2024

SOUTH DAKOTA

CONDENSED EXTERNAL STRATEGIC HIGHWAY SAFETY PLAN

AUGUST 2024

SD DOT

MESSAGE FROM SECRETARY JUNDT

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2024 South Dakota Strategic Highway Safety Plan Vision:

Eliminate all deaths and life-changing injuries on South Dakota roads so everyone arrives home safely every day.

The South Dakota Strategic Highway Safety Plan (SHSP) vision represents a strong call to action for all South Dakotans, including traffic safety stakeholders and roadway users. The goal of this vision is that all travelers reach their destination safely. The 2024 Strategic Highway Safety Plan outlines interim objectives to make progress towards this vision. Throughout the SHSP, those specific objectives for the next five years will require the collaboration and partnership of all traffic safety stakeholders across South Dakota to be implemented.

South Dakota's 2024 SHSP provides the framework to create impactful change in reducing fatalities and serious injuries across all public roadways in South Dakota. The Plan itself provides real data and information about the types of crashes that most commonly occur across the state and the outcomes of those crashes so that efforts can be taken to mitigate the harm caused by them.

I want to thank everyone who was involved with the development of this Plan. Through your participation in stakeholder meetings and regional workshops, we selected nine emphasis areas to focus our efforts to reduce traffic-related deaths and serious injuries. This Plan outlines key safety strategies within each Emphasis Area and provides guidance for the four Es of Traffic Safety (Education, Enforcement, Engineering, and Emergency Medical Services).

We know that the work we do to reduce traffic fatalities remains critical. The significance of this work is especially evident when we hear stories from families impacted by traffic crashes, like those who shared their stories with us for the SHSP. I encourage you to read their narratives to reconnect with the importance of traffic safety and our Plan's vision.

I ask each partner agency to join with us in implementing this Plan to reduce traffic fatalities and make South Dakota roadways safer for everyone.

Thank you for your partnership and continued collaboration!

Joel Jundt
South Dakota Secretary of Transportation

South Dakota Department of Transportation
Better Lives Through Better Transportation

INTRODUCTION

OVERVIEW

The South Dakota SHSP represents a multi-disciplinary effort to reduce fatalities and serious injuries across all public roads in South Dakota, including state highways, county and township roads, city streets, and roads on tribal lands. The development of the SHSP update incorporated ideas from many stakeholders through different sources, including representatives of key safety groups who served on the Study Advisory Team (SAT) and numerous agencies through a series of regional workshops. Furthermore, the SHSP development process took a data-driven approach and included a comprehensive review and analysis of South Dakota crash and injury data, paying particular attention to the contributing circumstances of fatal and serious injuries.

Fatal Injury	An injury resulting in death from a motor vehicle crash
Serious Injury	An incapacitating injury (e.g. severe lacerations, broken limbs, unconsciousness) resulting from a motor vehicle crash

VISION

Eliminate ALL deaths and life-changing injuries on South Dakota roads so everyone arrives home safely every day.

SAFETY GOALS

100
or fewer traffic fatalities by 2029

400
or fewer serious injuries by 2029

WHAT IS THE SAFE SYSTEM APPROACH?

The United States Department of Transportation (USDOT), including FHWA and the National Highway Traffic Safety Administration (NHTSA), encourages states to use the Safe Systems Approach (SSA) as the cornerstone in their efforts to eliminate traffic deaths and serious injuries. The SSA recognizes that the human body is vulnerable and susceptible to death or serious injury due to the forces an individual experiences during a crash. The SSA also recognizes that while humans will make mistakes as drivers, passengers, and non-motorists, it is unacceptable for any crash to result in the loss of a life or a serious injury.

