

New York State
FFY 2024 HIGHWAY SAFETY
ANNUAL REPORT

New York State
Governor's Traffic Safety Committee

January 2025

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INTRODUCTION

The goals of New York State (NYS)'s 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 achievement of these goals through its administration of the federal highway safety grant funding awarded to New York by the National Highway Traffic Safety Administration (NHTSA).

In November 2021, the enactment of the Infrastructure Investment and Jobs Act (also known as the Bipartisan Infrastructure Law, or BIL) marked a significant investment in highway safety, including a substantial increase in funding for states through NHTSA's highway safety grants. The legislation replaced the annual Highway Safety Plan (HSP) with a Triennial HSP and an Annual Grant Application, while also codifying the annual reporting requirement. Additionally, it introduced new requirements for public and community participation in funding decisions, aiming to ensure better and more equitable use of Federal funds to address highway safety problems where they are most needed.

The federal fiscal year (FFY) 2024-2026 Triennial Highway Safety Plan (3HSP) is New York's first highway safety plan under the triennial framework. It documents a three-year period of New York's highway safety program that is data-driven in establishing performance targets and selecting the countermeasure strategies for programming funds to meet those performance targets.

This Annual Report details the accomplishments of New York State's highway safety program in FFY 2024, the first year of the FFY 2024-2026 3HSP. It is composed of two main sections: a Performance Report and an Activity Report. The Performance Report assesses the state's progress toward the performance targets set in the FFY 2024-2026 3HSP, using the most recent data, and outlines plans for adjusting strategies to achieve these targets. The Activity Report highlights New York's public participation and engagement efforts, evidence-based enforcement program activities, and mobilization participation, while also explaining why certain projects were not implemented.

KEY ACCOMPLISHMENTS IN FFY 2024

Grant Program Administration

In 2024, a total of 544 grant awards were approved totaling \$52,316,134 in funding. A breakdown of the approved awards by grant type is provided below.

Grant Type	Count of Proposal Name	Sum of Approved Amount
CPS	169	\$ 873,774.00
HS1	137	\$ 48,686,548.00
PTS	238	\$ 2,755,812.00
Grand Total	544	\$ 52,316,134.00

Further, of the 544 proposals awarded, 21 new partners were granted a total of 23 awards in 2024. These new partners include the Rochester Red Wings – a minor league baseball affiliate of the Washington Nationals – resulting from GTSC’s Public Participation and Engagement (PP&E) efforts, and funding to support Strategic Awareness for Educating & Transforming Youth (SAFETY) in Seneca County through the United Way -- a multi-faceted approach to teaching and reinforcing traffic safety amongst area youths. In addition, seven new Police Traffic Services grants were awarded to local police departments to augment their traffic enforcement efforts.

Child Passenger Services

25 Standardized Child Passenger Safety Technician Training classes, ten Continuing Education Unit update classes, and two Safe Travel for All Children (STAC) classes were conducted in 2024, resulting in the training of over 594 technicians (a 4.7% increase over the previous fiscal year). Technicians come from a variety of backgrounds including county sheriff offices, health departments, non-profits, pupil transportation companies, insurance agencies, fire/emergency medical services (EMS), local police departments and New York State Police (NYSP). New York State now has 2,207 technicians, including 105 instructors and one instructor candidate.

Impaired Driving

GTSC conducted four Drug Recognition Expert (DRE) courses in FFY 2024 resulting in 72 new trained and certified DREs. A total of 433 DREs are now deployed across the state. Additionally, 23 sixteen-hour Advanced Roadside Impaired Driving Enforcement (ARIDE) programs were conducted around the state with 797 attendees. The objectives of the ARIDE course are to train law enforcement officers to observe, identify and articulate the signs of impairment related to drugs, alcohol, or a combination of both. Finally, GTSC assisted the New York State Division of Criminal Justice Services (DCJS) by conducting ten “Recognizing the Cannabis Impaired Motorist” courses throughout the state with 140 attendees. This eight-hour course is designed to enhance the officer’s skills in detecting the cannabis impaired motorist. Accurately identifying impaired drivers is incredibly challenging and continued attendance and successful completion of these trainings are essential to making our roadways safer. ARIDE provides members of law enforcement the confidence to recognize drug impairment, leading to greater numbers of DRE callouts to scenes, more prompt and complete evidence collection, and better investigations.

