

PROGRAM NARRATIVE

PROBLEM STATEMENT: Provide a clear and concise summary of the nature and magnitude of the existing highway safety problem(s) which the project is expected to alleviate.

The county of Anderson is located in the northwest corner of South Carolina. In 1998, the county was rated tenth in the state for Traffic collisions with a probable cause of alcohol or drugs.¹ In 1999 the county was rated ninth.² In 2000 the county rose to the position of eighth worst county in the state for traffic collisions *probably* caused by alcohol and/or drugs.³ During the three-year period from 1998 – 2000, thirty-four persons (including those killed in the city) died on the county’s roadways in alcohol related collisions.⁴ During 1998, Anderson County had 10 alcohol and/or drug related traffic deaths thereby “tying” with Darlington County in having the 4th highest number of people killed in alcohol-related crashes. In 1999, the county – with 9 alcohol and/or related traffic deaths) tied at 2nd place with Darlington, Horry, and York counties. Finally, in 2000, with 15 alcohol and/or drug related collision deaths, the county of Anderson became the number 1 worst county in the state for the number of persons killed in alcohol and/or drug related crashes.⁵ Note the following chart:

	Calendar Year 1998	Calendar Year 1999	Calendar Year 2000
Fatal Crashes	9	9	13
Persons Killed	10	9	15

ANALYSIS OF PROBLEM: First, define the problem exactly as it exists in your particular community. Describe the nature and magnitude of the problem using valid, updated statistical data; cite the source and date of your information. Sufficient data should be provided to prove the problem is significant and should be addressed. Include a discussion and analysis of trends in traffic-related incidents, their scope and characteristics. Data should be presented covering the past three (3) years. Second, include a discussion of the existing level of activities (current resources and programs) as they relate to the problems and why new or additional intervention/activity is needed. Attach additional pages as needed.

The problem is that in the City of Anderson, South Carolina, there has been a significant increase in traffic crashes since 1991. Economic growth on the north end of town has resulted in a growth in the number of establishments that serve alcohol. The officers of the City of Anderson Police Department’s Traffic Division spend most of their time “running from one wreck to another wreck” and have little time to work proactive traffic enforcement during the times that DWI related accidents and other types of accidents occur. Furthermore, the department’s officers have had little training in the area of DWI detection and it is believed that motorists who are ticketed for other offenses are oftentimes DWI.

Located in one of the fastest growing areas of upstate South Carolina, Anderson City is the county seat and the largest city between Greenville, South Carolina and Atlanta, Georgia. We are situated about half way between Atlanta, Georgia and Charlotte, North Carolina 3 miles east of interstate 85. According to the United States 2000 Census the population of the City of Anderson is 25,514 but due to a daily influx of people, the population of the city frequently swells to as high as 110,000. The city covers approximately 15 square miles and contains

¹ *South Carolina Traffic Collision Fact Book 1998*. South Carolina Department of Public Safety. Page 79.

² *South Carolina Traffic Collision Fact Book 1999*. South Carolina Department of Public Safety. Page 79.

³ *South Carolina Traffic Collision Fact Book 2000*. South Carolina Department of Public Safety. Page 79.

⁴ See *South Carolina Traffic Collision Fact Books 1998, 1999, and 2000*. South Carolina Department of Public Safety. Page 79.

⁵ See *South Carolina Traffic Collision Fact Books 1998, 1999, and 2000*. South Carolina Department of Public Safety. Page 79.

203 miles of linear roadway on 520 streets and roads. Anderson City is the county seat. Individuals come into Anderson from the surrounding counties in South Carolina and northeast Georgia to work, transact business, and shop at the many outlets as well as the mall. Anderson City contains city, county, and state government offices, as well as a federal courthouse. Many of the persons who have been killed in alcohol related crashes in in the rural areas of the county of Anderson had just recently left the city wherein they had apparently imbibed intoxicating substances.

Two high schools are located just outside of town. Westside High School is on highway 28 and Hanna High School is on Highway 81. These schools have approximately 3,000 attendees, most of which live in the city. The student populations of these two schools contribute disproportionately to the city's collision rate.