The goal of the SSA is to create a transportation system that relies on redundant and proactive protections to achieve improved safety outcomes. A Safe System can be achieved through all five elements working together:

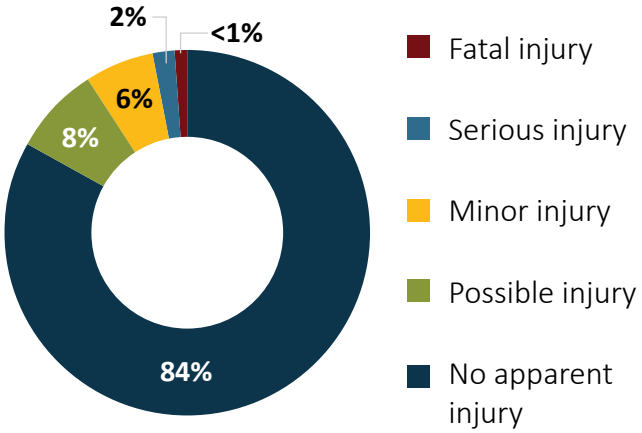
- Safe Roads
- Safe Road Users
- Safe Speeds
- Safe Vehicles
- Post-Crash Care

The SSA does not relieve the public of its responsibility and duty to obey traffic laws and follow best practices. Instead, the SSA elevates the responsibility of South Dakota agencies and organizations to contribute to a system where everyone arrives home safely, even if they make a mistake.

DATA TRENDS & SAFE SYSTEM

*Across South Dakota, there were 95,077 reported crashes (involving 155,331 persons) on public roads from January 1, 2018 through December 31, 2022. Most people involved in these crashes (84 percent) sustained no apparent injury (**Figure 2)**. However, there were 658 fatalities and 2,876 serious injuries during this 5-year time period. This translates to a total of 3,534 fatal and serious injuries – around 700 fatal and serious injuries per year – where a person was killed or seriously injured. The estimated economic cost of all crashes in South Dakota during this 5-year period was approximately $14 billion.*

FIGURE 2. INJURIES BY SEVERITY



SOUTH DAKOTA POPULATION GROWTH

Between 2013 and 2023, South Dakota's population grew from 842,000 residents to more than 919,000 residents – an eight percent growth in population.

8%

For most of these years, South Dakota had a higher fatality rate per VMT than the national average, with the exception of 2019 when South Dakota dropped below the national rate. Although South Dakota's rate is generally higher than the national rate, these rates have fallen closer to national rates in more recent years.

DID YOU KNOW?

SDDOT: Safe System Approach Safety Practices in South Dakota

While the benefits of the Safe System Approach (SSA) are emphasized throughout the SHSP, the SDDOT is already implementing or planning the implementation of SSA practices within South Dakota. Examples of SSA compatible practices include the design and construction of alternative intersections and interchanges, installing median cable barriers and high friction surface treatments, converting 5-lane undivided highways to 4-lane divided roadways, promoting roadway reconfigurations where appropriate, lowering traffic volume thresholds on centerline rumble strip installation locations, and implementing complete streets design.

See more on SSA safety practices being implemented in South Dakota:

Diverging Diamond Interchanges

Diverging Diamond Interchanges (DDIs) are an innovative interchange that improves traffic operations and safety, particularly for locations with notable left turn volumes and safety concerns. This design allows free flow right or left turns lanes by diverging traffic from the right side of the road to the left side and back. DDIs have been constructed at I-90 and Lacrosse Street in Rapid City (2023) and at I-29 and 41st Street in Sioux Falls (2024) and several more are currently planned.

I-29 & 41st Street Interchange (Sioux Falls, SD)

Reduced Conflict Intersections

Reduced Conflict Intersections (RCIs) are intersections that reduce potential conflict points by modifying the left turn and through movements for the cross-streets. Minor road traffic turns right followed by a U-turn downstream from the intersection. Several RCIs are planned and currently in design along U.S. Highway 16 outside of Rapid City, based on recommendations from the U.S. Highway 16 Corridor Study that was completed in 2021.