Public Participation and Engagement

GTSC engaged in a productive first year of public participation and engagement as initially outlined in its 3HSP. By fostering a relationship with the Father Tracy Advocacy Center in Rochester, GTSC has been able to directly correspond with members of this previously identified target community. Conducting two focus groups and corresponding directly with members of the community led to a partnership with the Rochester Red Wings minor league baseball team. Partnering with the Red Wings helped to ensure GTSC could reach a younger male demographic to aid in combatting speeding – an issue identified in this area through data analysis and verified via public participation and engagement.

GTSC has also launched public participation and engagement strategies in Yonkers, a second target community identified in New York’s 3HSP. Activities employed in 2024 include facilitating a focus group to identify and discuss traffic safety issues and concerns, as well as participating in Yonkers’ National Night Out to further engage community members directly and advocate for the importance of traffic safety.

Further, GTSC has made initial contact with various entities in Ramapo – another of New York’s target communities for public participation and engagement. Communication has been established with local police departments, libraries, and the local health department. Preliminary discussion topics have focused on pedestrian safety with GTSC providing educational materials covering several topics for distribution within the community.

Lastly, GTSC has been able to connect with Brownsville – New York’s final target community for public participation and engagement – by participating in its annual Summer Jam event. This event afforded GTSC the opportunity to directly engage multiple members of the community regarding its traffic safety concerns, and GTSC has maintained an active dialogue with Brownsville’s local precinct for future engagement efforts.

Further details on initiatives in each of New York’s identified target communities are provided in the Public Participation and Engagement section of this Annual Report.

PERFORMANCE REPORT

DESCRIPTION OF STATE ASSESSMENT PROCESS

Core Performance Measures

New York's FFY 2024-2026 3HSP incorporated the 11 core outcome measures and the one core behavioral measure, Observed Seat Belt Use, recommended by NHTSA to assess performance, and measure the progress of the highway safety program. Ten of the 11 recommended outcome measures relate to fatalities; the source for these measures is the Fatality Analysis Reporting System (FARS). The remaining outcome measure is serious injuries; the source for this measure is New York's Accident Information System (AIS) maintained by the NYS Department of Motor Vehicles (DMV).

The source for the one behavioral measure, Observed Seat Belt Use, is the state's annual seat belt observation survey. The survey is conducted using a research design developed in accordance with uniform criteria established by NHTSA.

Other Performance Measures

In addition to the core measures NHTSA identified, New York uses other performance measures to track progress in specific program areas. One of these performance measures, Fatal and Personal Injury (F&PI) Crashes Involving Cell Phone Use and Texting, is included under the Police Traffic Services Program area to track distracted driving. Another performance measure, Fatalities in Drug-Related Crashes, is used to track the involvement of drugged driving in crashes. Injury performance measures are also tracked, including injuries in alcohol-related crashes and injured motorcyclists, bicyclists, and pedestrians. The source for all these additional measures is New York's AIS crash file.

New York also tracks additional performance measures under the Traffic Records Program area. Those performance measures are used to monitor progress in the timeliness of the crash and citation/adjudication data, the accuracy and completeness of the crash data and the percentage of crash reports received electronically.

Process for Setting Performance Targets

New York used a two-step process for setting FFY 2026 targets for crash-related and behavioral performance measures. The first step involved a linear trend model. Adhering to the method recommended by the Federal Highway Administration (FHWA) and used by the NYS Department of Transportation (DOT) in setting its targets, a linear trend analysis was conducted and a five-year moving average from 2017-2021 was used. In the second step, the targets generated for the 2022-2026 rolling averages were reviewed to determine if they were reasonable and realistic. After review by stakeholders and experts, the targets were adjusted where warranted as discussed further below.

