial Assistance

Planned Activity: Judicial Assistance

Planned activity number: 005

Primary Countermeasure Strategy ID:

Planned Activity Description

The Judicial Outreach Liaison position provides a foundation for the South Dakota Office of Highway Safety and circuit court judges to focus their outreach efforts in order to educate and mobilize support for impaired driving and other traffic safety activities. This will assist in reflecting the Office of Highway Safety's goal of providing judicial outreach in the state and thereby improving judicial community outreach and promoting confidence and trust in the judiciary.

South Dakota has implemented the South Dakota Public Safety DUI First Program across the state to provide consistent drinking and driving programming for DUI offenders with an emphasis on DUI 1st offenders. A key important component of implementation of the curriculum is to ensure that all sites are implementing the model in a consistent manner across the state. The evaluators will participate in project steering committee meetings and conduct site visits and monitor program implementation to assess the implementation and fidelity of the model.

The Traffic Safety Resource Prosecutor (TSRP) intends to train law enforcement officers and prosecuting attorneys on the most effective methods of investigating and prosecuting impaired drivers. Statewide training for prosecutors and law enforcement officers on traffic safety related topics will be offered throughout the year. The TSRP intends to provide one dedicated statewide training for traffic safety issues.

Intended Subrecipients

Judicial Outreach Liaison

Traffic Safety Resource Prosecutor

DUI 1st Program

Countermeasure strategies

Countermeasure Strategy
Judicial Related Education or Activity-IMP

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405d Impaired Driving Mid	405d Impaired Driving Mid (FAST)	$226,050.00	$56,512.50	

Countermeasure Strategy: Media (Paid and Earned)-IMP

Program Area: Impaired Driving (Drug and Alcohol)

Project Safety Impacts

Public outreach through educational media campaigns have always been an accepted component of Highway Safety plans nationwide. Because of the expansive area of the state, public media campaigns are often the most effective method to reach drivers and other roadway users.

Linkage Between Program Area

The accepted countermeasure strategy provides direct linkage with all roadway users in the state. The data provides our office with direction on messaging, demographics, and targeted individuals and communities.

Rationale

This is a widely-accepted countermeasure strategy and we agree with NHTSA on its effectiveness.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
007	Media-Alcohol

Planned Activity: Media-Alcohol

Planned activity number: 007

Primary Countermeasure Strategy ID:

Planned Activity Description

To educate the public on impaired driving, the Office of Highway Safety will contract with a professional advertising firm to develop and place pertinent educational messages. The media contractor will use the NHTSA Communications Calendar and selected NHTSA traffic safety campaign resources in coordination with state developed public education materials. Paid TV and radio ads will be run during the national mobilizations using either NHTSA or state developed ads. These ads will be placed through the media contractor. The PIO will work with the media contractor to determine the best means to reach the target demographics.

Intended Subrecipients

South Dakota Broadcasters Association

Lawrence and Schiller

Office of Highway Safety-Alcohol Media

Countermeasure strategies

Countermeasure Strategy
Media (Paid and Earned)-IMP

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	164 Transfer Funds-AL	164 Alcohol	$2,000,000.00		$2,000,000.00

Program Area: Motorcycle Safety

Description of Highway Safety Problems

Key Observations from 2018 Data

Motorcycles were involved in only 2.1% of traffic crashes in 2018, however motorcyclists accounted for (14) 10.8% of all fatalities.

Of the 16 fatalities sustained in traffic crashes involving motorcycles in 2018, 14 (87.5%) were suffered by motorcycle occupants, 13 (92.9%) of which were the motorcycle operators.

Of the 14 total motorcyclist fatalities in 2018, 9 (64.3%) were sustained by unhelmeted motorcyclists.

3 of the 13 unhelmeted motorcyclist operator fatalities (23.1%) recorded in 2018 were sustained by out-of-state motorcyclists.

All of motorcyclist fatalities recorded in 2018 were incurred by males.

Recent Data

In 2018, 394 traffic crashes involving motorcycles were reported, amounting to approximately 2.1% of all traffic crashes.[1] Of the 589 motorcycle occupants involved in these crashes, a total of 376 people (63.8%) received non-fatal injuries as a result of these crashes, and 16 motorcyclists (2.7%) were killed. The above fatality count of 16, amounts to 12.3% of all fatalities reported in 2018. Thus, despite only being involved in 2.1% of traffic crashes in 2018, motorcyclists accounted for 10.8% of all fatalities.

[1] In sections C7 and C8, references to “motorcycles” and “motorcycle operators/occupants” also include mopeds and moped operators/occupants. For simplicity, the term “motorcycle” alone is used.

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-7) Number of motorcyclist fatalities (FARS)	2020	5 Year	19.6
2020	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	2020	5 Year	14.7

Countermeasure Strategies in Program Area

Countermeasure Strategy
High Visibility Enforcement-MC

Media (Paid and Earned)-MC

Countermeasure Strategy: High Visibility Enforcement-MC

Program Area: Motorcycle Safety

Project Safety Impacts

High visibility enforcement is a proven countermeasure that NHTSA has always accepted as a strategy. We agree with that analysis.

Linkage Between Program Area

Our countermeasure strategy will, to the extent possible, be driven by geographically-based areas where enforcement activities should be targeted.

Rationale

The rationale is based upon conversation with highway safety personnel, including the State Highway Safety Office personnel and Law Enforcement Liaison's, to best expend scarce federal funding for these activities.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
003	Impaired Driving High Visibility Enforcement

Planned Activity: Impaired Driving High Visibility Enforcement

Planned activity number: 003

Primary Countermeasure Strategy ID:

Planned Activity Description

Law enforcement agencies will increase impaired driving enforcement in order to reduce the number of fatal and serious injury traffic crashes, reduce crashes involving intoxicated drivers, and increase the number of DUI arrests. Funds used for this planned activity will include funding for overtime, travel, in-car cameras, and breath testing devices. Law enforcement agencies will take part in all mandatory national mobilizations as well as conduct sobriety checkpoints and saturation patrols throughout the grant year.

Intended Subrecipients

Intended subrecipients consist of law enforcement agencies specifically Highway Patrol, police departments, and sheriff's offices.

Countermeasure strategies

Countermeasure Strategy
High Visibility Enforcement-IMP
High Visibility Enforcement-MC

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit

2017	FAST Act 405d 24-7 Sobriety	405d 24-7 Drug and Alcohol Training	$122,850.00	$119,570.00	
2018	FAST Act 405d Impaired Driving Mid	405d Impaired Driving Mid (FAST)	$577,150.00	$319,455.11	

Major purchases and dispositions

Equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Unit cost	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
In-Car Camera	1	$5,315.00	$5,315.00	$2,800.00	$2,800.00
In-Car Camera	1	$5,500.00	$5,500.00	$2,800.00	$2,800.00
In-Car Camera	1	$5,396.00	$5,396.00	$2,800.00	$2,800.00
In-Car Camera	10	$5,600.00	$56,000.00	$5,600.00	$56,000.00

Countermeasure Strategy: Media (Paid and Earned)-MC

Program Area: Motorcycle Safety

Project Safety Impacts

Public outreach through educational media campaigns have always been an accepted component of Highway Safety plans nationwide. Because of the expansive area of the state, public media campaigns are often the most effective method to reach drivers and other roadway users.

