

NEW YORK STATE
HIGHWAY SAFETY STRATEGIC PLAN
FFY 2008

New York State
Governor's Traffic Safety Committee

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EXECUTIVE SUMMARY

INTRODUCTION

In preparing its FFY 2008 Highway Safety Strategic Plan (HSSP), New York continued a performance-based approach to the planning and management of the state's program. The intent of New York's strategic planning process is to implement a data-driven approach in identifying problems and setting priorities for the state's highway safety program.

The top priorities of the 2008 highway safety program are to address trends of increasing numbers of crashes among some segments of highway users. Teen drivers, senior drivers, commercial vehicle drivers and motorcycle operators will be highlighted as New York undertakes efforts to increase the use of occupant restraints; reduce unsafe driving behaviors, including speeding and impaired driving; improve the safety of pedestrians; and expand education and training opportunities. This document outlines the major highway safety problems that have been identified and presents short-term and long-term performance goals for improvements in these areas. In addition to comprehensive statewide goals, specific goals and objectives for each major program area have been established. Brief descriptions of the current status, goals, and objectives of the statewide highway safety program and the major program areas follow.

At the time this HSSP was prepared, 2005 was the most recent complete set of crash data available. Preliminary 2006 data were also available for fatal crashes and fatalities. Goals for the state's highway safety program were established based on the trend in each measure over the three most recent years of data available. In setting objectives and performance measures related to tickets, 2006 was the most recent complete data set available.



STATEWIDE HIGHWAY SAFETY PROGRAM

The goals of New York’s comprehensive statewide highway safety program are to prevent motor vehicle crashes, save lives, and reduce the severity of injuries suffered in crashes. The Governor’s Traffic Safety Committee (GTSC) provides leadership and support for the attainment of these traffic safety goals through its administration of the federal 402 program and various incentive grants awarded to New York under the new Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU).

The planning process for this year’s Highway Safety Strategic Plan (HSSP) was again enhanced through its coordination with the development of a data-driven Strategic Highway Safety Plan (SHSP) for New York State. A crucial part of the HSSP performance-based planning process is problem identification which is accomplished through analyses of crash, fatality, and injury measures. Because both of these highway safety plans share many of the same goals, where appropriate, the goals established in the 2007 HSSP were adopted in the SHSP.

NEW YORK STATE CRASH, FATALITY, AND INJURY MEASURES, 2003-2006

	2003	2004	2005	2006*	2008 Goal	2012 Goal
Fatalities	1,477	1,495	1,410	1,435	1,387	1,285
Fatal Crash Rate/ 100 million VMT	1.00	1.00	.093	0.94	0.92	0.88
Mean Severity of Injury (MSI)	1.26	1.27	1.28	n/a	1.25	1.20

* Preliminary data based on completed cases as of June 2007

The number of fatalities in motor vehicle crashes in New York State fluctuated over the four-year period, 2003-2006. In New York, the fatal crash rate per 100 million vehicle miles traveled (VMT) declined from 1.00 in 2003 and 2004 to 0.93 in 2005 and remained relatively stable at 0.94 in 2006. As indicated by the MSI, the severity of injuries suffered in crashes remained relatively constant over the three years, 2003-2005.

GOALS AND OBJECTIVES

The overall goals of New York's highway safety program are to prevent motor vehicle crashes, save lives, and reduce the severity of the injuries suffered. In FFY 2008, a comprehensive approach will continue to be taken with strategies implemented in all of the major highway safety program areas. The effectiveness of the collective efforts will be assessed through changes in fatality and injury measures.



IMPAIRED DRIVING

New York remains firmly committed to its long-term vigorous campaign to fight impaired driving. A cornerstone of New York's efforts has been the highly successful Special Traffic Options Program for Driving While Intoxicated (STOP-DWI) which celebrated its 25th anniversary in November 2006. Enhanced and innovative enforcement efforts coupled with increased public information and education have successfully produced very positive results in recent years.

Major legislation targeting the worst impaired drivers was enacted in New York within the past year. Effective November 1, 2006, this omnibus DWI reform legislation addresses a wide range of issues including high BAC drivers, persistent offenders and alcohol-related homicides that involve certain aggravating factors. The state agencies and other partner organizations responsible for the various components of the impaired driving system are planning a two-day conference for fall 2007 that will address the implementation of this new legislation. Additional legislation directed toward the most serious impaired driving offenses was also passed during the 2007 legislative session, including legislation related to the installation and operation of ignition interlock devices. Other legislation effective November 1, 2007 creates the new crimes of aggravated vehicular assault and aggravated vehicular homicide when such crimes are committed by motorists that meet specific criteria.

Other new legislation taking effect within the last year was the "Bill Leaf – Brandi Woods Law." This legislation amended the Penal Law to provide for a charge of vehicular assault or vehicular manslaughter in the 1st degree if the driver committing either of these crimes has been convicted of any impaired driving provisions of the Vehicle & Traffic Law within the preceding ten years. Another newly-enacted law created a 21-member Advisory Council on Underage Alcohol Consumption to conduct a study and recommend strategies for reducing underage drinking.

The most recent statistics reinforce the need to continue efforts to reduce impaired driving in New York State. The number of alcohol-related fatalities increased from 295 in 2003 to 382 in 2004 and 2005. The upward trend continued in 2006 with 388 alcohol-related fatalities. The number of persons injured in alcohol-related crashes increased slightly from 8,004 in 2003 to 8,024 in 2004 and then decreased slightly to 7,724 in 2005.

ALCOHOL-RELATED FATALITIES AND INJURIES IN NEW YORK STATE,* 2003-2006

	2003	2004	2005	2006**	2008 Goal	2012 Goal
Alcohol-Related Fatalities	295	382	382	388	320	270
Alcohol-Related Injuries	8,004	8,024	7,724	n/a	7,600	7,300

* Police-reported crashes

** Preliminary data based on completed cases as of June 2007

GOALS AND OBJECTIVES

The primary goals of the impaired driving program are to reduce the numbers of alcohol-related traffic fatalities and injuries. These goals will be accomplished by increasing enforcement of the impaired driving laws, conducting training programs for police officers on underage alcohol sales enforcement, conducting training for prosecutors, and raising public awareness of the dangers of drinking and driving. A variety of programs targeting underage drinking drivers will be supported; the expertise and resources of the NYS Office of Alcohol and Substance Abuse Services (OASAS) and other agencies will be enlisted to enhance these efforts. Strategies that target high BAC and recidivist impaired drivers will also be emphasized.



POLICE TRAFFIC SERVICES

Enforcement of the Vehicle and Traffic Law, in conjunction with public information and education, continues to be a cornerstone of New York's highway safety program. Coupled with excessive speed and other unsafe driver behaviors, the continuing increases in traffic volume and vehicle miles traveled have created a challenge for the law enforcement community. A proven strategy for success, and a long-held traffic safety doctrine, is that a combination of highly visible enforcement and public information and education (PI&E) is needed to achieve and sustain significant improvements in highway safety. These strategies have the added benefit of encouraging positive behavior such as safety belt use and reductions in aggressive driving. Although traditional enforcement strategies are successful with the general driving population, different approaches are required for some groups, especially those who intentionally disregard the laws and become adept at avoiding apprehension, posing a high risk of injury or death to themselves and others. This group includes recidivist and high BAC drunk drivers, aggressive

drivers, those who continue to drive with a suspended driver's license (aggravated unlicensed operation), and those who refuse to wear safety restraints. For these drivers, highly publicized selective enforcement efforts and targeted PI&E are needed. Various programs targeting impaired driving, non-compliance with the seat belt law, and aggressive driving have been very effective in New York; the GTSC continues to support these successful ongoing programs, as well as the development of innovative strategies to address these problems.

Speeding continues to be one of the biggest challenges facing law enforcement and poses a serious risk to all users of the state's roadways, including occupants of the speeding vehicle, other cars, trucks and motorcycles, as well as pedestrians. Law enforcement continues to address speeding in traditional ways using radar technology, which has dramatically improved over the years, as well as through new and innovative means.

One example of a successful program combining enforcement and PI&E is the *Traffic Safety Corridor* project which targets high crash locations with a high incidence of speeding and other aggressive driving-related contributing factors. This statewide program, coordinated by the State Police and the NYS Department of Transportation (NYSDOT), utilizes local law enforcement and media to saturate an area with intensive enforcement and publicity; the police then follow up with frequent enforcement activities. This program has been very effective in reducing speeding and other aggressive driving behaviors within these corridors.

The table below shows the trends in the involvement of speed and other aggressive behaviors in fatal and personal injury crashes. In each of the three years, 2003-2005, the proportions of fatal and personal injury crashes for which the police reported failure to yield the right-of-way, following too closely or unsafe speed to be a contributory factor remained constant; failure to yield the right-of-way was a factor in approximately 16% of the crashes, following too closely was a factor in 14% of the crashes, and unsafe speed was a factor in approximately 11% of the crashes.

CONTRIBUTING FACTORS IN FATAL AND PERSONAL INJURY CRASHES IN NEW YORK STATE, * 2003-2005

	2003	2004	2005	2008 Goal	2012 Goal
Police-Reported Crashes	142,287	133,314	128,581		
Unsafe Speed	15,319	14,615	14,244	13,600	12,800
Failure to Yield the Right-of-Way	23,462	21,987	20,714	19,500	17,500
Following Too Closely	19,331	18,470	17,780	17,000	15,000

* Police-reported crashes

Distracted driving is another factor that contributes to a large number of fatal and personal injury crashes in New York. With the exception of hand-held cell phone use, these types of behaviors

are not prohibited by law; consequently, the dangers of distracted driving need to be addressed through educational efforts funded under Community Traffic Safety Programs.

GOALS AND OBJECTIVES

The primary goal of the police traffic services program is to decrease the number and severity of motor vehicle crashes by deterring aggressive driving and other risky behaviors, including speeding. In addition to routine and selective enforcement approaches, training programs will be conducted for police officers, probation officers, judges, and prosecutors. Additional initiatives targeting specific issues, such as reckless or aggressive drivers, scofflaws, unlicensed drivers, and commercial vehicle operators will also be explored.



MOTORCYCLE SAFETY

Motorcycles provide a fuel efficient and economical means of transportation and their popularity for recreation, touring, and commuting continues to grow in New York. Since 1996, the number of motorcycle registrations has increased by 77 percent, reaching 289,096 in 2006. With the increased price of gas and steady motorcycle sales, this growth trend is expected to continue.

New York's Motorcycle Safety Program, in existence for the past ten years, provides instruction and field training to improve the riding skills of motorcyclists. The program, which is administered by the Motorcycle Association of New York State (MANYS), now offers rider education at 20 public training sites and nine military or police facilities around the state. The program also includes a public information and education component aimed at heightening awareness of motorcycles among all motorists.

New York is using its Section 2010 funds received in FFY 2006 and 2007 to develop programs that will augment the MANYS program and to conduct conferences, workshops, seminars and other outreach modes that enhance the coordination of programs and training. Opportunities to expand the network of training providers beyond the MANYS program to reach new geographic areas or increase access in high demand areas are also being explored. In addition, the GTSC continues its efforts to encourage motorists to be aware of the presence of motorcycles on the roadways.

Motorcycle crashes have been on an upward trend since 2003; between 2003 and 2005, crashes involving a motorcycle increased from 4,284 to 4,892 and preliminary data for 2006 indicate that the number of motorcyclists killed in crashes increased from 153 in 2003 to 190 in 2006. Unsafe speed was the contributing factor most commonly reported in motorcycle crashes.

MOTORCYCLE CRASHES IN NEW YORK STATE, 2003-2006

	2003	2004	2005	2006*	2008 Goal	2012 Goal
Motorcycle Crashes	4,284	4,509	4,892	n/a	4,300	4,000
Motorcyclists Killed	153	148	162	190	148	130

* Preliminary data based on cases completed as of June 2007

In 2005, young motorcycle operators continued to be overrepresented in fatal and personal injury motorcycle crashes: 8% of the motorcyclists involved in fatal and personal injury crashes were under 21 years of age, but less than 1% of the licensed operators are in this age group. In addition, 29% of motorcyclists involved in fatal and personal injury crashes were 21-29 years of age, but only 7% of the licensed operators are in this age group.

GOALS AND OBJECTIVES

The primary goals in the area of motorcycle safety are to reduce the number of motorcycle crashes and fatalities. Objectives include continued expansion of motorcycle rider education opportunities, increased motorist awareness of motorcyclists on the roadways, and the identification of motorcyclist behaviors that are contributing to crashes. The strategies that will be used include public information and education and research initiatives. Public information and education activities will stress the need for the motoring public to be aware of motorcyclists. Research efforts in the next year may include assessments of the extent to which persons continue to operate motorcycles without the proper license and the extent to which unsafe driving behaviors, such as speeding and impaired driving, are contributing factors in crashes.



PEDESTRIAN, BICYCLE, IN-LINE SKATING, NON-MOTORIZED SCOOTER, AND SKATEBOARDING SAFETY

Pedestrians, bicyclists, in-line skaters, non-motorized scooter operators, and skateboarders are among the most vulnerable roadway users. When involved in crashes with motor vehicles, these highway users almost always suffer more serious injuries than vehicle occupants. Crashes involving pedestrians account for approximately one-quarter of all fatal crashes and

approximately 10 percent of all injury crashes. The injuries sustained in these crashes often require extensive medical treatment and/or lengthy rehabilitation. Treatment and rehabilitation for older injured pedestrians may be even more protracted, resulting in increased costs. For these reasons, GTSC continues to identify Pedestrian Safety as a priority for FFY 2008.

Responsibility for pedestrian, bicycle and wheel-sport safety is shared among several state agencies and there have been many examples of collaborative efforts in recent years. For example, three Creating Walkable Communities conferences were held at various locations in 2001, 2004, and 2007. The purpose of these conferences is to promote the safe and healthy use of the state's transportation systems by people walking and bicycling.

PEDESTRIAN SAFETY

The number of pedestrian fatalities remained fairly constant between 2003 and 2005, decreasing to 316 in 2006. In all four years, nearly half of all pedestrian fatalities occurred in New York City. The number of pedestrians injured has been on a downward trend between 2003 and 2005; 15,392 pedestrians were injured in New York State in 2005.

PEDESTRIANS KILLED AND INJURED IN NEW YORK STATE, 2003-2006

	2003	2004	2005	2006*	2008 Goal	2012 Goal
Pedestrians Killed (NYS)	327	328	328	316	305	290
In New York City	162	155	159	156	150	135
Pedestrians Injured (NYS)	16,665	15,678	15,392	n/a	14,785	14,000

* Preliminary data based on cases completed as of June 2007

BICYCLE SAFETY

Over the three-year period, 2003-2005, there was a steady upward trend in the number of bicyclists killed in motor vehicle crashes from 38 to 47, followed by a leveling off at 46 in 2006. New York State's law requiring children under age 14 to wear a helmet was implemented in 1993 to mitigate the severity of injuries in bicycle crashes. Additional discussion and data analysis are warranted to determine whether mandatory helmet use should be extended to other groups, such as bicycle messengers. Efforts to prevent bicycle crashes through education and increased public awareness for both bicyclists and motorists will continue.

BICYCLISTS KILLED AND INJURED IN NEW YORK STATE, 2003-2006

	2003	2004	2005	2006*	2008 Goal	2012 Goal
Bicyclists Killed (NYS)	38	41	47	46	38	30
In New York City	16	15	21	18	15	10
Bicyclists Injured (NYS)	5,581	5,690	5,680	n/a	5,360	5,050

* Preliminary data based on cases completed as of June 2007

IN-LINE SKATING SAFETY

In-line skating remains a popular activity in New York State. Although primarily considered to be a recreational activity, it is also used by messenger/delivery services in the New York City metropolitan area. Since January 1996, children under age 14 have been required to wear a helmet when skating. In July 1996, a revised police crash report was distributed to enforcement agencies to allow for the capture of information on in-line skating crashes, including the type of safety equipment used by skaters. At this time, the number of crashes involving in-line skaters is too small to allow meaningful analyses. Many localities are beginning to track the data and have expanded their traffic safety programs to include in-line skating safety issues.

NON-MOTORIZED SCOOTER SAFETY

The increasing popularity of scooters in New York State in recent years has been paralleled by a substantial rise in scooter-related injuries. Since July 1, 2002, it has been illegal for persons under 14 years of age to operate a scooter or ride as a passenger on a scooter without wearing an approved bicycle helmet.

The growing problem with scooter safety centers on the devices that are motorized, but are not equipped to be registered as motor vehicles. Currently, it is illegal to ride these types of scooters on New York's roadways and in areas used by pedestrians and bicyclists. To address the issue of scooter safety, the GTSC continues to support many statewide wheel sport safety programs. These programs generally include a helmet distribution component and instruction in the proper fit for helmets for persons operating or riding on non-motorized scooters.

SKATEBOARDING SAFETY

Effective January 1, 2005, New York's Vehicle and Traffic Law was amended to require skateboard riders under age 14 to wear an approved helmet. Skateboard safety is also promoted through the many statewide wheel-sport safety programs the GTSC continues to support.

GOALS AND OBJECTIVES

The primary goals of the pedestrian, bicycle, in-line skating, non-motorized scooter safety and skateboarding programs are to reduce the number of pedestrians, bicyclists and participants in other wheeled sports killed and injured in crashes. These goals will be accomplished by providing safety education to both the general public and specific target groups, developing and evaluating engineering solutions, and expanding helmet distribution programs. Community-based programs will play a major role in these efforts. Research and evaluation activities will be undertaken to assist in determining the nature and scope of the pedestrian crash problem, especially with respect to location of the crashes, and in crashes involving alcohol, whether the driver or pedestrian was impaired.



OCCUPANT PROTECTION

Since New York passed the nation's first mandatory seat belt law more than 20 years ago, nearly every other state has followed New York's lead. Because of the life-saving benefits of occupant restraints, efforts to increase their use have been a national priority for many years. After the initial jump in seat belt use immediately following the implementation of New York's law, the use rate continued to increase at a gradual pace until it leveled off in the mid-1990s at about 75 percent. It was at that point that highway safety professionals rallied behind a new program, *Buckle Up New York*. *BUNY*, as it has come to be known, is a high-visibility enforcement and education (PI&E) campaign. The national "Click It or Ticket" slogan was added to the *Buckle Up New York* program in 2002 in conjunction with New York's participation in the national seat belt mobilization.

In 2003, the seat belt use rate in New York reached an all-time high of 85 percent where it remained for the next two years before slipping to 83 percent in 2006 and 2007. The fact that the use rate has remained relatively unchanged in the last few years suggests the need to both continue the efforts that have proven effective and to identify new approaches that can reenergize the program. One of the strategies that New York hopes will invigorate the program is the Department of Motor Vehicles' new PI&E campaign called "Get It Together New York."

Child passenger safety continues to be an important component of New York's occupant protection program. Since 2004, a Child Passenger Safety Advisory Board has taken the lead role in developing the *Child Passenger Safety Education Program (CPS)* in New York, including the identification and training of new CPS technicians. In March 2005, new legislation was implemented requiring all children ages four, five and six to be restrained in an appropriate child restraint system; booster seats are the appropriate restraint for the majority of children in this age group.

The distribution of occupants among the various injury categories remained relatively unchanged between 2003 and 2005. The proportion of occupants who were killed increased from .26% to .29% in 2004, followed by a decrease to .24% in 2005; the proportion of occupants who were seriously injured decreased from 2.70% in 2003 and 2004 to 2.58% in 2005.

**VEHICLE OCCUPANTS COVERED BY NEW YORK STATE'S SEAT BELT LAW
KILLED OR SERIOUSLY INJURED IN CRASHES,* 2003-2005**

	2003	2004	2005	2008 Goal	2012 Goal
Fatalities	0.26%	0.29%	0.24%	0.23%	0.20%
Serious Injuries	2.70%	2.70%	2.58%	2.40%	2.20%

* Police-reported crashes

The Mean Severity of Injury (MSI) measure also indicates that the severity of injuries suffered by vehicle occupants covered by the seat belt law remained relatively stable at approximately 1.25 from 2003 to 2005. In calculating the MSI, a weight of 4 is assigned to a fatality, 3 to a serious injury, 2 to a moderate injury, and 1 to a minor injury.

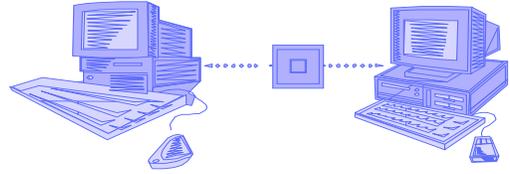
**MEAN SEVERITY OF INJURY (MSI) FOR VEHICLE OCCUPANTS
COVERED BY NEW YORK STATE'S SEAT BELT LAW,* 2003-2005**

2003	2004	2005	2008 Goal	2012 Goal
1.24	1.25	1.25	1.23	1.20

* Police-reported crashes

GOALS AND OBJECTIVES

The primary goals of the occupant protection program are to decrease the number of vehicle occupants killed and to mitigate the severity of the injuries suffered. Increasing compliance with the seat belt law is essential to the achievement of these goals. The strategies identified for accomplishing these goals include high visibility enforcement, research to identify target groups of motorists who do not comply with the law, public information and education, and child passenger safety training.



TRAFFIC RECORDS

To meet the challenges of identifying the nature and location of traffic safety problems and developing appropriate countermeasures, agencies and organizations involved in traffic safety at all jurisdictional levels require access to a variety of traffic records data. The traffic safety community needs data on crashes and injuries, arrests and convictions for traffic violations, and highway engineering initiatives. The need for accurate and timely data, together with an ever increasing need for data analysis support, is being addressed vigorously by New York through major improvements in the way it maintains and uses its traffic records systems.

Since the mid-1990s, New York has made significant strides in improving its various traffic records systems and data files. In 1995, under the direction of the GTSC, New York developed and implemented a strategic plan that produced tremendous advances in its accident and ticket records systems. To build on this progress, in 2005 New York developed a new multi-year traffic records strategic plan. Developed by New York's Governor's Traffic Safety Committee, with assistance from the state's Traffic Records Coordinating Council and the Institute for Traffic Safety Management and Research, the new strategic plan covers the four-year period, 2006-2009.

Using a performance-based approach, the 2006-2009 multi-year strategic plan addresses the major deficiencies noted in the state's crash, enforcement/adjudication, driver, injury surveillance, vehicle, and roadway data systems. The plan identified the limitations in these six core traffic records systems and potential improvement opportunities for those systems. Upon approval of the plan by NHTSA in August 2006, the implementation of Program Year 1 of the plan was initiated in September 2006.

At New York's request, a Traffic Records Assessment was conducted in May 2007 by a team of experts assembled by the National Highway Traffic Safety Administration. The strategic plan was updated in June 2007 and submitted to NHTSA on June 15 as the key component of New York's application for Year 2 funding under Section 408; input from the Assessment team was incorporated into the plan.

The importance placed on improving the state's traffic records systems is also evident in the improvements made in the other traffic-related systems maintained by the Department of Motor Vehicles and those maintained by the Department of Transportation, Department of Health, Division of Criminal Justice Services, Division of Probation and Correctional Alternatives, and the Division of State Police. In addition, the continued expansion of electronic reporting, especially in New York City, continues to be a priority.

GOALS AND OBJECTIVES

The primary goals of the efforts undertaken in the area of traffic records are to continue to coordinate efforts by various agencies to expand or enhance their capabilities to collect, retrieve and disseminate traffic safety data electronically on both the local and statewide levels. In addition, efforts for continued improvements in data linkage capabilities among traffic safety-related data systems at both the state and local levels will be supported. Funding will be also be available for the installation of new technologies by enforcement agencies and the courts and for the training necessary for the operation of these technologies.



COMMUNITY TRAFFIC SAFETY PROGRAMS

Community Traffic Safety Programs combine strategies from several traffic safety program areas to address local highway safety problems. Communities within a county are encouraged to cooperatively develop a strategic plan which identifies and documents the county's highway safety problems. Because of the integral role local programs play in achieving the statewide highway safety goals, increasing the number of counties participating in the program continues to be a priority.

The strategies implemented under the individual community traffic safety programs will contribute to the attainment of the goals established for the statewide highway safety program. In addition to funding local programs, the strategies in this area include efforts to promote the development of broad-based coalitions that include organizations with differing perspectives on traffic safety issues, such as private sector organizations, state and local government, the media, the business community and industry associations. Educational efforts to improve traffic safety among high risk target groups are a priority for these community programs. One example of a coalition that has developed in the past year to address the needs of specific target group is the Capital Region Older Driver Assistance Network. The next focus will be a working group to address issues related to teen drivers.

The issue of distracted driving is another traffic safety concern that New York will continue to address through education and other approaches. The number and proportion of fatal crashes reported to involve "driver inattention/distraction" as a contributory factor is on an upward trend;

approximately 11% of the fatal crashes in 2006 involved distracted driving. For the past several years, distracted driving has also consistently been a factor in 18% of the personal injury crashes.

The use of cell phones while driving has become one of the most prominent concerns with respect to distracted driving behavior. To address this issue, New York became the first state to pass a law banning the use of hand-held cell phones by vehicle operators on the state's roadways. Legislation banning text messaging while driving has also been introduced.

**“DRIVER INATTENTION/DISTRACTION” CRASHES
IN NEW YORK STATE,* 2003-2006**

	2003	2004	2005	2006**
Fatal Crashes	118	119	122	143
% of all fatal crashes	8.7%	8.7%	9.3%	10.7%
Fatal Crashes Involving Cell Phone Use	1	3	1	3
% of all fatal crashes	0.1%	0.2%	0.1%	0.2%
Injury Crashes	25,586	24,169	23,221	n/a
% of all injury crashes	18.2%	18.3%	18.2%	n/a
Injury Crashes Involving Cell Phone Use	221	229	240	n/a
% of all injury crashes	0.2%	0.2%	0.2%	n/a

* Police-reported crashes

** Preliminary data based on cases completed as of June 2007

PROGRAM MANAGEMENT

The Governor's Traffic Safety Committee (GTSC) is responsible for coordinating and managing New York State's comprehensive highway safety program. The GTSC takes a leadership role in identifying the state's overall traffic safety priorities; provides assistance to its partners in problem identification at the local level; and works with its partners to develop programs, public information campaigns, and other activities to address the problems identified. In addition to the 402 highway safety grant program, the GTSC administers various incentive grant programs awarded to the state under SAFETEA-LU. In administering the state's highway safety program, the GTSC takes a comprehensive approach, providing funding for a wide variety of programs targeting crash and injury reduction through education, enforcement, engineering, community involvement, and greater access to safety-related data.

