

South Carolina

Speed Limits: 1994 and 2004

State	Limited Access Rural Interstates		Limited Access Urban Interstates		Other Limited Access Roads		Truck Speed (Y or N)
	1994	2004	1994	2004	1994	2004	
South Carolina	65	70	55	60	55	60	N

The speed limits shown above apply to all roadways within the state. South Carolina has no separate speed limit for trucks.

Speeding-related Data

South Carolina collects speeding-related crash data from the state's motor vehicle crash report form. The officer investigating a crash has the option of choosing speeding-related contributing factors in crashes. Data elements include driving too fast for conditions and exceeding posted speed limits, and also as a possible factor in both aggressive operation of a motor vehicle and reckless driving. South Carolina does not have a statute relating to aggressive driving. The state uses the statute for reckless driving to cover aggressive driving offenses. "Aggressive Operation of a Motor Vehicle" is listed on the uniform crash report form as one of a number of contributing factors to crashes reported by investigating officers. Speeding citation data is also collected, but only by the state patrol. Local jurisdictions do not submit their citation data unless the local jurisdiction receives federal highway safety grant funding.

Proportion Speeding-related Crashes

Year	Speeding-related Fatal Crashes/All (percent)	Speeding-related Injury Crashes/All (percent)	State Patrol Speed Citations
2003	78/808 (9.6%)	334/30,057 (1.0%)	228,363
2002	78/839 (9.3%)	343/30,109 (1.0%)	270,982
2001	86/863 (10.0%)	383/30,299 (1.0%)	341,083

Efforts to Reduce Excessive Speeding

South Carolina includes speeding as a component of many program activities. The state implemented several speeding-related educational and enforcement mobilizations in the summer of 2004. As part of that effort, a multi-state press conference was conducted to promote efforts to reduce speeding-related problems.

Highway safety leaders and other representatives from South Carolina, Georgia, Alabama, North Carolina and Mississippi supported the effort, which was referred to as the I-85 (Interstate 85) mobilization crack-down and was a component of the “100 Days of Summer Heat” initiative. State highway patrol and local law enforcement agencies throughout the five states mobilized for one week to conduct the I-85 effort. The Labor Day *Sober or Slammer!* and Memorial Day *Buckle Up South Carolina, It’s the Law, and it’s Enforced.* campaigns included stepped up enforcement components, including a focus on speeding. The state highway patrol received highway safety grant funding during federal fiscal year (FFY) 2005 that focused on impaired driving and speeding-related enforcement. *Target Zero*, the state’s most recent highway safety campaign effort, was introduced in December 2004. The mobilization, focusing on speeding, impaired driving and seat belt use continued through January 2005.

The state highway safety office awards federal highway safety grants each year to state and local law enforcement agencies. A funding stipulation for the grants requires agencies to participate in the state’s recently formed Law Enforcement Network system, and requires specific types of traffic enforcement efforts, including impaired driving and speeding-related enforcement. The state patrol deals exclusively with highway safety initiatives and is predominantly funded with state dollars.

South Carolina saw a significant reduction in highway fatalities from 2002 to 2003 (1,053 to 969, or 8 percent). Although preliminary statistics for 2004 indicate an increase in fatalities of approximately 5.7 percent, the final number will still remain significantly below the previous level. The state’s motor vehicle death rate reached a new low of 2.0 in 2003. Highway crash related injuries have steadily decreased over the past few years, from 52,350 in 2001 to 51,267 in 2003 (2.1 percent). Although these statistical changes cannot be attributed exclusively to speeding and/or aggressive driving programs, speeding-related enforcement played some part in the differences. Toward that end, South Carolina reported a positive impact of speeding-related programs in the state.

Public Perception

South Carolina’s state highway safety office felt the motoring public believes police give a 10 mph cushion in enforcing the posted speed limit.