New York's team observed that for five of the performance targets, the Excel FORECAST function projected increases rather than reductions for our data. The performance targets are required to "show constant or improved performance," so those could not be used. Increased targets were forecasted for these performance measures:

- Fatalities in Drug-Related Crashes
- Fatal and Personal Injury Crashes Involving Cell Phone Use and Texting
- Motorcycle Fatalities

- Bicyclist Fatalities
- Bicyclists Injured in Crashes

It bears noting that in five performance areas, according to the preliminary 2023 FARS Report, New York saw a year after year decrease in numbers from 2022 to 2023, revealing a positive trend for New York. Specifically, the 2023 FARS Report shows from 2022 to 2023 the report did not include an update for total fatalities per 100 million vehicle miles traveled (VMT), nor does it record information relating to drugged during fatal crashes.

- Total traffic fatalities decreased from 1,182 to 1,114
- Alcohol impaired driving fatalities decreased from 379 to 330.
- Speed related fatal crashes fell drastically from 409 to 347
- Pedestrian fatalities declined from 304 to 289
- Bicyclist fatalities dropped from 52 to 49
- Unrestrained passenger vehicle occupant fatalities, all set positions, decreased from 204 to 183

For the performance measure Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants, the FORECAST function projected a decrease, failing to “show constant or improved performance,” so again the linear trend analysis could not be used.

For the remaining performance measures, where the FORECAST function projected improvements, further data analyses were performed to determine whether those improvements were realistic. Historically, New York has set annual targets of 1% improvement from baseline measures. In the FFY 2024-2026 3HSP, it was necessary to establish triennial targets, using 2017-2021 data as a baseline to project goals for 2022-2026. The team reviewed all performance measures from 2012 onward and calculated the average percentage change over each five-year period. They found that 11 out of 19 measures showed improvements of less than 3.0% or had setbacks rather than improvements. Based on this analysis, the team concluded that expecting a yearly 1% improvement during the triennial period or setting 2022-2026 targets to be a 3% improvement from the 2017-2021 baseline would be unrealistic.

A key factor in setting the targets for the common measures (Traffic Fatalities, Serious Injuries and Fatalities per 100 Million Vehicle Miles Traveled) used in the 3HSP and in the Highway Safety Improvement Program (HSIP) prepared by NYS DOT was the need for consistency in the targets across the plans. Agreement was reached to set a realistic 1.5% reduction goal for these common measures for 2026, with annual reduction benchmarks of 0.5% by 2024 and 1.0% by 2025. Because the performance of the fatality measures set for the various program areas contribute to the outcome for total fatalities, the decision was made to set a consistent three-year reduction target of 1.5% for all crash performance measures including both fatality and injury measures. Similarly, for the behavioral measure Observed Seat Belt Use (B-1), a three-year 1.5% goal was set for increased seat belt use. Annual benchmarks indicating improvements of 0.5% for 2024 and 1.0% for 2025 will assist New York in tracking progress toward meeting these targets.

Six performance measures under the Traffic Record Program were included in the FFY 2024 Traffic Safety Information Systems (TSIS) Strategic Plan. These performance measures and their targets are reviewed and set annually at Traffic Records Coordinating Council (TRCC) meetings and approved by the appropriate state agencies. In line with NHTSA guidelines, the baseline period covers 12 months, from April 1, 2022, to March 31, 2023, while the performance period spans from April 1, 2023, to March 31,

2024. The targets for the performance period were set to reflect a one percent improvement from the baseline period.

Although not included in the TSIS Strategic Plan, an additional performance measure was introduced to track the percentage of electronic crash reports received for crashes that occurred during a calendar year. After discussions with stakeholders, baseline data from the 2021 calendar year were used to set a target of a 2.5% improvement by 2026, with annual benchmarks of 0.5% improvement by 2024 and 1.0% improvement by 2025.