Proposed RCI along U.S. Highway 16 (outside of Rapid City, SD)

EMPHASIS AREA SELECTION

The 2024 SHSP applied a data-driven process to identify nine Emphasis Areas to guide future safety investments.

Sixteen different types of crashes and injuries (persons involved in a crash) and related characteristics were evaluated using 2018-2022 statewide fatal and serious injury crash and injury records. **Figure 10** shows fatal and serious injuries (combined fatal and serious injuries) by each of the 16 possible focus areas. Of these focus areas, 9 were ultimately selected as Emphasis Areas for the SHSP update. Although crash and injury data were the driving factors for the selection of the Emphasis Areas, other considerations included:

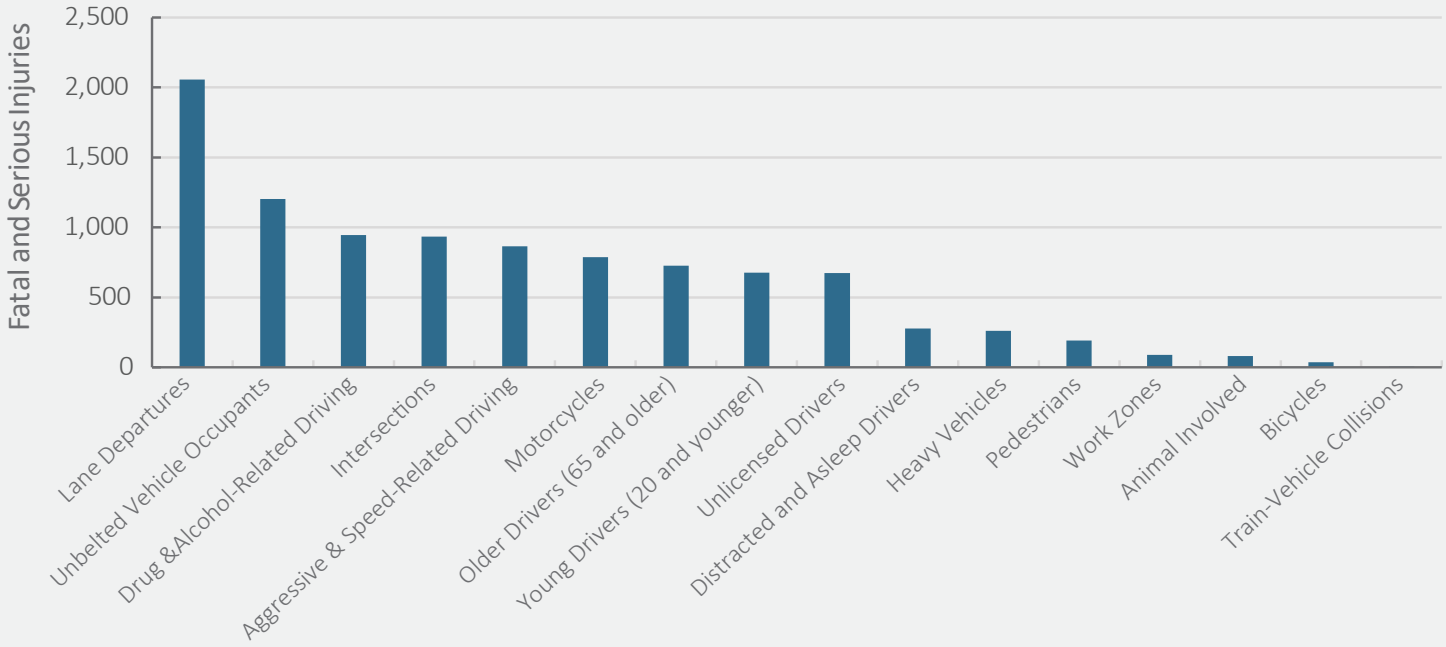
- Priorities in the 2019 South Dakota SHSP and the current SHSP
- Discussion with the SAT members
- Stakeholder feedback from three regional workshops