GOALS AND OBJECTIVES

The GTSC is committed to continuing and strengthening planning at the state and local levels and to promoting the use of the Highway Safety Strategic Plan (HSSP) as the principal document for setting priorities, directing program efforts, and assigning resources. The GTSC's role will include efforts to identify new and expand existing technology as a means of disseminating traffic safety information and improving communication with its customers, and to provide direction, guidance, and assistance to support the traffic safety efforts of public and private partners. The GTSC will also continue to coordinate and provide training opportunities for the state's traffic safety professionals and to support the use of evaluation as a tool in the state's highway safety program. To improve efficiency, the GTSC has undertaken a project to develop or acquire an integrated grant management system.

The GTSC will also continue to support the NYS Department of Transportation by participating in the development of a NYS Strategic Highway Safety Plan (SHSP) based on the requirements of SAFETEA-LU. In addition, New York has prepared a Traffic Records strategic plan to meet the application requirements for Section 408 funding under SAFETEA-LU.

2008 HIGHWAY SAFETY PROGRAM PLANNING PROCESS

DEVELOPMENT OF NEW YORK'S HIGHWAY SAFETY STRATEGIC PLAN FOR FFY 2008

In preparing its FFY 2008 Highway Safety Strategic Plan (HSSP), New York continued a performance-based approach to the planning and management of the state's program. The intent of New York's strategic planning process is to implement a data-driven approach in identifying problems and setting priorities for the state's highway safety program. Each year, the Governor's Traffic Safety Committee (GTSC) conducts meetings to assist grantees with the problem identification process and the development of innovative countermeasures. The meetings provide feedback about local problems that aid the GTSC in the identification of statewide problems. County-specific traffic safety data are made available to grantees on the GTSC website at www.SafeNY.com.

The problem identification process conducted for the 2008 HSSP included analyses of overall performance measures established for the statewide program, as well as measures related to each of the major program areas. These measures were reviewed in relation to the goals and objectives in the 2007 HSSP. The next step in the planning process was to revise the existing goals and objectives based on the current status of the various performance measures and to establish new goals and objectives where needed. Long-term goals were set for five years in the future while short-term goals and objectives set targets for the next fiscal year.

At the time this Highway Safety Strategic Plan was prepared, 2005 was the most recent year for which a complete set of crash data was available. In addition, some preliminary 2006 data were available for fatal crashes and fatalities. Complete 2006 ticket data were available from the TSLED and Administrative Adjudication systems.

In setting goals related to fatal crash and fatality data, the 2006 fatal crash and fatality data were used as the base; 2005 data were used in setting goals related to injuries. Goals and performance objectives related to tickets used 2006 data as the base. The method for setting the goal depended on the trend in the performance measure over the most recent three-year period for which data were available. If there was no clear trend in the measure over this period, i.e., the measure did not increase or decrease consistently over the three years, a three-year average was used as the baseline for calculating the goal. If the measure did increase or decrease consistently, the most recent year was used as the baseline.

A similar process was followed in reviewing the performance objectives. The performance objectives provide the link between the strategies and specific projects implemented and the goals of the highway safety program. Where appropriate, the targets set for the performance objectives were revised, and in some cases, new strategies for achieving the objectives were identified.

DATA SOURCES

The primary sources of data for the problem identification process were four traffic records systems maintained by the NYS Department of Motor Vehicles (DMV): 1) the crash file consisting of police accident reports filed by the police and motorist reports filed by individual motorists; 2) the driver's license file; 3) the TSLED (Traffic Safety Law Enforcement and Disposition) system, and 4) the Administrative Adjudication ticket system.

PARTICIPANTS IN THE PROCESS

The University at Albany's Institute for Traffic Safety Management and Research (ITSMR) conducted the problem identification process under contract to, and with the guidance of, the GTSC. The member agencies of the GTSC, statewide associations, non-profit organizations, and other statewide partners play a major role in the development of New York's highway safety strategic plan. These agencies and organizations are responsible for the identification of strategies to address the problems identified and for implementing programs that will ultimately enable the achievement of the state's goals for improving highway safety. Representatives of local traffic safety programs participate in the state's highway safety strategic process through meetings with the GTSC. Local traffic safety programs submit their grant applications to their county Traffic Safety Board, helping to ensure county-wide coordination of efforts.

COORDINATION WITH NEW YORK'S STRATEGIC HIGHWAY SAFETY PLAN

The planning process for this year's HSSP was enhanced through its coordination with a related effort undertaken by the New York State Department of Transportation (NYSDOT) in consultation with the GTSC and representatives from a wide range of other state and local organizations concerned with traffic safety. The new SAFETEA-LU legislation requires NYSDOT to develop and implement a data-driven Strategic Highway Safety Plan (SHSP) that identifies key emphasis areas to be addressed to reduce roadway fatalities and serious injuries in New York State. The results of other state and local planning processes, such as the HSSP process, are to be considered in developing the key emphasis areas for the SHSP.

Teams of representatives from the four E's, i.e. engineering, education, enforcement, and EMS, were designated to review the available data in six major areas, determine the priority issues, establish performance goals and identify a set of strategies that will reduce fatalities and serious injuries. The GTSC provided leadership for the Driver Behavior Team; the team's membership included representatives from several state and local agencies and organizations involved in traffic safety, including the member agencies of the Governor's Traffic Safety Committee. Since the purpose of the SHSP is to encourage comprehensive approaches and collaboration among the

agencies, it was anticipated that the priority driver behavior issues addressed in the HSSP will be targeted by a wider range of countermeasures. Through the team process, the priority safety issues related to driver behavior and the most promising strategies for reducing fatalities and serious injuries related to these driver behaviors were identified for inclusion in the SHSP, in addition to the HSSP.

FORMAT OF THE PLAN

The HSSP includes a description of the statewide program and the current status of broad statewide crash, fatality, and injury measures. Long-term and short-term goals based on these measures are provided.

The plan also includes overviews of the individual program areas which provide general descriptions of the trends and major issues in these areas. Specific findings of the problem identification process with the pertinent documentation are presented. Each program area description also includes long-term and short-term goals, performance objectives, and the performance measures for each goal and objective. Strategies for achieving the objectives established for each program area are presented.

STATEWIDE HIGHWAY SAFETY PROGRAM

OVERVIEW

The goals of New York's comprehensive statewide highway safety program are to prevent motor vehicle crashes, save lives, and reduce the severity of injuries suffered in crashes. The Governor's Traffic Safety Committee (GTSC) provides leadership and support for the attainment of these goals through its administration of the federal 402 program and various incentive grants awarded to New York under the new Safe, Accountable, Flexible, and Efficient Transportation Equity Act: a Legacy for Users (SAFETEA-LU).

In order to qualify for Highway Safety Improvement Program (HSIP) funds under SAFETEA-LU, the NYS Department of Transportation (NYSDOT) was required to develop a Strategic Highway Safety Plan (SHSP) for the state in consultation with the GTSC, the Motor Carrier Safety Assistance Program (MCSAP), local and regional transportation planning organizations, and other major state and local traffic safety stakeholders. To assist NYSDOT in meeting this requirement, the GTSC participated in the development of a SHSP for New York State.

This comprehensive plan draws from the many planning documents prepared by the various agencies responsible for promoting highway safety, including the Highway Safety Strategic Plan (HSSP), and identifies key safety emphasis areas that New York needs to address if the state's goals for reducing motor vehicle crashes, fatalities and injuries are to be met. These emphasis areas are: Driver Behavior, Pedestrian Safety, Large Truck Safety, Motorcycle Safety, Highway Safety, Emergency Medical Services and Traffic Safety Information Services. Because the overall goals of the Section 402 Highway Safety Program are shared by all of the agencies in New York State responsible for traffic safety, where appropriate, the goals established in 2007 were adopted in the SHSP.

The GTSC is responsible for the coordination of state and local initiatives directed toward the highway safety priorities identified in the annual Highway Safety Strategic Plan. The following priorities have been established for New York's 2008 HSSP:

- Development of new outreach programs to educate teen drivers and their parents on New York's graduated driver's license system, avoidance of high risk behavior, and general safe driving practices
- Increased enforcement of the laws relating to impaired driving
- Strengthened relationships with county STOP-DWI programs to provide new, innovative approaches to reducing impaired driving
- Continued implementation of the new laws targeting high BAC and recidivist impaired drivers and the lower BAC per se limit of .08%

- Increased public awareness and enforcement of the zero-tolerance law, underage drinking, and the law prohibiting the use of fraudulent identification to purchase alcohol
- Continued active enforcement and related public information and education activities to increase seat belt use in New York State
- Increased outreach in the proper use and correct installation of child safety seats
- Expanded PI&E for occupant restraint issues, including child passenger safety, targeting specific high risk groups and geographic areas of the state
- Passage of legislation to increase the penalties for aggravated unlicensed operation and operating a vehicle without proper insurance
- Increased education and enforcement relating to the Vehicle and Traffic Laws pertaining to speeding, running red lights, and other unsafe and aggressive driving behaviors
- Renewed attention to the dangers of drowsy driving
- Increased training and education for motorcycle operators through the expansion of New York's *Motorcycle Rider Education* program into new areas of the state and new outlets in areas with established sites
- Increased efforts to improve pedestrian and bicycle safety, particularly in the state's larger metropolitan areas

The GTSC will continue and expand its active PI&E program addressing a variety of traffic safety issues. The GTSC's long-standing relationship with the New York State Broadcasters' Association has resulted in the production and airing of non-commercial sustaining announcements (NCSAs) aimed at the general audience and at special target groups, including minorities and urban and rural populations. Similarly, efforts with other media associations have enabled the GTSC to reach expanded audiences with traffic safety messages. For example, Hispanic networks in the New York City metropolitan area and other downstate areas have aired occupant restraint PSAs in Spanish. In addition, the Outdoor Advertising Association has made unused billboard space available for seat belt, speeding, and impaired driving messages. In the coming year, media associations will provide expanded educational outreach services through their memberships. In addition to the NCSA program, New York will continue to support the distribution of bilingual educational messages through the print media, posters, brochures, and billboards. These educational outreach efforts reinforce the efforts of the enforcement community to increase compliance with the traffic laws.

Analyses of statewide data from the Department of Motor Vehicles crash file indicate the following:



The number of fatalities in motor vehicle crashes in New York State fluctuated over the four-year period, 2003-2006, while the number of persons injured was on a steady downward trend between 2003 and 2005; 1,435 persons were killed in 2006 and 206,514 were injured in motor vehicle crashes in 2005.

MOTOR VEHICLE-RELATED FATALITIES AND INJURIES IN NEW YORK STATE, 2003-2006

	2003	2004	2005	2006*
Number of Fatalities	1,477	1,495	1,410	1,435
Number of Injuries	242,173	220,837	206,514	n/a

* Preliminary data based on cases completed as of June 2007



In New York, the fatal crash rate per 100 million vehicle miles traveled (VMT) declined from 1.00 in 2003 and 2004 to 0.93 in 2005 and remained relatively stable at 0.94 in 2006. New York's fatal crash rate remained well below the national level.

FATAL CRASH RATE PER 100 MILLION VMT, 2003-2006

	2003	2004	2005	2006
New York	1.00	1.00	0.93	0.94
National	1.32	1.31	1.32	n/a



The Mean Severity of Injury (MSI) is the average severity of motor vehicle injuries based on the KABC injury scale. The KABC injury scale categorizes injuries into four levels of severity: fatal (K), serious (A), moderate (B), and minor (C). The MSI ranges from 4 to 1 (with 4 = fatal and 1 = minor injury). The MSI remained relatively constant over the three years, 2003-2005.

MEAN SEVERITY OF INJURY (MSI), 2003-2005

2003	2004	2005
1.26	1.27	1.28

PERFORMANCE GOALS AND MEASURES

Long-term Performance Goals

- Reduce the number of motor vehicle-related fatalities from an annual average of 1,446 in 2004-2006 to 1,285 in 2012
- Reduce the fatal crash rate per 100 million VMT from an annual average of 0.96 in 2004-2006 to 0.88 in 2012
- Reduce the Mean Severity of Injury (MSI) from 1.28 in 2005 to 1.20 in 2012

Short-term Performance Goals

- Reduce the number of motor vehicle-related fatalities from an annual average of 1,446 in 2004-2006 to 1,387 in 2008
- Reduce the fatal crash rate per 100 million VMT from an annual average of 0.96 in 2004-2006 to 0.92 in 2008
- Reduce the Mean Severity of Injury (MSI) from 1.28 in 2005 to 1.25 in 2008

Performance Measures

- Number of motor vehicle-related fatalities
- Fatal crash rate (number of crashes with at least one fatal injury per 100 million VMT)
- Mean Severity of Injury (MSI)

IMPAIRED DRIVING

OVERVIEW

Alcohol and other drug-impaired driving continue to threaten the safety of all road users in New York State. As part of its long-term commitment to improve highway safety, New York conducts a vigorous campaign to combat impaired driving. A cornerstone of New York's efforts has been the highly successful Special Traffic Options Program for Driving While Intoxicated (STOP-DWI) which celebrated its 25th anniversary in November 2006. Enhanced and innovative enforcement efforts have been successfully coupled with increased public information and education to produce positive results in recent years. New legislation and other countermeasures recently incorporated into New York's impaired driving program are contributing to the state's efforts to lower the involvement of alcohol in fatal crashes.

Major legislation targeting the worst impaired driving offenders was enacted in New York State within the past year. This omnibus DWI reform legislation addresses a wide range of issues, including high BAC operators, persistent offenders and alcohol-related homicides that involve certain aggravating factors. Specifically, this multi-part legislation 1) creates the offense "Aggravated Driving While Intoxicated" for drivers with a BAC of .18% or more and establishes stricter penalties for these high BAC drivers, 2) establishes a new offense "Driving While Ability Impaired by the combined influence of alcohol and drugs," 3) establishes new requirements for screening, assessment and treatment, 4) adds four new aggravating factors that raise a crime from 2nd to 1st degree Vehicular Manslaughter, 5) increases the penalties for chemical test refusals, and 6) establishes new criteria for imposing "permanent revocation" on persistent offenders. The state agencies and other partner organizations responsible for the various components of the impaired driving system are planning a two-day conference for fall 2007 that will address the implementation of this new legislation.

Additional legislation directed toward the most serious impaired driving offenses was also passed during the 2007 legislative session, including legislation related to the installation and operation of ignition interlock devices. Other legislation effective November 1, 2007 creates the new crimes of aggravated vehicular assault and aggravated vehicular homicide when such crimes are committed by motorists that meet specific criteria.

Among the new legislation also enacted in 2006 was the "Bill Leaf – Brandi Woods Law." Effective November 1, 2006, this legislation amended the Penal Law to provide for a charge of vehicular assault or vehicular manslaughter in the 1st degree if the driver committing either of these crimes has been convicted of any impaired driving provisions of the Vehicle & Traffic Law within the preceding ten years. Also effective November 1, impaired driving offenses committed in another state within the previous ten years are considered in determining the penalties to be imposed on drivers convicted of impaired driving in New York. Another newly-enacted law

created a 21-member Advisory Council on Underage Alcohol Consumption to conduct a study and recommend strategies for reducing underage drinking.

These recently-enacted laws enhance previous legislation establishing stricter penalties for the most serious impaired driving acts. For example, Vasean's Law, enacted in 2005, increased the penalties for drivers who kill or seriously injure someone while driving under the influence of drugs or alcohol; specifically, the law eliminated the requirement for prosecutors to prove criminal negligence, making it easier to charge drunken drivers with felony vehicular assault or vehicular manslaughter. In 2005, the penalties for hit-and-run drivers who leave the scene of an accident that resulted in serious physical injury or death were also increased. These hit-and-run drivers can now be charged with a Class D felony that carries a maximum sentence of two and one-third to seven years in prison.

In 2005, New York also implemented the Driver Responsibility Assessment Act. This law requires drivers who are convicted of specific traffic violations to pay an assessment to the Department of Motor Vehicles. These violations include alcohol or drug-related traffic violations, chemical test refusals, and the receipt of six or more points on the driver's license within an 18-month period.

The state's efforts to enforce New York's impaired driving laws will also continue. In addition to routine sustained impaired driving enforcement, many counties and regions coordinate other vigorous deterrence initiatives. These include conducting sobriety checkpoints, multi-agency saturation patrols and other high visibility enforcement activities. These enforcement strategies are combined with an aggressive public awareness component and media campaign. New York will also continue to participate in the national impaired driving mobilization and will conduct its Safe and Sober Campaign during the national mobilization. Training programs such as the Standardized Field Sobriety Testing/Drug Recognition Expert (SFST/DRE) training for law enforcement officers, the DITEP training for education professionals, and training for prosecutors of DWI cases will also continue to be provided.

Federal, state, and local agencies; advocacy groups; community organizations; and private sector companies have combined their efforts to raise public awareness of the dangers of impaired driving. By promoting messages that encourage drivers to assume personal responsibility for their behavior, these groups have joined forces in changing the public's attitude toward impaired driving. A variety of programs targeting underage drinking drivers continue to be needed; the expertise and resources of the NYS Office of Alcohol and Substance Abuse Services (OASAS) and other agencies will be enlisted to enhance these efforts. Strategies that target repeat offenders will also be emphasized.

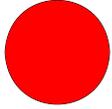
Key points derived from the analyses of data related to impaired driving are presented below.



The number of alcohol-related fatalities increased from 295 in 2003 to 382 in 2004 and 2005. In 2006, there were 388 alcohol-related fatalities, indicating a continuation of the upward trend.



The rate of alcohol involvement in fatal crashes in New York State is substantially lower than the national average. In 2006, 27% of fatal crashes in New York State were alcohol-related, compared to the national rate of 39%.



The number of persons injured in alcohol-related crashes increased slightly from 8,004 in 2003 to 8,024 in 2004 and then decreased to 7,724 in 2005.

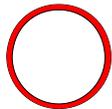
ALCOHOL-RELATED CRASHES IN NEW YORK STATE,* 2003-2006



	2003	2004	2005	2006**
Fatal Crashes	256	332	350	354
% of all fatal crashes	18.9%	24.3%	26.8%	26.6%
# of fatalities	295	382	382	388
Injury Crashes	5,395	5,327	5,270	n/a
% of all injury crashes	3.8%	4.0%	4.1%	n/a
# of persons injured	8,004	8,024	7,724	n/a

* Police-reported crashes

** Preliminary data based on cases completed as of June 2007



46% of the alcohol-related crashes in 2005 occurred between 9 pm and 3 am.



In 2005, 40% of alcohol-related crashes continued to occur on Friday and Saturday nights between 6 pm and 6 am.

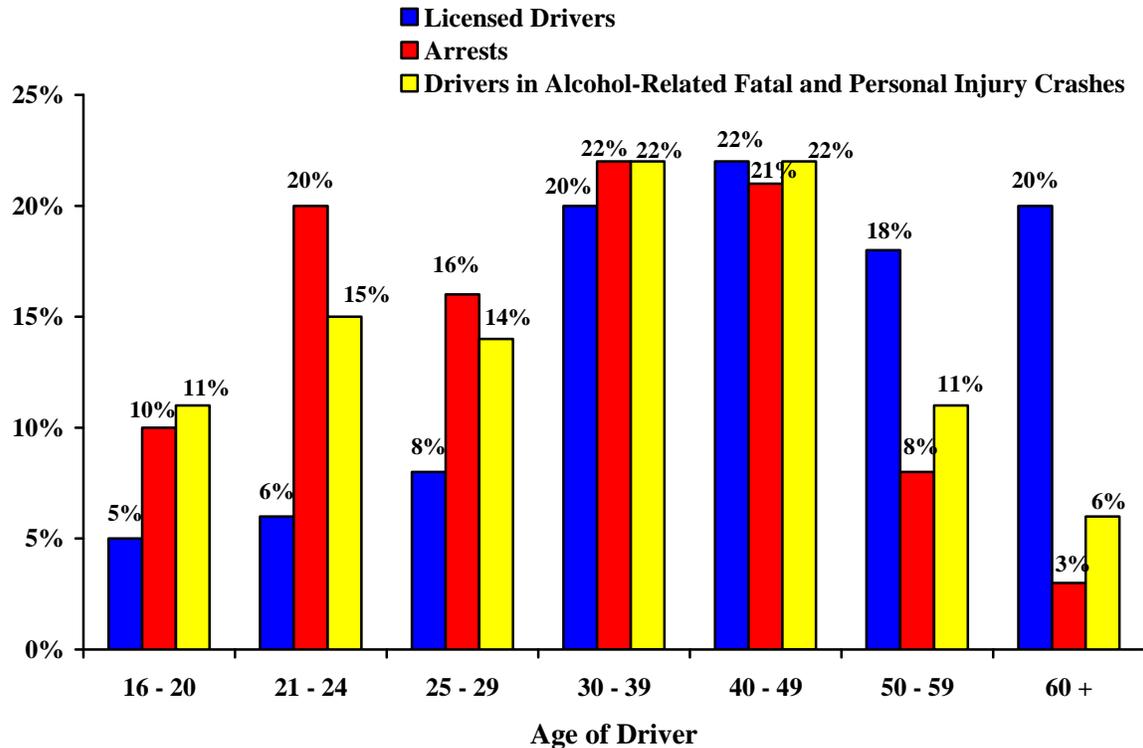


In 2006, male drivers accounted for 79% of the drivers arrested for impaired driving. Nearly half (48%) of the drivers (for whom a BAC was reported) had a BAC of .15% or higher.



Drivers under 21 years of age and 21-24 years of age continue to be overrepresented in both alcohol-related fatal and personal injury crashes and impaired driving arrests by a margin of more than two to one when compared with the proportion of licensed drivers in each of these age groups. In 2005, drivers under 21 represent 5% of the licensed drivers but account for 11% of the drivers in fatal and personal injury crashes and 11% of the arrests; drivers 21-24 years of age represent 6% of the licensed drivers in the state but account for 20% of the arrests and 15% of the drivers in alcohol-related fatal and personal injury crashes.

NEW YORK STATE LICENSED DRIVERS, DRIVERS IN ALCOHOL-RELATED FATAL AND PERSONAL INJURY CRASHES, AND PERSONS ARRESTED FOR IMPAIRED DRIVING BY AGE GROUP, 2005



PERFORMANCE GOALS AND MEASURES

Long-term Performance Goals

- Reduce the number of alcohol-related traffic fatalities from an annual average of 384 in 2004-2006 to 270 in 2012
- Reduce the number of alcohol-related traffic injuries from an annual average of 7,917 in 2003-2005 to 7,300 in 2012
- Reduce the number of drivers under 21 years old involved in alcohol-related fatal crashes from 53 in 2006 to 40 in 2012

Short-term Performance Goals

- Reduce the number of alcohol-related traffic fatalities from an annual average of 384 in 2004-2006 to 320 in 2008
- Reduce the number of alcohol-related traffic injuries from an annual average of 7,917 in 2003-2005 to 7,600 in 2008
- Reduce the number of drivers under 21 years old involved in alcohol-related fatal crashes from 53 in 2006 to 45 in 2008

Performance Measures

- Number of alcohol-related fatalities
- Number of alcohol-related injuries
- Number of drivers under 21 years old involved in alcohol-related fatal crashes

PERFORMANCE OBJECTIVES AND MEASURES

Performance Objectives

- Increase the number of persons arrested for impaired driving under the TSLED system from 46,924 in 2006 to 48,000 in 2008
- Conduct training for prosecutors, probation officers, toxicologists and judges in 2008
- Increase number of SFST and DRE instructors and the number of trained officers
- Provide refresher courses for officers trained in SFST
- Increase education programs and impact panels in schools focusing on underage drinking and driving

Performance Measures

- Number of persons arrested for impaired driving
- Number of prosecutors, probation officers, toxicologists and judges trained
- Number of SFST and DRE instructors and the number of officers trained
- Number of refresher courses for officers trained in SFST
- Number of awareness and education programs delivered in schools

STRATEGIES

Enforcement of Impaired Driving Laws

Initiatives will continue to be supported on both the state and local levels to increase enforcement of the impaired driving laws. Although the New York State STOP-DWI program may provide funding for DWI enforcement, Section 402 incentive funds may be used to support the development and implementation of innovative enforcement strategies. The GTSC will provide funding for high visibility enforcement programs, such as regional saturation patrols, sobriety checkpoints, the statewide Project Zero (Campaign Safe & Sober) program, and participation in the national impaired driving mobilization.

New efforts to publicize the enforcement activity will be pursued. Materials supporting the national campaign and local STOP-DWI programs are important for reinforcing the general deterrence message with the public.

Funding will continue to support the purchase of improved breath testing and field screening devices. These instruments use infrared technology that is more accurate and less susceptible to human error than earlier technology.

Impaired Driving Programs for Specific Target Groups

In addition to general deterrence approaches to reduce impaired driving, programs and strategies targeting specific groups of drivers are needed. In particular, special efforts are needed to address underage drinking and driving. The expertise and resources of the NYS Office of Alcohol and Substance Abuse Services (OASAS) and other agencies will be enlisted to enhance these efforts. Strategies for this area include:



Underage Drinking and Driving

Strategies to limit access to alcohol by persons under the age of 21 will be supported. Examples of these programs include Party Patrols, sting operations at parties and establishments that sell alcohol, beer keg identification programs, and training to enable sellers to identify false documents. Efforts will also be made to expand the number of partners involved with an ongoing statewide program to curb underage drinking and driving which began in 2001 as a cooperative effort among GTSC, the state and local police, the State Liquor Authority, the STOP-DWI Association, the Office of Alcohol and Substance Abuse Services, the Sheriff's Association, and other agencies. A major component of the program is multi-agency sting operations. The GTSC provides funding to purchase scanners to check for fraudulent and altered IDs; public information and education activities are also incorporated.

The Department of Motor Vehicles has completed the issuance of new distinctive license documents with better security features for all drivers under 25. This is expected to provide additional assistance in identifying drivers under the legal drinking age and those in the highest risk groups for alcohol crash involvement. A public information and education program targeting the public, bars and other establishments where alcohol is sold, and law enforcement will be implemented.

The DMV Division of Fraud and Investigations is working with the State Liquor Authority (SLA) and local law enforcement agencies to identify forged driver's licenses used to obtain alcohol by underage drinkers. In addition, DMV has implemented a new policy restricting the number of duplicate licenses an individual may obtain to reduce fraudulent use.

While underage drinking and driving is a major problem statewide, it is often a more serious problem in rural counties. According to the NYS Office of Alcoholism and Substance Abuse Services (OASAS), rural communities are at greater risk for underage drinking and the harm that it creates. This contention is supported by a recently published Columbia University study, which found that the number of underage drivers (16-20) arrested for DWI is 69 per 10,000 population in rural areas, compared to 48 per 10,000 population in urban and suburban jurisdictions. To combat this problem, innovative, multi-jurisdictional enforcement initiatives will be developed and supported.