Previous research (on the national level) indicates a strong correlation between DWI collisions and persons between the ages of 17 and 34, especially white males. Also, there is a further correlation with the hours of 6:00 p.m. through 2:00 a.m. for DWIs and DWI related traffic collisions. Both of those theories hold true for many of the DWI related crashes in Anderson City.⁶ Due to its proximity to a major college and the location of Anderson College within the city limits, the city frequently has an artificially inflated youth population on the weekends. Clemson University, which is located 20 minutes from the city, and Anderson College contribute to the weekend night population of the city, thus artificially boosting the city's youth population in areas frequented by college students. The city has expanded substantially on the north side near the I-85 corridor and along with the expansion, there has been a tremendous increase in the number of establishments that serve alcoholic beverages, thus exasperating the drunk and drugged driving problem. Currently, vehicle crashes with a probable cause of driving under the influence of alcohol or drugs impact the community in a negative way. The following chart describes the city's problem with alcohol related crashes for the last three years:

	CY 1999	CY 2000	CY 2001
Dispatched Wreck Calls	1890	1725	1844
Investigative Reports	1489	1583	1458
Alcohol Related Crashes ⁷	268	285	262
Alcohol Related Injuries ⁸	244	259	238

Although the number of alcohol related crashes seems to be decreasing, the frequency is still way too high for the population. The city's alcohol related crash rate is approximately 10.27 per 1000 population. The City of Anderson Police Department believes that more wrecks are alcohol related than currently reported as such.

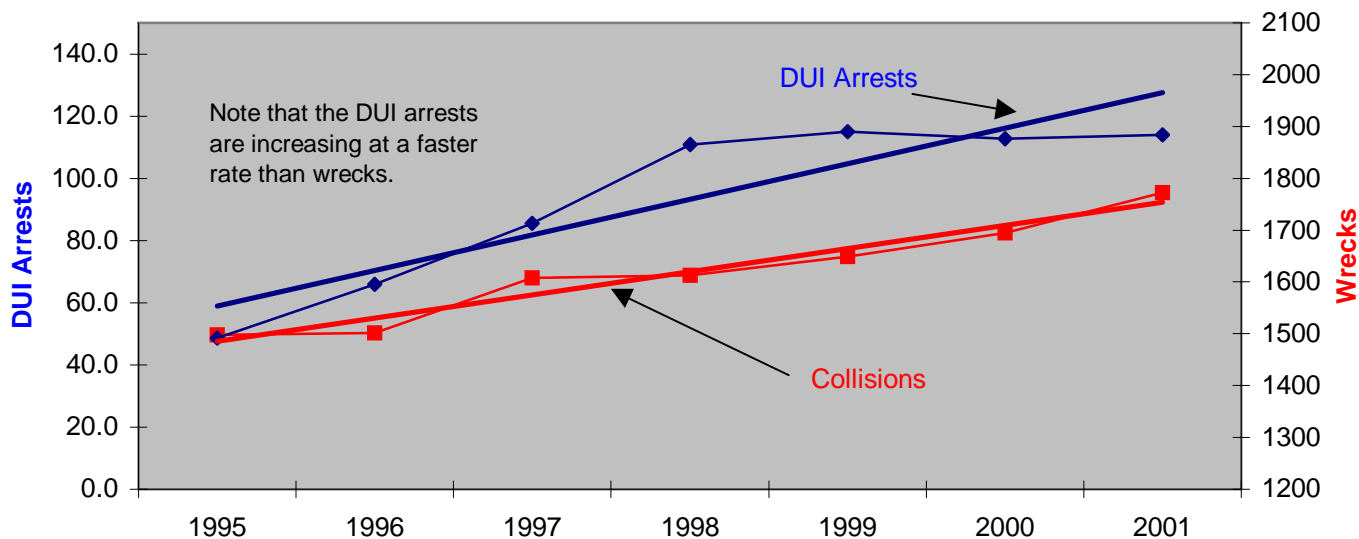
DUI arrests and total collisions are increasing almost yearly. Even though the arrests for DUI are increasing at a faster pace than collisions, the arrests are not at a rate sufficient to impact the population and thereby decrease the collision rate. Consider the following chart that depicts the five-year rolling average growth rate of DUI arrests and wreck calls that traffic officers are dispatched to in Anderson City:

⁶ This was a non-scientific study.

⁷ Approximately 18% of all traffic crashes documented in written reports were alcohol related.

⁸ There was an average of 0.91 injuries for each Alcohol Related Traffic Crash.