2024 SHSP Emphasis Areas

- Lane Departures
- Unbelted Vehicle Occupants
- Drug & Alcohol-Related Driving
- Intersections
- Aggressive & Speed-Related Driving
- Motorcycles
- Older Drivers
- Young Drivers
- Distracted Driving

SAT INPUT + CRASH/ INJURY DATA + STAKEHOLDER FEEDBACK = EMPHASIS AREA PRIORITIES

FIGURE 10. SOUTH DAKOTA FATAL AND SERIOUS INJURIES (2018–2022)*



Since the 2019 SHSP, statewide totals for fatal and serious injury crashes decreased from 3,479 (2013-2017) to 2,872 (2018-2022) and fatal and serious injuries decreased from 4,363 (2013-2017) to 3,479 (2018-2022) Looking at annual totals for fatal and serious injuries, both severity categories fluctuated throughout the 2018-2022 review period.

INTELLIGENT TRANSPORTATION

INTELLIGENT TRANSPORTATION SYSTEMS

Technology is a factor in most aspects of everyday life. Utilizing the latest technology to prevent, detect and address crashes on South Dakota roadways must be a priority in all safety stakeholders' efforts to implement the Safe System approach.

Upgrade Travel Information: Upgrade SDDOT's 511 website and mobile phone app to enhance sharing of weather conditions and construction zone information. Create a mechanism for local agencies to post winter weather road advisories for their jurisdictions. Expand existing camera network to improve coverage and ability to convey road surface conditions. Link the 511 system with the automated permitting system to improve permitted heavy vehicle route information by identifying permitted construction zones, bridge conditions, etc. Improve available information on construction zones with more updates and feedback.

Expand ITS Device Implementation: Continue the development of Variable Speed Limit (VSL) programs in locations where safety is impacted by weather, road conditions, and traffic speeds. Deploy new and existing locations for ITS device implementation as opportunities arise such as Dynamic Message Signs (DMS) and devices that address wrong-way crashes and crashes along curves.

Determine Feasibility of Traffic Operations Center: Perform a feasibility study for a SDDOT-operated traffic operations center to better monitor statewide traffic and safety. If feasible, such an operations center could include programs and software to control ITS devices.

Expand Commercial Vehicle Operational and Safety Inspection Equipment: Investigate opportunities to install commercial vehicle inspection equipment that can detect potential issues in tires and brakes to prevent future safety issues.

DATA MANAGEMENT SYSTEMS

Information about past crashes, when accurate, can assist all South Dakota safety partners in the planning and implementation of countermeasures to improve road safety, maximizing the impact of limited safety resources.

Integrate Safe System Approach (SSA): SDDOT will review and update applicable policies, guides, and manuals (for example, the Road Design Manual) to incorporate changes that will lead to the design, construction, operation, and maintenance of a transportation network consistent with the Safety System Approach. SDDOT will share lessons learned with local and tribal agencies.

Improve Crash Records: Continue to build relationships with tribal representatives to increase the frequency and accuracy of crash reporting. Also, encourage all local and tribal agencies to adopt the electronic crash reporting system to create a consistent and uniform crash data collection process.

Improve Crash Records and Data Inventory: Promote the full adoption of Model Minimum Uniform Crash Criteria Sixth Edition, as encouraged by NHTSA. Expand available data by building out inventories for intersections, local roadways, etc.

IMPLEMENTATION & GOALS

IMPLEMENTATION GOALS

An average of 134 lives are lost on South Dakota public roadways each year. Implementation is the foundation for the 2024 South Dakota SHSP and is critical to reach the goal of reducing traffic deaths to 100 or fewer and serious injuries to 400 or fewer by 2029.