The NYS Sheriffs' Association, with funding and program support from the GTSC, has identified rural upstate counties with a high incidence of underage drinking and driving. The Sheriffs' Association will continue to work with these jurisdictions in a coordinated, multi-county enforcement initiative designed to coincide with the peak underage drinking and driving periods of the holidays, prom time, graduation, and summer vacation. The approach will continue to feature strict zero tolerance enforcement targeted to the times of day, days of week, and locations most frequently associated with underage drinking and driving. Where possible, these enforcement initiatives will also continue to be coordinated with municipal law enforcement agencies in the targeted counties.



Drug-Impaired Driving

While research studies continue to show that drugs are a prevalent factor in motor vehicle fatalities, there are relatively few arrests for drugged driving, even in localities that have trained Drug Recognition Experts (DREs). Efforts to increase and improve training opportunities for local agencies and the State Police will be supported through a coordinated statewide effort. The GTSC will sponsor a two-day Advanced Roadside Impaired Driving Enforcement (ARIDE) training for patrol officers. In addition, the GTSC which is the coordinating agency for the DRE program in New York State, is managing a tracking system for the program. With this system, the GTSC will be able to track each DRE in the field and know what drugs are most commonly used in New York.

The GTSC will also continue to train more instructors to teach the DITEP (Drug Impairment Training for Educational Professionals) course. The DITEP training was developed to help fight the growing problem of drugs in the educational environment, and to make schools a safer environment for learning. The purpose of the training is to provide school administrators, nurses, and law enforcement School Resource Officers, where applicable, with a systematic approach to recognizing and evaluating students who are abusing and impaired by drugs.



Alcohol Education for Parents

For many persons under 21, their primary access to alcohol continues to be through their family. The GTSC will support appropriate efforts to educate parents and other adults on the serious risks associated with allowing and/or condoning alcohol use by persons under age 21. A number of localities have adopted the "Parents Who Host Lose the Most" program. This program was established in Ohio in 2000 to raise awareness among parents regarding the dangers of underage drinking and the liability they assume if they supply alcohol to minors in their homes. The GTSC will work with communities that undertake this or similar programs to educate parents on the importance of restricting access to alcohol for underage consumption. The New York State Association of Chiefs of Police continues to strongly endorse and promote this worthwhile initiative.



Interventions at High Schools and Colleges to Reduce Underage Alcohol Consumption

College-based interventions are a necessary component in the fight against underage drinking and driving. The presence and use of alcohol on college campuses is unacceptable, given that approximately three-quarters of the student population is under the legal drinking age. There is a need for broad-based programs that include the involvement of the school's administration in controlling the availability and consumption of alcohol on campus. Efforts to promote cooperation among off-campus establishments and communication with the surrounding community will be supported.

One example of an effort to reduce underage impaired driving crashes among college students is a statewide exhibition project funded through the New York State STOP-DWI Association. The "Friends" exhibit is an ethnographic and artistic exhibit depicting the individual life histories of the underage youths involved in the tragic Colgate University impaired driving crash in 2000. The exhibit is mobile and can be transported to university and college art galleries throughout the state. Each college may add information and memorabilia about underage impaired driving injury and fatal crashes that occurred in their local areas. A similar program, "Gone 4Ever," began in Onondaga County in June 2006.

The GTSC is also supporting a new program, entitled "Last Call," intended to deter impaired driving among high school students. Three museum-quality exhibits are being designed; each will focus on crashes involving high schools students that occurred in three different regions of the state. In addition, a movie will be produced with segments of the crashes shown in the exhibits. The movie will be shown at exhibit sites and will be available online.



Interdiction at Point of Sale

The Division of Criminal Justice Services is providing data to the county STOP-DWI programs for use in identifying the alcohol beverage establishments that have been the drinking location for a large number of drivers subsequently arrested for DWI. These data are being gathered from DWI arrest reports that indicate the last location where the offender was drinking. The STOP-DWI programs and the New York State Liquor Authority (SLA) are working together to address this problem; these establishments are contacted and encouraged to sponsor alcohol awareness training for their employees. The SLA also conducts follow-up monitoring of these establishments to ensure compliance.



Repeat DWI Offender Programs

The problem of DWI recidivism and persistent drinking drivers will continue to be addressed through the Drinking Driver Program (DDP) and its treatment referral mechanism. Support will also be provided for the development of an information system that will facilitate the exchange of information between the DDP providers and the Department of Motor Vehicles. The GTSC will also support the participation of repeat DWI offenders in a traffic safety program provided by the Division of Probation and

Correctional Alternatives. The recently enacted omnibus impaired driving legislation provides additional penalties for certain repeat offenders and also for any driver with a high BAC (.18+).

Educational Programs and Training

Many of the strategies in the impaired driving program have a public information and education component. Educational and training programs for specific groups will also be supported.



Networks for Educational Outreach

The use of various networks to deliver educational outreach to specific groups and venues will be supported. One example is a program conducted at raceways by a network of enforcement partners that includes the Department of Motor Vehicles' Division of Fraud and Investigations, the New York State Association of Chiefs of Police, the New York State Sheriffs' Association and the Fraternal Order of Police.



Cultural Diversity

The GTSC will support the development of a cultural diversity tool kit by the New York State Association of Traffic Safety Boards (NYSATSB) Education/Culturally Diverse Committee. The tool kit will contain a DVD on media literacy and cultural diversity targeting. The purpose of the DVD will be to educate both traffic safety partners and culturally diverse populations on advertising messages used by the alcohol and vehicle industries and their potential impact on impaired driving and other unsafe driving behaviors.



Underage Drinking and Driving

There is a continued need for a public information and education campaign targeting underage drinking and driving. The messages should incorporate the negatives or consequences of underage drinking and impaired driving, including the physical and psychological ramifications, the risk of crashes, the effects of binge drinking, alcohol poisoning, alcoholism, media literacy, family disruption, and associated crime.

The GTSC will continue to promote and support the initiatives calling for law enforcement to form multi-agency regional enforcement teams to gather intelligence on underage drinking activity and take coordinated enforcement actions against alcoholic beverage retailers and underage consumers. To deter underage purchases, local police will continue to be trained in the detection of fraudulent driver's licenses. Local police will educate alcohol beverage sellers and servers about these methods.

To reduce impaired driving crashes involving young drivers, enforcement of New York's "Zero Tolerance" law that makes it illegal for drivers under age 21 to drive with a BAC

of as little as .02% continues to be emphasized. The public will continue to be educated regarding the law and its implementation will continue to be monitored.

The GTSC may sponsor an underage awareness conference for local and state partners. Information on best practices in the prevention of underage drinking and driving will be presented.



Training Programs for Local Police and Court Personnel

Through the New York State Traffic Resource Prosecutor, working with the New York Prosecutor's Training Institute, increased opportunities to receive training on detection and innovative enforcement techniques will be made available to local police and prosecutors. Training to increase the courtroom skills of officers making DWI arrests and training for probation officers, prosecutors, and judges on the techniques of handling impaired driving cases will also be provided.



DWI and Drug Courts

Drug courts offer an alternative approach to the more traditional sanctions imposed for alcohol and drug abuse and related criminal activity. Persons sentenced to drug court are subjected to an extensive supervision and treatment program. In exchange for successful completion of the program, the court may dismiss the original charge, reduce or set aside a sentence, offer some lesser penalty, or offer a combination of these.

Although drug courts are being promoted on the national level for those arrested for alcohol and drug impaired driving, the GTSC has concerns regarding how these courts may operate within the framework of New York's impaired driving laws. For example, while the national model for such courts calls for a dismissal of the original charge, this is inappropriate for the alcohol offender due to the need to identify recidivist offenders. In addition, reducing the fines imposed for these violations may have a significant impact on the ability of localities both to interdict offenders and to support probation and treatment services. The GTSC continues to work with the courts to seek the best means of changing the drinking driver behavior of those who have been arrested and deterring this behavior in the general population. Although the GTSC continues to have reservations regarding the use of drug courts for persons charged with alcohol or drug impaired driving, projects that support participation in Drug Court training offered by NHTSA or deal specifically with DWI offenders will be considered for funding.



Interlock Devices Implementation

The GTSC is providing funding support to the Division of Probation and Correctional Alternatives to coordinate with its partners in developing recommendations and implementing policies and procedures for the use of interlock devices.



DWI Victim Impact Panels

Since 1989, New York State has encouraged the use of DWI Victim Impact Panels (VIP); currently, there are over 35 VIPs in the state. Many victims also speak in schools, at community events, and on radio and TV, and help to produce videos about the tragedies associated with impaired driving. These panels are funded at the local level, generally with user fees or county STOP-DWI funds.

Community-Based Programs to Address Impaired Driving

The local community has a large stake in preventing crashes and avoiding injuries resulting from impaired driving. Local communities are also in the best position to identify their priorities and direct the available resources to address these priorities. Because of limitations in resources, cooperative efforts on a county or regional basis are encouraged. Projects funded in this area include:



Statewide Implementation and Coordination of Impaired Driving Programs

This effort will include planning, coordinating, and overseeing the state's Section 402/410 impaired driving grant programs and the coordination of the Drug Recognition Expert training program, the county STOP-DWI programs, and all state-funded programs. The GTSC will network with public and private organizations and advocacy groups to meet the objectives of the statewide impaired driving program. Also included will be the statewide coordination of the implementation of any newly legislated programs and initiatives in impaired driving.

The GTSC supports county and statewide cultural diversity projects that include an alcohol component. The GTSC will sponsor a statewide conference on cultural diversity.

The GTSC is working with the STOP-DWI Coordinators' Association to produce and distribute public information and education materials as part of a statewide anti-drinking and driving campaign.



Impaired Driving Conference

An impaired driving conference will be held to discuss the various components of the system for dealing with impaired drivers from traffic stop through treatment. A particular focus will be the implementation of the new multi-part legislation enacted last year that targets high BAC offenders and establishes stricter penalties and new requirements for screening, assessment and treatment. Issues related to the arrest, arraignment, adjudication, treatment, probation, Drinking Driver Program, and licensing components of the system and the relationships among these different components will be addressed.

Legislative and Regulatory Measures

Activities funded in this area include efforts to educate motorists about new laws, monitor the implementation of these laws, and assess the impact on impaired driving behavior, crashes, and injuries.



Legislative Measures

Legislation to address a variety of impaired driving issues has been introduced for consideration by the State Legislature. Some of the higher profile bills are summarized below.

Withdrawal of Blood at the Request of a Police Officer

This law would allow a registered physician's assistant or certified nurse practitioner, acting within his or her lawful scope of practice, to supervise and direct the withdrawal of blood for the purpose of determining the presence of drugs or alcohol.

Mandatory Blood Testing

This law would mandate that a blood sample will be taken from all surviving drivers of fatal and serious injury crashes.

Impaired Driving with a Child in the Vehicle

This legislation would make impaired driving with a child in the vehicle a specific Vehicle and Traffic Law violation.

Research and Evaluation

Research and evaluation studies will be conducted to identify special problems or areas that need to be addressed by policy or program initiatives, and to identify effective strategies and countermeasures to address the problem of impaired driving. Areas for investigation may include youth and impaired driving, the adjudication of impaired driving offenses, and repeat offenders. Evaluations of existing programs will be conducted to determine their effectiveness with regard to their stated goals and objectives. Other projects may explore the application of new technology and the development of new program initiatives. Support will also be provided for evaluation projects related to the implementation of new laws and fulfillment of the requirements of legislatively-mandated studies. One potential study being considered is a major longitudinal study of persons arrested for impaired driving to determine the effects of new impaired driving sanctions, such as the ignition interlock requirement, on compliance and recidivism.

POLICE TRAFFIC SERVICES

OVERVIEW

Enforcement of the Vehicle and Traffic Law, in conjunction with public information and education, continues to be a cornerstone of New York's highway safety program. Coupled with excessive speed and other unsafe driver behaviors, the continuing increases in traffic volume and vehicle miles traveled have created a challenge for the law enforcement community. A proven strategy for success, and a long-held traffic safety doctrine, is that a combination of highly visible enforcement and public information and education (PI&E) is needed to achieve and sustain significant improvements in highway safety. These strategies increase voluntary compliance and have the added benefit of encouraging positive behavior such as safety belt use and reductions in aggressive driving.

Although traditional enforcement strategies are successful with the general driving population, different approaches are required for some groups, especially those who intentionally disregard the laws and become adept at avoiding apprehension, posing a high risk of injury or death to themselves and others. This group includes recidivist and high BAC drunk drivers, aggressive drivers, those who continue to drive with a suspended driver's license (aggravated unlicensed operation), and those who refuse to wear safety restraints. For these drivers, highly publicized selective enforcement efforts and targeted PI&E are needed. Various programs targeting impaired driving, non-compliance with the seat belt law, and aggressive driving have been very effective in New York; the GTSC continues to support these successful ongoing programs, as well as the development of innovative strategies to address these problems.

One example of a successful program combining enforcement and PI&E is the *Traffic Safety Corridor* project which targets high crash locations with a high incidence of aggressive driving-related contributing factors. This statewide program, coordinated by the State Police and the NYS Department of Transportation (NYSDOT), utilizes local law enforcement and media to saturate an area with intensive enforcement and publicity; the police then follow up with frequent enforcement activities. This program has been very effective in reducing speeding and other aggressive driving behaviors within these corridors.

Enforcement efforts are monitored through two computerized ticket systems maintained by the New York State Department of Motor Vehicles: the Traffic Safety Law Enforcement and Disposition system (TSLED) and the Administrative Adjudication system. The TSLED system tracks tickets from the time they are printed to their final disposition, recording data and providing management information to law enforcement agencies and the courts. The Administrative Adjudication system similarly records ticket data, but is also used to schedule hearings and account for the collection of traffic fines and surcharges. TSLED covers most of

the state, while the Administrative Adjudication system covers most of the densely populated areas of New York: New York City, the five western towns of Suffolk County on Long Island, and the cities of Buffalo and Rochester. Tickets issued through the TSLED system are processed through the court system, while tickets issued within the jurisdictions covered by the Administrative Adjudication system are processed by the Department of Motor Vehicles through hearings conducted by its Traffic Violations Bureau.

Traffic and Criminal Software (TraCS), New York's electronic ticket and accident report program, is also being implemented statewide. TraCS not only improves the timeliness and accuracy of the TSLED and Administrative Adjudication systems, but also allows for a more sophisticated traffic records management system for those police agencies using it.

Analyses of TSLED and Administrative Adjudication ticket data indicate the following trends:



3.8 - 4.1 million traffic tickets have been issued annually in New York from 2003 to 2006.



The large number of seat belt tickets issued in recent years is the result of New York's high visibility enforcement program, *Buckle Up New York/Click It or Ticket*. While the number of tickets has declined in recent years, in 2006, nearly 475,000 tickets (12% of the total traffic tickets issued in the state) were written for seat belt violations.



Over the four-year period, 2003-2006, there has been a steady increase in the number of tickets issued for impaired driving from 64,670 in 2003 to 78,625 in 2006. It should be noted that while the number of tickets increased dramatically (22%) between 2003 and 2006, the number of people arrested experienced a much more modest increase of 3%. The larger number of tickets is the result of multiple tickets issued for the same incident.



From 2003 to 2006, 18%-20% of the traffic tickets issued were for speeding violations.



The proportions of tickets issued by the State Police, county agencies, and local police agencies have remained fairly constant over time. In 2006, the State Police issued 24% of all traffic tickets, county agencies issued 15%, and local agencies issued 61% of all traffic tickets.

TICKETS ISSUED IN NEW YORK STATE, * 2003-2006

	2003		2004		2005		2006	
	#	%	#	%	#	%	#	%
Impaired Driving**	64,670	1.7	74,549	1.9	77,165	2.0	78,625	1.9
Speeding	774,411	20.2	737,542	19.3	723,626	18.5	729,129	18.0
Seat Belts	541,628	14.2	516,718	13.5	494,101	12.6	474,709	11.7
All Other	2,443,889	63.9	2,500,644	65.3	2,613,098	66.9	2,772,365	68.4
Total	3,824,598		3,829,453		3,907,990		4,054,828	

* Includes tickets issued under the TSLED and under the Administrative Adjudication systems; the Administrative Adjudication system does not include tickets issued for impaired driving.

** These figures represent multiple tickets issued to a person for the same event.

SPEED ENFORCEMENT

Speeding continues to be a major traffic safety issue and one of growing concern. Motorists' fascination with speed is due in part to faster cars, better highways, and the marketing of speed in advertising and the media. These trends are then compounded by the changes in the passenger vehicle fleet to larger, heavier vehicles. People leading busier lives and longer commutes may result in motorists being in more of a hurry when driving. Higher speed limits and the associated "spillover effect," higher traffic volumes and congestion, and a growing young driver population, all play a role and exasperate an already serious highway safety problem. Speeding vehicles pose a serious risk to all users of our highways, including occupants of the speeding vehicle, other cars, trucks, and motorcycles, as well as pedestrians. Speed-related crashes, like many others, are most often preventable and have large associated human and monetary costs.

Law enforcement continues to address speeding in traditional ways using radar technology, which has dramatically improved over the years, as well as through new and innovative means. One example of a new approach is the use of laser speed detection equipment which has signals that cannot be detected by motorists. "Low profile" patrol cars continue to be incorporated into the fleets of state, county and local police agencies and have proven highly effective in apprehending speeders and other aggressive drivers. While technology has greatly benefited the police profession, it has also helped those motorists who are intent on speeding to avoid apprehension. Despite the advances in speed detection equipment, it may be necessary to develop new technologies and related tactics to help alleviate the problem of speeding.

The GTSC, NYSDOT, the law enforcement community and other state and local partners are working together to develop strategies that will enhance the comprehensive approach to this serious problem. In addition to the traditional elements of enforcement, education and engineering, consideration will be given to other approaches for dealing with the problem, such as establishing rational speed limits.

The number of speeding tickets issued annually for traffic violations has been well over 700,000 in recent years. Lawmakers have increased the penalties for speeding in general, and under special circumstances, such as speeding in work zones and speeding in 65 mph zones.

On July 14, 2005, legislation was signed promoting safety in New York's work zones. The Work Zone Safety Act of 2005 provides for increased police presence in work zones to enforce posted speed reductions; increased deployment of radar speed display signs in work zones; a 60-day license suspension for drivers convicted of two or more work zone speeding violations, in addition to the double minimum fine assessed under the current law; the development of rules and regulations to increase safety in work zones; and a \$50 surcharge for speeding in work zones, with the proceeds devoted to a newly established Highway Construction and Maintenance Safety Education Fund. The Division of State Police is using this funding to create 100 new positions for troopers to be dedicated to full-time speed and work zone enforcement.

The GTSC will continue to support selective traffic enforcement program (STEP) activities in the area of speeding and other aggressive driving behaviors in FFY 2008. This will include the continuation and enhancement of the *STEP to Reduce Unsafe Driving Behaviors* grant program. This program promotes the use of standardized enforcement strategies with proven effectiveness, as well as the statewide coordination of efforts addressing the aggressive driving problem in New York. The *STEP* program provides significant support and coordination for New York's local law enforcement community which is responsible for speed enforcement on most local highways. In FFY 2007, over 300 agencies, ranging from the New York City Police Department to small rural agencies staffed with part-time officers, actively participated in this program.

In addition to the aforementioned STEP projects, the GTSC will also continue to support the speed enforcement programs of the State Police which provide police coverage for most of the state and account for a large percentage of all speeding tickets that are issued. The State Police is in a unique position to provide traffic services on the state's Interstate and state highway systems, as well as on many local roads. Their program will address speeding in a variety of ways. While speed enforcement during routine patrol is effective for general deterrence, most of the enforcement strategies listed below target specific problem areas. Some of these strategies are part of a larger aggressive driving interdiction effort as well.

- Enforcement emphasis during routine patrol year-round
- Traffic safety corridor details
- Monthly speed saturation details
- Aggressive driving details
- Work zone safety details
- Provision of state-of-the-art enforcement technologies

Analyses of crash and ticket data related to speed reveal the following:



Between 2003 and 2005, the proportion of drivers whose speed was listed as a contributing factor in a fatal or personal injury crash was consistently between 6% and 7%.



In 2005, speed was reported to be a contributing factor in a fatal or personal injury crash for approximately 14,250 drivers, down somewhat from the previous two years. However, more drivers involved in these crashes received a speeding ticket in 2005 than in the previous two years (3,529 vs. 3,417 in 2004 and 3,169 in 2003).

**SPEED-RELATED FATAL AND PERSONAL INJURY (F/PI) CRASHES
IN NEW YORK STATE,* 2003-2005**

	2003		2004		2005	
	#	%	#	%	#	%
Total Drivers in F/PI Crashes	240,588		224,605		223,332	
Drivers Whose Speed Was a Contributing Factor to a F/PI Crash	14,917	6.2	14,578	6.5	14,249	6.4
Drivers Receiving Speeding Tickets in Conjunction with a F/PI Crash	3,169	1.3	3,417	1.5	3,529	1.6

* Police-reported crashes

AGGRESSIVE DRIVING ENFORCEMENT

Although aggressive driving behavior has been evident on our highways for years, it only came to be described as such in the mid-1990s. A critical mass had been reached at that point in terms of traffic volume and congestion, and a number of high profile “road rage” incidents provided the impetus for widespread media coverage. Since then, aggressive driving has risen to and remains at the forefront of traffic safety. The driving actions defined as aggressive, including impaired driving, speeding, following too closely, failure to yield the right-of-way, and running red lights and stop signs, account for a majority of injuries and fatalities in crashes. Road rage on the other hand, although relatively rare, involves criminal acts such as intentional damage, intimidation, or injury. The criminal acts associated with “road rage” are not aggressive driving and are normally dealt with under the Penal Law.

Aggressive driving is closely related to speeding, and in fact often encompasses speeding as one of its major elements. Like speeding, much of the aggression manifested by drivers can be attributed to congestion, higher traffic volume, the marketing of speed, a larger young driver population, and a more stressful environment. The outcome is painfully predictable: more preventable crashes of greater severity, creating needless tragedies and costs for families and society. It is incumbent on the enforcement community to continue to address aggressive driving through existing and new strategies. This year, laser units enhanced with DBC (distance between cars) will be pilot tested to aid in the detection and documentation of “following too closely” violations.

Analyses of the contributory factors in fatal and personal injury crashes that are primarily associated with aggressive driving indicate the following:



In each of the three years, 2003-2005, the proportions of fatal and personal injury crashes for which the police reported failure to yield the right-of-way, following too closely or unsafe speed to be a contributory factor remained constant; failure to yield the right-of-way was a factor in approximately 16% of the crashes, following too closely was a factor in 14% of the crashes, and unsafe speed was a factor in approximately 11% of the crashes.



Between 2003 and 2005 the number of fatal and personal injury crashes where failure to yield the right-of-way, following too closely or unsafe speed was reported to be a contributory factor declined steadily.

**CONTRIBUTING FACTORS IN FATAL AND PERSONAL INJURY (F/PI) CRASHES
IN NEW YORK STATE, 2003-2005**

	2003		2004		2005	
Police-Reported F/PI Crashes	142,287	%	133,314	%	128,581	%
Failure to Yield the Right-of-Way	23,462	16.5	21,987	16.5	20,714	16.1
Following Too Closely	19,331	13.6	18,470	13.9	17,780	13.8
Unsafe Speed	15,319	10.8	14,615	11.0	14,244	11.1

A number of initiatives are underway to curb aggressive driving in New York. As previously mentioned, the GTSC implemented a new grant program in 2002 called *STEP to Reduce Unsafe Driving Behaviors*. In addition to speeding, this program supports the enforcement of a variety of aggressive driving violations, including following too closely, failure to yield the right-of-way, and running red lights and stop signs. The program provides a statewide, coordinated framework that police agencies can incorporate to produce a synergistic effect through their combined enforcement efforts. To apply for grant funding under this program, applicants are required to complete a worksheet that assists them in properly identifying the scope of the aggressive driving problem in their jurisdictions, thereby heightening awareness in the enforcement community. This in turn provides for the more efficient and effective allocation of patrols to places where and times when the specific violations contributing to crashes can be addressed.

In FFY 2008, the Police Traffic Services program will be expanded to focus on five additional traffic concerns:

Pedestrian Safety: Pedestrians are among New York's most vulnerable roadway users and pedestrian safety continues to be a priority program for the GTSC. Each year pedestrian crashes account for about one-quarter of all fatal and ten percent of all personal injury crashes reported in the state. To be effective, pedestrian enforcement efforts must target not only drivers, but also the behaviors of the pedestrians.

Motorcycle Safety: In the past five years, the number of registered motorcycles in New York State has increased more than 25 percent and motorcycle license endorsements have increased more than ten percent. The need for an effective motorcycle enforcement program has become more critical with the increased motorcycling population and the comparable increase in motorcycle crashes and fatalities. While motorcycles should be included in the other STEP components, there are motorcycle-specific initiatives that need to be addressed including unlicensed/unendorsed operation and the use of noncompliant helmets.

School Bus Safety: Passing a stopped school bus is a negligent driving behavior that occurs thousands of times each school day in New York. To reduce the frequency of occurrence and to protect our children, the GTSC, in conjunction with a number of other concerned agencies and organizations, has developed a program entitled *Operation Safe Stop*. In FFY 2008, two specific days will be designated to address this statewide concern. The initial day will be scheduled in March and will include public information and media events emphasizing the dangers of passing a stopped school and strict enforcement of all violators. The second special day, which will occur early in the school year in September, will specifically concentrate on traffic enforcement activities.

Distracted Driving: A distracted driving behavior may be illegal in and of itself, such as a cell phone violation, or manifest itself in other apparent violations such as an unsafe lane change, failure to keep right or failure to yield the right of way. Because all the various forms of distracted driving can contribute to crashes, these types of unsafe driver behaviors must be corrected through aggressive enforcement. Most recently, the dangers of text messaging have been recognized and new legislation is being considered to prohibit this distracting behavior while driving.

Speeding: During the summer months, the GTSC will administer and support a Statewide Speed Enforcement Initiative. This project will be modeled, in part, on the successful *Buckle Up New York* program; it will combine a high visibility enforcement mobilization supported by a strong media component.

The NYS Department of Transportation and the State Police piloted the *Traffic Safety Corridor Program* in 2001 and 2002. This program identifies high crash locations across the state where a high proportion of crashes resulted from aggressive driving behaviors and targets these locations for enforcement blitzes and engineering improvements. The program incorporates a public information component, using variable message signs and the news media. A new component of the program provides for follow-up enforcement efforts which will serve to maintain compliance within those corridors. The program was rolled out statewide in early 2002 and is now fully operational. Although there is not yet enough crash data to permit a comprehensive evaluation of the Corridor project, all indications are that it has been successful in terms of increasing public awareness and decreasing crashes.