DUI Arrests Correlated with Wrecks Five-Year Rolling Average Trend Line



There are 37 establishments located on the north end of Anderson that serve alcoholic beverages. An estimated 13,222 adult persons leave impaired from these establishments between the hours of 18:00 and 02:00 on Thursday, Friday, and Saturday nights. Roughly 31% of the restaurant/bar patrons consumed three or more alcoholic drinks during that period.⁹ This consumption is in addition to any consumption that may have occurred at any other location(s). The affected roadway consists of less than ten miles of asphalt. Based upon this analysis we infer that during any single hour between 6:00 p.m. and 2:00 a.m. from Thursday to Sunday Morning, there are potentially 555 DWI violators on the ten miles of roadway in the northern section of Anderson. It averages out to be 55 potentially impaired drivers per mile per target hour.

In addition to an abundance of available alcohol, the City of Anderson as well as the surrounding cities and towns have virtually any type of illicit drug available upon demand due to the access of the area by a major interstate and the city's location near a major illicit drug manufacturing area. Cocaine, crack, marijuana, methamphetamines, and other types of drugs are readily available for purchase by individuals who are familiar with the local contacts who act as go-betweens in the transactions. Drug use has increased substantially during the decade of the 1990s. This too adds to the DWI problem. To further exasperate the problem for every DWI arrested, three others are contacted face to face by police, but are not arrested.¹⁰

Current Resources and Programs

The City of Anderson Police Department consists of 84 sworn officers. Ten of those officers are assigned to the traffic division. The primary activity of the 10 traffic officers is generally "working wrecks", i.e. investigating collisions and writing reports, as well as attending court to testify in various judicial matters related to the crashes. They have little time for proactive traffic enforcement.

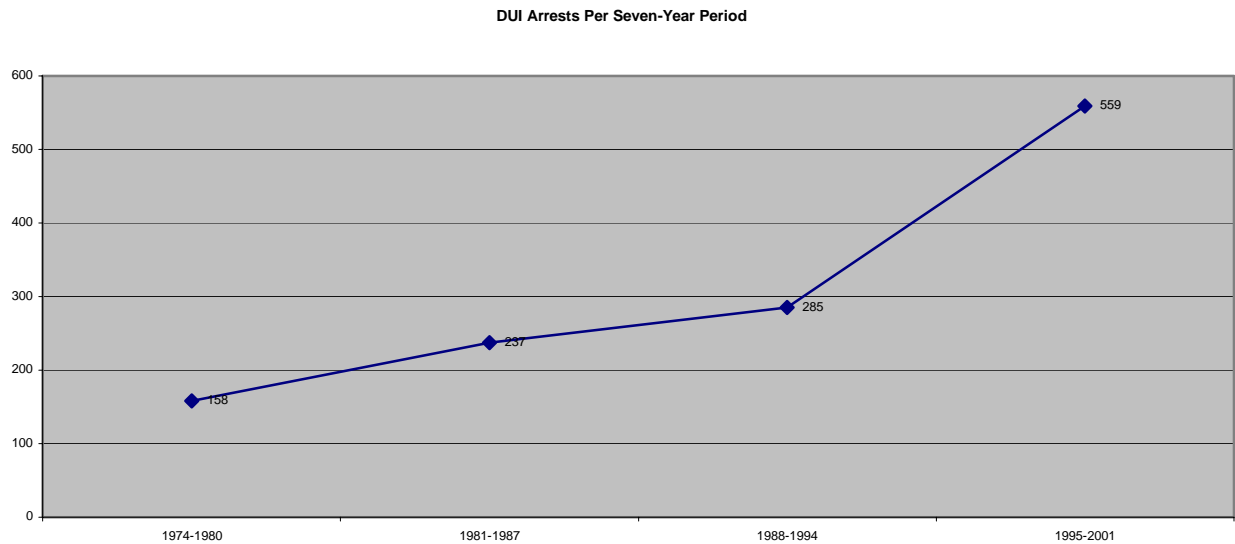
⁹ This study was conducted through polling and observation. The Impairment rate was based upon adults who had 3 or more drinks before leaving the establishment.

¹⁰ *DUI Detection and Standardized Filed Sobriety Testing* (Student Manual). South Carolina Department of Public Safety Traffic Safety Unit, February 2001. Page II-3.