In order to achieve the goal of 100 or fewer traffic deaths and 400 or fewer serious injuries by 2029, coordinated implementation by many agencies is necessary. The 2024 South Dakota SHSP represents a five-year roadmap for traffic safety strategy implementation across all public roadways in South Dakota. As part of the federal requirements, the SHSP directly influences the work of South Dakota's behavior-focused Highway Safety Plan and its infrastructure-focused Highway Safety Improvement Program. Over the next five years, the SHSP's recommended programs, countermeasures, and strategies will influence the dedicated work of both safety efforts.

EMPHASIS AREA PERFORMANCE MEASURES

The SHSP update process included the development of performance measures for each Emphasis Area. Performance measures are determined by the current percentage of fatal and serious injuries that each Emphasis Area was involved in over the five-year period from 2018-2022 and then applying that percentage to the overall statewide goal of reducing traffic deaths to 100 or fewer and serious injuries to 400 or fewer by 2029.

TABLE 4. 2029 PERFORMANCE MEASURES FOR SOUTH DAKOTA'S SAFETY EMPHASIS AREAS

SAFETY EMPHASIS AREA	PERFORMANCE MEASURES
Lane Departures	Reduce Lane Departure traffic fatalities to 63 or fewer and serious injuries to 222 or fewer by 2029
Unbelted Vehicle Occupants	Reduce Unbelted Vehicle Occupant traffic fatalities to 41 or fewer and serious injuries to 132 or fewer by 2029
Drug & Alcohol-Related Driving	Reduce Drug and Alcohol-Related traffic fatalities to 28 or fewer and serious injuries to 105 or fewer by 2029
Intersections	Reduce Intersection traffic fatalities to 21 or fewer and serious injuries to 117 or fewer by 2029
Aggressive & Speed-Related Driving	Reduce Aggressive and Speed-Related traffic fatalities to 33 or fewer and serious injuries to 80 or fewer by 2029
Motorcycles	Reduce Motorcycle traffic fatalities to 9 or fewer and serious injuries to 100 or fewer by 2029
Older Drivers	Reduce Older Driver involved traffic fatalities to 24 or fewer and serious injuries to 89 or fewer by 2029
Young Drivers	Reduce Young Driver involved traffic fatalities to 15 or fewer and serious injuries to 76 or fewer by 2029
Distracted Driving	Reduce Distracted Driving involved traffic fatalities to 4 or fewer and serious injuries to 22 or fewer by 2029

EMPHASIS AREA KEY STRATEGIES

The source of recommended strategies for each Emphasis Area are discussed in the following sections:

The effectiveness of infrastructure-related strategies is measured using or crash modification factors (CMF). CMFs are factors that indicate the proportion of crashes that would be expected after implementing a strategy. CMFs less than 1.0 indicate an expected decrease in crashes (for example, a CMF=0.60 indicates a 40% decrease in crashes). The CMFs were primarily sourced from the 2019 South Dakota SHSP and FHWA's CMF Clearinghouse database.

The effectiveness of strategies related to driver behavior is denoted by a star system used in NHTSA's Countermeasures That Work (11th Edition). This star rating system ranks strategy effectiveness as defined below:

LANE DEPARTURE KEY STRATEGIES

The following strategies are considered best practices to reduce Lane Departure fatal and serious injuries:

- Install centerline, shoulder, or edge line rumble strips on rural roads, including county roads. **(CMF=0.6)**
- Widen and/or pave shoulder to provide drivers a recovery area. **(CMF=0.81 to 0.81)**
- Install Median Cable Barriers for locations with crash history identified as high-risk for median crossover-crashes. **(CMF=0.45)**
- Work with local agencies with funding assistance to install, enhance, or maintain centerline and edge line pavement markings. **(CMF=0.6)**
- Provide enhanced curve delineation, such as chevrons and pavement markings, for select horizontal curves and other roadway features. **(CMF=0.78 to 0.94)**
- Provide lighting on curves. **(CMF=0.721)**
- Remove or relocate fixed objects in the roadside. **(CMF=0.71)**
- Utilize High Friction Surface Treatment to increase traction through select horizontal curves with wet/winter road condition crash history **(CMF=0.6)**
- Deploy enhanced pavement markings (wider or wet reflective material. **(CMF=0.7 to 0.89)**
- Identify top locations of head-on collisions and centerline crossover crashes to install climbing/passing lanes on high-risk locations with high traffic volumes. **(CMF=0.66 to 0.751)**
- Replace and Enhance pavement markings by embedding wet reflective materials. **(CMF=0.7 to 0.892 for rural crashes)**
- Install a centerline buffer area to provide extra space between the two solid center line markings, further separating opposing directions of traffic. (**CMF=0.65 (2 ft.); 0.46 (4 ft); 0.10 (10 ft.))**