Another important effort in the fight against aggressive driving is the New York State Police *Aggressive Driving Enforcement Program*. With funding support from GTSC, this program has resulted in thousands of arrests during aggressive driving details and increased public awareness of the problem. This year, the program will focus on red light running as well as other aggressive driving violations. Enforcement teams will continue to use unmarked vehicles equipped with in-car video and radar, and/or laser speed equipment, for detection and surveillance of aggressive drivers. Unmarked “road rage vans,” also equipped with video and working in concert with pick-up or chase cars, have proven to be an effective tool for apprehending aggressive drivers. The goal of these efforts is to minimize the prevalence of speeding and other aggressive driving behaviors as contributing factors in fatal, personal injury, and property damage crashes.

The State Police aggressive driving program will also continue to evolve this year to incorporate more speed enforcement on secondary highways. Crash data reveal that the speed-related fatality rate on non-Interstate highways is substantially higher than on Interstates. State Police enforcement efforts, coupled with design advantages, have combined to make our Interstate highways relatively safe in terms of crash rates. The State Police will now increase their activities on state, county, and local roads using proven enforcement strategies, most notably, targeted enforcement in high-crash areas.

The “low profile,” or LP, patrol vehicle provides an ideal platform for aggressive driving enforcement. The vehicle maintains stealth while patrolling, by virtue of its inconspicuous markings and emergency lighting that is virtually invisible until activated. The motoring public is generally unaware of the police cruiser until the lighting is activated.

The New York City Police Department (NYPD) will continue its *Combat Aggressive Driving (CAD)* program. The NYPD seizes for forfeiture the vehicles of certain aggressive drivers, including reckless drivers, those traveling at twice the speed limit, and those receiving citations for three or more hazardous driving violations at one time. Other police agencies across the state are also focusing more attention on aggressive drivers and the GTSC will fund a number of STEP, Traffic Safety Corridor, and Comprehensive Traffic Enforcement programs that include aggressive driving components.

Finally, the comprehensive approach exemplified by the Tri-State Speed Initiative will be expanded and incorporated into a statewide program.

LEGISLATIVE AND REGULATORY MEASURES

The goal of the Driver Responsibility Assessment Act, enacted in 2005, is to help deter the dangerous behavior of those who continue to pose a risk to all users of our highways. Under this act, those who accumulate a significant number of points on their driving record, most of which result from moving violations, are assessed substantial annual financial penalties.

Another recent New York State law requires that a component of instruction on road rage must be included in the 5-hour driver prelicensing course, PIRP courses, and the driver’s license manual; questions on this topic must also be included on the written driver’s license test.

PERFORMANCE GOALS AND MEASURES

Long-term Performance Goals

- Decrease the number of fatal and personal injury motor vehicle crashes in which “unsafe speed” is reported to be a contributing factor from 14,244 in 2005 to 12,800 in 2012
- Decrease the number of fatal and personal injury motor vehicle crashes in which “failure to yield the right-of-way” is reported to be a contributing factor from 20,714 in 2005 to 17,500 in 2012
- Reduce the number of fatal and personal injury motor vehicle crashes in which “following too closely” is reported to be a contributing factor from 17,780 in 2005 to 15,000 in 2012

Short-term Performance Goals

- Decrease the number of fatal and personal injury motor vehicle crashes in which “unsafe speed” is reported to be a contributing factor from 14,244 in 2005 to 13,600 in 2008
- Decrease the number of fatal and personal injury motor vehicle crashes in which “failure to yield the right-of-way” is reported to be a contributing factor from 20,714 in 2005 to 19,500 in 2008
- Reduce the number of fatal and personal injury motor vehicle crashes in which “following too closely” is reported to be a contributing factor from 17,780 in 2005 to 17,000 in 2008

Performance Measures

- Number of fatal and personal injury motor vehicle crashes in which “unsafe speed” is a contributing factor
- Number of fatal and personal injury motor vehicle crashes in which “failure to yield the right-of-way” is a contributing factor
- Number of fatal and personal injury motor vehicle crashes in which “following too closely” is a contributing factor

PERFORMANCE OBJECTIVES AND MEASURES

Performance Objectives

- Increase the total number of TSLED and Administrative Adjudication tickets issued for traffic violations from 4,054,828 in 2006 to 4,200,000 in 2008
- Conduct selective enforcement efforts targeting impaired driving, speeding, seat belt compliance, and other high risk driving behaviors
- Conduct combined enforcement efforts that target more than one high-risk behavior
- Provide training for police officers, probation officers, and court personnel regarding the enforcement and adjudication of various traffic laws, e.g. impaired driving laws and the seat belt law

- Increase the number of speeding tickets issued from an annual average of 730,099 in 2004-2006 to 750,000 in 2008
- Conduct special enforcement patrols targeting aggressive driving behaviors

Performance Measures

- Number of tickets issued
- Number of selective enforcement efforts and number of tickets issued
- Number of combined enforcement efforts and number of tickets issued
- Number of training programs and number of persons trained
- Number of tickets issued for speeding violations
- Number of dedicated aggressive driving enforcement patrols
- Number of tickets issued by special aggressive driving patrols

STRATEGIES

Selective Traffic Enforcement Programs (STEP)

Selective Traffic Enforcement Programs (STEP) target a specific traffic safety problem or several related traffic safety problems that have been identified through analysis of crash data. Projects are then designed around day/time of crashes, location of incidents, and the specific violations or contributory factors resulting in crashes. STEPs may use a variety of enforcement techniques such as stationary or moving patrol, low-visibility (low-profile) patrol cars for detection and apprehension, high-visibility patrol cars for prevention and deterrence, and safety checkpoints. Projects funded in this area may include enforcement related to speed, high accident locations, and reckless and aggressive drivers. Support for many of these projects and activities will be provided through the *STEP to Reduce Unsafe Driving Behaviors* grant program.

Examples of specific strategies include the following:



Operation Work Brake

State Police Troop T, responsible for patrolling the New York State Thruway, will continue to conduct *Operation Work Brake* during specific periods in the spring and summer. This campaign, conducted in all five zones of Troop T, from New York City through Buffalo to the Pennsylvania border, focuses on aggressive driving both in work zones and in other high crash areas. The first detail takes place during national Work Zone Safety Week in April; the other two occur during the summer months, the busiest travel and construction period of the year and one of the time periods with the highest number of crashes. This campaign is highly publicized by the Thruway Authority and the State Police.



Traffic Safety Corridor Enforcement

The *Traffic Safety Corridor Enforcement* program, a high crash location reduction program, began in 2001 as a joint effort between the State Police and the Department of

Transportation. Using police accident reports and other data, this program identifies high crash rate areas throughout the state. At least two sites are identified in each of the ten State Police Troops statewide. The State Police coordinate an initial multi-agency blitz in each corridor, followed by a six-month period of increased enforcement. The traffic details consist of marked and unmarked police vehicles using radar and laser, as well as covert observation, and enforcement of traffic control device and other violations. This enforcement effort is combined with engineering and public information and education components. The GTSC will continue to support the participation of local agencies and the State Police in these programs.



Speed Enforcement

Enforcement projects designed to increase compliance with speed limits on interstate, state, county, and municipal roadways will continue to be supported. Various speed enforcement strategies will be employed, including dedicated roving patrols and saturation enforcement details within designated areas. While enforcement in high crash areas is encouraged, routine, day-to-day enforcement is also needed to increase the public's perception of the risk of apprehension and to contain the problem of incremental increases in speed. Safety education and informational materials may also be provided in conjunction with enforcement. The coordination of high-visibility statewide enforcement initiatives will be supported.

High-tech enforcement tools will be used by the State Police, the New York City Police Department, county sheriff's departments, and other local agencies in their speed enforcement activities. These will include the use of the latest generation of speed patrol equipment, such as dual antenna radar devices, which are more accurate and utilize a high frequency that is less susceptible to recognition by radar detectors. Dual antenna radar is also able to track speeding vehicles that are coming toward and moving away from the front or rear of the patrol vehicle. Laser speed detection units are particularly well-suited to speed enforcement in congested traffic, since the laser beams are very narrow, spreading to a diameter of only three feet at a range of 1,000 feet. The State Police will expand its fleet of "low profile" patrol cars which are more efficient at apprehending speeders; many local police agencies are now incorporating low profile vehicles into their fleets as well.



Statewide Speed Enforcement Campaign

Using the Tri-State Speed Initiative as the model, the speed enforcement program will be expanded statewide. In addition to an enforcement mobilization, the statewide program will incorporate a comprehensive approach that addresses issues related to speeding from a number of perspectives.



Occupant Restraint Enforcement

New York's *Buckle Up New York/Click It or Ticket* campaign will continue to be the driving force in New York in terms of occupant restraint enforcement. This will soon be supported by a new PI&E campaign initiated by DMV called "*Get It Together NY!*" In Spring 1999, with funding from the GTSC, the State Police and local agencies undertook the *Buckle Up New York* campaign. The program now has the support of nearly all police

departments across the state; approximately 300 of these agencies are funded with grants from the GTSC. It is anticipated that strict day-to-day enforcement of the seat belt laws coupled with evolving strategies, such as regionally and demographically directed activities, will enable New York to increase its already high compliance rate. It is expected that the number of agencies applying for funding in FFY 2008 will be approximately the same as in FFY 2006 and 2007.

Comprehensive Traffic Enforcement Programs (CTEP)

The CTEP projects take a comprehensive approach to enforcement of the traffic laws; these projects usually include a public awareness and education component to highlight the traffic safety issues.



Rural Traffic Law Enforcement

Rural traffic law enforcement projects deal with a variety of problems not generally associated with urban/suburban or corridor policing. Most federally-funded traffic law enforcement programs have historically been targeted toward urban areas with large populations. A major factor contributing to traffic problems in these locales is congestion. Although traffic enforcement is a vital component of correcting the problem, a number of engineering innovations such as pedestrian bridges, islands, barriers, better pavement markings and signage, special use lanes, and computerized traffic signal systems have also been developed to impact urban crashes.

In rural areas, limited police patrols must cover sparsely populated areas separated by large geographical expanses. Traffic safety problems are compounded by a variety of poorly engineered and maintained rural roads and the public's dependence on personal vehicles since public transportation is often limited or non-existent. In addition, crashes in rural areas tend to have different causes and characteristics than those occurring in urban/suburban settings. In rural areas, a large percentage of crashes involve single vehicles and generally occur more randomly over a wider area. The situation is exacerbated by excessive speed, isolated crash locations, a lag time in crash reporting, a relatively long initial response time for police and other emergency personnel, and limited medical facilities.

Large geographical areas, a limited patrol force staffed by generalist police officers, and constantly increasing citizen demands for services continue to hamper rural law enforcement efforts. In some rural areas, traffic safety is a low priority and is only considered after other tasks are completed. This type of approach results in sporadic enforcement that leads to random results. Dedicated patrol efforts, specifically designed to combat a defined problem, are more likely to provide positive results.

With support from the GTSC, the New York State Sheriffs' Association will continue to coordinate a project involving eight rural counties in an effort to network their resources to properly identify traffic safety problems and develop joint countermeasures including enforcement, engineering and education, to address common issues on a regional basis. Rural traffic safety is a complicated issue with a variety of independent and seemingly

unrelated factors merging together to create a monumental problem. The combination of old and faulty engineering, sparsely traveled roads, remote locations, excessive speed, and other hazardous moving violations has resulted in a variety of problems that can not be adequately addressed by traditional means. The purpose of this project is to develop effective and efficient countermeasures specifically designed for rural areas.

In FFY 2006, the participating Sheriffs' Offices, working in conjunction with members of their county's traffic safety community and other elected officials isolated specific crash causing factors and issues. This process identified the traditional problems of speeding, aggressive driving, and underage drinking and driving, but also noted such concerns as farm vehicle operations, bicyclists, pedestrians, and the use of horse and buggies as a principle means of travel by various religious groups. The Sheriffs' Offices concentrated and coordinated their STEP activities on these specifically identified problems in FFY 2007; the targeted enforcement in the high crash areas that have been identified will continue in FFY 2008.

Traffic Safety Research and Evaluation

This strategy includes projects which involve various aspects of research, problem identification, and program evaluation. Projects in this category may include the following:

- Problem identification based on arrest, crash and other data
- Evaluation of the effectiveness of enforcement and other programs and strategies
- Development and dissemination of highway safety information to the enforcement community, grantees and other traffic safety partners

Statewide Traffic Law Enforcement Promotional Program

The New York Law Enforcement Challenge is an innovative award program that provides an avenue to stimulate traffic law enforcement in any police or sheriff agency. The Law Enforcement Challenge, which is coordinated by the Governor's Traffic Safety Committee, is a traffic safety competition between law enforcement agencies of similar size and type. The Challenge recognizes and rewards the best overall traffic safety programs in New York State; it also offers a unique opportunity for a department to establish itself as a premier agency and leader in this field of law enforcement. The areas of concentration for this competition include efforts to enforce laws and educate the public in occupant protection, impaired driving and speeding. All New York Law Enforcement Challenge winners are also eligible to compete in the National Law Enforcement Challenge Sponsored by the National Highway Traffic Safety Administration and the International Association of Chiefs of Police.

Statewide Law Enforcement Liaison Program

The GTSC will continue to support the Statewide Law Enforcement Liaison (LEL) Program which consists of three individuals who represent the New York State Police, the New York

State Sheriffs' Association and the New York State Association of Chiefs of Police. These LELs work in cooperation with the GTSC staff and promote coordination and communication among members of the state's law enforcement community. Their principle activity is to research, develop, implement and evaluate various traffic law enforcement projects. The LELs provide traffic safety information to their respective organizations and assist in developing proposals worthy of GTSC consideration. They also work in cooperation with the NHTSA Regional Law Enforcement Liaison on matters of mutual concern. In addition, each LEL is responsible for a specific GTSC program area.

Training Programs

Various training programs in the area of law enforcement and adjudication will be conducted for enforcement personnel, probation officers, judges, and prosecutors. The objective of these programs is to increase the knowledge and awareness of traffic safety issues and to provide instruction in enforcement techniques and strategies. Examples of programs supported under this strategy include the following:



ESLETS – Empire State Law Enforcement Traffic Safety Conference

In 2000, the Division of State Police, in cooperation with the GTSC, sponsored the ESLETS Conference to better educate the law enforcement community through the dissemination of information regarding the latest technology and traffic safety programs. The conference is now in its seventh year and continues to bring the law enforcement community together to network and share ideas. This concept has been proven through the cooperative spirit of the Buckle Up NY campaign, blanket patrols and the Traffic Safety Corridor Program. The unique insights obtained from the dialogues during this event ensure the sharing of ideas and future successes.



Police Officer Training in Impaired Driving Enforcement

Training programs for police officers in the identification and enforcement of impaired driving should be expanded. In spite of considerable effort to date, not all police officers have received training. Training must be standardized, new training needs should be identified, and an assessment should be conducted of the number of officers who have completed training programs in various areas. A multi-agency committee, comprised of representatives from the GTSC, State Police, Division of Criminal Justice Services, and others, has been formed and is in the process of developing programs to address these issues. A CD-ROM containing the new *SFST Refresher Training Course* will be distributed to police agencies across the state. The New York Prosecutors' Training Institute will provide training regarding prosecution and trial testimony; this training will incorporate information on the .08 BAC law and other impaired driving legislation recently enacted in New York.

New York has developed a re-certification course for operators of breath analysis equipment and will develop an analysis pre-course. These courses will utilize CD-ROMs and other possible distance learning methodologies that will enable local enforcement agencies to avoid significant overtime training costs. This proposed approach will also

be much more convenient for students and their supervisors.

While research studies continue to show that drugs are a prevalent factor in motor vehicle fatalities, there are relatively few arrests for drugged driving, even in localities that have trained Drug Recognition Experts (DRE). Efforts to increase and improve training opportunities for local agencies and the State Police will be supported through a coordinated statewide effort. The GTSC is the coordinating agency for the DRE program in New York State and will be sponsoring a two-day “Advanced Roadside Impaired Driving Enforcement” (ARIDE) training course for patrol officers. It is anticipated that this training will increase the awareness of patrol officers as to the importance of a proper roadside assessment and the value of using DREs whenever the possibility of drug involvement is suspected.



Police Officer Training in Occupant Restraint Enforcement (Roll Call Training)

A CD-ROM has been produced by the GTSC to better educate police officers in the effectiveness of seat belts, not only for the public but to encourage them to buckle up as well.



Patrol Officer Training

A course entitled “Impaired Driving: It’s Not Just for Drunks Anymore” will be researched, written and presented regionally during the coming fiscal year. This projected one-day workshop will include modules on *Emotionally Impaired* driving (aggressive) including congestion, conflict and consideration and *Cognitively Impaired* driving (conditions) featuring physical and mental issues that concern older operators. It will be based on the more traditional *Chemically Impaired* driving (alcohol and drugs) procedures with emphasis on techniques relating to initial detection and proper roadside evaluation.



Awareness Training: The Scope of Traffic Enforcement

Police officers should be trained to “look beyond the ticket,” i.e., to view traffic enforcement as a way to detect criminal activity, thereby encouraging increased enforcement of the traffic laws. Since the events of 9/11, much attention has been focused on combating terrorism. The late Timothy McVeigh, convicted of the Oklahoma Federal Building bombing, was captured not by a special task force or the FBI but by an Oklahoma Highway Patrol Officer as a result of a routine traffic stop. Luke Helder, who recently confessed to a pipe-bombing spree, was stopped in three different states for motor vehicle violations ranging from speeding and driving with an expired license to failure to wear a safety belt, before he was formally identified as a suspect. In addition, three of the terrorists involved in the 9/11 tragedy were stopped for routine traffic violations prior to their suicide mission.

Aggressive traffic enforcement is an extremely important aspect in the war on terrorism. At the suggestion of law enforcement administrators, supervisors and trainers, the New York State Sheriffs’ Association designed a brief, yet comprehensive, roadside interview process to assist in identifying potential terrorists encountered at routine traffic stops. The program entitled BRADS (Behaviors, Responses, Attitudes, Demeanors and Situations) uses conventional interview and interrogation procedures and accepted

highway interdiction techniques as its basis. The training also includes updates on the sensitive issue of racial profiling to insure that all subjects are properly assessed on the basis of their behavior and not identified merely because of race or ethnic background. A recent addition to this training is the proper use of mobile video cameras and the value of proper articulation to demonstrate reasonable suspicion and probable cause in any traffic stop.



Probation Officer Training

Training should be provided to probation officers responsible for processing and supervising repeat DWI offenders on probation. Both probation officers and offenders will receive training on dealing with the DWI offense and other highway safety issues (i.e., seat belts and speeding).



Prosecutor Training

Prosecutors will continue to receive training on prosecuting traffic homicide cases, especially those involving drugs and alcohol. This training will be provided in a number of ways. For example, certified collision reconstructionists will continue to make presentations at the New York Prosecutors Training Institute (NYPTI). In this training, mock trials are conducted with reconstructionists assuming the roles of both prosecution and defense experts in the field of collision reconstruction.



Traffic Management Training

With the myriad of tasks and duties competing for law enforcement's attention, traffic activities do not always receive sufficient resources. In order to insure that adequate support is dedicated to this function and that resources are used effectively and efficiently, the GTSC, in cooperation with the New York State Sheriffs' Association, will continue to develop and present training programs specifically targeted toward police traffic managers and supervisors. Courses in *Supervising Selective Traffic Law Enforcement Operations*, *Contemporary Traffic Law Enforcement*, and *Managing the Police Traffic Function* integrate managerial and operational techniques with traffic safety issues.

In addition, the New York State Sheriffs' Association, with funding provided by the GTSC, has developed a training program that integrates traditional public safety responsibilities (traffic and general law enforcement) with post 9/11 public security mandates (counter-terrorism activities). This comprehensive course includes information on a variety of administrative, operational, and behavioral subjects such as patrol management, the role of traffic enforcement in proactive security operations, problem identification, resource allocation, differential police response, problem-oriented policing, organizational change, planned retrenchment, and strategic planning. All of these programs stress the importance of developing a traffic enforcement philosophy within the overall scheme of contemporary policing.



Scofflaws and Unlicensed Drivers

New initiatives are needed to detect and deter scofflaws. Many people continue to drive after their driving privileges have been suspended or revoked and drivers who are guilty of aggravated unlicensed operation are of special concern. Many of these drivers have had their licenses suspended or revoked due to impaired driving convictions; they therefore pose a particularly significant risk to other highway users and a unique challenge to law enforcement officers. If these drivers are operating a vehicle in an otherwise lawful manner, they are unlikely to be detected by enforcement officers. The use of hand-held scanners and license plate recognition technology to apprehend these high-risk drivers will continue to expand in the coming year. These scanners contain a database of all drivers with suspended and revoked licenses in New York and are now being employed at police checkpoints throughout the state. A computer server, feeding the New York Statewide Police Information Network, provides daily downloads of up-to-date records for the scanners. The scanner will also flag other important information for the officer, such as notices that a driver is under 21 or is wanted for the use of fraudulent documents or the theft of a vehicle.

Commercial Vehicle Enforcement

An effective commercial vehicle enforcement program must include enforcement of hazardous materials and equipment violations, weights and measures, and hours-of-service and other regulations. Road patrol officers are generally experienced in enforcing moving violations such as speeding or unsafe lane changes, but special training is required for even cursory checks of commercial vehicle weight, equipment, load securement, and logbooks. Police officers also need instruction in assessing the validity of truck registrations and highway use tax permits. Since September 11, 2001, the State Police have incorporated an anti-terrorist component into commercial vehicle safety and inspection procedures. Strategies for dealing with commercial drivers who are able to bypass safety checkpoints through CB radio or cellular telephone communication with other truckers have also been identified and have been incorporated into the State Police Commercial Vehicle Enforcement Program. Although these efforts are primarily conducted by the State Police with funding from the Motor Carrier Safety Assistance Program (MCSAP), the programs are coordinated with Section 402 programs to maximize the effectiveness of the state's overall highway safety program.

MOTORCYCLE SAFETY

OVERVIEW

Motorcycles provide a fuel efficient and economical means of transportation. The popularity of motorcycling for recreation, touring and commuting continues to grow in New York. There are many more motorcycles and motorcyclists on New York's highways than in previous years. Since 1996, the number of motorcycle registrations has increased by 77 percent; in 2006, the number of motorcycle registrations reached a new all-time high of 289,096. With the large increases in the price of gas and steady motorcycle sales, this growth trend is expected to continue.

Motorcyclists are among the most vulnerable motorists on the roadways, operating at the same speeds and on the same roads as other motorists, but without the same protection afforded by other types of motor vehicles. Unsafe actions, such as impaired driving and operating at unsafe speeds, contribute to the involvement of motorcyclists in crashes. Often, other motorists do not see motorcycles and fail to yield to this smaller vehicle. Another concern is the danger posed by "extreme" motorcycles that can be driven at very high speeds. In addition, the issue of unlicensed operators continues to be a concern. For these reasons, the Governor's Traffic Safety Committee (GTSC) has identified motorcycle safety as a priority for FFY 2008.

In 1997, New York undertook a major initiative to improve motorcycle safety by establishing a comprehensive, rider-funded safety program. The legislated *Motorcycle Safety Program (MSP)* is intended to address driver inexperience and lack of training. This program provides instruction and field training to improve the riding skills of motorcyclists. The program, which is administered by the Motorcycle Association of New York State (MANYS), now offers rider education at 20 public training sites and nine military or police facilities around the state. The program also includes a public information and education component aimed at heightening awareness of motorcycles among all motorists. In addition, the GTSC continues its efforts to encourage motorists to be aware of the presence of motorcycles on the roadways.

Through MANYS, the Motorcycle Safety Foundation (MSF) *Basic Rider Course* was delivered to 13,283 students in 2006. Since 1996, 79,865 students have enrolled in the beginner rider training. As an incentive, the NYS Department of Motor Vehicles waives the motorcycle skills test for licensed drivers who successfully complete the beginning rider course. In 2006, 96 percent of the students who sought a skills test waiver qualified for that benefit.

The growth in the motorcycle population and the rider education program is evident in the following table:

**MOTORCYCLE REGISTRATIONS AND
STUDENTS COMPLETING BASIC RIDER COURSE**

	Motorcycle Registrations	Students Trained	Cumulative Students Trained
1996	163,063	1,020	1,020
1997	177,803	1,950	2,970
1998	180,880	2,395	5,365
1999	190,745	3,786	9,151
2000	201,601	4,941	14,092
2001	217,546	6,984	21,076
2002	229,047	9,155	30,231
2003	241,440	11,017	41,248
2004	256,571	12,176	53,424
2005	272,779	13,158	66,582
2006	289,096	13,283	79,865

Starting with FFY 2006, grants to improve motorcyclist safety have been made available to the states under Section 2010 of SAFETEA-LU. In 2006, New York qualified under Section 1350.4(f) – Use of fees collected from motorcyclists for motorcycle programs. No change in that criterion has occurred. To qualify for funding in FFY 2007, states had to meet two of the six grant criteria. In 2007, New York qualified by also meeting the criterion under Section 1350.4(a) – Motorcycle Rider Training Course; a brief overview of New York’s Motorcycle Safety Program is presented above. The details pertaining to New York’s Section 2010 application qualifications are included in Appendix C, along with the Section 2010 certifications.

The Section 2010 funds can be used to improve the motorcycle training curricula, the delivery of the training, the recruitment and retention of training instructors, or driver awareness of motorcyclists through PI&E. New York has been using its FFY 2006 and 2007 funds to develop programs that will augment the MANYS program and to conduct conferences, workshops, seminars, and other outreach modes that enhance the coordination of programs and training. These activities, which primarily support the training providers and instructors, will promote the hiring and retention of quality staff. Where opportunities are presented, New York will attempt to expand the network of providers beyond the MANYS program to reach new geographic areas or supplement the availability in high demand locations.

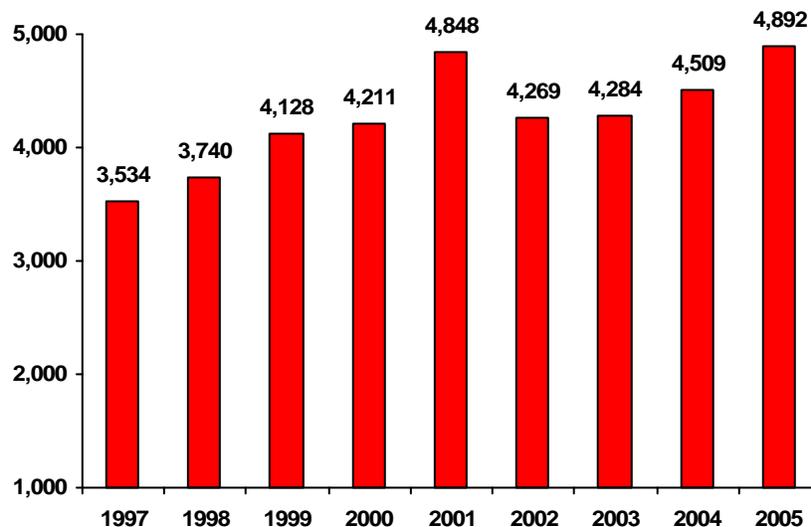
In Spring 2003, New York conducted a statewide observational survey of helmet use by motorcycle operators and passengers. A total of 765 observations were made. Based on the results of the survey, a statewide motorcycle helmet usage rate of 98.4% was estimated, with a relative standard error of 0.65%.