Linkage Between Program Area

The accepted countermeasure strategy provides direct linkage with all roadway users in the state. The data provides our office with direction on messaging, demographics, and targeted individuals and communities.

Rationale

This is a widely-accepted countermeasure strategy and we agree with NHTSA on its effectiveness.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
002	Media Non-Alcohol

Planned Activity: Media Non-Alcohol

Planned activity number: 002

Primary Countermeasure Strategy ID:

Planned Activity Description

To educate the public on various Highway Safety issues, the Office of Highway Safety will contract with a professional advertising firm to develop and place pertinent educational messages. The media contractor will

use the NHTSA Communications Calendar and selected NHTSA traffic safety campaign resources in coordination with state developed public education materials. Paid TV and radio ads will be run during the national mobilizations using either NHTSA or state developed ads. These ads will be placed through the media contractor. The PIO will work with the media contractor to determine the best means to reach the target demographics.

Intended Subrecipients

Lawrence & Schiller

Office of Highway Safety-Non-Alcohol Media

Countermeasure strategies

Countermeasure Strategy
Media (Paid and Earned)-DD
Media (Paid and Earned)-MC
Media (Paid and Earned)-OP
Media (Paid and Earned)-SP

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Paid Advertising (FAST)	$900,000.00	$225,000.00	$900,000.00

Program Area: Non-motorized (Pedestrians and Bicyclist)

Description of Highway Safety Problems

Key Observations from 2018 Data

Since 2005, the number of annual pedestrian fatalities in South Dakota has fluctuated around an average of 6-7 fatalities per year; 7 were reported in 2018.

In 2018, 116 pedestrians were involved in traffic crashes. These crashes resulted in 7 pedestrian fatalities, 14 serious injuries, and 45 other injuries. One traffic crash produced two pedestrian fatalities. Three of the pedestrian fatalities had reported blood alcohol contents of higher than .08 at the time of the crash.

The number of annual bicyclist fatalities in South Dakota is consistently very low. None were reported in 2018. Since 2005, the five-year average of bicyclist fatalities has remained at 1 fatality or less per year.

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-10) Number of pedestrian fatalities (FARS)	2020	5 Year	7.00
2020	C-11) Number of bicyclists fatalities (FARS)	2020	5 Year	1.00

Countermeasure Strategies in Program Area

Countermeasure Strategy
Community Training, Enforcement and Communication-B&P

Countermeasure Strategy: Community Training, Enforcement and Communication-B&P

Program Area: Non-motorized (Pedestrians and Bicyclist)

Project Safety Impacts

These programs educate bicyclists, pedestrians, as well as motor vehicle drivers on the importance of bicycle and pedestrian safety and generate community outreach activities to prevent bicycle and pedestrian fatalities and injuries.

Linkage Between Program Area

These are well-accepted practices and previously approved activities to educate the citizens of South Dakota on the importance of bicycle and pedestrian safety.

Rationale

The rationale is based upon consultation with state traffic safety partners to achieve the highest possible reduction of bicycle and pedestrian fatalities and injuries within allowable federal funding constraints.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
015	Communication and Outreach Campaigns-B&P

Planned Activity: Communication and Outreach Campaigns-B&P

Planned activity number: 015

Primary Countermeasure Strategy ID:

Planned Activity Description

Planned activities include engaging geographic locations identified as priority areas to collaborate and develop sustainable partnerships. Continue to pursue new partners and opportunities to provide bicycle and pedestrian safety information and education statewide. Conduct bike rodeos during spring, summer and fall seasons that train children to ride safely and always wear a helmet using our Don’t Thump Your Melon Program. The subrecipient anticipates providing assistance to 25-30 communities that host bike rodeos and helmet distribution across the state of South Dakota.

Intended Subrecipients

South Dakota EMS for Children

Countermeasure strategies

Countermeasure Strategy
Community Training, Enforcement and Communication-B&P

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Pedestrian/Bicycle Safety (FAST)	$54,930.00	$13,732.50	$54,930.00

Program Area: Occupant Protection (Adult and Child Passenger Safety)

Description of Highway Safety Problems

Key Observations from 2018 Data

A total of 71 unrestrained passenger vehicle occupants were killed in traffic crashes in 2018, an increase from 2017 (64). According to our state analysis, South Dakota had 84 fatalities in 2017 while FARS reported 64 in 2017.

In 2018, 61.9% of unrestrained passenger vehicle occupants involved in a traffic crash sustained an injury, fatal or otherwise. By contrast, only 16.1% of restrained occupants suffered an injury or fatality.

69.0% of all unrestrained driver fatalities in passenger vehicles in 2018 were sustained by males.

South Dakota Codified Law 32-37-1 requires passenger vehicle operators to secure all occupants under the age of five in a child restraint system. Given the practical implications of this statute, discussion of passenger vehicle restraint usage is made more productive by considering two separate age groups: ages less than five and ages five and over. In 2018, four children under the age of five were killed as passenger vehicle occupants. Only one of the four children was in a child restraint used properly. Of the other three, one was recorded as in a child restraint system not used properly, one in a lap belt only and one with no restraints. Five other children under the age of five suffered serious injuries; four of these children were unrestrained. Of those 95 passenger vehicle occupants 5 or over that sustained fatal injuries, 69 (72.6%) were unrestrained[1].

[1] “Unrestrained” includes those who used no restraint or youth restraint system used improperly.

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	2020	5 Year	62.6

Countermeasure Strategies in Program Area

Countermeasure Strategy
Community Training, Enforcement and Communication-OP
High Visibility Enforcement-OP
Highway Safety Office Program Management-OP
Media (Paid and Earned)-OP

Countermeasure Strategy: Community Training, Enforcement and Communication-OP

Program Area: Occupant Protection (Adult and Child Passenger Safety)

Project Safety Impacts

These programs educate motor vehicle drivers on the importance of wearing a seatbelt and generate community outreach activities to increase seatbelt usage across the state of South Dakota.

Linkage Between Program Area

These are well-accepted practices and previously approved activities to educate the citizens of South Dakota on the importance of wearing a seatbelt.

Rationale

The rationale is based upon consultation with state traffic safety partners to achieve the highest possible reduction of unbelted fatalities and injuries within allowable federal funding constraints.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
012	Communication and Outreach Campaigns

Planned Activity: Communication and Outreach Campaigns

Planned activity number: 012

Primary Countermeasure Strategy ID:

Planned Activity Description

The planned activity associated with this strategy includes providing educational and awareness materials/resources compiled from a variety of local and national sources. Statewide messaging will address proper occupant restraint use for all ages. Awareness materials, safety supplies/resources, and media outreach will be created and disseminated to community, school, and law enforcement stakeholders. Educational materials will address local traffic safety issues to help meet the target/objective and work toward a reduction in unrestrained killed/injured occupants.