★★★★★ Demonstrated to be effective by several high-quality evaluations with consistent results

★★★★ Demonstrated to be effective in certain situations

★★★ Likely to be effective based on a balance of evidence from high-quality evaluations

★★ Limited evaluation evidence, but adheres to principles of human behavior and may be effective if implemented well

★ No evaluation evidence, but adheres to principles of human behavior and may be effective if implemented well

UNBELTED VEHICLE OCCUPANTS KEY STRATEGIES

The following strategies are considered best practices to reduce Unbelted Vehicle Occupant fatal and serious injuries:

- Involve all South Dakota law enforcement agencies, including tribal and sheriff's departments, in short-term High Visibility Enforcement (HVE) and integrated seat belt enforcement during both day and nighttime. (★★★★★ – ★★★★)
- Involve all South Dakota law enforcement agencies, including tribal and sheriff's departments, in short-term High Visibility Enforcement (HVE) and integrated child passenger safety law enforcement. (★★★★★)
- Support occupant protection enforcement efforts with strong multiple channel messaging to encourage greater use of age-appropriate occupant protection. (★★★★)
- Implement targeted campaigns that address low-use (seat belt) groups. (★★★★)
- Encourage employer-based programs that require seat belt use. (★★★)

EMPHASIS AREA KEY STRATEGIES

DRUG AND ALCOHOL RELATED DRIVING KEY STRATEGIES

The following strategies are considered best practices to reduce Drug and Alcohol-Related Driving fatal and serious injuries:

- Involve all South Dakota law enforcement agencies, including tribal and sheriff's departments, in enhanced drug and alcohol-related driving and speed enforcement. (★★★ – ★★★★★)
- Increase the use of sobriety checkpoints, High Visibility Enforcement (HVE) techniques, and integrated enforcement. (★★★★★ – ★★★★★ – ★★★★)
- Increase law enforcement training for Standardized Field Sobriety Testing (SFST), Advanced Roadside Impaired Driving Enforcement (ARIDE), and Drug Recognition Expert (DRE). (★★★★★★)
- Support targeted normative impaired driving messaging during non-mobilization time periods. (★★★)
- Continue and expand the use of alternative transportation programs for all ages. (★★★)

INTERSECTION KEY STRATEGIES

The following strategies are considered best practices to reduce Intersection fatal and serious injuries:

- Improve intersection signing, markings, and/or street lighting at rural intersections to increase intersection visibility (larger signs, dual signs, reflective tape on sign posts, etc.) **(CMF=0.62 to 0.92)**
- Review sight triangles and eliminate obstructions. **(CMF=0.53 to 0.89)**
- Reduce delay and stops in signalized corridors with signal coordination or adaptive traffic signals. **(CMF=0.79 to 0.78)**
- Use protected left-turns at signalized intersections. **(CMF=0.45)**
- Provide left- or right-turn lanes, including offset turn lanes whenever possible to improve sightlines. **(CMF=0.67 to 0.92)**
- Consider installing roundabouts at select location to reduce fatal and serious injury crashes and/or improve traffic operations. **(CMF=0.17 to 056 (KABC))**
- Install reduced conflict intersections on 4-lane divided highways with high volume side street traffic to eliminate left turn and through movement conflicts from the side street. **(CMF=0.29 to 0.65)**
- Implement a roadway reconfiguration, by converting an existing 4-lane undivided roadway to a 3-lane roadway consisting of 2 through lanes and a center two-way left-turn lane (TWLTL). **(CMF=0.53 to 0.81)**
- Realign intersection approaches or create an offset T intersection to reduce or eliminate intersection skew. **(CMF=0.52 to 0.89)**
- Use leading pedestrian intervals or pedestrian scramble phases at signalized intersections. **(CMF=0.87)**
- Use lane constrictor design, which narrows the lane width for mainline approaches via a striped median with centerline rumble strips, to slow approaching traffic and bring attention to the intersection. **(CMF=0.9 (KA); 0.78 (KABC))**

AGGRESSIVE & SPEED-RELATED DRIVING KEY STRATEGIES

The following strategies are considered best practices to reduce Aggressive and Speed-Related fatal and serious injuries:

- Engage all South Dakota law enforcement agencies, including tribal and sheriff's departments, in High Visibility Enforcement (HVE) aggressive driving and speed enforcement. (★★★★★)
- Employ High Visibility Enforcement (HVE) techniques to enhance awareness of enforcement efforts. (★★★)
- Support aggressive driving and speed enforcement efforts with strong multiple channel messaging to discourage improver speed and aggressive driving. (★★★)
- Implement warning sign strategies to advise motorist of geometric conditions where traveling at the posted is not advised (e.g. curve signs, vertical grade signs, weather condition signs, etc.). **(CMF=0.34 to 0.68)**
- Dynamic speed display/feedback signs. (★★★★★)
- Incorporate safety enhancements in urban design such as designated left turn lanes, raised medians to provide physical barriers between opposing lanes of traffic, and/or slower posted speed limits/design speeds. **(CMF=0.77 to 0.79)**

EMPHASIS AREA KEY STRATEGIES

MOTORCYCLE KEY STRATEGIES

The following strategies are considered best practices to reduce Motorcycle related fatal and serious injuries:

- Involve all South Dakota law enforcement agencies, including tribal and sheriff's departments, in enhanced speed and impaired driving enforcement, especially during motorcycle rallies or events. (★★★)
- Support speed and impaired riding enforcement efforts with strong multiple channel messaging that includes safe riding information.
- Encourage attendance and improve access to basic and advanced motorcycle training courses to teach safe riding habits. (★★)
- Prepare roadways before major motorcycle events (sweep roadways, clean/replace pavement markings, and update high-visibility signing).
- For major motorcycle events, develop and implement a road safety and awareness communications plan through social media and dynamic message signs (DMS) that provide travelers with information about unique driving conditions, events, or alerts.
- Install High Friction Surface Treatments (HFST) on select horizontal curves on roads that are known for higher motorcycle traffic **(CMF=0.6)**
- Retrofit guardrails to add motorcycle protection systems (flat top guard), to protect riders that have hit the top of the guardrail, from lacerations from the sharp edges.

OLDER DRIVER KEY STRATEGIES

The following strategies are considered best practices to reduce Older Driver fatal and serious injuries:

- Engage all South Dakota law enforcement agencies, including tribal and sheriff's departments, in including referrals of struggling drivers to South Dakota Driver Licensing for driver screenings in traffic enforcement involving older drivers.
- Educate law enforcement, physicians, and the public about the ability and processes to refer older drivers to South Dakota Driver Licensing for driver screening restrictions. (★★★)
- Continue and enhance alternative transportation programs for elderly and disabled persons.
- Encourage enrollment in formal courses for older drivers that have classroom and on-road feedback. (★★★★)
- Include low-cost improvement elements (oversized signing or supplemental signing) to increase elderly drivers' ability to be aware of roadway configuration and conditions. **(CMF=0.65 to 0.92)**
- Improve transit opportunities through door-to-door services.