Method for Assessing Progress

For performance measures based on FARS data, the 2022 FARS data is the most current available for assessing progress toward the targets. Based on the actual five-year average for 2018-2022, a determination was made as to whether New York has **met** or is **(not) on track to meet target**. If the 2018-2022 average met or exceeded the 2026 target, then New York is considered to have “**met**” the target. If the 2018-2022 average showed improvement or progress toward the target, New York is considered “**on track to meet target.**” If the 2018-2022 average was part of a fluctuating pattern or a continuation of a negative trend away from the target and the gap appeared to be too large to be bridged by the target date, New York is considered “**not on track to meet target.**”

For outcome performance measures based on AIS data, the 2023 AIS data is the most recent complete year of data available for assessing progress toward the targets. Based on the actual five-year average for 2019-2023, a determination was made as to whether New York has **met** or is **(not) on track to meet target**. If the 2019-2023 average met or exceeded the 2026 target, then New York is considered to have “**met**” the target. If the 2019-2023 average showed improvement or progress toward the target, New York is considered “**on track to meet target.**” If the 2019-2023 average was part of a fluctuating pattern or a continuation of a negative trend away from the target and the gap appeared to be too large to be bridged by the target date, New York is considered “**not on track to meet target.**”

For the behavioral measure, Observed Seat Belt Use (B-1), the 2024 New York State seat belt observation survey provides the most current data available to assess progress toward the target. If the 2024 number met or exceeded the 2026 target, then New York is considered to have “**met**” the target. If the 2024 number showed improvement or progress toward the target, New York is considered “**on track to meet target.**” If the 2024 number was part of a fluctuating pattern or a continuation of a negative trend away from the target and the gap appeared to be too large to be bridged by the target date, New York is considered “**not on track to meet target.**”

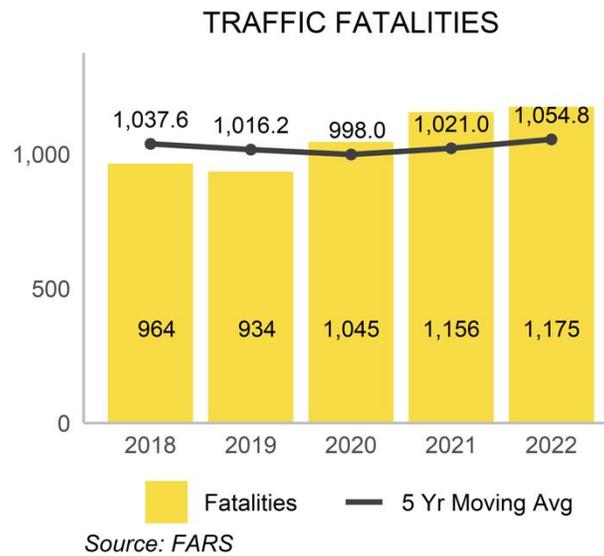
For the Traffic Record measure, Percentage of Crash Reports Received Electronically for Crashes that Occurred During a Calendar Year, the 2023 AIS data is the most recent complete year of data available for assessing progress toward the target. If the 2023 data met or exceeded the 2026 target, then New York is considered to have “**met**” the target. If the 2023 data showed improvement or progress toward the target, New York is considered “**on track to meet target.**” If the 2023 data was part of a fluctuating pattern or a continuation of a negative trend away from the target and the gap appeared to be too large to be closed by the target date, New York is considered “**not on track to meet target.**”

For the six Traffic Record performance measures included in the TSIS Strategic Plan, crash and citation/adjudication data were extracted and analyzed for the period from April 1 of the previous year to March 31 of the current year (as per NHTSA 405(c) requirements). If a performance measure met or exceeded the target for this period, New York is considered to have “**met**” the target. If the measure did not meet the target, New York is considered to have “**not met**” the target.

ASSESSMENT OF PROGRESS

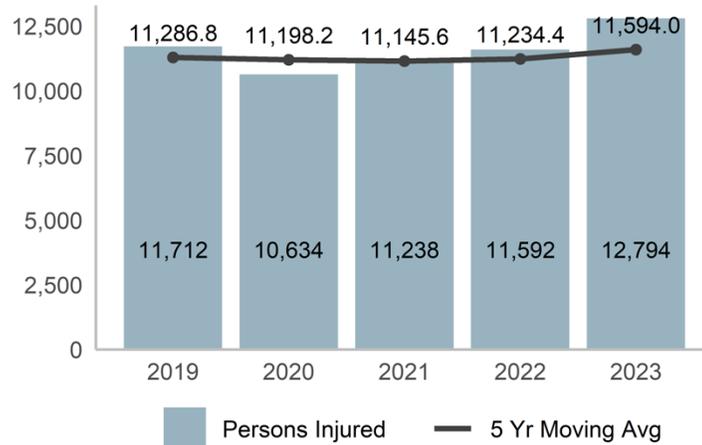
Three core performance measures—Traffic Fatalities, Serious Injuries, and Fatalities per 100 Million Vehicle Miles Traveled (VMT)—are used to track New York’s overall highway safety outcomes. Figures illustrating the trends in these measures and the assessment of progress are provided below.