Intended Subrecipients

South Dakota EMS for Children

Countermeasure strategies

Countermeasure Strategy
Community Training, Enforcement and Communication-OP

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit

2018	FAST Act NHTSA 402	Occupant Protection (FAST)	$37,668.00	$9,417.00	$37,668.00

Countermeasure Strategy: High Visibility Enforcement-OP

Program Area: Occupant Protection (Adult and Child Passenger Safety)

Project Safety Impacts

High visibility enforcement is a proven countermeasure that NHTSA has always accepted as a strategy. We agree with that analysis.

Linkage Between Program Area

Our countermeasure strategy will, to the extent possible, be driven by geographically-based areas where enforcement activities should be targeted.

Rationale

The rationale is based upon conversation with highway safety personnel, including the State Highway Safety Office personnel and Law Enforcement Liaison's, to best expend scarce federal funding for these activities.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
014	Occupant Protection High Visibility Enforcement

Planned Activity: Occupant Protection High Visibility Enforcement

Planned activity number: 014

Primary Countermeasure Strategy ID:

Planned Activity Description

Law enforcement agencies will increase occupant protection enforcement in order to reduce the number of fatal and serious injury traffic crashes and reduce crashes involving unrestrained drivers. Funds used for this planned activity will include funding for overtime, radar units, LIDAR units, and speed trailers. Law enforcement agencies will take part in all mandatory national mobilizations as well as conduct saturation patrols throughout the grant year.

Intended Subrecipients

Intended subrecipients consist of law enforcement agencies, specifically Highway Patrol, police departments, and sheriff's offices.

Countermeasure strategies

Countermeasure Strategy
High Visibility Enforcement-OP

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit

2018	FAST Act NHTSA 402	Occupant Protection (FAST)	$400,000.00	$112,777.50	$400,000.00

Countermeasure Strategy: Highway Safety Office Program Management-OP

Program Area: Occupant Protection (Adult and Child Passenger Safety)

Project Safety Impacts

This seatbelt survey activity is required by NHTSA.

Linkage Between Program Area

This linkage provides information to the state on its seatbelt usage and geographic anomolies.

Rationale

Again, the seatbelt survey is a federal requirement to be completed on an annual basis.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
013	Seatbelt Survey (Regulatory Requirement)

Planned Activity: Seatbelt Survey (Regulatory Requirement)

Planned activity number: 013

Primary Countermeasure Strategy ID:

Planned Activity Description

An annual observational seatbelt survey will be provided through a contract with a state university research team. The seatbelt survey project will follow guidelines provided by NHTSA. This includes development of a new survey methodology required by NHTSA.

Intended Subrecipients

North Dakota State University, Upper Great Plains Transportation Institute (report)

South Dakota EMS Association (observational)

Countermeasure strategies

Countermeasure Strategy
Highway Safety Office Program Management-OP

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Occupant Protection (FAST)	$61,375.00	$15,343.75	$0.00

Countermeasure Strategy: Media (Paid and Earned)-OP

Program Area: Occupant Protection (Adult and Child Passenger Safety)

Project Safety Impacts

Public outreach through educational media campaigns have always been an accepted component of Highway Safety plans nationwide. Because of the expansive area of the state, public media campaigns are often the most effective method to reach drivers and other roadway users.

Linkage Between Program Area

The accepted countermeasure strategy provides direct linkage with all roadway users in the state. The data provides our office with direction on messaging, demographics, and targeted individuals and communities.

Rationale

This is a widely-accepted countermeasure strategy and we agree with NHTSA on its effectiveness.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
002	Media Non-Alcohol

Planned Activity: Media Non-Alcohol

Planned activity number: 002

Primary Countermeasure Strategy ID:

Planned Activity Description

To educate the public on various Highway Safety issues, the Office of Highway Safety will contract with a professional advertising firm to develop and place pertinent educational messages. The media contractor will use the NHTSA Communications Calendar and selected NHTSA traffic safety campaign resources in coordination with state developed public education materials. Paid TV and radio ads will be run during the national mobilizations using either NHTSA or state developed ads. These ads will be placed through the media contractor. The PIO will work with the media contractor to determine the best means to reach the target demographics.

Intended Subrecipients

Lawrence & Schiller

Office of Highway Safety-Non-Alcohol Media

Countermeasure strategies

Countermeasure Strategy
Media (Paid and Earned)-DD
Media (Paid and Earned)-MC
Media (Paid and Earned)-OP
Media (Paid and Earned)-SP

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Paid Advertising (FAST)	$900,000.00	$225,000.00	$900,000.00

Program Area: Planning & Administration

Description of Highway Safety Problems

Federal funding for this program area is intended to support the administrative activities involved with administering the federal grant funding to reduce fatalities & injuries on state roadways, as well as funding enforcement and judicial activities.

Associated Performance Measures

Planned Activities

Planned Activities in Program Area

Unique Identifier	Planned Activity Name	Primary Countermeasure Strategy ID
024	Holding Account	
023	Planning and Administration	

Planned Activity: Holding Account

Planned activity number: 024

Primary Countermeasure Strategy ID:

Planned Activity Description

Project Development

Intended Subrecipients

South Dakota Office of Highway Safety

Countermeasure strategies

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	164 Transfer Funds-AL		$2,622,732.92		$2,098,186.34
2016	FAST Act 405c Data Program		$869,057.52	$217,264.38	
2018	FAST Act 405d Impaired Driving Mid		$921,790.18	$230,447.55	
2018	FAST Act NHTSA 402		$2,016,522.04	$504,130.51	$1,613,217.63

Planned Activity: Planning and Administration

Planned activity number: 023

Primary Countermeasure Strategy ID:

Planned Activity Description

This project provides the necessary staff time and expenses that are directly related to the planning,

development, coordination, monitoring, auditing, public information and evaluation of projects including the development of the Highway Safety Plan and annual reports. Staff and percentage of time supported through P&A include the Director of Highway Safety (100%) and Fiscal Manager (80%). Funding is provided to support program staff, salaries, benefits, travel to highway safety related trainings, and office expenses. The Director of the Office of Highway Safety has the overall responsibility for meeting program requirements and supervises program staff for the Office of Highway Safety/Accident Records. The Secretary of the Department of Public Safety, the Governor's Representative for Highway Safety, has the overall responsibility for the coordination of South Dakota's Traffic Safety program. The Governor's Representative is the liaison between the Governor's Office and the Legislature, local and state agencies, and various councils and boards throughout the state. US DOT policy requires that federal participation in Planning and Administration (P&A) activities shall not exceed 50% of the total cost of such activities or the application sliding scale rate (54.88% for South Dakota) in accordance with 23USC120. The federal contribution for P&A cannot exceed 10% of the total 402 funds the state receives. Accordingly, state funds have been budgeted to cover 45.12% of P&A costs.