The key results of analyses of motorcycle crash data are presented below:



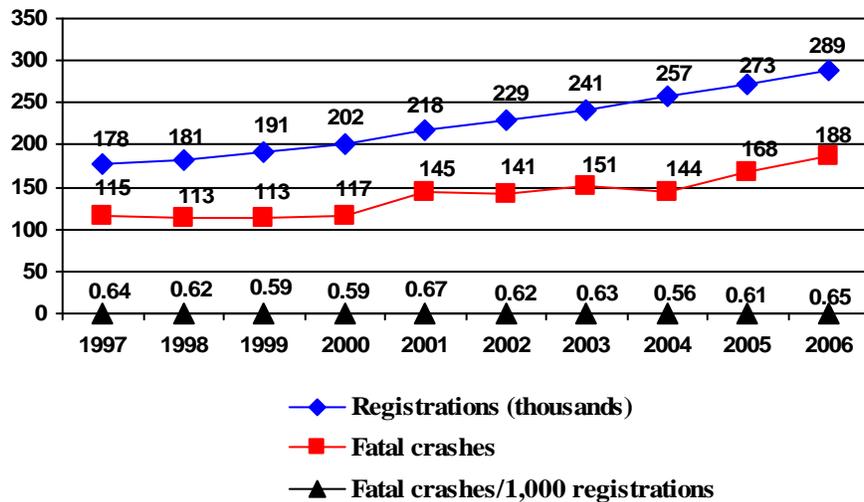
Motorcycle crashes decreased considerably during the mid-1990s. However, the number of motorcycle crashes has been increasing in recent years. This increase can be attributed in part to the increase in registrations and the continued growth in the popularity of motorcycling. The number of motorcycle crashes increased from 3,534 in 1997 to 4,848 in 2001, followed by a decline to 4,269 in 2002. Since 2002, the number of motorcycle crashes has been on an upward trend increasing to 4,284 in 2003, 4,509 in 2004 and 4,892 in 2005.

MOTORCYCLE CRASHES IN NEW YORK STATE 1997 - 2005



Over the past ten years, the number of motorcycle registrations increased steadily from approximately 178,000 to over 289,000 in 2006. Over this same time period, fatal motorcycle crashes increased from 115 to 188. Between 2004 and 2006, fatal crashes increased by 31%; in 2006, the fatal crash rate per 1,000 motorcycle registrations was 0.65, the highest rate since 2001.

NEW YORK STATE MOTORCYCLE REGISTRATIONS AND FATAL MOTORCYCLE CRASHES 1997 - 2006



Although motorcycles comprised 3% of the registered vehicles in New York State in 2006, they were involved in 14% of the fatal crashes. In 2006, motorcycles were involved in 188 fatal crashes, with 190 motorcyclists being killed.



Personal injury motorcycle crashes have been on an upward trend since 2003, increasing to 4,515 in 2005. Over this time period, motorcycle non-fatal injury crashes also made up an increasing proportion of all non-fatal injury crashes, increasing from approximately 2% in 2003 to 3% in 2005.

MOTORCYCLE CRASHES IN NEW YORK STATE, 2003-2006



	2003	2004	2005	2006*
Fatal Crashes	151	144	168	188
% of all fatal crashes	11.2%	10.5%	12.8%	14.1%
# of motorcyclists killed	153	148	162	190
Injury Crashes	3,966	4,146	4,515	n/a
% of all injury crashes	2.4%	2.7%	3.1%	n/a
# of motorcyclists injured	4,202	4,440	4,803	n/a

* Preliminary data based on cases completed as of June 2007



Of the contributing factors cited in police-reported motorcycle crashes in 2005, “unsafe speed” was the most common factor noted (17%).



In 2005, the largest proportion of motorcycle crashes occurred on municipal streets (34%) followed by state routes (29%). Fatal motorcycle crashes were also most likely to occur on these two types of roadways but the order was reversed; the largest proportion of fatal motorcycle crashes in 2005 occurred on state routes (34%), followed by municipal streets (25%).



47% of motorcycle crashes in 2005 occurred between 3 pm and 9 pm and 37% occurred on weekends.

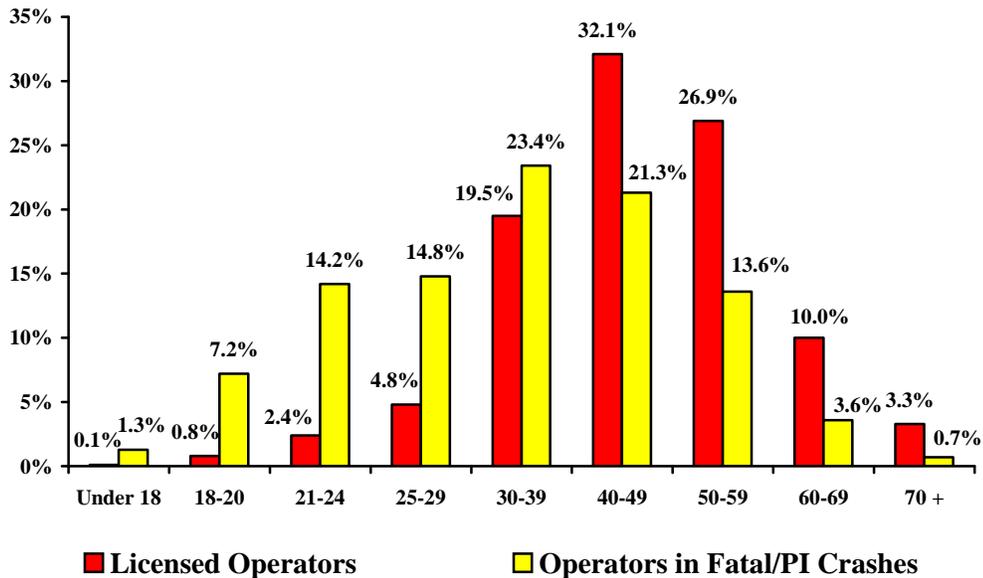


Young motorcycle operators continue to be overrepresented in fatal and personal injury motorcycle crashes. In 2005, 8% of the motorcyclists involved in fatal and personal injury crashes were under 21 years of age, but less than 1% of the licensed operators are in this age group; 29% of motorcyclists involved in fatal and personal injury crashes were 21-29 years of age, but only 7% of the licensed operators are between the ages of 21 and 29.



Six out of ten licensed motorcyclists (59%) are 40 to 59 years of age, but approximately one-third (35%) of the motorcycle operators involved in fatal and personal injury crashes in 2005 were in this age group.

LICENSED MOTORCYCLE OPERATORS AND MOTORCYCLE OPERATORS INVOLVED IN FATAL AND PERSONAL INJURY CRASHES BY AGE GROUP NEW YORK STATE, 2005



PERFORMANCE GOALS AND MEASURES

Long-term Performance Goals

- ⊃ Reduce the number of motorcycle crashes from 4,892 in 2005 to 4,000 in 2012
- ⊃ Reduce the number of motorcycle fatalities from 190 in 2006 to 130 in 2012

Short-term Performance Goals

- ⊃ Reduce the number of motorcycle crashes from 4,892 in 2005 to 4,300 in 2008
- ⊃ Reduce the number of motorcycle fatalities from 190 in 2006 to 148 in 2008

Performance Measures

- ⊃ Number of motorcycle crashes
- ⊃ Number of motorcycle fatalities

PERFORMANCE OBJECTIVES AND MEASURES

Performance Objectives

- ⊃ Continue support for the expansion of motorcycle rider education opportunities in 2008, including an Experienced Rider Course
- ⊃ Establish at least three new training sites in 2008
- ⊃ Increase motorist awareness of motorcycles
- ⊃ Conduct research in 2008 on unsafe behaviors of motorcyclists

Performance Measures

- ⊃ Number of motorcycle operators trained and licensed
- ⊃ Number of training sites
- ⊃ Report on unlicensed motorcycle operators
- ⊃ Preliminary report on unsafe motorcyclist behaviors

STRATEGIES

Public Information and Education (PI&E)



Motorcyclist Intervention and Education

The nature and operation of motorcycles make them more susceptible to crashes than other types of vehicles when the operator uses alcohol. The operator is also more likely to suffer serious injury or death in a crash than are drivers of other types of vehicles. Educational materials that bring this increased risk to the attention of motorcyclists are needed and new channels for their distribution should continue to be developed.



Motorcycle Safety Education

New motorcyclists will be encouraged to complete a motorcycle safety education course and to become licensed operators. The 1997 legislation which established the *Motorcycle Safety Program* will continue to foster the statewide availability of rider education programs and to increase the number of sites providing training based on criteria established by the MSF. A portion of the motorcycle license and registration fees is set aside to fund this initiative. The public will be informed of the benefits, availability, and location of motorcycle rider education courses throughout the state. Experienced Rider Course (ERC) programs will continue to be offered as well. Future courses will also be conducted to train new instructors (RiderCoaches) for the *Motorcycle Safety Program*.



Public Awareness of Motorcycle Safety

Additional efforts are needed to increase awareness and educate the general driving population about motorcycle safety issues. These efforts include New York's participation in the national initiative recognizing May as "Motorcycle Awareness and You" Month, PI&E campaigns, and PSAs and educational materials designed to heighten the awareness of the motoring public regarding the special safety needs of motorcyclists.



Expand Network of Rider Programs

Where opportunities are presented, New York will attempt to expand the network of providers beyond the MANYs program to reach new geographic areas or supplement the availability in high demand locations.



Program Quality

Maintaining the quality of the instructor cadre with new skills, information and motivation is a challenge in every program. To maintain a high quality program, New York will use a variety of outreach modes to improve the availability of training for providers and instructors and to aid in the retention of qualified instructors.

Research and Evaluation

Research and evaluation efforts may be undertaken to identify trends and potential new problem areas and to assist in defining future program direction and potential countermeasures.



Alcohol-Involvement in Motorcycle Crashes

Additional research is needed to better identify the extent of impaired driving among motorcyclists and its role as a contributing factor in crashes.



Pocket Bikes and Extreme Motorcycles

The use of pocket bikes and high-speed “extreme” motorcycles are two emerging issues that warrant more research to determine their impact on motorcycle safety. Pocket bikes are “mini-motorcycles” intended for use by persons 12 years of age and above. “Extreme” motorcycles can be driven at high speeds posing a significant danger to the motorcyclist, other motorists, and pedestrians. Police pursuit of these motorcyclists often is not possible because of the additional threat to public safety.



Unlicensed Motorcycle Operators

While preliminary research indicates that many motorcyclists involved in crashes are not properly licensed, the extent of the unlicensed motorcyclist problem has not been determined. Research is needed to quantify the problems and identify the reasons motorcyclists do not obtain licenses. Issues related to the current motorcycle permit procedures should also be examined.



Characteristics of Motorcycle Operators

In order to design effective countermeasures and public information and education campaigns, it is necessary to identify target groups and examine factors associated with the risk of involvement in crashes, including exposure, experience operating a motorcycle, training, and the use of protective gear.

PEDESTRIAN, BICYCLE and WHEEL-SPORT* SAFETY

* IN-LINE SKATING
NON-MOTORIZED SCOOTER AND
SKATEBOARDING

OVERVIEW

Pedestrians, bicyclists, and participants in the various wheel sports, including in-line skaters, non-motorized scooter operators, and skateboarders, are among New York's most vulnerable roadway users. When involved in crashes with motor vehicles and fixed objects, these highway users almost always suffer more serious injuries than vehicle occupants and often require extensive medical treatment and/or lengthy rehabilitation. Treatment and rehabilitation for older injured pedestrians may be even more protracted, resulting in increased costs. For these reasons, the Governor's Traffic Safety Committee (GTSC) continues to identify pedestrian, bicycle and wheel-sport safety as priority programs.

Responsibility for pedestrian, bicycle and wheel-sport safety is shared among several state agencies and there have been many examples of collaborative efforts in recent years. For example, three Creating Walkable Communities conferences have been held in New York State; after the success of the first conference held in Queensbury in 2001, a second conference was held in Rochester in 2003, and a third was held this year in Corning. These statewide conferences were jointly sponsored by the GTSC, the NYS Departments of Health, State, and Transportation. Additional planning members included Parks and Trails New York, New York Bicycling Coalition (NYBC) and Be Active New York State. The purpose of these conferences is to promote the safe and healthy use of the state's transportation systems by people walking and bicycling.

New York also has many ongoing educational efforts in this program area. For instance, *Walk Our Children to School Day* in October is a program designed to increase safety for New York's children. This program has become a national effort, spearheaded by the National Safety Council, Partnership for a Walkable America, and *Walking* magazine. Activity in this area is expected to increase with the inclusion of the *Safe Routes to School* program in the new SAFETEA-LU legislation. Also, on March 1 and 2, 2007 the New York State Partnership for Walk Our Children to School, held the first ever Walking School Bus pilot train-the-trainer program in Saratoga Springs, NY. This training was sponsored by the GTSC.

In the area of wheel-sport safety, the *Saved by the Helmet* program, conducted by the NYS Department of Health Bureau of Injury Prevention (BIP) and the Brain Injury Association continue to publicize the role of bicycle helmets in the prevention of head injuries. Helmet use has been required for bicyclists under age 14 since 1993, in-line skaters under age 14 since 1996, non-motorized scooter operators under age 14 since 2002, and skateboarders under age 14 since 2005.

Parks and Trails New York, in collaboration with the NYS Department of Health BIP, will implement a helmet distribution and fitment program. Additionally, Parks and Trails New York will continue to deliver their Best Practices Safety Standards for Intersections of Roads and Trails program. This pilot program aims to identify problem intersections along the Erie Canalway Trail System.

PEDESTRIAN SAFETY



Pedestrian fatal crashes accounted for approximately one-quarter of all fatal crashes in each of the four years, 2003-2006. In 2006, the number of fatal pedestrian crashes decreased to 313, the lowest level in the four years; the number of pedestrians killed declined to 316 in 2006 after remaining at 327 to 328 in the previous three years. In all four years, nearly half of the pedestrian fatalities occurred in New York City.

PEDESTRIAN CRASHES IN NEW YORK STATE, 2003-2006

	2003	2004	2005	2006*
Fatal Crashes	324	322	327	313
% of all fatal crashes	24.0%	23.5%	25.0%	23.5%
# of pedestrians killed in NYS	327	328	328	316
# killed in New York City	162	155	159	156
Injury Crashes	16,529	15,522	15,349	n/a
% of all injury crashes	9.9%	10.0%	10.5%	n/a
# of pedestrians injured	16,665	15,678	15,392	n/a

* Preliminary data based on cases completed as of June 2007

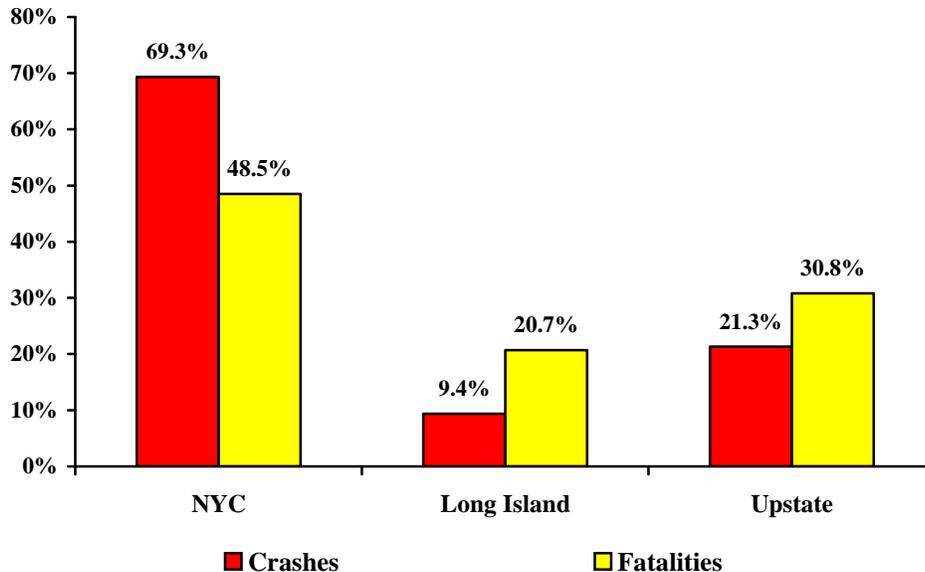


In the years 2003-2005, pedestrian crashes represented approximately 10% of all crashes resulting in injury. The number of pedestrians injured has been on a downward trend; in 2005, a total of 15,392 pedestrians were injured, down from 15,678 in 2004 and 16,665 in 2003.



In 2005, 69% of the pedestrian crashes and 49% of the pedestrian fatalities occurred in New York City, 21% of the crashes and 31% of the fatalities occurred in the Upstate region, and 9% of the crashes and 21% of the fatalities occurred on Long Island.

NEW YORK STATE PEDESTRIAN CRASHES AND FATALITIES BY AREA, 2005



In 2005, the largest proportion of pedestrian/motor vehicle crashes occurred between 3 pm and 6 pm (23%), followed by 6 pm-9 pm (20%). Crashes involving pedestrians were more likely to occur on weekdays than weekends; 14%-16% of the crashes occurred on each of the five days during the week (Monday-Friday), compared to 13% on Saturdays and 10% on Sundays.

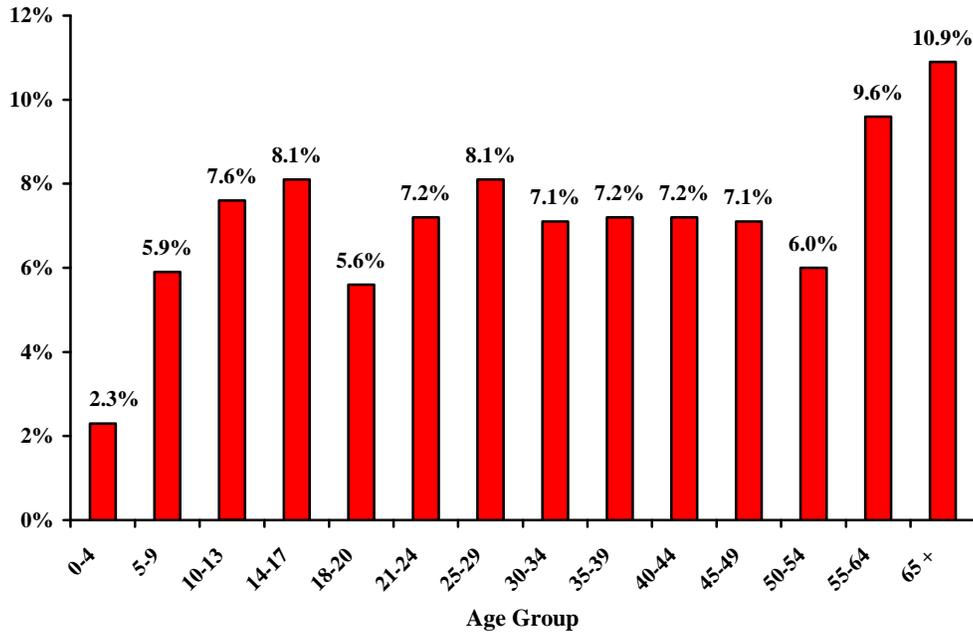


71% of all pedestrian crashes and 49% of the fatal pedestrian crashes in 2005 occurred at intersections.



16% of the pedestrians killed or injured in 2005 were under 14 years of age; 11% were 65 years of age or older.

AGE OF PEDESTRIANS KILLED OR INJURED IN NEW YORK STATE, 2005



BICYCLE SAFETY

Over the three-year period, 2003-2005, there was a steady upward trend in the number of fatal bicycle crashes and the number of bicyclists killed in motor vehicle crashes, followed by a leveling off in 2006. The seasonal nature of bicycle riding and the lack of information on annual travel by bicycle, in addition to the relatively small numbers, make it difficult to draw conclusions about the data. New York State's law requiring children under age 14 to wear a helmet when riding a bicycle was implemented in 1993 to mitigate the severity of injuries suffered. In addition, New York has an active program to prevent bicycle crashes through education and increased public awareness for both bicyclists and motorists. Techniques such as Helmet Distribution/Fitment and Bicycle Rodeos are used as staples in all counties that sponsor bicycle safety programs funded by the GTSC.

BICYCLE CRASHES IN NEW YORK STATE, 2003-2006



	2003	2004	2005	2006*
Fatal Crashes	38	42	48	46
% of all fatal crashes	2.8%	3.1%	3.7%	3.5%
# of bicyclists killed (NYS)	38	41	47	46
# killed in New York City	16	15	21	18
Injury Crashes	5,627	5,738	5,735	n/a
% of all injury crashes	3.4%	3.7%	3.9%	n/a
# of bicyclists injured	5,581	5,690	5,680	n/a

* Preliminary data based on cases completed as of June 2007

The key results of analyses of bicycle/motor vehicle crash data are presented below.



Bicycle/motor vehicle fatal crashes represented approximately 3%-4% of all fatal crashes in each of the four years, 2003-2006.



In 2006, there were 46 fatal motor vehicle crashes involving a bicycle and 46 bicyclists were killed, compared to 48 crashes and 47 bicyclists killed in the previous year.

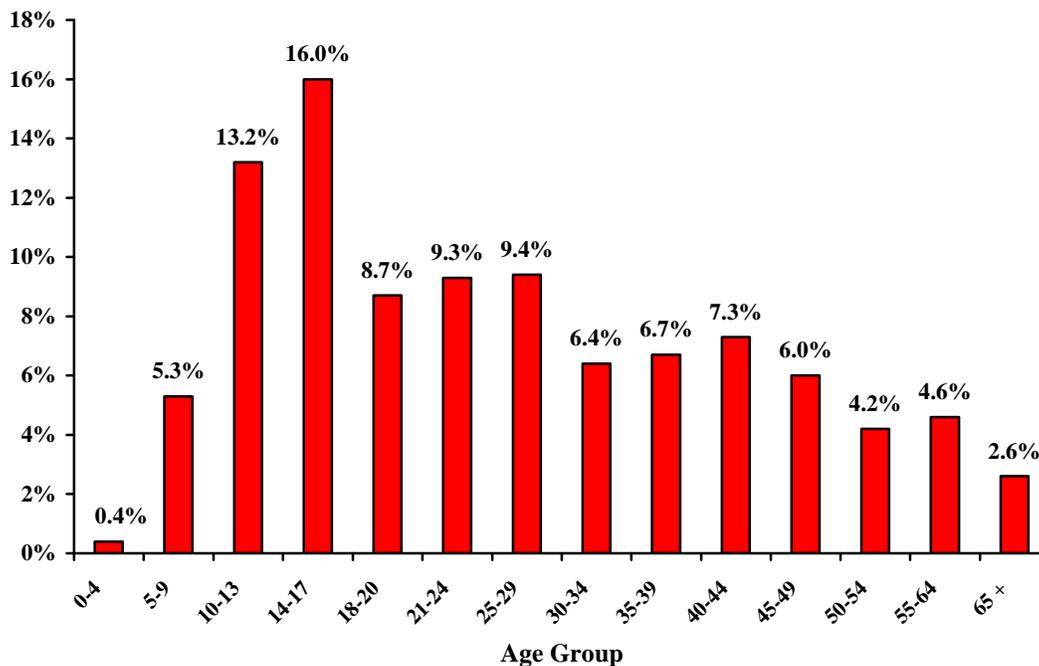


In each of the three years, 2003-2005, 3%-4% of all injury crashes involved a bicycle. The number of bicyclists injured increased from 5,581 in 2003 to 5,690 in 2004, and then decreased slightly to 5,680 in 2005.



In 2005, 19% of the bicyclists killed or injured in motor vehicle crashes were under 14 years of age and another 16% were 14-17 years of age.

AGE OF BICYCLISTS KILLED OR INJURED IN NEW YORK STATE, 2005





In 2005, nearly one-half (49%) of the bicycle/motor vehicle crashes occurred between 3 pm and 9 pm. Bicycle crashes were slightly more likely to occur on a weekday (14%-16%) than on a Saturday (13%) or a Sunday (12%).

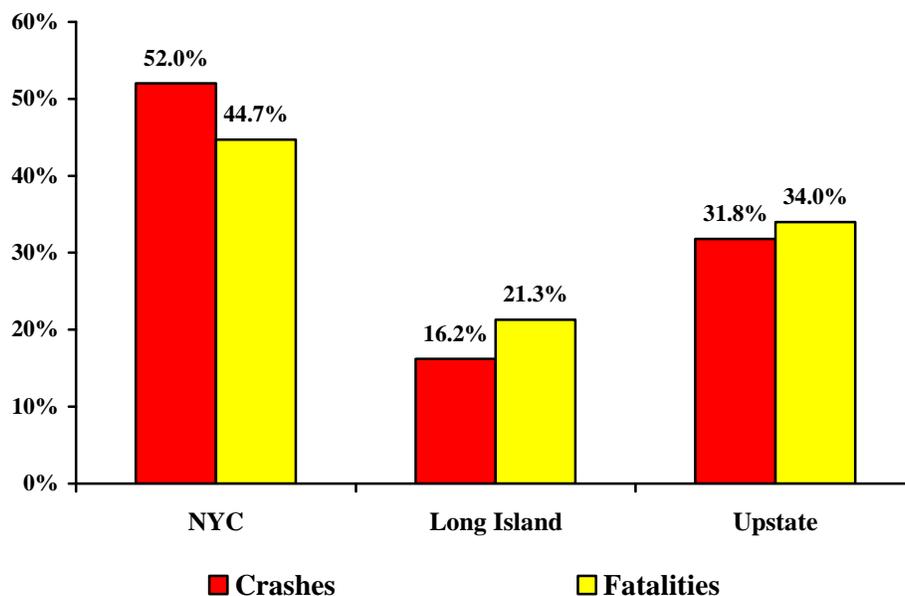


In 2005, nearly three-quarters (72%) of all bicycle crashes occurred on municipal streets.



In 2005, more than half (52%) of all bicycle crashes and 45% of the bicyclist fatalities occurred in New York City. In comparison, 32% of the bicycle crashes and 34% of the fatalities occurred Upstate.

NEW YORK STATE BICYCLE CRASHES AND FATALITIES BY AREA, 2005



IN-LINE SKATING SAFETY

In-line skating remains a popular activity in New York State. Although primarily considered to be a recreational activity, it is also used by messenger/delivery services in the New York City metropolitan area. Since January 1996, children under age 14 have been required to wear a helmet when skating. In July 1996, a revised police crash report form was distributed to

enforcement agencies. The new form allows for the capture of information on in-line skating crashes, including the type of safety equipment used by skaters. At this time, the number of crashes involving in-line skaters is too small to allow meaningful analyses. Many localities are beginning to track the data and have expanded their traffic safety programs to include in-line skating safety issues.