Performance Measure	<u>C-1 Traffic Fatalities (FARS)</u>
Performance Target	Reduce to 1,005.9 by 2026.
Assessment of Progress	Not on track to meet target – The five-year moving average increased from 1,021.0 in 2021 to 1,054.8 in 2022, indicating that the target of 1,005.9 set for 2026 is not on track to be met.



Performance Measure	<u>C-2 Serious Injuries (State Data)</u>
Performance Target	Reduce to 10,978.4 by 2026.
Assessment of Progress	Not on track to meet target – The number of serious injuries in traffic crashes increased from 11,592 in 2022 to 12,794 in 2023. The five-year moving average continued its upward trend, reaching 11,594.0 in 2023, indicating that the target of 10,978.4 set for 2026 is not on track to be met.

SERIOUS INJURIES IN TRAFFIC CRASHES*



* Reportable Crashes
Source: NYS AIS

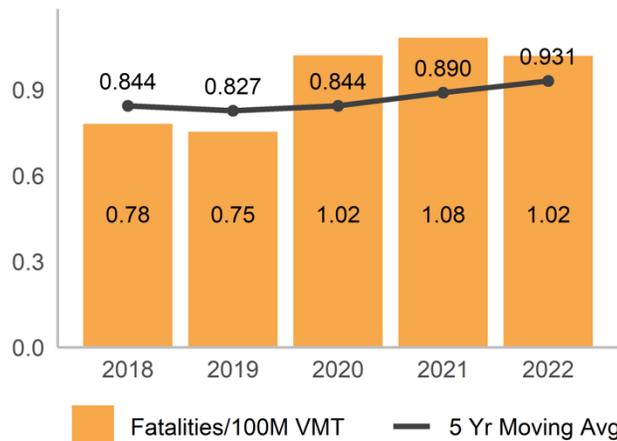
Performance Measure
Performance Target
Assessment of Progress

C-3 Fatalities per 100 Million VMT (FARS, FHWA)

Reduce to 0.877 by 2026.

Not on track to meet target – The 2022 fatality rate remained elevated compared to the pre-COVID level. The five-year moving average increased from 0.890 fatalities per 100 million VMT in 2021 to 0.931 in 2022, indicating that the target of 0.877 set for 2026 is not on track to be met.

FATALITIES PER 100 MILLION VEHICLE MILES TRAVELED



Source: FARS, FHWA

For the remaining performance measures, figures illustrating the trends and the assessment of progress are included under the appropriate program areas. The results from the assessment of progress for all performance measures are summarized in the table below.