Intended Subrecipients

South Dakota Office of Highway Safety

Countermeasure strategies

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Planning and Administration (FAST)	$150,000.00	$123,323.62	$0.00

Program Area: Program Admin and Support

Description of Highway Safety Problems

Federal funding for this program area is intended to support the administrative activities involved with administering the federal grant funding to reduce fatalities & injuries on state roadways, as well as funding training for law enforcement officers.

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-1) Number of traffic fatalities (FARS)	2020	5 Year	126.4

Countermeasure Strategies in Program Area

Countermeasure Strategy
Community Training, Enforcement and Communication-402
Highway Safety Office Program Management-402

Countermeasure Strategy: Community Training, Enforcement and Communication-402

Program Area: Program Admin and Support

Project Safety Impacts

Law enforcement training contributes directly to better law enforcement activities and reporting.

Linkage Between Program Area

Crash reporting and impaired enforcement activities are bolstered by training.

Rationale

Roadway fatalities can be reduced through a better understanding of what caused a crash. What caused a crash is identified through accurate crash reporting. Accurate crash reporting is learned from activities such as this.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
019	Law Enforcement Training

Planned Activity: Law Enforcement Training

Planned activity number: 019

Primary Countermeasure Strategy ID:

Planned Activity Description

The planned activity will provide advanced traffic crash investigative opportunities to law enforcement officers throughout South Dakota. Currently, Law Enforcement Training conducts traffic programs at the basic level. This task expands the training into the advanced levels that are not presently available within the state. This program provides the necessary knowledge and skills needed to retrieve and analyze crash data stored in a vehicle's event data recorder (EDR).

Intended Subrecipients

Attorney General's Office - South Dakota Division of Criminal Investigation

Countermeasure strategies

Countermeasure Strategy
Community Training, Enforcement and Communication-402

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Accident Investigation (FAST)	$22,848.00	$5,712.00	$22,848.00

Countermeasure Strategy: Highway Safety Office Program Management-402

Program Area: Program Admin and Support

Project Safety Impacts

The projects or activities funded in this area will provide the Office of Highway Safety with the most accurate data, data analysis, and community outreach activities possible. This also provides support for law enforcement agencies through our LEL program - and this creates a linkage of our knowledge to these partners.

Linkage Between Program Area

The linkage is knowing where our traffic safety issues are in the state and how best to apply efforts from geographic partners for effective enforcement and community outreach.

Rationale

The rationale is based on a long-term practice in previous highway safety efforts and generally accepted activities in past years.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
020	Administrative and Contractual-402
021	Personnel Support-402

Planned Activity: Administrative and Contractual-402

Planned activity number: 020

Primary Countermeasure Strategy ID:

Planned Activity Description

Electronic grant management solutions offer options for the advertisement, submittal, and review of subrecipient proposals/applications, the creation of contracts, the disbursement of funds, the collection and retention of contract deliverables, and requests for reimbursement and post-grant reporting and evaluations. E-grants systems with automatic notifications and reminders help subrecipients stay on track with contract terms and deliverables, alerts the state when documents are overdue, collects data for annual reports, and increases staff efficiencies by reducing the insurance of notifications.

The USD Government Research Bureau will draft a Highway Safety Plan for FY20 using statistical analysis of crash data; the plan will include short and long term goals, a summary of planning projects, and a budget for FY20.

Intended Subrecipients

Agate Software

University of South Dakota, Government Research Bureau

Countermeasure strategies

Countermeasure Strategy
Highway Safety Office Program Management-402

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Safety Management (FAST)	$60,300.00	$15,075.00	$0.00

Planned Activity: Personnel Support-402

Planned activity number: 021

Primary Countermeasure Strategy ID:

Planned Activity Description

In South Dakota, many communities and safety advocates collaborate to promote safety and injury prevention. The Office of Highway Safety will provide technical assistance to highway safety initiatives statewide. Funds will support a Management Analyst and travel expenses to increase skills and knowledge necessary to support evidence based programs.

Part-time law enforcement liaisons will assist local law enforcement agencies to improve local highway safety through enforcement and public education. The LELs will encourage agencies to actively enforce traffic laws identified with alcohol, speed, and occupant protection, participate in trainings, and be involved with national mobilizations including high visibility enforcement.

The Department of Public Safety Public Information Officer will coordinate highway safety media developed and placed by a contractor which may include using NHTSA and/or state developed ad material; develop and distribute public service announcements and press releases; work with local highway safety projects by assisting with development and placement of media and messaging; and provide technical assistance to the Office of Highway Safety as needed.

Intended Subrecipients

Community Outreach

Law Enforcement Liaisons

Public Information Officer

Countermeasure strategies

Countermeasure Strategy
Highway Safety Office Program Management-402

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Safety Management (FAST)	$108,640.00	$27,160.00	$0.00

Program Area: Speed Management

Description of Highway Safety Problems

Key Observations from 2018 Data

A total of 50 individuals were killed in 2018 as a result of traffic crashes involving at least one speeding driver. This figure has increased by 61.3% since 2017.

94.0% of speeding-related fatalities in 2018 were sustained by motor vehicle occupants; 6% of these fatalities were pedestrians.

94.0% of speeding-related fatalities in 2018 occurred on rural roadways. Additionally, speeding-related fatalities per VMT were substantially higher in rural areas.

In 2018, 2,279 traffic crashes occurred that involved at least one speeding driver (12.0% of all reported traffic crashes); a total of 3,664 people were involved. Of these individuals, 50 (1.4%) sustained fatal injuries, 113 (3.1%) suffered serious but non-fatal injuries, and 585 (16.0%) received non-serious injuries. This means that 38.5% percent of South Dakota's traffic crash fatalities were sustained in roadway incidents involving at least one speeding driver.

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-6) Number of speeding-related fatalities (FARS)	2020	5 Year	34.7

Countermeasure Strategies in Program Area

Countermeasure Strategy
High Visibility Enforcement-SP
Media (Paid and Earned)-SP

Countermeasure Strategy: High Visibility Enforcement-SP

Program Area: Speed Management

Project Safety Impacts

High visibility enforcement is a proven countermeasure that NHTSA has always accepted as a strategy. We agree with that analysis.

Linkage Between Program Area

Our countermeasure strategy will, to the extent possible, be driven by geographically-based areas where enforcement activities should be targeted.

Rationale

The rationale is based upon conversation with highway safety personnel, including the State Highway Safety Office personnel and Law Enforcement Liaison's, to best expend scarce federal funding for these activities.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
008	Speeding High Visibility Enforcement

Planned Activity: Speeding High Visibility Enforcement

Planned activity number: 008

Primary Countermeasure Strategy ID:

Planned Activity Description

Law enforcement agencies will increase speed enforcement in order to reduce the number of fatal and serious injury traffic crashes and reduce crashes involving speeding drivers. Funds used for this planned activity will include funding for overtime, radar units, LIDAR units, and speed trailers. Law enforcement agencies will take part in all mandatory national mobilizations as well as conduct saturation patrols throughout the grant year.

Intended Subrecipients

Intended subrecipients consist of law enforcement agencies, specifically Highway Patrol, police departments, and sheriff's offices.