NON-MOTORIZED SCOOTER SAFETY

The increasing popularity of scooters in New York State in recent years has been paralleled by a substantial rise in scooter-related injuries. Since July 1, 2002, it has been illegal for persons 13 years of age or younger to operate a scooter or ride as a passenger on a scooter without wearing an approved bicycle helmet.

The growing problem with scooter safety centers on the devices that are motorized but are not equipped to be registered as motor vehicles. Currently, it is illegal to ride these types of scooters on New York's roadways and in areas used by pedestrians and bicyclists. To address the issue of scooter safety, the GTSC continues to support many statewide wheel-sport safety programs. These programs generally include a helmet distribution component and instruction in the proper fit for helmets for operators of non-motorized scooters.

SKATEBOARDING SAFETY

Effective January 1, 2005, New York's Vehicle and Traffic Law was amended to require skateboard riders under age 14 to wear an approved helmet. Skateboarding safety is also promoted through the many statewide wheel-sport safety programs the GTSC continues to support; these programs frequently provide skateboarders with helmets and instruction in their proper fit.

PERFORMANCE GOALS AND MEASURES

Long-term Performance Goals

- Reduce the number of pedestrians killed in traffic crashes statewide from 316 in 2006 to 290 in 2012
- Reduce the number of pedestrians killed in traffic crashes in New York City from an annual average of 157 in 2004-2006 to 135 in 2012
- Reduce the number of pedestrians injured in traffic crashes from 15,392 in 2005 to 14,000 in 2012
- Reduce the number of bicyclists killed in traffic crashes statewide from 46 in 2006 to 30 in 2012
- Reduce the number of bicyclists killed in traffic crashes in New York City from an annual average of 18 in 2004-2006 to 10 in 2012
- Reduce the number of bicyclists injured in traffic crashes statewide from an annual average of 5,650 in 2003-2005 to 5,050 in 2012

Short-term Performance Goals

- Reduce the number of pedestrians killed in traffic crashes statewide from 316 in 2006 to 305 in 2008
- Reduce the number of pedestrians killed in traffic crashes in New York City from an annual average of 157 in 2004-2006 to 150 in 2008
- Reduce the number of pedestrians injured in traffic crashes from 15,392 in 2005 to 14,785 in 2008
- Reduce the number of bicyclists killed in traffic crashes statewide from 46 in 2006 to 38 in 2008
- Reduce the number of bicyclists killed in traffic crashes in New York City from an annual average of 18 in 2004-2006 to 15 in 2008
- Reduce the number of bicyclists injured in traffic crashes statewide from an annual average of 5,650 in 2003-2005 to 5,360 in 2008

Performance Measures

- Number of pedestrians killed in traffic crashes statewide
- Number of pedestrians killed in traffic crashes in New York City
- Number of pedestrians injured in traffic crashes statewide
- Number of bicyclists killed in traffic crashes statewide
- Number of bicyclists killed in traffic crashes in New York City
- Number of bicyclists injured in traffic crashes statewide

PERFORMANCE OBJECTIVES AND MEASURES

Performance Objectives

- Continue to provide education on pedestrian safety to both the general public and specific target groups in 2008
- Continue to develop and evaluate engineering solutions to pedestrian safety problems in 2008
- Conduct research in 2008 to determine the nature and scope of the pedestrian crash problem, especially with respect to the location of crashes and, in crashes involving alcohol, whether the driver or the pedestrian was impaired
- Provide education on bicycle safety to the general public and specific target groups in 2008

Performance Measures

- Number of people educated on pedestrian safety
- Development of engineering solutions to pedestrian safety problems
- Interim report on the nature and scope of the pedestrian safety problem
- Number of people educated on bicycle safety

STRATEGIES

Public Information and Education

Pedestrians, bicyclists, in-line skaters, non-motorized scooter operators, and skateboarders are among the most vulnerable highway users. Education must be provided to persons of all ages in these groups to increase their awareness of safety issues and ways to avoid crash involvement and injuries. In addition, heightening the awareness of the motoring public to the behaviors and vulnerabilities of these other users of our roadways is an important tool in promoting the concept of “sharing the road.” More education should be provided to these groups on the rules of the road and the dangers of alcohol and drug impairment. Public information and education efforts to enhance pedestrian, bicycle, in-line skating, non-motorized scooter, and skateboarding safety will be supported. Examples of specific strategies include:



Share the Road PI&E Program

Continue education and public awareness activities that promote a “share the road” message among motorists; encourage compliance with traffic laws relating to pedestrians, bicyclists, in-line skaters, scooter riders, and skateboarders; and provide education on safe practices for pedestrians, bicyclists, in-line skaters, scooter riders, and skateboarders. The *Share the Road Safely* booklet has been revised to include information on non-motorized scooter and motorcycle safety and the helmet law.



Safety Equipment

In addition to increasing compliance with the helmet law, the objective of these public information and education efforts will be to increase youth acceptance of wearing proper safety equipment. Such efforts should encourage the use of appropriate safety equipment including knee pads; elbow pads; wrist guards; helmets; and reflective equipment, clothing, or vests. Many counties in New York State have community-based bicycle safety programs which routinely include a helmet distribution component and bicycle rodeos to teach children the necessary survival skills when riding a bicycle in urban environments.



Helmet Distribution Programs

Helmet distribution programs will continue to expand in order to increase the availability, proper fitting, and use of helmets for bicyclists, in-line skaters, non-motorized scooter riders, and skateboarders.

Community-Based Programs in Pedestrian, Bicycle, In-line Skating, Non-Motorized Scooter, and Skateboarding Safety

Pedestrian, bicycle, in-line skating, non-motorized, and skateboarding safety programs developed and implemented on the local level will continue to be supported. Examples include:



Community Pedestrian Safety Projects

New York State Partnership for Walk Our Children to School (NYSWOCS) coordinates pedestrian safety projects, such as New York's *Walk Our Children to School Campaign* and the Walking School Bus. The Walking School Bus (WSB) program is a community initiative with the goal of making walking to school safe, fun and convenient. A walking school bus is a group of children walking to school with one or more adults. The program is structured with planned routes, meeting points, a timetable and a schedule of trained volunteers. Specific project components should include community-based education (e.g., through hospitals) and increased enforcement.



Comprehensive Local Efforts in Pedestrian, Bicycle, In-Line Skating, Non-Motorized Scooter, and Skateboarding Safety

These programs will involve a grass-roots approach to the identification and resolution of local pedestrian, bicycle, in-line skating, skateboarding, and scooter safety problems. It is recommended that communities establish coalitions to focus on the issues that have been identified and promote the goals and objectives set by the coalition.

Networking among the various community partners will be encouraged in order to expand the resources available and the potential delivery system for these programs and other initiatives. Community-based programs will foster local support for efforts to decrease the scope of the pedestrian, bicycle, in-line skating, skateboarding, and scooter safety problems that have been identified. The local networks that are established will also be encouraged to link with appropriate state and national programs.

The development and implementation of model programs which may be expanded to other areas of the state or nation will be encouraged. These would include innovative community-based programs and/or campaigns that will be carefully documented and evaluated to identify successful strategies and program components that other communities can be encouraged to adopt.

Infrastructure Improvements



New York Canalway Trail System Development

As part of this strategic plan, it should be noted the New York Canalway Trail System is nearing completion within the western, central and the Capital regions New York. The New York State Canalway Trail System is comprised of a network of more than 260 miles of existing multi-use, recreational trails spanning across upstate New York. Major segments are adjacent to the waterways of the New York State Canal System or follow remnants of the historic original canals of the early 1800s that preceded today's working Canal System.

The Canalway Trail System is comprised of four major segments: the 100-mile Erie Canal Heritage Trail in Western New York; the 36-mile Old Erie Canal State Park Trail in Central New York; the 60-mile Mohawk-Hudson Bikeway in the eastern Capital Region; and the eight-mile Glens Falls Feeder Canal Trail in the foothills of the Adirondacks near Lake George. In addition, there are smaller segments of the Canalway Trail. These trail segments and other areas of the Canalway Trail System connect with trails leading throughout New York State, providing one of the most extensive trail networks in the country.

The 348-mile Erie Canalway Trail between the Hudson River and Lake Erie is nearly complete. When completed, the 348-mile Erie Canalway Trail will be the longest continuous trail in the United States and will result in a substantial increase in bicycle and other wheel-sport use across New York State. Many of the trailheads use existing local roadways which connect various sections of the trail. As a result, it is anticipated that an increased number of bicyclists and wheel-sport users on these local roadways will be placed at risk when operating in traffic between Canalway Trail sections.

The GTSC has contacted the local Traffic Safety Boards within many of these counties to encourage them to establish a rapport with the New York State Canal Corporation and to develop local educational and awareness training, as well as helmet distribution programs (for local motorists and Canalway users) to reduce the potential of traffic safety related injuries on their roadways as sections of the Canalway Trail are completed and traffic increases.



Improvements for Bicyclists

The development of new approaches to facilitate the redesign of infrastructure projects to improve safety and accessibility for bicyclists will be supported.

Training

Various training programs in the area of pedestrian, bicycle, in-line skating, non-motorized scooter, and skateboarding safety will be considered for implementation. The objective of the training programs will be to increase knowledge and awareness of topics related to these areas of highway safety. Training may be delivered on a local, regional, or statewide basis and may utilize electronic media.

Research and Evaluation

These projects will include evaluation efforts undertaken to assess program effectiveness, identify trends and potential new problem areas, and assist in defining future program direction and potential countermeasures. These efforts will include, but not be limited to, the collection and analysis of bicycle, in-line skating, scooter, and skateboard helmet use data to determine the effectiveness of current efforts to increase helmet usage rates, and research and evaluation activities to determine the prevalence and circumstances of crashes involving in-line skaters and scooters, and the scope and characteristics of incidents involving impaired pedestrians.

OCCUPANT PROTECTION

OVERVIEW

Since New York passed the nation's first mandatory seat belt law more than 20 years ago, nearly every other state has followed New York's lead. Because of the life-saving benefits of occupant restraints, efforts to increase their use have been a national priority for many years. The evolution of seat belt programs, from first requiring seat belts to be installed by auto manufacturers in the 1960s to national seat belt enforcement "mobilizations," has been extraordinary, as has been the increase in usage. As with impaired driving, social norms regarding the use of safety restraints, especially for children, have changed dramatically.

After the initial jump in seat belt use immediately following the implementation of New York's law, the use rate continued to increase at a gradual pace until it leveled off in the mid-1990s at about 75 percent. It was at that point that highway safety professionals rallied behind a new program called *Buckle Up New York*. *BUNY*, as it has come to be known, is a high-visibility enforcement and public information and education (PI&E) campaign. The national *Click It or Ticket* slogan was added to the *Buckle Up New York* program in 2002 in conjunction with New York's participation in the national seat belt mobilization.

In 2003, the seat belt use rate in New York reached an all-time high of 85 percent where it remained for the next two years before slipping to 83 percent in 2006 and 2007. The fact that the use rate has remained relative unchanged in the last few years suggests the need to both continue the efforts that have proven effective and to identify new approaches that can reenergize the program. One of the strategies that New York hopes will invigorate the program is the new PI&E campaign called "Get It Together New York" being developed by the Department of Motor Vehicles.

Because seat belt mobilizations that combine enforcement with public information campaigns have proven highly effective in increasing seat belt compliance, they will continue to be the primary component of New York's program. The availability of incentive grant funding has enabled the GTSC to fund nearly 300 police agencies annually to participate in these mobilizations and to conduct high visibility enforcement at times outside of the mobilization periods. Police agencies will continue to receive funding to periodically conduct high-visibility waves of seat belt and child restraint enforcement using strategies that include checkpoints and saturation patrols. Special tactics, such as the use of "spotters," will continue to be employed. These activities will occur in nearly every jurisdiction; almost every major police agency in the state will participate and many of the checkpoints will be multi-agency in nature. More agencies are now incorporating night-time checkpoints in their operational plans in order to address and target high risk drivers. The multi-agency aspect of this campaign has proven highly successful and has served to increase public awareness of the zero-tolerance approach.

Because motor vehicle crashes are the number one cause of death among children, the protection of the youngest occupants riding in vehicles continues to be of special concern. Since April 1998, New York has had an active Child Passenger Safety Task Force. Co-chaired by the GTSC and the Department of Health's Bureau of Injury Prevention, the Task Force has taken a lead role in seeking solutions to the issues that have been identified. Several issues related to child passenger safety will continue to be addressed. These include the availability of child safety seats to all segments of the population, the high incidence of incorrect installation and misuse of child safety seats, and potential injuries to children following deployment of passenger-side air bags. The use of child restraint systems that are appropriate for the child's size and weight will also continue to be promoted; a particular focus will be the use of booster seats for children who have outgrown their child safety seats. These efforts will be reinforced by the new child passenger safety law that went into effect on March 27, 2005 requiring all children ages four, five, and six to be restrained in an appropriate child restraint system when riding in a motor vehicle.

The strategies for improving child passenger safety have been compiled into a *Child Passenger Safety Education Program* for New York State; with the availability of Section 405 and Section 2003(b) Occupant Protection Incentive Grant funds, New York has been able to expand the state's CPS program. In addition to efforts to increase knowledge and public awareness of the issues related to child passenger safety, another component of New York's child passenger safety program is the establishment of permanent fitting stations where certified child passenger safety technicians can provide instruction in the proper use and installation of child safety seats. There are currently 212 permanent fitting stations located throughout the state. Providing increased access to child passenger safety education by increasing the numbers of safety seat check events, awareness classes and permanent fitting stations is also an important component of the program.

Another focus of the program has been to increase the pool of traffic safety professionals who are qualified to evaluate, demonstrate, and provide instruction on the correct installation and proper use of child safety seats. In 2004, a New York State Child Passenger Safety Advisory Board was convened to promote a higher level of skill, knowledge, and participation among technicians and instructors, and to improve child passenger safety in all regions of New York State. Members of the Board were chosen to represent different regions of the state to enhance communication, provide assistance and program direction, address regional problems and issues, and ensure that the state's Child Passenger Safety Standards of Performance are upheld.

For the past several years, New York and New Jersey have alternated the hosting of a regional child passenger safety conference. These conferences are another important mechanism for the dissemination of child passenger safety information to CPS instructors and technicians, educators, government agencies and others interested in child passenger safety issues. Nearly 500 attended the 6th Regional Child Passenger Safety Conference held June 12-14 in Buffalo, including participants from New York, New Jersey, Pennsylvania and several other states. The topics covered in the workshops included "Tweens," the importance of restraint use in the back seat, and special needs occupant restraints. Representatives from manufacturers of child safety seats and special needs occupant restraints participated in workshops and demonstrated their new products. Several of the workshops were approved for Continuing Education Units toward re-certification.

Based on an analysis of the most current New York State data available, the status of issues related to occupant protection is summarized as follows:



Based on New York's annual statewide observational surveys, the seat belt usage rate remained constant at 85% between 2003 and 2005. In 2006, the usage rate declined to 83% and remained at that level in 2007.

NEW YORK STATE SEAT BELT USAGE RATES, 2003-2007

2003	2004	2005	2006	2007
85%	85%	85%	83%	83%



The number of fatalities among vehicle occupants covered by the seat belt law increased from 837 to 855 between 2003 and 2004, and then decreased to 745 in 2005. The proportion of occupants receiving serious, moderate, or minor injuries in crashes declined between 2003 and 2005, while the proportion of uninjured occupants increased (from 51% to 55%).

VEHICLE OCCUPANTS COVERED BY NEW YORK STATE'S SEAT BELT LAW INVOLVED IN CRASHES,* 2003-2005

	2003		2004		2005	
	#	%	#	%	#	%
Fatalities	837	0.26	855	0.29	745	0.24
Serious Injuries	8,677	2.70	8,080	2.70	7,942	2.58
Moderate Injuries	18,968	5.91	17,629	5.89	16,686	5.43
Minor Injuries	125,979	39.22	115,708	38.67	111,129	36.15
Unknown Injury	4,077	1.27	3,608	1.21	3,265	1.06
Uninjured	162,656	50.64	153,374	51.25	167,669	54.54
Total Occupants	321,194		299,254		307,436	

* Police-reported crashes



Over the period 2003 to 2005, the Mean Severity of Injury (MSI) measure indicates that the severity of injuries suffered by vehicle occupants covered by the seat belt law remained relatively stable at approximately 1.25. In calculating the MSI, a weight of 4 is assigned to a fatality, 3 to a serious injury, 2 to a moderate injury, and 1 to a minor injury.

MEAN SEVERITY OF INJURY (MSI) FOR VEHICLE OCCUPANTS COVERED BY NEW YORK STATE'S SEAT BELT LAW,* 2003-2005

2003	2004	2005
1.24	1.25	1.25

* Police-reported crashes



Based on police crash reports, reported restraint use in crashes increased from 83% in 2003 to 84% in 2004 and 2005. Restraint use information is not consistently available for every occupant involved in a crash and reported use in crashes is less reliable than observed use in statewide surveys.

REPORTED RESTRAINT USE IN CRASHES IN NEW YORK STATE,* 2003-2005

	2003	2004	2005
Restraint Used	82.8%	84.4%	83.8%
No Restraint	6.6%	6.1%	5.5%
Unknown	10.6%	9.5%	10.7%

* Police-reported crashes



The success of New York's *Buckle Up New York* campaign and the efforts by the more than 300 enforcement agencies that are participating in the campaign is evidenced by the number of seat belt tickets issued by enforcement agencies in recent years. Although the number of tickets issued annually has decreased, the level of seat belt enforcement remains high, with approximately 475,000 tickets issued in 2006.



In 2006, seat belt violations comprised 12% of all tickets issued. Currently, over 90% of seat belt violations result in a conviction.

SEAT BELT TICKETS ISSUED IN NEW YORK STATE,* 2003-2006

	2003		2004		2005		2006	
	#	%	#	%	#	%	#	%
State Police	112,162	20.7	99,197	19.2	105,641	21.4	101,046	21.3
County Police	47,525	8.8	37,043	7.2	35,800	7.2	34,750	7.3
Local Police	381,941	70.5	380,478	73.6	352,660	71.4	338,913	71.4
Total	541,628		516,718		494,101		474,709	

* Includes tickets issued under the TSLED and Administrative Adjudication systems.

PERFORMANCE GOALS AND MEASURES

Long-term Performance Goals

- ⤵ Reduce the proportion of occupants in vehicles covered by the seat belt law who are killed in crashes from an annual average of 0.26% in 2003-2005 to 0.20% in 2012
- ⤵ Reduce the proportion of occupants in vehicles covered by the seat belt law who suffer serious injuries in crashes from 2.58% in 2005 to 2.20% in 2012
- ⤵ Reduce the MSI for occupants in vehicles covered by the seat belt law from 1.25 in 2005 to 1.20 in 2012

Short-term Performance Goals

- ⤵ Reduce the proportion of occupants in vehicles covered by the seat belt law who are killed in crashes from an annual average of 0.26% in 2003-2005 to 0.23% in 2008
- ⤵ Reduce the proportion of occupants in vehicles covered by the seat belt law who suffer serious injuries in crashes from 2.58% in 2005 to 2.40% in 2008
- ⤵ Reduce the MSI for occupants in vehicles covered by the seat belt law from 1.25 in 2005 to 1.23 in 2008

Performance Measures

- ⤵ Proportion of fatalities among occupants of vehicles covered by the seat belt law
- ⤵ Proportion of serious injuries among occupants of vehicles covered by the seat belt law
- ⤵ Mean Severity of Injury (MSI)

PERFORMANCE OBJECTIVES AND MEASURES

Performance Objectives

- Increase the safety restraint usage rate for front seat motor vehicle occupants from 83% in 2007 to 86% in 2008
- Increase knowledge and awareness of the importance of safety restraint use, children riding in the back seat, the correct use of child safety seats, and seat belt use on school buses
- Increase safety restraint use education and awareness programs for teen drivers

Performance Measures

- Proportion of front seat occupants observed using seat belts
- Number of persons trained/educated on issues related to seat belts and child safety seats
- Number of education and awareness programs on safety restraint use that are delivered to teen drivers

STRATEGIES

Enforcement

Dedicated enforcement that focuses on a specific type of violation has proven to be a key strategy for improving compliance with laws promoting positive driving behaviors, as well as deterring unsafe driving behaviors. When coupled with a vigorous public information and education campaign, the results can be even more profound. Dedicated high visibility enforcement has proven to be highly effective in the area of occupant protection and will continue to be supported in FFY 2008.



Buckle Up New York/Get It Together

With funding from the Governor's Traffic Safety Committee and the collective efforts of New York's law enforcement agencies, the *Buckle Up New York* program has had a major effect on seat belt usage in New York. Contributing to the success of New York's high-visibility enforcement program has been the widespread support from the police community at all levels, from the executive and command level to the rank and file.

In addition to strong support from police officers, grant funding has made it possible to mobilize substantial numbers of police officers dedicated solely to enforcement of the occupant restraint laws. While approximately 300 agencies currently receive funding to participate in *BUNY*, nearly every police agency in the state actively supports the program. This support is further promoted on a state and national level by the International Association of Chiefs of Police and GTSC Law Enforcement Challenge award program.

The New York State Police will continue to coordinate many of the *Buckle Up New York* enforcement activities including multi-agency checkpoints. Troop Commanders will continue to reach out to Chiefs and Sheriffs to solicit their support and participation in the program. Each of the ten State Police Troops will continue to conduct a press conference where many local chiefs and sheriffs attend. In addition, Law Enforcement Liaisons (LELs) now on staff at the GTSC representing the New York State Chiefs' and Sheriffs' associations, will continue to work through their respective organizations to increase the efforts of municipal police and Sheriffs' deputies.

The *BUNY* campaign will continue to incorporate two 14-day enforcement mobilizations in FFY 2008. The Department of Motor Vehicles' new "Get It Together" occupant protection public awareness campaign will ensure high visibility for the enforcement waves. The November "wave" will be conducted around the 2007 Thanksgiving holiday period, a time with historically high traffic volumes and a high number of crashes. The second mobilization will coincide with the national mobilization in May 2008. Additional enforcement efforts will be conducted by the State Police during *National Child Passenger Week* in February. Enforcement activities will consist of checkpoints and dedicated roving patrols. Some police departments distribute informational materials and promotional items at checkpoints. Extensive efforts are geared toward media outreach at the state and local level to ensure that these activities are highly publicized. Between mobilizations, both the State Police and the New York City Police Department will conduct occupant restraint enforcement details on a monthly basis, especially in low-use areas.

A number of counties in New York have been shown to have significantly higher than average rates of unrestrained motorists who are fatally and seriously injured in crashes. Also, certain regions of the state have lower compliance rates as measured by observational surveys. These counties and regions will continue to be targeted for an increased occupant restraint enforcement effort by the State Police. The GTSC will make funding for the local police agencies in these low-use areas a higher priority. Participation and involvement with targeted enforcement by municipal law enforcement will also be promoted and encouraged by the New York State Association of Chiefs of Police.

In order to qualify for *BUNY* grants in FFY 2008, police agencies will be required to meet additional requirements, including enhanced public information efforts and better training for police officers. An occupant protection roll-call training video was recently developed by the GTSC and sent to every police agency in the state. Those with a seat belt enforcement grant are required to have their officers view this video. A formal belt use policy will also be required for each agency participating in the grant program.

Public Information and Education

Efforts to educate the public about the importance and correct use of safety restraints, including seat belts, booster seats, and child safety restraints, will promote even greater compliance. The strategies funded under this task will include educational programs and public information campaigns directed toward the general public; target groups identified as having low usage rates, including minority, rural, low income, and special needs populations; and groups such as medical personnel who interact with the public and are in a position to assist with the educational effort.



Occupant Restraint Campaign

The New York State Department of Motor Vehicles has embarked on a new PI&E campaign called “Get it Together New York.” This new campaign and slogan will be integrated into the state’s occupant protection PI&E activities and will be used to publicize seat belt enforcement efforts, in particular the high visibility enforcement mobilizations.

The Department of Motor Vehicles and the New York State Police provide an occupant restraint display at the New York State Fair each year; the State Fair draws nearly one million visitors annually. In addition to the PI&E materials displayed and disseminated, the State Police provide “Rollover” and “Convincer” demonstrations. The Rollover is a motor vehicle set on an axis that actually rolls over with dummies inside. The public is able to see first-hand the effectiveness of seat belt use in rollover crashes. The Convincer is a sled that travels down a decline at five miles per hour and comes to an abrupt stop, simulating a crash at low speeds; the person on the sled experiences the effectiveness of the seat belt in a crash. The State Police will also host the annual Empire State Law Enforcement Traffic Safety Conference, disseminating valuable information to officers from the more than 200 police agencies attending. Each year occupant protection is one of the highlighted programs. The New York State Association of Chiefs of Police is also now promoting the program at their semi-annual Vendor Expo, which draws hundreds of municipal police from across the state.

As part of their comprehensive occupant protection program, the State Police will continue to conduct monthly “safety restraint education details.” Each Troop will conduct monthly activities that include instruction and car seat checks at child restraint clinics and permanent fitting stations, rollover simulator demonstrations, and other public awareness and education activities. In addition, holiday and *BUNY* mobilization press releases from the Superintendent of State Police continue to stress the importance of wearing seat belts.

The New York State Sheriffs’ Association, with funding provided by the GTSC, has placed three safety belt Convincer trailers throughout New York State. These devices are currently housed in Rensselaer, Onondaga, and Livingston counties and are available to sheriffs’ offices for use at county fairs, law enforcement displays, and other traffic-safety related programs. These devices have proven to be a very effective tool in demonstrating crash dynamics and the life-saving value of occupant restraints. In 2006, the Sheriffs’ Association, through a GTSC grant, purchased a set of Vince and Larry Crash Dummy costumes for use with convincer demonstrations and to support the safety message taught at the Sheriffs’ summer camp for disadvantaged children.

The GTSC, the New York State Police, and the New York City Police Department will engage in joint efforts including conducting press events, issuing public service announcements targeting minority communities, and providing a display and presentation at the New York City Auto Show. Each May, prior to the start of the *BUNY/Get It Together* mobilization, a high-profile joint press conference is conducted at Times Square in New York City. Representatives from NHTSA, GTSC, NYPD, the State Police and other organizations and agencies participate in this event which attracts wide media coverage.

The GTSC also expects to use paid media in very select areas of the state to target populations under-represented in current outreach efforts. An appropriate evaluation methodology, such as a telephone survey, focus groups, or surveys at DMV offices, will be used to assess the effectiveness of the paid media campaign in raising awareness of occupant restraint issues among the target audience.