YOUNG DRIVER KEY STRATEGIES

The following strategies are considered best practices to reduce Young Driver fatal and serious injuries:

- Involve all South Dakota law enforcement agencies, including tribal and sheriff's departments, in Graduated Driver Licensing (GDL) enforcement. (★★)
- Support Graduated Driver Licensing (GDL) enforcement efforts with strong multiple channel messaging to encourage greater use and understanding of licensing requirement for young drivers.
- Encourage greater parental involvement in young driver training and supervision. (★★)

DISTRACTED DRIVING KEY STRATEGIES

The following strategies are considered best practices to reduce Distracted Driving fatal and serious injuries:

- Systemic use of rumble strips to alert drivers that stray from the travel lane. **(CMF=0.6)**
- Involve all South Dakota law enforcement agencies, including tribal and sheriff's departments, in High Visibility Enforcement (HVE) cell phone driving enforcement. (★★★★)

WHY SAFETY MATTERS

RON AND RENEE

Late in the afternoon of January 9, 2020, Renee and her husband, Ron Olson, had left their farm to go into Watertown on Highway 20 for a Missional Community Group Bible Study. Renee had been reading a Bible passage aloud to Ron and heard him grunt. Confused by the sound, she looked up just in time to see the front end of a vehicle just moments before they were hit head on the oncoming vehicle. A 17-year-old driver, distracted by the use of YouTube and Snapchat on his phone, had drifted into the oncoming traffic lane, and struck their vehicle head on.

Renee and Ron's vehicle flipped over into the steep ditch and, when it finally settled, Renee realized she was completely pinned and trapped with her head sticking out of the car. Ron, also trapped in the wreckage was initially unconscious, but was sporadically responsive throughout the rescue process. Ron was able to get his right hand over to Renee and they held hands until Renee was extricated from the wreckage. This took nearly an hour. When the paramedics came around to Ron's side of the vehicle, they took his pulse and declared him dead on-scene. Renee holds the belief that her husband waited to die until he knew she was rescued.

Ron and Renee were both wearing seatbelts at the time of the crash. Renee is now involved in advocacy efforts to convey the dangers of distracted driving and, following the crash, has spoken to several drivers ed classes to tell her story.

ANDRZEJ

After many years of hard work and sacrifice—including helping his family escape from communist Poland in 1987 to secure a better life in Winnipeg, Canada—Andrzej Walczak, 68, was ready to enjoy his well-earned retirement. He planned to join his son, Jacek, and his friend on a motorcycle trip in Houston. It was a beautiful day on Thursday, May 12, 2022, as Andrzej was heading southbound on I-29 in Watertown, South Dakota. He was in the right lane with three cars behind him. The whole line of vehicles was riding at 65 mph. A driver speeding down the interstate passed the three cars and then shifted back into the right lane. The driver didn't see Andrzej at the front of the line and rear-ended him at 85 mph, killing him on impact.

The other three drivers pulled over to offer first aid and give their statements to the police, who learned that the driver had also been on her phone when she hit Andrzej.

DEBORAH

Lori Moen, daughter to Deborah Zikmund, received a phone call around 12:30 a.m. on the night of May 11, 2021, with the news that her mother had been involved in a crash. The crash took place as a result of a distracted driver. A 20-year-old woman, using Snapchat while driving, ran a stop sign, which resulted in a collision with Deborah's vehicle that took her life.

Deborah is remembered as an incredible mother and grandmother, a wonderful homemaker, a beautiful singer and dancer, and as someone who was selfless and wholehearted. Deborah's family urges people to remember that driving is a serious responsibility and that your attention and effort should always be on the road.

You can read the full SHSP by visiting https://dot.sd.gov/media/documents/SDDOT%20SHSP%202024.pdf.
To find the personal stories within the document, do a search on "Why Safety Matters".