During FY2001¹¹ (July 1, 2000 – June 30, 2001) the police department answered 33,650 calls for service, documented 4,390 criminal incident reports, responded to 1,844 wreck calls, made 2,924¹² criminal charges, and issued 5,391 traffic citations.

In Fiscal Year 2001, compared to FY 2000, calls for service increased to 33,650 from 32,774 (a 2.7% increase) and the total number of wrecks and hit and runs increased by 6.9% and 1.7% respectively (from 1,725 total wrecks and 176 hit & runs), and issued traffic citations increased 50.8% from (3,575).

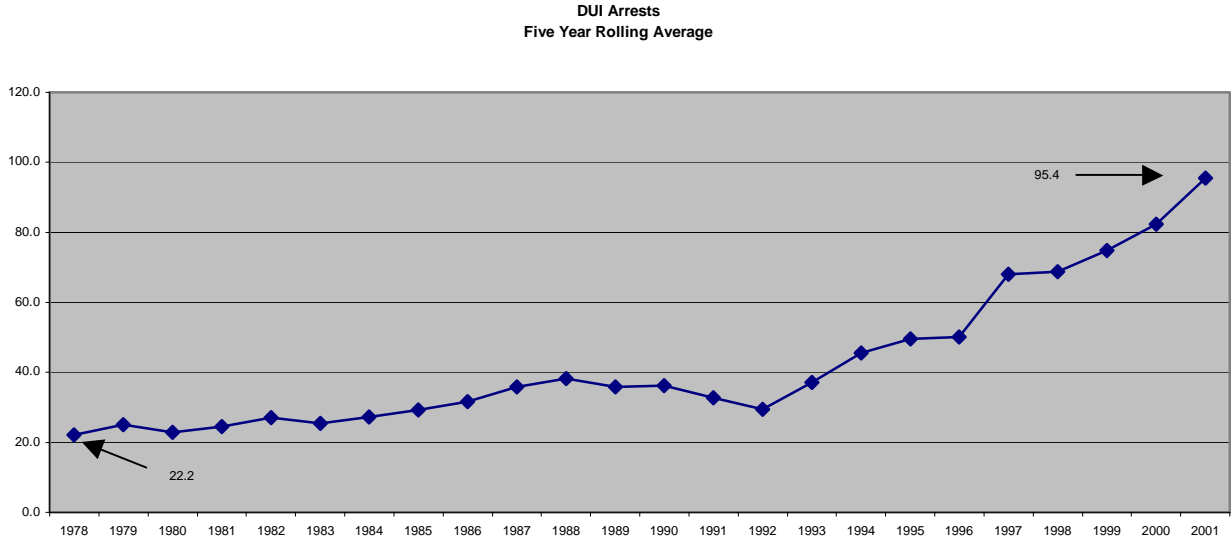
In Fiscal Year 2001, all Patrol officers initiated 6,903 traffic stops in addition to stops initiated during traffic safety points, accidents, or crimes in progress. This is an increase of 3,475 (98.6%) from FY 2000 and reflects officers' intention to concentrate on public safety issues as the department simultaneously drives violent crime down. However, despite the fact that traffic stops and citations increased, traffic collisions also increased. We expected that the concentration of increased traffic stops should decrease accidents but we infer that officers are not concentrating on the specific behaviors that lead to collisions. While virtually all accidents are caused by at least one motorist committing a violation, we *infer* that DWI violators are reputedly more likely than sober motorists to take unreasonable chances, while committing more violations (on average) than sober drivers. The City of Anderson Police Department believes a significant portion of the collisions in the city are alcohol-related and that if the department can enhance its traffic division (addressing specifically Alcohol Countermeasures), it can increase the number of DWI apprehensions and drive down the overall collision rate. The number of DWI arrests must increase at a much faster rate than they have in the past in order to “drive down” the correlated collision rate. Note the steady increase in DWI apprehensions in the City of Anderson during the last 28 years:



As the chart indicates, a phenomenon took place after the period of 1988 – 1994. That is the period that saw the highest level of economic expansion in the city in many decades. To get a better picture of the scope and magnitude of the problem we calculated a “five-year rolling average” of the yearly number of DUI arrests for 1978 – 2001. Note the following:

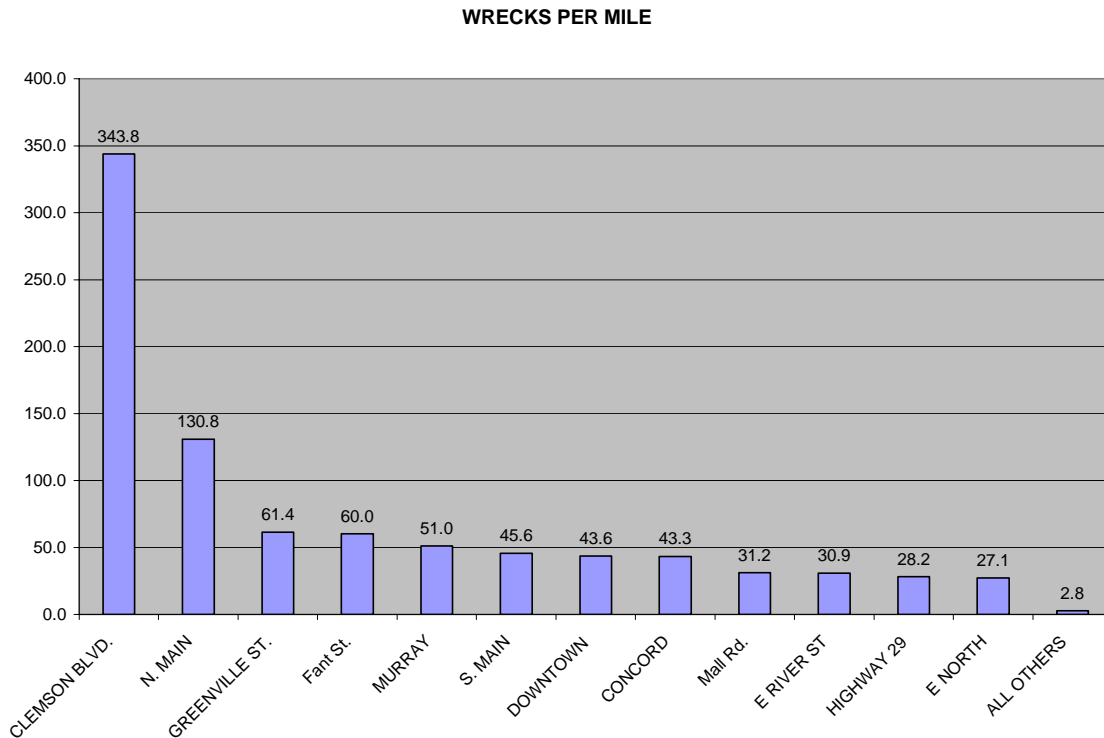
¹¹ Fiscal Year 2001 is the latest fiscal year for which the department has data available.

¹² Approximately 2,813 municipal court cases (in City Court Docket Book) and 111 General Sessions cases (from S.L.E.D. Executive Summary) as follows: Murder: 2; Rape: 4; Robbery: 12; Aggravated Assault: 69; Breaking & Entering: 19; Arson: 2; and Motor Vehicle Theft: 3.



As indicated by the above chart, the five-year rolling average number of DUI arrests has increased 330% from 22.2 per year in 1978 to 95.4 in 2001. A further investigation indicates that 1992 was a critical year. The number of annual DUI arrests increased significantly after 1992. That coincides with the economic growth and the development of alcohol serving establishments on the north end of Anderson City, indicating that is where the bulk of the problem either lies and/or begins.