Child Restraint Programs



Child Passenger Protection Public Information and Education

There is a continuing need to educate the public on the importance of child safety seat use and to provide instruction on correct installation procedures as the design of vehicles, car seats, and air bags continues to change. A comprehensive statewide program will continue to raise public awareness of child passenger safety issues and provide education to parents, grandparents, and other caregivers that will enable them to better ensure the safety of the children they transport.

Other initiatives that will be supported include the following:

- A public information and education campaign promoting the use of booster seats for children ages four to seven
- A public information and education campaign that uses new and updated materials and media messages to disseminate information on the importance of child restraint and seat belt use, the types of restraint systems that are appropriate for children of different ages and weights, the importance of having children 12 and under ride in the rear seat, and instructions on the proper use of child safety seats
- A public information and education campaign targeting culturally diverse populations using educational materials in different languages and media specifically for the targeted populations
- Child passenger safety training for personnel representing various professions and organizations involved in promoting traffic safety, including law enforcement, the public health and medical communities, fire and other emergency response personnel, transportation services personnel, social services personnel, daycare providers, pre-school bus drivers, other school bus drivers, and staff in other related community programs

- A statewide public information and education campaign to promote the Child Passenger Safety program targeting employers of law enforcement, fire, emergency medical services, and health care professionals
- Child safety seat check events and permanent fitting stations sponsored by state or local agencies or coalitions to conduct educational activities and provide the public with individualized instruction on the correct installation and proper use of the child safety seats and booster seats in their vehicles
- The State Police CPS program which includes training, fitting station activities, low-income seat distribution, PI&E, and other activities



Training/Updates for Child Passenger Safety Technicians and Instructors

In response to the continuing need to train additional child passenger safety technicians and instructors, child passenger safety training programs will be expanded.

NHTSA’s Standardized Child Passenger Safety Technician Training Program will continue to be supported. The new curriculum for this course which emphasizes the principles of “Learn, Practice, Explain,” was scheduled for implementation beginning June 2007. This course is taught through a combination of lectures, role-playing, and hands-on practice with child safety seats and vehicle belt systems. Successful course completion requires passing quizzes and skills tests and participating in a child safety seat check event. The course provides a training opportunity for individuals who wish to educate, conduct, or participate in child passenger safety educational activities at child safety seat check events or at permanent fitting stations or to educate others in their communities to conduct child passenger safety awareness training workshops. After successfully completing this course, participants qualify to receive certification from the Safe Kids Worldwide. Emphasis will continue on training bilingual child passenger safety technicians and instructors and efforts will be made to train more technicians in the health care professions. The Governor’s Traffic Safety Committee will coordinate and oversee these classes.

Certified technicians and instructors need to keep current with new developments in child passenger safety. Efforts will be made to provide continuing education for technicians and instructors by supporting attendance at national child passenger safety conferences, the annual Regional Child Passenger Safety Technical Conference hosted by New York or New Jersey, Child Passenger Safety Task Force meetings held in the various regions of the state, Occupant Restraints for Special Needs Children Training, and technical update classes for re-certification. Efforts will also be made to conduct an annual Instructor Development Seminar to keep all New York CPS instructors current and to provide resources.

The requirements for re-certification have changed from completing a 100 question exam online to earning six Continuing Education Units (CEUs) every two years. The Governor’s Traffic Safety Committee anticipates providing workshops, training classes, seminars and other opportunities for technicians and instructors to earn the required continuing education units needed. Also, this information will be posted on the GTSC

website at www.SafeNY.com.



Child Passenger Safety Awareness Training Programs

These courses present awareness information and/or specific technical information regarding child restraint selection, installation, and correct use. The awareness program offers “Train-the-Trainer” workshops of various lengths and focuses. People who complete a two-day child awareness training course will be considered “practitioners” and will be able to assist at child safety seat check events and fitting stations. The GTSC will provide the training manuals for these programs.

The awareness training programs that will be supported may include, but are not limited to, the following:

- *Operation Kids-Fire/Rescue*, a NHTSA two-day training program designed for fire and rescue professionals
- *Operation Kids-Law Enforcement*, a four-hour awareness program for administrators, eight-hour orientation program for law enforcement, or two-day hands-on training program for law enforcement officers
- *Operation Kids-RN*, a two-day awareness training program for nurses
- *Moving Kids Safely in Child Care*, a 12-hour awareness training program for child care providers
- Child passenger safety awareness training for parents, grandparents, and caregivers will continue. Awareness training will be expanded to target other groups such as participants in expectant parent classes at hospitals and clinics, participants in teen parent classes at schools, foster care parents, day care providers, bus transportation workers at Head Start programs, and personnel at retail stores. Efforts will be made to reach out to culturally diverse communities to conduct awareness classes.
- Child passenger safety training for special needs children will be provided to hospital and health care professionals who work with children with disabilities and special health care needs.
- The State Police will also incorporate awareness training for new Troopers during their 26-week basic training at the State Police Academy. In addition, in-service training will be conducted to re-certify Troopers who are child safety technicians.



Seat Belt Use on School Buses

Data compiled by the Pupil Transportation Safety Institute, Inc. indicate that in New York State most school bus-related fatalities involve students outside the bus. To minimize the hazards to students inside the bus, the development of training materials for students on the proper use of seat belts on school buses may be supported.

Efforts will be made to provide child passenger safety information to those who transport pre-school age children and infants in a school bus. This course will target school bus drivers, aides, mechanics, pupil transportation trainers and child passenger safety

technicians.



Child Safety Seat Distribution Programs

Child safety seat distribution programs will be expanded in an effort to reach low-income families in all counties in the state. Partnerships with hospitals will be considered as a way to ensure that a child restraint is available for every newborn's trip home from the hospital. Efforts will also be made to partner with social services agencies and cooperative extension agencies to further expand this program in the local communities.



Permanent Fitting Stations

Efforts to increase the number of permanent fitting stations across the state and ensure that the fitting stations are staffed by certified child passenger safety technicians will continue. In FFY 2008, additional emphasis will be placed on establishing permanent fitting stations staffed by bilingual certified technicians in culturally diverse communities. The use of trailers will help to establish mobile fitting stations in rural communities of the state. Efforts to work with children's hospitals to establish additional special needs fitting stations will also be undertaken.



Booster Seats

The GTSC will support efforts to increase public awareness of the importance of booster seat use for children. Since 2005, New York has required all children ages four, five, and six to be restrained in an appropriate child restraint system, including booster seats. Existing child passenger safety brochures have been updated to reflect the new law and new booster seat educational materials will continue to be developed and distributed by state and local agencies or coalitions to increase public awareness. Child safety seat check events and clinics will be conducted to target booster seat age children. Child safety seat distribution programs will be expanded to provide booster seats to low-income families in all counties in the state.

Legislative and Regulatory Measures

Legislation was recently passed requiring seat belt use for occupants of vehicles with a seating capacity of less than ten that are used as school buses. This law takes effect November 1, 2007. The legislative proposals currently pending in New York include:

- ⊕ Require all vehicle occupants to be properly restrained, regardless of age or seating position. New York's law currently does not require rear seat passengers 16 years of age and older to be belted.
- ⊕ Require certain taxi cabs to have child safety restraints
- ⊕ Require the use of seat belts by passengers of school buses; require the Commissioner of Transportation to place warning signs on all school buses

- Limit the liability of certified technicians who check child restraints. This legislative proposal has been developed by the Division of State Police.

While the outcome of these legislative proposals is far from certain, they do illustrate the continued emphasis on occupant protection in New York State.

Research and Evaluation

Evaluations will be undertaken to measure the effectiveness of the occupant protection program by analyzing changes in the number and severity of crashes and the number of tickets and convictions for violations of the seat belt law. In addition to the annual statewide observational survey of seat belt use, other evaluation methods may include surveys to measure the knowledge, attitudes, and behaviors of New York drivers relating to occupant restraint issues. Where appropriate, administrative or program evaluations will also be conducted to document the implementation of programs or legislation. Research may be conducted to identify the characteristics of those motorists who do not use safety restraints; these groups can then be targeted in future campaigns. Research on child restraint programs and policies will also continue. In addition, the GTSC is considering convening a summit on occupant protection where stakeholders will examine every aspect of the program.

TRAFFIC RECORDS

OVERVIEW

To meet the challenges of identifying the nature and location of traffic safety problems and developing appropriate countermeasures, agencies and organizations involved in traffic safety at all jurisdictional levels require access to a variety of traffic records data. The traffic safety community needs data on crashes and injuries, arrests and convictions for traffic violations, and highway engineering initiatives. The need for accurate and timely data, together with an ever increasing need for data analysis support, is being addressed vigorously by New York through major improvements in the way it maintains and uses its traffic records systems.

Since the mid-1990s, New York has made significant strides in improving its various traffic records systems and data files. In 1995, under the direction of the GTSC, New York developed and implemented a strategic plan that produced tremendous advances in its accident and ticket records systems. To build on this progress, in 2005 New York developed a new multi-year traffic records strategic plan. Developed by New York's Governor's Traffic Safety Committee (GTSC), with assistance from the state's Traffic Records Coordinating Council (TRCC) and the Institute for Traffic Safety Management and Research (ITSMR), the new strategic plan covers the four-year period, 2006-2009.

Using a performance-based approach, the 2006-2009 multi-year strategic plan addresses the major deficiencies noted in the state's crash, enforcement/adjudication, driver, injury surveillance, vehicle, and roadway data systems. The plan is designed to improve the overall quality of the state's traffic safety information systems through the funding of traffic records improvement projects under Section 408. The plan identified the limitations in New York's six core traffic records systems and potential improvement opportunities for those systems. Upon approval of the plan by NHTSA in August 2006, the implementation of Program Year 1 (2006) of the plan was initiated in September 2006.

At New York's request, a Traffic Records Assessment was conducted in May 2007 by a team of experts assembled by the National Highway Traffic Safety Administration. The strategic plan was updated in June 2007 and submitted to NHTSA on June 15 as the key component of New York's application for Year 2 funding under Section 408; input from the Assessment team was incorporated into the plan.

The importance placed on improving the state's traffic records systems is also evident in the improvements made in the traffic-related systems maintained by the Department of Motor Vehicles, Department of Transportation, Department of Health, Division of Criminal Justice Services, Division of Probation and Correctional Alternatives, and the Division of State Police. The system improvements are monitored annually by the TRCC which is chaired by the GTSC, with assistance from the state's Traffic Safety Information Systems (TSIS) Coordinator appointed from the Institute for Traffic Safety Management and Research.

An overview of the current status and issues related to the state's core traffic records systems is presented below.



Crash Information Systems: Improvements to various components of the accident information system (AIS) continue. Through DMV's continued participation in the TraCS initiative, approximately 16% of all crash reports and 25% of all reportable crashes were being received electronically as of June 2007. During the coming year, efforts will focus on increasing the electronic submission of crash reports through TraCS. At the end of 2006, 283 agencies were licensed for TraCS, 162 agencies had installed and were using TraCS, and 150 agencies were transmitting data through TraCS.

During the past year, tremendous progress was also made in eliminating the backlog in the data entry of crash reports received in paper form. Over the past year, the average time lag between the date of the crash event and when the data are available in AIS dropped from 180 days in 2005 to 77 days. Furthermore, the average time lag between the date the crash report is received by the DMV and is entered into AIS is less than three weeks.

To further improve the timeliness of crash data and system availability, a preliminary analysis of the AIS workflow module was conducted during the past year. In the coming year, based on the results of the final analysis, the AIS workflow module will be redesigned, rewritten, and tested.

Considerable progress was also made over the past year with regard to the capture of data on non-reportable crashes. The percent of non-reportable crashes captured by NYS DOT's SIMS system increased from 5% in 2005 to 25% in 2006.

A critical component of conducting specific research and evaluation studies for use in developing effective traffic safety countermeasures is the ability to link data from different data files. Initiatives to link various traffic-safety related data systems are ongoing. Data files from the DMV and DOH are linked on an annual basis to conduct studies on injury outcomes related to the use of occupant restraints in crashes.



Accident Location Information System: Development of the GIS-based Accident Location Information System (ALIS) is continuing. Based on the tests results of the interface between ALIS and AIS in late 2006, refinements are being made and should be completed by mid-2007. A notable accomplishment during the past year was the development of a new ALIS application that will allow users to conduct more sophisticated analysis and crash queries. When fully operational, ALIS will be a critical component in identifying high accident locations and developing measures to address problems at these sites.



Enforcement/Adjudication Information Systems: Significant improvements in the volume of ticket and disposition data received electronically occurred during the past year. Over 1,022,000 tickets were submitted to TSLED via TraCS in 2006. As of May 2007, more than 160 out of approximately the 580 police agencies in the state are

submitting ticket data to DMV in electronic format, including the State Police. Overall, about 58% of all arrests issued under TSLED are reported electronically. The further expansion of electronic reporting, especially in New York City will continue to be supported.

Another significant improvement occurred in the average time lag between the date a ticket is issued in the field and when data are entered into the TSLED file; it dropped from 120 days in 2005 to 30 days in 2006. A similar drop (120 days vs. 30 days) also occurred in the average time lag between the receipt of disposition data from the courts and when data are entered into TSLED.

The e-DATE project to electronically accept ticket and disposition data from the courts is ongoing. In 2006, more than 2.7 million transactions were processed and posted to the TSLED file via the electronic reporting by the courts. As of May 2007, more than 600 of the state's 1,400 courts are using the e-disposition process. Approximately 74% of all dispositions under TSLED are reported electronically. During the coming year, efforts will continue to focus on 1) increasing electronic submission of arrest and disposition data and 2) automating a number of transactions, including reporting of disposition and arrest amendments and suspensions pending prosecution, as well as scofflaw reporting for non e-DATE courts.

New York's other ticket system, Administrative Adjudication (AA), has also seen significant improvements during the past year. In 2006, the AA system added the capability of receiving data electronically; approximately 30,000 tickets were received electronically in 2006, representing two percent of all tickets issued under the AA system. Similar to the TSLED system, efforts in the coming year will focus on increasing the percentage of tickets received electronically by the AA system.



Injury Surveillance Information Systems: The NYS Department of Health continues to make small improvements in its various injury surveillance systems. Most notably, the average time lag between a crash event and the availability of data on the PCR decreased from 24 months in 2005 to 18 months in 2006. Similarly, the average time lag between a crash event and the availability of data on SPARCS decreased from 24 months in 2005 to 18 months in 2006. Efforts in the coming year will focus on reducing the time lags even further.



Driver Information Systems: The NYS Department of Motor Vehicles (DMV) maintains extensive information on drivers in the driver's license file stored on its mainframe computer. The file provides detailed information for all drivers who are licensed in New York State and limited information for unlicensed or out-of-state drivers who have been convicted of a moving traffic violation or been involved in a motor vehicle crash in the state. As of January 2007, there are 25 million records of which 11 million are active. To provide better access to the file, DMV began an initiative during the past year to convert critical driver client information and address information to a relational framework. Redesign of the data base was begun and will continue during the coming year.

A secondary, but important, driver information system is the DMV's Article 19-A data system. Designed to capture bus driver and motor carrier information, the system is used in regulating who can drive a bus and monitoring their driving performance. During the past year, DMV initiated a project with Section 408 funding to develop a new system. Accomplishments to date include: 1) system requirements were developed, 2) business rules were developed and finalized for Phase I of the project, and 3) design and development of the data base, mainframe, and web pages was initiated.



Vehicle Information Files: A number of vehicle-related information systems are maintained by the DMV and NYSDOT. Although no major improvement projects were undertaken during the past year with regard to any of the systems, some small changes have been made. For example, DMV is continuing its initiative to revise the reports that are currently generated by the Insurance Information & Enforcement System (IIES).



Roadway Information Systems: Roadway-related data systems and advances in technology designed to capture roadway data more efficiently are key to identifying and prioritizing highway improvements. Progress continues with respect to developing the capability to collect and analyze roadway-related data that can be used to support engineering solutions that seek to improve traffic flow, thereby reducing dangerous driving behaviors, and to decrease crashes, fatalities, and injuries. This effort involves the development or enhancement of DOT databases and the use of technologies such as traffic signal timing devices, GIS, and digitized crash reports to capture needed data in a timely, accurate manner. Another activity involved in this effort includes the development of highway inventory systems at the state and local levels which enable traffic safety managers to identify problem sites and make recommendations for improvements. Specific accomplishments over the past year include:

- The Bridge Data Interaction System (BDIS) was linked to the Highway Data Management System (HDMS); both are NYSDOT systems.
- Work was initiated on the rewrite of the BIPPI software used to collect data for the BDIS.
- Access and retrieval of data from NYSDOT's Culvert Inventory and Inspection System (CIIS) has been improved. In addition to providing "canned" reports, NYSDOT's Office of Information Services provides a data extract into Excel that enables users to conduct ad-hoc queries.

PERFORMANCE GOALS AND MEASURES

Long-term Performance Goals

- ⊃ Continue to expand the capability to collect, retrieve, and disseminate traffic safety data electronically, on both the local and statewide levels, through 2012
- ⊃ Continue to improve data linkage capabilities, on both the local and statewide levels, among the various traffic safety-related data systems through 2012

Short-term Performance Goals

- ⊃ Continue to assist with the coordination and direction of efforts to upgrade and link, as appropriate, the state's various traffic safety-related data systems in 2008
- ⊃ Continue efforts to enhance DMV's AIS, TSLED, and AA records systems which will provide for the more timely and accurate capture, reporting, and access to crash and ticket data through electronic means in 2008
- ⊃ Update the 2007 Inventory of Traffic Safety Information Systems in 2008
- ⊃ Update the 2006-2009 NYS Traffic Safety Information Systems Strategic Plan, focusing on Program Year 3 (2008), in 2008

Performance Measures

- ⊃ Data linkage capabilities developed, integrated, and operational
- ⊃ Proportion of crash and ticket information that is received electronically
- ⊃ 2008 Inventory of Traffic Safety Information Systems
- ⊃ Program Year 3 (2008) update to the 2006-2009 NYS Traffic Safety Information Systems Strategic Plan

PERFORMANCE OBJECTIVES AND MEASURES

Performance Objectives

- ⊃ Continue to support implementation of technologies that promote traffic safety by enforcement agencies and the courts at the local level, including providing the training required to use such technologies, in 2008
- ⊃ Continue to support implementation of technologies that promote traffic safety by agencies and courts at the state level in 2008

Performance Measures

- ⊃ Number of police agencies submitting crash and ticket data electronically to DMV
- ⊃ Number of courts submitting ticket disposition data electronically to DMV

STRATEGIES



Statewide Coordination of Traffic Records Systems Improvements

The GTSC will continue to coordinate efforts with other agencies and sources of funding to complete projects that improve traffic records systems, files, and programs. Upon approval of New York's application for second-year funding under Section 408 incentive funds, implementation of Program Year 2 (2007) under the state's TSIS strategic plan will begin. The TSIS Coordinator will be responsible for monitoring the implementation of the plan and providing assistance to the Traffic Records Coordinating Council (TRCC) and the TRCC Chair.



Development and Use of Data Linkages

To support program planning initiatives, the traffic safety community needs a variety of information on crashes which reside in different data systems, including information about the driver, vehicle, type of crash, location of crash, types of injuries, types of medical care received, and the associated costs. Continued improvements in data linkages will enhance the development of program initiatives that target specific population sub-groups and permit the examination of costs associated with crashes.



Use of Technology to Disseminate Information

The GTSC's Internet web site continues to be a major medium for disseminating information on new developments in traffic safety, research programs, and other topics. The website and other communication technology are important in the communication of data and public information relating to highway safety programs that will benefit all of the GTSC's customers and partners, as well as the general public. Efforts to expand the communications capabilities and resources of the traffic safety community will continue to be supported.



Improvements to the Accident and Ticket Systems

Initiatives to improve DMV's accident and ticket reporting systems are ongoing. These improvements include the application of new technologies and the establishment of additional linkages that will improve the timeliness, accuracy, and completeness of the data collected. Opportunities exist to reduce the prevalence of duplicate records, standardize the data, and eliminate the necessity of relying on motorists' accident reports.

This program continues to support the data entry of police accident reports, traffic tickets, and court adjudication reports from the field and directly from the courts through the use of state-of-the-art technology. Also included is the development or modification of software for crash reports and traffic ticket systems and the purchase of equipment, such as laptop computers, printers, and bar code and magnetic strip readers. A significant element in this process is the accurate coding of location information. Improvements in this area will provide information which will significantly improve enforcement, engineering, and EMS efforts throughout the state.



TraCS – Electronic Ticket and Accident Report Project

The GTSC's support of TraCS (Traffic and Criminal Software) is ongoing. The use of TraCS will continue to expand throughout the state in the coming year to state, county, and local police agencies. This includes the State Police, the New York City Police Department, most large city and county police agencies, and a limited number of medium- to smaller-sized agencies.

TraCS is the software in the patrol vehicle that produces an automated (electronic) ticket and accident report and is part of the larger program to automate traffic records systems throughout the state. TraCS produces more timely and accurate records, which are easily and quickly transmitted to the various users of highway safety data. Analysis of this data will not only be more thorough but will provide more timely information from which traffic safety professionals will be able to develop more effective strategies.



Improve and Expand Use of Roadway Data Files

The NYS Department of Transportation is improving its roadway data files to provide for more accurate, consistent, and timely information, as well as provide for easier access to the data collected. The systematic upgrade of the state's roadway data information system is key to initiating countermeasures which help reduce crashes and their severity. This information is used to assist in the identification of problem locations, the determination of the most appropriate type(s) of improvement, and the prioritization of sites for planned improvements.



Research and Evaluation

Research and evaluation are essential components of the highway safety planning process, and a variety of research and evaluation initiatives will be supported at both the state and local levels. Competing interests and finite resources make it imperative that there be a consistent, systematic process of problem identification and prioritization. A research and evaluation agenda is needed to identify the priority areas for the development of potential countermeasures and the assessment of their effectiveness.

Research will also support the development, implementation, and evaluation of new initiatives in conjunction with the state's 402 grant program. In addition, analytical support will be provided to traffic safety agencies and organizations at all jurisdictional levels, including support for the collection, analysis, and reporting of data. Initiatives to provide training and technical assistance in the use of the state's traffic records systems will also be supported.

COMMUNITY TRAFFIC SAFETY PROGRAMS

OVERVIEW

Community Traffic Safety Programs combine strategies from several traffic safety program areas to address local highway safety problems. Communities within a county are encouraged to cooperatively develop a strategic plan which identifies and documents the county's highway safety problems. Because of the integral role local programs play in the attainment of the statewide highway safety goals, expanding the number of counties participating in the program continues to be a priority.

NEW YORK STATE DEMOGRAPHIC AND CRASH DATA BY COUNTY, 2005												
County	Population		Licensed Drivers		Fatal/PI Crashes		Pedestrian Crashes		Bicycle Crashes		Motorcycle Crashes	
	#	%	#	%	#	%	#	%	#	%	#	%
Statewide	19,315,721		11,071,911		147,951		15,703		5,807		4,892	
Albany	297,598	1.5	197,874	1.8	2,876	1.9	200	1.3	86	1.5	122	2.5
Allegany	50,365	0.3	32,633	0.3	304	0.2	12	0.1	2	<0.1	17	0.3
Broome	196,547	1.0	141,966	1.3	1,350	0.9	54	0.3	26	0.4	57	1.2
Cattaraugus	82,112	0.4	57,757	0.5	571	0.4	22	0.1	21	0.4	26	0.5
Cayuga	81,365	0.4	54,849	0.5	554	0.4	27	0.2	22	0.4	31	0.6
Chautauqua	136,102	0.7	94,985	0.9	995	0.7	55	0.4	36	0.6	56	1.1
Chemung	89,005	0.5	61,585	0.6	600	0.4	26	0.2	33	0.6	20	0.4
Chenango	51,676	0.3	37,762	0.3	304	0.2	8	0.1	6	0.1	15	0.3
Clinton	82,104	0.4	55,760	0.5	524	0.4	16	0.1	18	0.3	26	0.5
Columbia	63,327	0.3	47,814	0.4	484	0.3	11	0.1	8	0.1	22	0.4
Cortland	48,489	0.3	32,181	0.3	361	0.2	13	0.1	4	0.1	23	0.5
Delaware	47,360	0.2	37,721	0.3	389	0.3	13	0.1	5	0.1	16	0.3
Dutchess	294,509	1.5	208,083	1.9	2,588	1.7	81	0.5	30	0.5	98	2.0
Erie	928,215	4.8	634,643	5.7	7,664	5.2	473	3.0	285	4.9	271	5.5
Essex	38,543	0.2	28,570	0.3	304	0.2	9	0.1	7	0.1	27	0.6
Franklin	50,910	0.3	34,163	0.3	303	0.2	16	0.1	10	0.2	26	0.5
Fulton	55,425	0.3	39,902	0.4	405	0.3	23	0.1	7	0.1	23	0.5
Genesee	59,173	0.3	43,774	0.4	601	0.4	18	0.1	22	0.4	33	0.7

NEW YORK STATE DEMOGRAPHIC AND CRASH DATA BY COUNTY, 2005

County	Population		Licensed Drivers		Fatal/PI Crashes		Pedestrian Crashes		Bicycle Crashes		Motorcycle Crashes	
	#	%	#	%	#	%	#	%	#	%	#	%
Greene	49,559	0.3	37,747	0.3	444	0.3	10	0.1	3	0.1	33	0.7
Hamilton	5,196	<0.1	4,836	<0.1	62	<0.1	0	0.0	1	<0.1	15	0.3
Herkimer	63,597	0.3	45,016	0.4	384	0.3	14	0.1	8	0.1	33	0.7
Jefferson	115,536	0.6	70,069	0.6	777	0.5	27	0.2	18	0.3	42	0.9
Lewis	26,506	0.1	19,536	0.2	150	0.1	4	<0.1	1	<0.1	7	0.1
Livingston	64,192	0.3	44,802	0.4	406	0.3	7	<0.1	5	0.1	28	0.6
Madison	70,011	0.4	50,096	0.5	490	0.3	12	0.1	11	0.2	28	0.6
Monroe	732,057	3.8	505,696	4.6	5,705	3.9	328	2.1	268	4.6	193	3.9
Montgomery	49,006	0.3	35,522	0.3	355	0.2	17	0.1	6	0.1	15	0.3
Nassau	1,331,620	6.9	977,518	8.8	14,663	9.9	934	5.9	468	8.1	336	6.9
Niagara	216,581	1.1	156,446	1.4	1,693	1.1	86	0.5	74	1.3	68	1.4
Oneida	233,969	1.2	158,935	1.4	1,863	1.3	72	0.5	54	0.9	89	1.8
Onondaga	457,279	2.4	316,850	2.9	3,672	2.5	235	1.5	118	2.0	122	2.5
Ontario	104,218	0.5	76,163	0.7	745	0.5	26	0.2	25	0.4	43	0.9
Orange	372,750	1.9	245,126	2.2	3,494	2.4	135	0.9	65	1.1	154	3.1
Orleans	43,265	0.2	29,382	0.3	238	0.2	12	0.1	5	0.1	14	0.3
Oswego	123,144	0.6	85,739	0.8	799	0.5	38	0.2	34	0.6	46	0.9
Otsego	62,750	0.3	44,152	0.4	433	0.3	15	0.1	6	0.1	23	0.5
Putnam	100,528	0.5	76,499	0.7	880	0.6	16	0.1	9	0.2	49	1.0
Rensselaer	154,601	0.8	108,995	1.0	1,090	0.7	46	0.3	39	0.7	68	1.4
Rockland	294,636	1.5	206,296	1.9	2,777	1.9	140	0.9	55	0.9	99	2.0
St. Lawrence	111,258	0.6	73,940	0.7	576	0.4	33	0.2	12	0.2	35	0.7
Saratoga	214,121	1.1	160,978	1.5	1,354	0.9	34	0.2	28	0.5	98	2.0
Schenectady	148,975	0.8	113,446	1.0	1,212	0.8	73	0.5	65	1.1	51	1.0
Schoharie	32,126	0.2	23,928	0.2	240	0.2	7	<0.1	2	<0.1	14	0.3
Schuyler	19,340	0.1	13,746	0.1	119	0.1	5	<0.1	0	0.0	8	0.2
Seneca	34,746	0.2	24,130	0.2	258	0.2	6	<0.1	8	0.1	9	0.2
Steuben	98,366	0.5	71,481	0.6	640	0.4	18	0.1	22	0.4	46	0.9
Suffolk	1,472,086	7.6	1,071,276	9.7	13,784	9.3	543	3.5	474	8.2	468	9.6
Sullivan	76,115	0.4	56,548	0.5	769	0.5	19	0.1	10	0.2	34	0.7
Tioga	51,349	0.3	38,119	0.3	298	0.2	6	<0.1	4	0.1	12	0.2
Tompkins	100,104	0.5	61,418	0.6	620	0.4	24	0.2	29	0.5	31	0.6
Ulster	182,433	0.9	133,229	1.2	1,759	1.2	59	0.4	40	0.7	106	2.2
Warren	65,571	0.3	51,247	0.5	635	0.4	18	0.1	18	0.3	63	1.3
Washington	63,005	0.3	44,243	0.4	403	0.3	10	0.1	9	0.2	26	0.5
Wayne	93,158	0.5	68,626	0.6	492	0.3	18	0.1	14	0.2	26	0.5
Westchester	947,719	4.9	637,397	5.8	7,106	4.8	686	4.4	143	2.5	177	3.6

NEW YORK STATE DEMOGRAPHIC AND CRASH DATA BY COUNTY, 2005

	Population		Licensed Drivers		Fatal/PI Crashes		Pedestrian Crashes		Bicycle Crashes		Motorcycle Crashes	
Wyoming	42,697	0.2	29,630	0.3	264	0.2	6	<0.1	3	0.1	11	0.2
Yates	24,847	0.1	16,883	0.2	100	0.1	3	<0.1	8	0.1	4	0.1
New York City												
Bronx	1,364,566	7.1	405,180	3.7	8,255	5.6	1,523	9.7	259	4.5	167	3.4
Kings	2,511,408	13.0	802,103	7.2	16,943	11.5	3,534	22.5	1,133	19.5	361	7.4
New York	1,606,275	8.3	692,067	6.3	10,522	7.1	3,235	20.6	1,003	17.3	359	7.3
Queens	2,256,576	11.7	1,010,102	9.1	15,973	10.8	2,242	14.3	559	9.6	308	6.3
Richmond	475,014	2.5	291,330	2.6	3,271	2.2	346	2.2	63	1.1	64	1.3

STRATEGIES

Community-Based Highway Safety Programs

Projects undertaken by local jurisdictions to address traffic safety problems and statewide initiatives to enhance local services will be supported. Examples of projects include the following:



Local Highway Safety Programs

The Governor's Traffic Safety Committee will work with the counties to expand the number of grants provided to community-based programs which take a comprehensive approach to addressing local traffic safety problems.