Countermeasure strategies

Countermeasure Strategy
High Visibility Enforcement-SP

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Speed Enforcement (FAST)	$800,000.00	$209,606.53	$800,000.00

Major purchases and dispositions

Equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Unit cost	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
Radar Speed Trailer	1	$8,845.00	$8,845.00	$3,500.00	$3,500.00
Radar Speed Trailer	1	$8,890.00	$8,890.00	$3,500.00	$3,500.00

Countermeasure Strategy: Media (Paid and Earned)-SP

Program Area: Speed Management

Project Safety Impacts

Public outreach through educational media campaigns have always been an accepted component of Highway Safety plans nationwide. Because of the expansive area of the state, public media campaigns are often the most effective method to reach drivers and other roadway users.

Linkage Between Program Area

The accepted countermeasure strategy provides direct linkage with all roadway users in the state. The data provides our office with direction on messaging, demographics, and targeted individuals and communities.

Rationale

This is a widely-accepted countermeasure strategy and we agree with NHTSA on its effectiveness.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
002	Media Non-Alcohol

Planned Activity: Media Non-Alcohol

Planned activity number: 002

Primary Countermeasure Strategy ID:

Planned Activity Description

To educate the public on various Highway Safety issues, the Office of Highway Safety will contract with a professional advertising firm to develop and place pertinent educational messages. The media contractor will use the NHTSA Communications Calendar and selected NHTSA traffic safety campaign resources in coordination with state developed public education materials. Paid TV and radio ads will be run during the national mobilizations using either NHTSA or state developed ads. These ads will be placed through the media contractor. The PIO will work with the media contractor to determine the best means to reach the target demographics.

Intended Subrecipients

Lawrence & Schiller

Office of Highway Safety-Non-Alcohol Media

Countermeasure strategies

Countermeasure Strategy
Media (Paid and Earned)-DD
Media (Paid and Earned)-MC
Media (Paid and Earned)-OP
Media (Paid and Earned)-SP

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Paid Advertising (FAST)	$900,000.00	$225,000.00	$900,000.00

Program Area: Traffic Records

Description of Highway Safety Problems

South Dakota continues to modernize and create shared traffic records systems. Such activities include expansion of electronic crash submission systems across all law enforcement agencies in the state. While these activities are largely directed by the Traffic Records Coordinating Committee, the state continues to expend

generally funded taxpayer revenue to augment the federal revenue. The TRCC also develops strategies suggested by the most recent Traffic Records Assessment as allowed for by funding level and ability to accomplish.

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	Traffic Records Completeness	2020	Annual	100.00
2020	C-1) Number of traffic fatalities (FARS)	2020	5 Year	126.4

Countermeasure Strategies in Program Area

Countermeasure Strategy
Highway Safety Office Program Management-Data
Traffic Records System Improvements

Countermeasure Strategy: Highway Safety Office Program Management-Data

Program Area: Traffic Records

Project Safety Impacts

Traffic safety would be impacted by the ability of roadway safety partners being able to share data more quickly, ideally in real-time, to determine such factors as DUI charges, crash involvement, and registered vehicle ownership. There are other obvious factors, which are outlined in the Traffic Records Assessment, that could be considered for this section. But, South Dakota is currently working to improve the timeliness of crash data and application to other databases.

Linkage Between Program Area

The linkage is to improve the timeliness of data submission so that other safety partners such as UJS and Motor Vehicle employees can see the most accurate driver and vehicle data possible.

Rationale

South Dakota plans to improve the timeliness of data submission through the broadest possible use of electronic crash submission formats. This covers all of the activities we have planned under this area.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
016	TRCC (Regulatory Requirement)

Planned Activity: TRCC (Regulatory Requirement)

Planned activity number: 016

Primary Countermeasure Strategy ID:

Planned Activity Description

To provide support to the South Dakota Office of Highway Safety to aid in coordination and facilitation of the

Traffic Records Coordinating Committee.

Intended Subrecipients

Mountain Plains Evaluation (Traffic Records Coordinating Committee Coordinator)

Countermeasure strategies

Countermeasure Strategy
Highway Safety Office Program Management-Data

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2016	MAP 21 405c Data Program	405c Data Program (MAP-21)	$14,350.00	$3,587.50	

Countermeasure Strategy: Traffic Records System Improvements

Program Area: Traffic Records

Project Safety Impacts

Traffic safety would be impacted by the ability of roadway safety partners being able to share data more quickly, ideally in real-time, to determine such factors as DUI charges, crash involvement, and registered vehicle ownership. There are other obvious factors, which are outlined in the Traffic Records Assessment, that could be considered for this section. But, South Dakota is currently working to improve the timeliness of crash data and application to other databases.

Linkage Between Program Area

The linkage is to improve the timeliness of data submission so that other safety partners such as UJS and Motor Vehicle employees can see the most accurate driver and vehicle data possible.

Rationale

South Dakota plans to improve the timeliness of data submission through the broadest possible use of electronic crash submission formats. This covers all of the activities we have planned under this area.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
017	Traffic Records Projects
018	Data Systems Improvements

Planned Activity: Traffic Records Projects

Planned activity number: 017

Primary Countermeasure Strategy ID:

Planned Activity Description

The timeliness of the crash reporting system will be improved with electronic crash reporting. Using electronic reporting decreases the time it takes an officer to complete a crash report and decreases the time it takes for the

record to become part of the state crash record system. This project will allow additional law enforcement agencies to electronically submit accident reports and update the TraCS system via a web-based system.

Intended Subrecipients

Affinity Global Solutions (TraCS/Web TraCS)

Countermeasure strategies

Countermeasure Strategy
Traffic Records System Improvements

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2016	MAP 21 405c Data Program	405c Data Program (MAP-21)	$351,375.00	$87,843.75	

Planned Activity: Data Systems Improvements

Planned activity number: 018

Primary Countermeasure Strategy ID:

Planned Activity Description

In order to keep the ePCR system up-to-date, funding is being requested for the annual maintenance of the ePCR system. Due to this annual maintenance, a data manager is able to work with trauma coordinators across South Dakota providing access credentials and ensuring the proper permissions are in place for staff to access EMS data, run reports, and ad hoc canned reports specific to each hospital.

Intended Subrecipients

South Dakota Department of Health, Office of Rural Health

Countermeasure strategies

Countermeasure Strategy
Traffic Records System Improvements

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2016	MAP 21 405c Data Program	405c Data Program (MAP-21)	$27,889.00	$6,972.25	

Program Area: Young Drivers

Description of Highway Safety Problems

Key Observations from 2018 Data

18 drivers under the age of 21 were involved in a fatal traffic crash in 2018, eight more than in 2017.
22 fatalities resulted from crashes where drivers under the age of 21 were involved; an increase since 2017. This includes 11 of the drivers under 21.
Of the 18 drivers under age 21 involved in fatal traffic crashes in 2018, 11 of them (61.1%) were killed. 10 of them (55.5%) were from South Dakota; 15 (83.3%) were male, and 5 (27.7%) recorded a positive blood alcohol content reading.[1]
[1] In the case of these drivers, a positive blood alcohol content reading is defined as a recorded BAC level of .02 or above.