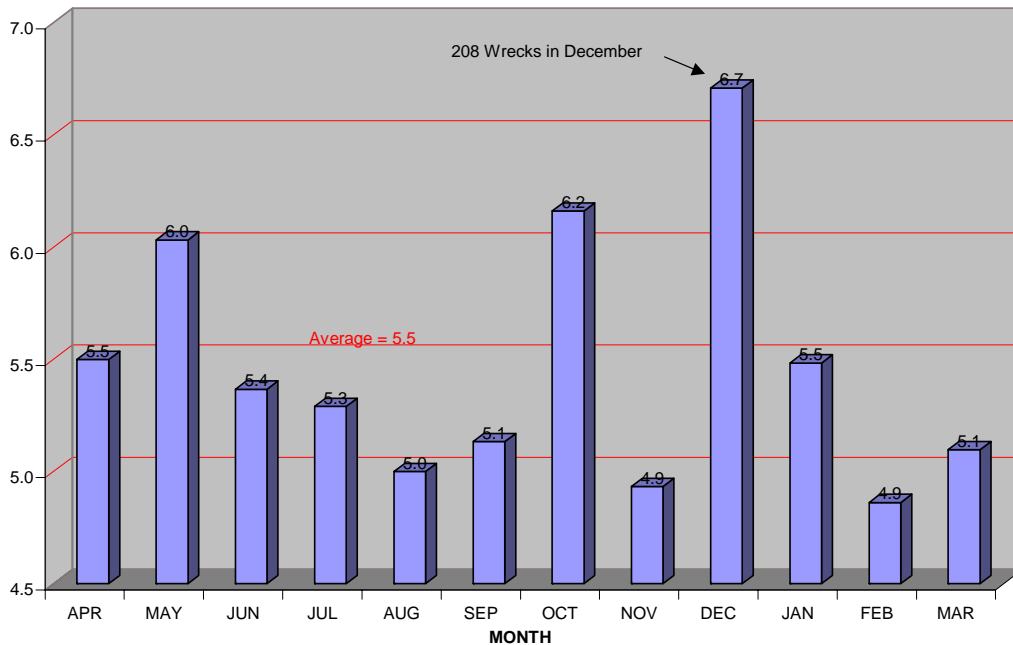
The City of Anderson Police Department has conducted a study to determine the roads which are most likely to be named on collision reports. The two worst roads coincide with the locations that have the most establishments that serve alcohol. Note the following chart comparing the city's per mile average wrecks on its roadways:



Clemson Boulevard is the primary route into the city from Interstate 85. There are approximately 1.05 miles to this section of the road. South of that point (the same road) is North Main Street with 2.4 miles of roadway. The second major route into and out of the city is East Greenville Street (also known as Highway 81). There are 2.9 miles of East Greenville Street in the city limits. These two roadways have an extremely high per mile collision rate. The average number of wrecks per mile of city roadway is 9.5. The “Top Twelve Worst Roadways” in the city of Anderson consist of 20.05 miles of roadway and have a yearly average of 70.4 wrecks per mile. Clemson Boulevard and North Main Street (the locations for most of the alcohol serving establishments and areas that are frequented by youngsters) have 343.8 and 130.8 wrecks per mile yearly. East Greenville Street has approximately 61.4 wrecks per mile yearly.¹³

In addition to studying hot locations for traffic collisions in the City of Anderson, the police department has also conducted studies of when they occur. Our latest observations indicate that we strongly coincide with national data with respect to alcohol/drug related crashes and arrests, especially concerning time of day and days of the week. Our comprehensive study indicates some more interesting facts. For instance, the worst season of the year for traffic collisions in the city is winter, which has a daily average of 9.6% more wrecks per day than the lowest season, summer. The worst month of the year is December. This finding coincides with the population’s increased alcohol/drug intake during the holidays. Note the following month-by-month differences:¹⁴

AVERAGE COLLISIONS PER DAY BY MONTH
April 1999 - March 2000



Conclusion: The present level of resources and programs are ineffective for the current problem. The alcohol and drug related traffic fatality death rate for the county and the traffic collision rate within the city are high and the trend shows an increase. The number of DWI arrests have steadily increased since 1974 but are still at an ineffective rate. By increasing the number of apprehensions of DWI violators, the city should be able to affect a decrease in citywide traffic crashes and alcohol/drug related fatalities as well as countywide alcohol and drug related traffic fatalities.

¹³ City of Anderson Police Department Fiscal Year 2000 Annual Report (Addendum). Page 14.

¹⁴ Data is from City of Anderson Police Department Fiscal Year 2000 Annual Report (Addendum). Page 18.

Even though DWI arrests have increased in the city, they are still far too low to affect a positive change in people's behavior and thereby decrease the city's and county's DWI related collision and death rates. The City of Anderson Police Department lacks a comprehensive educational program with which to educate the public, especially high school students, about the dangers of drinking and driving. In addition, the current level of resources available to the City of Anderson Police Department's Traffic Division are inadequate to increase DWI arrests.

The city is unable to immediately enhance efforts at DUI detection, thereby making it necessary to seek outside funding. With "seed money" the City of Anderson Police Department will be able to establish a proactive Alcohol Countermeasures Team that will work aggressively with the public to educate the target population about the dangers of DUI while simultaneously increasing the arrest rate for violators.