Coalition Development

The Governor's Traffic Safety Committee will continue to promote the development of broad-based coalitions that include organizations with differing perspectives on traffic safety issues, including private sector organizations, the media, and industry associations. There is also a need to establish coalitions among the organizations with common interests, including the business community, the trucking industry, and local government associations. Efforts should focus on crash avoidance and prevention education for high risk target groups within local communities. Examples of such partnerships include the New York State Partnership Against Drowsy Driving (NYPDD), the Capital Region Older Assistance Network, the Capital District Safe Kids Coalition, and the New York State Partnership for Walk Our Children to School (WOCS) which recently broadened its scope to include the Spot the Tot and Safe Routes to School programs described in more detail below.



Spot the Tot

According to the Safe Kids World Wide website, in the United States between 2001 and 2003, approximately 2,500 children per year ages 1-14 reported to emergency rooms and an average of 229 children per year died after being struck by a vehicle in a parking area or driveway. To bring attention to the dangers of backovers, Safe Kids Utah created a program that teaches parents, drivers, caregivers and children safety tips to raise awareness about small children sharing space with motor vehicles. The NYS Partnership for WOCS and Safe Kids will model and expand upon Utah's successful program. The partnerships will identify and implement strategies to increase public awareness in New York State.



Safe Routes to School

The Federal-aid Safe Routes to School program was created by Section 1404 of the 2005 SAFETEA-LU Legislation. The goal of the program is to enable and encourage school age children, including those with disabilities, to walk and bicycle to school; to make walking and bicycling to school a safer and more appealing transportation alternative; and to facilitate the planning, development and implementation of projects and activities that will improve safety in the vicinity of schools. To promote and facilitate these goals, the New York State Department of Transportation has established the *New York State Pedestrian and Bicycle Advisory Council* comprised of experts and professionals from the fields of public health, law enforcement, bicycle and pedestrian safety, and education to assist with the development and implementation of the Safe Routes to School program. This group will formulate statewide strategies and policies designed to successfully implement the program in New York State.

NYATSB's Multi-cultural Education Committee

The Multi-cultural Education Committee will operate under the auspices of the New York State Association of Traffic Safety Board's (NYSATSB) Education Committee. The coalition consists of representatives from NYS Department of Health's Bureau of Injury Prevention, NYS Mothers Against Drunk Driving (MADD), Mid-Hudson Health and Safety Institute at SUNY Ulster, Rockland County Traffic Safety Board, Oneida Nation Health Center, NHTSA, and GTSC.

The committee will focus on multi-cultural traffic safety education and outreach targeted at minority communities. New York is one of three states with the highest percentage of foreign born residents, which comprise its minority population. According to the 2000 national census, 36 percent of the NY population categorized themselves as races other than white. Furthermore, statistics show that minorities are more likely to be in traffic crashes and are more adversely affected. They therefore represent the weakest link of the chain in an otherwise improving statewide traffic safety comprehensive plan. The goal and objective is to tailor culturally sensitive programs to more effectively reach these groups and to build an infrastructure of tools and resources that will be handily available to traffic safety professionals in dealing with their minority constituents around the state.

In order to effectively impact the traffic related behaviors of diverse cultural groups, it is important to implement traffic safety programs that identify and address cultural beliefs, attitudes and values and to be aware of how to effectively connect and work with these diverse groups in a culturally competent manner.

The Committee is working towards:

- Conducting a Multi-Cultural Traffic Safety Summit to provide educational opportunities to address the cultural aspects of diverse communities;
- Serving as a multi-cultural resource for traffic safety information and providing guidance on how to work with diverse communities, and
- Building a list serve and utilizing the expertise of individuals currently operating multi-cultural traffic safety programs.

Capital Region Older Driver Assistance Network

The Capital Region Older Driver Assistance Network is a working group whose members will provide various levels of assistance to older drivers or anyone seeking assistance to help older drivers. Members include the GTSC, ITSMR, State Office for the Aging, New York State Department of Motor Vehicles, New York State Department of Health Bureau of Injury Prevention, Albany County Department for the Aging, Rensselaer County Department for the Aging, Schenectady County Office for the Aging, Sunnyview Rehabilitation Hospital, AAA, AARP and the New York State Association of Traffic Safety Boards.

The Capital Region Older Driver Assistance Network is committed to:

- Establishing a reliable, sustainable and broad-based network of mutually supportive referral pathways and support services for consumers;
- Assisting the older driver, their families, and other members of the community to successfully identify and address potentially unsafe and at-risk situations;
- Assisting the older driver to drive safely and to drive safely longer;
- Building capacity among partners through shared education and training capacity that can be used to assist primary referral sources such as family/neighbors/friends, physicians and law enforcement;
- Enabling a greater awareness in the community about interventions that are available to assist and support older individuals that are no longer able to drive;
- Providing a consistent message about older drivers.

Training



Training for Community Program Personnel

A training needs analysis for managers of local traffic safety programs will be pursued; following this assessment, appropriate training and other educational programs will be made available to local project personnel to increase their knowledge of traffic safety issues and to help them become more effective program managers. Specific areas for training might include, but are not limited to, presentation skills, project management, and performance assessment.



Motorist Education to Prevent Passing of Stopped School Buses

Motorists who pass stopped school buses continue to pose a threat to children boarding and departing buses. The Department of Motor Vehicles and the Governor's Traffic Safety Committee, with its member agencies, have been very active in addressing this issue through *Operation Safe Stop*, the media, and participation in the Tri-Agency School Bus Committee. These and other efforts to increase public awareness of the importance of stopping for school buses will continue.



Safety Central: Safety Programs for New York's Children

In New York State, injuries are the leading cause of hospitalization for children ages 10 to 14 and the leading cause of death for persons ages five to 24. Traffic-related injuries account for a significant percentage of those injuries.

The goal of the Capital Region Safety Central project is to reduce traffic-related injuries and fatalities among children. Safety City is a full-scale street with intersections that include real traffic and pedestrian signals, street signs, pavement markings, railroad crossings, and street furniture. The facility and programs conducted at the site will be made available regionally to all elementary schools for age-appropriate education including the following traffic safety areas: pedestrian safety; bicycle/in-line skating/non-motorized scooter/skateboard safety; school bus and school zone safety; and railroad crossing safety.

Distracted Driving

The issue of distracted driving continues to be of concern to the state's traffic safety community. Because information on the specific sources of driver distraction is limited, efforts to determine the extent to which distracted drivers contribute to crashes are ongoing. In recent years, the use of cell phones while driving has become one of the most prominent concerns with respect to distracted driving behavior. To address this issue, New York became the first state to pass a statewide cell phone law banning the use of hand-held cell phones by vehicle operators on New York's roadways. Effective November 1, 2001, the law also provided that a comprehensive study on distracted driving, including the use of cell phones while driving, be conducted; the

report on the study was completed and submitted to the Legislature. Recently, the dangers of text messaging while driving has emerged as a traffic safety concern and new legislation prohibiting this distracting behavior has been introduced.

To facilitate the collection of data on cell phone use and other driver distractions as contributory factors in crashes, the DMV’s police accident report forms were changed, effective July 1, 2001, to include “cell phones” as a specific driver distraction choice for police. The revised form also changed the “Driver Inattention” option to “Driver Inattention/Distracted” and requires that the police officer state the specific nature of the distraction. The purpose of these changes is to collect the data needed to determine the extent to which specific distracted driving behaviors, especially the use of cell phones, are contributory factors in crashes.

As indicated in the table below, the number and proportion of fatal crashes reported to involve “driver inattention/distracted” as a contributory factor is on an upward trend. In 2006, “driver inattention/distracted” was reported as a contributing factor in approximately 11% of the fatal crashes in New York State, up from 9% in the previous three years. In each of the four years, 2003-2006, three or fewer fatal crashes had a cell phone reported as a contributory factor.

In all three years, 2003-2005, 18% of the injury crashes had “driver inattention/distracted” reported as a contributory factor. The number of personal injury crashes where cell phone use was reported as a contributory factor increased from 221 in 2003 to 229 in 2004 and 240 in 2005.

**“DRIVER INATTENTION/DISTRACTION” CRASHES
IN NEW YORK STATE,* 2003-2006**

	2003	2004	2005	2006**
Fatal Crashes	118	119	122	143
% of all fatal crashes	8.7%	8.7%	9.3%	10.7%
Fatal Crashes Involving Cell Phone Use	1	3	1	3
% of all fatal crashes	0.1%	0.2%	0.1%	0.2%
Injury Crashes	25,586	24,169	23,221	n/a
% of all injury crashes	18.2%	18.3%	18.2%	n/a
Injury Crashes Involving Cell Phone Use	221	229	240	n/a
% of all injury crashes	0.2%	0.2%	0.2%	n/a

* Police-reported crashes
 ** Preliminary data based on cases completed as of June 2007

When more crash data become available, additional analyses on the scope and specific characteristics of the distracted driving problem and the relative risks associated with various distractions will be conducted. Observational surveys of cell phone use while driving were once again conducted in conjunction with the 2007 statewide seat belt surveys to continue to monitor trends in cell phone use. Ticket data will also continue to be analyzed to determine the extent of compliance with and enforcement of the cell phone law.



Working Group on Distracted Driving

The interagency working group originally convened last year to discuss issues related to the role of human error in motor vehicle crashes will be expanded to include partners from both the private and public sector. The purpose of the working group will be to identify potential strategies for reducing the behaviors that distract drivers and divert their attention from the driving task, as well as other types of human error that contribute to crashes. Among the topics that may be considered by the working group are the need for driver training/retraining, the identification of effective messages for raising public awareness and changing behavior, and the introduction of navigation systems and other technical devices into the vehicle environment that contribute to driver distraction.

PROGRAM MANAGEMENT

OVERVIEW

The Governor's Traffic Safety Committee (GTSC) is responsible for coordinating and managing New York State's comprehensive highway safety program. The GTSC takes a leadership role in identifying the state's overall traffic safety priorities; provides assistance to its partners in problem identification at the local level; and works with its partners to develop programs, public information campaigns, and other activities to address the problems identified. In addition to the 402 highway safety grant program, the GTSC administers various incentive grant programs awarded to the state under SAFETEA-LU. In administering the state's highway safety program, the GTSC takes a comprehensive approach, providing funding for a wide variety of programs targeting crash and injury reduction through education, enforcement, engineering, community involvement, and greater access to safety-related data.

As part of its program management function, the GTSC will undertake activities to address the following needs and challenges that have been identified:



Ensure that highway safety resources are allocated in the most efficient manner to effectively address the highway safety problems that have been identified and prioritized



Coordinate multiple programs and partners to enhance the efficient and effective use of resources



Assess training needs to ensure the delivery of relevant and high-quality training programs



Make appropriate, up-to-date, and adequate public information and education materials available to the traffic safety community



Monitor grant projects to assess performance and accountability



Provide for the timely and efficient approval of county funding proposals and the allocation and liquidation of funds



Strengthen existing public/private partnerships and build new coalitions to support highway safety efforts

PERFORMANCE GOALS

- Strengthen GTSC's role in setting goals and priorities for the state's highway safety program
- Identify highway safety problems and solutions to reduce fatalities and injuries on New York State's roadways
- Continue to expand technology as a means to disseminate traffic safety information, including grant applications and forms, and enhance the ability to communicate with customers
- Provide direction, guidance, and assistance to support the efforts of public and private partners to improve highway safety
- Develop and maintain policies and procedures that provide for the effective, efficient, and economical operation of the highway safety program
- Coordinate and provide training opportunities and programs for New York State's traffic safety professionals
- Support the use of evaluation as a tool in the state's highway safety program
- Improve the timeliness of grant approvals and the allocation and liquidation of funding

STRATEGIES

New York's Strategic Plan for Highway Safety

The GTSC is committed to continuing and strengthening planning at the state and local levels and to promoting the use of the Highway Safety Strategic Plan (HSSP) as the principal document for setting priorities, directing program efforts, and assigning resources. The GTSC will also continue to support DOT and participate in the development of a NYS Strategic Highway Safety Plan (SHSP) based on the requirements of SAFETEA-LU. New York has also prepared a Traffic Records strategic plan to meet the application requirements for Section 408 funding under SAFETEA-LU. Plans are also underway to complete an assessment of the state's traffic records systems in 2007. The assessment will be used to guide future enhancements of the state's traffic safety data systems.

Training Opportunities

Training has been identified as a valuable tool to meet the needs of grantees, partners, and staff. GTSC will continue to assess the training needs of its highway safety partners, coordinate them with the priorities outlined in New York State's Highway Safety Strategic Plan, and provide appropriate training opportunities. Training will be delivered in a variety of formats as appropriate, e.g., workshops, seminars, classroom settings.

Planning and Administration

The planning and administration function is responsible for the overall coordination of Sections 154, 402, 403, 405, 406, 408, 410, 2010, and any new highway safety programs in New York State. The staff of the GTSC, working with the state's traffic safety networks, grantees, and other partners, identifies highway safety problems in New York. The staff then assists in the development of programs to address these problems and provides support services for the general administration of the highway safety program.

In overseeing the highway safety program, the GTSC planning and administrative staff is responsible for the administration of the federal letter of credit; the evaluation of local funding proposals; the evaluation of statewide funding proposals; the follow-up on administrative requirements related to funded projects; the review of progress reports; and the monitoring, auditing, accounting, and vouchering functions. In addition to these administrative tasks, the GTSC serves as the focal point for the analysis and dissemination of new information and technology to the traffic safety community in New York State. The GTSC staff reviews materials from highway safety organizations; prepares position papers on highway safety problems as directed by the Commissioner; provides training, technical advice, and expert guidance; and participates in meetings, workshops, and conferences.

The GTSC has established or participated on a number of subcommittees and task forces to address the increasingly complex issues of traffic safety. Groups that are currently active include the: NYS Child Passenger Safety Advisory Board; DRE & SFST Steering Committee; Highway Safety Conference Planning Committee; NYS Partnership Against Drowsy driving; Older Driver Assistance Network; Traffic Records Coordinating Committee; the Capital District *Safe Kids* Coalition; and *Campaign Safe and Sober, Operation Lifesaver, Safe Stop, and Walk Our Children to School* committees.

These efforts cover a wide range of topics and have become important components of the GTSC's planning process. Most of the groups focus on the identification of long-term initiatives. The tasks that are assigned to these groups are redefined and expanded as needed.

Plan for Public Information & Education

A comprehensive and coordinated PI&E program for New York State will continue to address current traffic safety issues and support traffic safety programs at the state and local levels. Market research may be incorporated into the development of PI&E campaigns as needed. Periodic surveys may be conducted to assess public awareness of traffic safety issues and track changes in attitudes, perceptions, and reported behaviors. The results of these studies will be used to modify and improve future campaigns.

Highway Safety Presentations and Workshops

Assistance, in the form of grants, program expertise, and/or human resources, may be provided to our partners, such as the Institute for Traffic Safety Management and Research, the Greater New York Automobile Dealers' Association, the media, and other non-profit groups, for the presentation of innovative highway safety topics. Topics will be presented through forums, symposia, roundtable discussions, and other venues.

CERTIFICATIONS

FISCAL SUMMARY

**NEW YORK STATE
GOVERNOR'S TRAFFIC SAFETY COMMITTEE**

**FISCAL YEAR 2008 HSSP
PROPOSED PROGRAM STRATEGY FUNDING PLAN**

Funding Range:

- Level 1 Up to \$50,000
- Level 2 Up to \$100,000
- Level 3 Up to \$250,000
- Level 4 Up to \$500,000
- Level 5 Up to \$1,000,000
- Level 6 Up to \$2,000,000
- Level 7 Up to \$4,000,000

Fiscal Year 2008 HSSP
Proposed Program Strategy Funding Allocations

IMPAIRED DRIVING

Enforcement of Impaired Driving Laws	\$4,000,000
Impaired Driving Programs for Specific Target Groups	
<i>Underage Drinking and Driving</i>	<i>\$2,000,000</i>
<i>Drug-Impaired Driving</i>	<i>\$1,000,000</i>
<i>Alcohol Education for Parents</i>	<i>\$100,000</i>
<i>Interventions at High Schools and Colleges to Reduce Underage Alcohol Consumption</i>	<i>\$500,000</i>
<i>Interdiction at Point of Sale</i>	<i>\$500,000</i>
<i>Repeat DWI Offender Programs</i>	<i>\$1,000,000</i>
Educational Programs and Training	
<i>Cultural Diversity</i>	<i>\$50,000</i>
<i>Underage Drinking and Driving</i>	<i>\$500,000</i>
<i>Training Programs for Local Police and Court Personnel</i>	<i>\$250,000</i>
<i>DWI and Drug Courts</i>	<i>\$500,000</i>
<i>Interlock Devices Implementation</i>	<i>\$250,000</i>
<i>DWI Victim Impact Panels</i>	<i>\$100,000</i>
Community-Based Programs to Address Impaired Driving	
<i>Statewide Implementation and Coordination of Impaired Driving Programs</i>	<i>\$2,000,000</i>
<i>Impaired Driving Conference</i>	<i>\$50,000</i>
Legislative and Regulatory Measures	
<i>Legislative Measures</i>	<i>\$50,000</i>
Research and Evaluation	\$500,000

POLICE TRAFFIC SERVICES

Selective Traffic Enforcement Programs (STEP)	
<i>Operation Work Brake</i>	<i>\$500,000</i>
<i>Traffic Safety Corridor Enforcement</i>	<i>\$250,000</i>
<i>Speed Enforcement</i>	<i>\$4,000,000</i>
<i>Statewide Speed Enforcement Campaign</i>	<i>\$500,000</i>
<i>Occupant Restraint Enforcement</i>	<i>\$4,000,000</i>
Comprehensive Traffic Enforcement Programs (CTEP)	
<i>Rural Traffic Law Enforcement</i>	<i>\$250,000</i>
Traffic Safety Research and Evaluation	\$250,000
Statewide Traffic Law Enforcement Promotional Program	\$50,000
Statewide Law Enforcement Liaison Program	\$500,000

POLICE TRAFFIC SERVICES (cont'd.)

Training Programs	
<i>ESLETS – Empire State Law Enforcement Traffic Safety Conference</i>	<i>\$100,000</i>
<i>Police Officer Training in Impaired Driving Enforcement</i>	<i>\$250,000</i>
<i>Police Officer Training in Occupant Restraint Enf (Roll Call Training)</i>	<i>\$50,000</i>
<i>Patrol Officer Training</i>	<i>\$100,000</i>
<i>Awareness Training: The Scope of Traffic Enforcement</i>	<i>\$100,000</i>
<i>Probation Officer Training</i>	<i>\$50,000</i>
<i>Prosecutor Training</i>	<i>\$250,000</i>
<i>Traffic Management Training</i>	<i>\$50,000</i>
<i>Scofflaws and Unlicensed Drivers</i>	<i>\$250,000</i>
Commercial Vehicle Enforcement	\$50,000

MOTORCYCLE SAFETY

Public Information and Education (PI&E)	
<i>Motorcyclist Intervention and Education</i>	<i>\$100,000</i>
<i>Motorcycle Safety Education</i>	<i>\$250,000</i>
<i>Public Awareness of Motorcycle Safety</i>	<i>\$250,000</i>
<i>Expand Network of Rider Programs</i>	<i>\$100,000</i>
<i>Program Quality</i>	<i>\$100,000</i>
Research and Evaluation	
<i>Alcohol-Involvement in Motorcycle Crashes</i>	<i>\$100,000</i>
<i>Pocket Bikes and Extreme Motorcycles</i>	<i>\$50,000</i>
<i>Unlicensed Motorcycle Operators</i>	<i>\$100,000</i>
<i>Characteristics of Motorcycle Operators</i>	<i>\$50,000</i>

PEDESTRIAN, BICYCLE and WHEEL-SPORT* SAFETY

* IN-LINE SKATING, NON-MOTORIZED SCOOTER AND SKATEBOARDING

Public Information and Education	
<i>Share the Road PI&E Program</i>	<i>\$250,000</i>
<i>Safety Equipment</i>	<i>\$250,000</i>
<i>Helmet Distribution Program</i>	<i>\$100,000</i>
Community Based Programs in Pedestrian, Bicycle, In-Line Skating, Non-Motorized Scooter, and Skateboarding Safety	
<i>Community Pedestrian Safety Projects</i>	<i>\$500,000</i>
<i>Comprehensive Local Efforts in Pedestrian, Bicycle, In-Line Skating, Non-Motorized Scooter, and Skateboarding Safety</i>	<i>\$250,000</i>
New York Canalway Trail System Development	\$50,000
Training	\$100,000
Research and Evaluation	\$50,000

OCCUPANT PROTECTION

Enforcement	
<i>Buckle Up New York/Get It Together</i>	\$4,000,000
Public Information and Education	
<i>Occupant Restraint Campaign</i>	\$500,000
Child Restraint Programs	
<i>Child Passenger Protection Public information and Education</i>	\$500,000
<i>Training/Updates for Child Passenger Safety Techs and Instructors</i>	\$250,000
<i>Child Passenger Safety Awareness Training Programs</i>	\$250,000
<i>Seat Belt Use on School Buses</i>	\$50,000
<i>Child Safety Seat Distribution Programs</i>	\$1,000,000
<i>Permanent Fitting Stations</i>	\$500,000
<i>Booster Seats</i>	\$100,000
Legislative and Regulatory Measures	\$50,000
Research and Evaluation	\$50,000

TRAFFIC RECORDS

Statewide Coordination of Traffic Records Systems Improvements	\$500,000
Development and Use of Data Linkages	\$500,000
Use of Technology to Disseminate Information	\$4,000,000
Improvements to the Accident and Ticket Systems	\$2,000,000
TraCS – Electronic Ticket and Accident Report Project	\$2,000,000
Improve and Expand Use of Roadway Data Files	\$500,000
Research and Evaluation	\$500,000

COMMUNITY TRAFFIC SAFETY PROGRAMS

Community-Based Highway Safety Programs	
<i>Local Highway Safety Programs</i>	\$4,000,000
<i>Coalition Development</i>	\$1,000,000
<i>Spot the Tot</i>	\$100,000
<i>Safe Routes to School</i>	\$500,000
NYSATSB's Multi-cultural Education Committee	\$100,000
Capital Region Older Driver Assistance Network	\$250,000
Training	
<i>Training for Community Program Personnel</i>	\$250,000
<i>Motorist Education to Prevent Passing of Stopped School Buses</i>	\$100,000
<i>Safety Central: Safety Programs for New York's Children</i>	\$50,000
Distracted Driving	

<i>Working Group on Distracted Driving</i>	<i>\$100,000</i>
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PROGRAM MANAGEMENT

New York's Strategic Plan for Highway Safety	<i>\$100,000</i>
Training Opportunities	<i>\$250,000</i>
Planning and Administration	<i>\$1,000,000</i>
Plan for Public Information and Education	<i>\$250,000</i>
Highway Safety Presentations and Workshops	<i>\$250,000</i>