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-1) Number of traffic fatalities (FARS)	2020	5 Year	126.4
2020	C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	2020	5 Year	16.60

Countermeasure Strategies in Program Area

Countermeasure Strategy
Driver Education

Countermeasure Strategy: Driver Education

Program Area: Young Drivers

Project Safety Impacts

Good driving habits contribute to a reduction in roadway fatalities and injuries. Most of these habits are learned at an early age and Driver Education plays a role in teaching good driving habits.

Linkage Between Program Area

It is difficult to ascertain the direct linkage between Driver Education and a reduction in roadway fatalities and injuries, but the state is attempting to tie the educational aspect and roadway safety impact together in a way that improves young driver safety.

Rationale

South Dakota has established the position of Driver Education Coordinator to decipher data linkages, put a plan of educational action into place, and coordinate information across the state.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
022	Driver Education Coordinator
025	Driver Education

Planned Activity: Driver Education Coordinator

Planned activity number: 022

Primary Countermeasure Strategy ID:

Planned Activity Description

The Driver Education Coordinator will provide coordination and support for the driver education process in South Dakota by serving as the primary point-of-contact for any school district administrator or driver education instructor who has questions and create and maintain a comprehensive database of active driver education instructors across the state.

Intended Subrecipients

Driver Education Coordinator

Countermeasure strategies

Countermeasure Strategy
Driver Education

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Driver Education (FAST)	$50,000.00	$12,500.00	$0.00

Planned Activity: Driver Education

Planned activity number: 025

Primary Countermeasure Strategy ID:

Planned Activity Description

The association will offer best practices training to driver education instructors through an annual conference sponsored by the SD Driver Education Association, forming a committee to study the efficacy of establishing nationally recognized driver education standards in South Dakota, and by forming a committee to study the efficacy of recommending various national classroom and behind-the-wheel curriculums to South Dakota driver education instructors.

Intended Subrecipients

South Dakota Driver Education Association

Countermeasure strategies

Countermeasure Strategy
Driver Education

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit

2018	FAST Act NHTSA 402	Driver Education (FAST)	$17,000.00	$4,250.00	$17,000.00

Evidence-based traffic safety enforcement program (TSEP)

Planned activities that collectively constitute an evidence-based traffic safety enforcement program (TSEP):

Unique Identifier	Planned Activity Name
003	Impaired Driving High Visibility Enforcement
014	Occupant Protection High Visibility Enforcement
008	Speeding High Visibility Enforcement

Analysis of crashes, crash fatalities, and injuries in areas of highest risk.

Crash Analysis

The State of South Dakota routinely scrutinizes vehicular crash data for locations and demographics at risk. Further, the Office of Highway Safety, through its sister agency, the Office of Accident Records, meets regularly to find a ‘common thread’ analysis where we can address traffic safety issues. Resources include the FARS database, the South Dakota Accident Records System (SDARS), and other databases which feed our South Dakota Crash Analysis Tool (SDCAT). This isn’t just an annual exercise to assemble the HSP, it is an ongoing effort to strategically assign financial and human resources to high-risk areas.

Deployment of Resources

The State of South Dakota uses the resources and data outlined in (5)(i)(A) to fund available resources in high risk areas. It should be noted that the South Dakota Office of Highway Safety works closely with the South Dakota Highway Patrol and other local law enforcement agencies which choose to voluntarily participate in this federal grant program. The South Dakota Office of Highway Safety has no direct supervisory authority over these agencies, however, and as such can only suggest such activities as high visibility enforcement, etc. But, it should be noted that where problem areas exist, we attempt to find the appropriate law enforcement or other agency to address the risk.

Effectiveness Monitoring

The State of South Dakota, as part of its online grant application and reporting system (EDGAR) requests that subrecipients outline enforcement strategies in their application for funding. If the subrecipient is accepted for funding, it is required to report, at minimum on a quarterly basis, in our EDGAR system how its enforcement strategies are working to reduce the risk of roadway injury and death. In many cases, progress reporting is conducted on a monthly basis. This is most often the case for law enforcement agencies. Such regular reporting offers the Office of Highway Safety the ability to make mid-course corrections in the grant program activities.

High-visibility enforcement (HVE) strategies

Planned HVE strategies to support national mobilizations:

Countermeasure Strategy
High Visibility Enforcement-IMP

High Visibility Enforcement-MC
High Visibility Enforcement-OP
High Visibility Enforcement-SP
Media (Paid and Earned)-IMP

HVE planned activities that demonstrate the State's support and participation in the National HVE mobilizations to reduce alcohol-impaired or drug impaired operation of motor vehicles and increase use of seat belts by occupants of motor vehicles:

Unique Identifier	Planned Activity Name
003	Impaired Driving High Visibility Enforcement
008	Speeding High Visibility Enforcement
014	Occupant Protection High Visibility Enforcement

405(c) State traffic safety information system improvements grant

Traffic records coordinating committee (TRCC)

Meeting dates of the TRCC during the 12 months immediately preceding the application due date:

Meeting Date
6/20/2019
6/25/2019
6/27/2019

Name and title of the State's Traffic Records Coordinator:

Name of State's Traffic Records Coordinator: Roland Loudenburg

Title of State's Traffic Records Coordinator: Sr. Research & Evaluation Scientist, Mountain Plains Evaluation

TRCC members by name, title, home organization and the core safety database represented:

List of TRCC members

Name	Title	Home Organization	Core Safety Database
Lee Axdahl	Director	Office of Highway Safety, Department of Public Safety	Crash
Marci Stevens	Director	Clerk Services, Unified Judicial System	Citation or Adjudication
Jane Schrank	Director	Office of Driver Licensing, Department of Public Safety	Driver
Marty Link	Manager	EMS, Department of Health	EMS
Andy Vandel	Safety Engineer	Roadway Safety, Department of Transportation	Roadway

Lisa Weyer	Director	Motor Vehicle Registration, Department of Revenue	Vehicle
Roland Loudenburg	TRCC Coordinator	TRCC, Mountain Plains Evaluation LLC	

Traffic Records System Assessment

Traffic Records Coordinating Committee Management Recommendations

Strengthen the capacity of the Traffic Records Coordinating Committee to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Engage key stakeholders in the Traffic Records Coordinating Committee.

Crash Records Recommendations

Improve the applicable guidelines for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the data quality control program for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Vehicle Information Recommendations

Improve the data dictionary for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the procedures/process flows for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the data quality control program for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Driver Licensing Recommendations

Improve the interfaces with the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the data quality control program for the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Roadway Data Recommendations

Improve the interfaces with the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the data quality control program for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Citations and Adjudications Recommendations

Improve the data dictionary for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the procedures/process flows for the Citation and Adjudications systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the interfaces with the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Injury Surveillance Recommendations

Improve the description and contents of the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the data quality control program for the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Data Use and Integration Recommendations

Improve the traffic records systems capacity to integrate data to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Traffic Records for Measurable Progress

Crash Records Recommendations

Improve the applicable guidelines for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Identify measures and accompanying processes for monitoring system performance.

Actively track key performance measures for the six primary performance attributes.

TRCC group and DPS staff should work together to identify measures that best suit the needs of crash data stewards and users. This will provide critical insight on how the crash system is performing.

Improve the data quality control program for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Establish a formal data quality control program.

Components of program should include: comparative and trend analyses to identify unexplained differences in data across the years and jurisdictions, formalized processes for returning reports to investigating officers or making corrections to submitted reports, data quality feedback to law enforcement, high frequency error reports, and periodic sample-based audits.

Vehicle Information Recommendations

Improve the data dictionary for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Development of a more comprehensive data dictionary for the SDCARS.

The addition of valid field definitions including both code lists and plain text definitions for acceptable values.

Documentation of valid data will aid system programmers to ensure that only valid field values and/or formats are allowed into the database.

Improve the procedures/process flows for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Development of process flow documents indicating the steps to complete each vehicle title and registration transaction supported by SDCARS.

Demonstrate integration points between SDCARS and other software and/or systems.

Create workflow diagrams that include both routine processing steps, alternative processing steps, and the time required to conduct each process step.

Process flow diagrams provide multiple benefits to system administrators and managers including: becoming tools for training users and system support personnel; identifying areas for improvement or streamlining of processing transactions; identifying system bottlenecks; and documentation system interfaces.
Improve the data quality control program for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
Implementation of a comprehensive data quality management program; consisting of the development of system performance measures related to timeliness, accuracy, completeness, uniformity, integration, and accessibility.
Improvement of data control measures would provide program managers and system administrators with information to drive system improvements and/or program revisions.
Development of formal programs to detect and resolve high frequency errors.
Receive user feedback and suggestions for process or system improvements.
Additional vehicle system quality control measures including periodic data analysis to discover differences in workloads, over time, and performing periodic system data audits validating system records to transactional information.
Submission of vehicle record quality management reports to the TRCC for review.

Driver Licensing Recommendations

Improve the interfaces with the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
Provide process flow information, either a useful chart or comprehensive narrative, containing a reflection of and reference to the business rules.
Further documentation of existing files linkages.

Roadway Data Recommendations

Improve the interfaces with the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
Combine the two separate LRS systems for the State and non-State systems by consolidating them into a single State system.
Collect all of the MIRE FDE data variables for the State roadway data. The addition of all of the MIRE elements to the roadway database system would allow the State to add additional MIRE elements in the future.
Improve the data quality control program for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
Provide formal documentation on the processes of data quality, accuracy, timeliness, integration, accessibility, completeness, and uniformity.
Define the performance measures for key roadway data attributes at the State level. The performance measures should be tailored to the needs of SD data managers and address the concerns of the SD data users.
The performance measures could be the basis for regular reporting to the TRCC on the quality of the roadway data.

The performance measures would support the strategic and performance-based goals of the FAST ACT requirements.

Citations and Adjudications Recommendations

Improve the procedures/process flows for the Citation and Adjudications systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Consistently use performance measures to evaluate South Dakota's citation and adjudications systems.

With these performance measures in place, the State would be able to identify issues in system processes.

Performance measures would also help identify areas of improvement across multiple system interfaces.

These measures are meant to assist in decision-making, resource allocation, and system performance.

Explore all avenues to provide real-time access to driving records to State's partners, all necessary law enforcement personnel acquire access to this information.

Improve DUI tracking of BAC and drug testing results, which would allow the illustration of drug usage and BAC averages throughout the State for traffic safety analysis.

Improve the interfaces with the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve linkages between the citation and adjudication systems within the State to gain a greater perspective related to its traffic activity and enforcement at a State level.

State should use a system that provides a reporting system not only for the State courts but all municipal courts.

Implement national standards to the citation and adjudication systems, which will allow for the integration and sharing of data not only within the State, but nationally.

Injury Surveillance Recommendations

Improve the description and contents of the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Implement comprehensive performance measures for the data systems.

Create a baseline for each of the six performance measures (timeliness, accuracy, completeness, uniformity, integration, and accessibility).

Develop performance goals.

Monitor improvements to the data systems.

Evaluate the quality of each data system, then select the performance measures that are a priority for the system.

Improve the data quality control program for the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Require timeliness of data submission or accuracy of data, use requirements as the performance goal.

Evaluate and monitor the data systems for quality issues; identify high frequency errors to inform data

collection manuals, training content, and software validation rules.
Develop provider (EMS, trauma center, hospital) specific data quality reports for critical data elements; select performance measures which are a priority based off on the evaluation.
Development of a template for conducting trend and comparative analyses.

Traffic Records Supporting Non-Implemented Recommendations

Traffic Records Coordinating Committee Management Recommendations

Strengthen the capacity of the Traffic Records Coordinating Committee to reflect best practices identified in the Traffic Records Program Assessment Advisory.
This federal grant program is extremely burdensome from a regulatory and reporting standpoint. If South Dakota were to ever receive a greater amount of funding than is currently disbursed, we would consider additional TRCC activities.
Engage key stakeholders in the Traffic Records Coordinating Committee.
Key stakeholders are already engaged in the TRCC.

Vehicle Information Recommendations

Improve the interfaces with the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
This will be considered when additional funding is allocated to states such as South Dakota. Current funding levels do not justify the contractual expenses required to accomplish these linkages.

Driver Licensing Recommendations

Improve the data quality control program for the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
The data quality control for South Dakota has never been an issue. However, as we consider a rewrite of our TraCS software, we will consider adding additional business rules to the existing database.

Citations and Adjudications Recommendations

Improve the data dictionary for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.
Again, the issue is funding. Nearly all of the current 405(c) funding allocation is spent on maintaining our current crash software and database.

Data Use and Integration Recommendations

Improve the traffic records systems capacity to integrate data to reflect best practices identified in the Traffic Records Program Assessment Advisory.
When NHTSA makes it a priority to allocate the necessary funds to accomplish items such as this, we will make it a priority at the state level.

Traffic Records for Model Performance Measures

TIME SPENT PROCESSING CRASH REPORTS			

	Days from Crash to Registered	Days from Crash to DL Auth	Days in AR Processing
5-1-11 to 4-30-12	8.72923622	19.08257818	10.35334196
5-1-12 to 4-30-13	8.72560000	15.88346667	7.15786667
5-1-13 to 4-30-14	7.44919717	13.08246628	5.63326911
5-1-14 to 4-30-15	6.32912309	9.79348351	3.46436042
5-1-15 to 4-30-16	6.39341756	7.85563692	1.46221936
5-1-16 to 4-30-17	5.83087436	7.04068955	1.20981519
5-1-17 to 4-30-18	5.53255635	6.82623772	1.29368137
5-1-18 to 4-30-19	5.45048860	6.55912052	1.10863192

Timeliness: Progress measurement used in South Dakota = Days from Crash to showing up in Driver Licensing database.

State traffic records strategic plan

Strategic Plan, approved by the TRCC, that— (i) Describes specific, quantifiable and measurable improvements that are anticipated in the State's core safety databases (ii) Includes a list of all recommendations from its most recent highway safety data and traffic records system assessment; (iii) Identifies which recommendations the State intends to address in the fiscal year, the countermeasure strategies and planned activities that implement each recommendation, and the performance measures to be used to demonstrate quantifiable and measurable progress; and (iv) Identifies which recommendations the State does not intend to address in the fiscal year and explains the reason for not implementing the recommendations:

Supporting Documents
Quantitative Improvement Example.pdf
2019 Update TRCC Strategic Plan.pdf
TRCC Strategic Plan-June 2017.pdf

Planned activities that implement recommendations:

Unique Identifier	Planned Activity Name
017	Traffic Records Projects
016	TRCC (Regulatory Requirement)

Quantitative and Measurable Improvement

Supporting documentation covering a contiguous 12-month performance period starting no earlier than April 1 of the calendar year prior to the application due date, that demonstrates quantitative improvement when compared to the comparable 12-month baseline period.

Supporting Documents
Quantitative Improvement Example.pdf
2019 Update TRCC Strategic Plan.pdf
TRCC Strategic Plan-June 2017.pdf

State Highway Safety Data and Traffic Records System Assessment

Date of the assessment of the State's highway safety data and traffic records system that was conducted or updated within the five years prior to the application due date:

Date of Assessment: 6/17/2016

Requirement for maintenance of effort

ASSURANCE: The lead State agency responsible for State traffic safety information system improvements programs shall maintain its aggregate expenditures for State traffic safety information system improvements programs at or above the average level of such expenditures in fiscal years 2014 and 2015

405(d) Impaired driving countermeasures grant

Impaired driving assurances

Impaired driving qualification: Mid-Range State

ASSURANCE: The State shall use the funds awarded under 23 U.S.C. 405(d)(1) only for the implementation and enforcement of programs authorized in 23 C.F.R. 1300.23(j).

ASSURANCE: The lead State agency responsible for impaired driving programs shall maintain its aggregate expenditures for impaired driving programs at or above the average level of such expenditures in fiscal years 2014 and 2015.

Impaired driving program assessment

Date of the last NHTSA-facilitated assessment of the State's impaired driving program conducted:

Date of Last NHTSA Assessment:

Authority to operate

Direct copy of the section of the statewide impaired driving plan that describes the authority and basis for the operation of the Statewide impaired driving task force, including the process used to develop and approve the plan and date of approval.

Authority and Basis of Operation

As a response to changes and program opportunities created by the “Moving Ahead for Progress in the 21st Century Act” (MAP-21) and continued under the FAST Act to reduce impaired driving through Impaired Driving Counter Measures Grant funding, the South Dakota Department of Public Safety, Office of Highway Safety has established The South Dakota Impaired Driving Task Force. The Taskforce is responsible to review State impaired driving data, identify priorities, monitor project implementation, and review progress in conjunction with the Office of Highway Safety and other stakeholders across the State with a vested interest in reducing impaired driving. Documentation of formal designation of The South Dakota Impaired Driving Task Force is included in Appendix A of the strategic plan.

The development of the impaired driving plan initially occurred in 2014. This plan was updated during the spring of 2018 with a final draft being completed and submitted to the Impaired Driving Task Force for approval June of 2018.

Key Stakeholders

Member	Title	Organization	Function Represented
Paul Bachand	Special Resource Prosecutor	Attorney General Office Representative	Prosecution

TBN	Major	South Dakota Highway Patrol	Law Enforcement
Byron Nogelmeier	Program Coordinator	24/7 Sobriety Program	Ignition Interlock
Marci Stevens/Charles Frieberg	Court Services Director	Unified Judicial System	Criminal Justice-Probation
Randy Brink	Sergeant	Sioux Falls Police Department (Large Community)	Law Enforcement
Chris Misselt	Lieutenant	Box Elder Police Department (Mid-size Community)	Law Enforcement
Jane Schrank	Director	Office of Driver Licensing	Driver Licensing
Doug Clark	Parole Services Director	Department of Corrections	Criminal Justice-Parole
Stacy Trove	Behavioral Health Director	Department of Social Services	Treatment amp Rehabilitation amp Prevention
Lee Axdahl	Highway Safety Director	Office of Highway Safety	Office of Highway Safety
Lois Goff	Statistical Program Manager	Office of Accident Records	Data and Traffic Records
Dodi Haug	Prevention Coordinator	Northeast Prevention Resource Center	Prevention
W. Burke Eilers	Prevention Coordinator	Youth and Family Services	Treatment amp Rehabilitation amp Prevention
Andy Vandel	Traffic Safety Engineer	Department of Transportation	Transportation
Gary Tuschen	Director	Carroll Institute	Treatment amp Rehabilitation
TBN	Public Information Officer	Department of Public Safety	Communications
Roland Loudenburg	Coordinator	Mountain Plains Evaluation	Public Health amp Data amp Traffic Records

Date that the Statewide impaired driving plan was approved by the State's task force.

Date impaired driving plan approved by task force: 6/26/2018

Strategic plan details

State will use a previously submitted Statewide impaired driving plan that was developed and approved within three years prior to the application due date.

Continue to use previously submitted plan: Yes

ASSURANCE: The State continues to use the previously submitted Statewide impaired driving plan.

405(d) 24-7 Sobriety programs grant

Mandatory license restriction requirement

The State has enacted and is enforcing a statute that requires all individuals convicted of driving under the

influence of alcohol or of driving while intoxicated to receive a restriction of driving privileges, unless an exception in paragraph 1300.23(9)(2) applies, for a period of not less than 30 days.

Requirement Description	State citation(s) captured
The State has enacted and is enforcing a statute that requires all individuals convicted of driving under the influence of alcohol or of driving while intoxicated to receive a restriction of driving privileges, unless an exception in paragraph 1300.23(g)(2) applies, for a period of not less than 30 days.	Yes

Citations

Legal Citation Requirement: The State has enacted and is enforcing a statute that requires all individuals convicted of driving under the influence of alcohol or of driving while intoxicated to receive a restriction of driving privileges, unless an exception in paragraph 1300.23(g)(2) applies, for a period of not less than 30 days.
Legal Citation: SDCL 32-23-2
Amended Date: 2/27/2008

Sobriety program information

Legal citations: Yes
State program information: No

Legal citations

State law authorizes a Statewide 24-7 sobriety program.

Requirement Description	State citation(s) captured
State law authorizes a Statewide 24-7 sobriety program.	Yes

Citations

Legal Citation Requirement: State law authorizes a Statewide 24-7 sobriety program.
Legal Citation: SDCL 1-11-17
Amended Date: 7/1/2007

Program information

State program information that authorize a Statewide 24-7 sobriety program.

Certifications, Assurances, and Highway Safety Plan PDFs

Certifications and Assurances for 23 U.S.C. Chapter 4 and Section 1906 grants, signed by the Governor's Representative for Highway Safety, certifying to the HSP application contents and performance conditions and providing assurances that the State will comply with applicable laws, and financial and programmatic requirements.