Assessment of Results in Achieving Performance Targets

Performance Measure	Target Period	Target Year(s)	Target Value	Data Source/ Progress Results	On Track to Meet Target Y/N/Met
C-1) Traffic Fatalities	5 year	2022-2026	1,005.9	2018-2022 FARS/ 1,054.8	N
C-2) Serious Injuries	5 year	2022-2026	10,978.4	2019-2023 STATE/ 11,594.0	N
C-3) Fatalities per 100 Million VMT	5 year	2022-2026	0.877	2018-2022 FARS/ 0.931	N
C-4) Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions	5 year	2022-2026	164.3	2018-2022 FARS/ 173.0	N
C-5) Alcohol-Impaired Driving Fatalities	5 year	2022-2026	305.9	2018-2022 FARS/ 328.8	N
C-6) Speeding-Related Fatalities	5 year	2022-2026	326.6	2018-2022 FARS/ 350.0	N
C-7) Motorcyclist Fatalities	5 year	2022-2026	166.5	2018-2022 FARS/ 180.0	N
C-8) Unhelmeted Motorcyclist Fatalities	5 year	2022-2026	16.15	2018-2022 FARS/ 24.00	N
C-9) Drivers Age 20 or Younger Involved in Fatal Crashes	5 year	2022-2026	95.7	2018-2022 FARS/ 100.2	N
C-10) Pedestrian Fatalities	5 year	2022-2026	258.1	2018-2022 FARS/ 273.4	N
C-11) Bicyclist Fatalities	5 year	2022-2026	40.2	2018-2022 FARS/ 41.6	N
B-1) Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants	Annual	2026	93.28%	2024 State Survey/ 91.90%	N
Persons Injured in Alcohol-Related Crashes	5 year	2022-2026	4,951.4	2019-2023 STATE/ 4,801.6	Met
Fatalities in Drug-Related Crashes	5 year	2022-2026	295.7	2019-2023 STATE/ 336.2	Y

Performance Measure	Target Period	Target Year(s)	Target Value	Data Source/ Progress Results	On Track to Meet Target Y/N/Met
F&PI Crashes Involving Cell Phone Use or Texting	5 year	2022-2026	474.4	2019-2023 STATE/ 461.6	Met
Motorcyclists Injured in Crashes	5 year	2022-2026	3,780.0	2019-2023 STATE/ 3,979.0	N
F&PI Crashes Involving a Motorcycle and Another Vehicle in High-Risk Counties	5 year	2022-2026	1,292.3	2019-2023 STATE/ 1,500.4	N
Pedestrians Injured in Crashes	5 year	2022-2026	13,807.9	2019-2023 STATE/ 13,518.2	Met
Bicyclists Injured in Crashes	5 year	2022-2026	6,027.0	2019-2023 STATE/ 6,871.0	N
Percentage of Crash Reports Received Electronically for Crashes that Occurred During a Calendar Year	Annual	2026	66.01%	2023 STATE/ 64.81%	N
Mean # of Days from Crash Date to Date Crash Report is Entered into AIS	Annual	2024	10.10	2024 STATE/ 9.75	Met
Percentage of Crash Records in AIS with No Errors in the Critical Data Element of Lat/Long Coordinates	Annual	2024	75.01%	2024 STATE/ 75.71%	Met
Percentage of Crash Records in AIS with No Missing Data in the Critical Data Element of Roadway Type	Annual	2024	86.08%	2024 STATE/ 87.21%	Met
Mean # of Days from Citation Date to Date Citation is Entered into TSLED Database	Annual	2024	7.54	2024 STATE/ 5.65	Met
Mean # of Days from Date of Charge Disposition to Date Charge Disposition is Entered into TSLED Database	Annual	2024	38.89	2024 STATE/ 18.52	Met
Mean # of Days from Citation Date to Date Citation is Entered into AA Database	Annual	2024	5.06	2024 STATE/ 5.00	Met

The top priorities for New York's FFY 2024-2026 3HSP are to address trends of increasing numbers of crashes involving specific highway users while maintaining and expanding the success in areas where reductions have been achieved. Based on the most current data, New York's achievements have been identified, as well as areas for improvement in the coming year.

Targets Met

Based on the most current data, New York has met and exceeded the following performance targets related to crashes, injuries, and fatalities:

- Persons Injured in Alcohol-Related Crashes
- Fatal & Personal Injury Crashes Involving Cell Phone Use or Texting
- Pedestrians Injured in Crashes

In addition, New York has also met and exceeded six targets under the Traffic Record Program:

- Mean # of Days from Crash Date to Date Crash Report is Entered into AIS
- Percentage of Crash Records in AIS with No Errors in the Critical Data Element of Lat/Long Coordinates
- Percentage of Crash Records in AIS with No Missing Data in the Critical Data Element of Roadway Type
- Mean # of Days from Citation Date to Date Citation is Entered into TSLED Database
- Mean # of Days from Date of Charge Disposition to Date Charge Disposition is Entered into TSLED Database
- Mean # of Days from Citation Date to Date Citation is Entered into AA Database

Comprehensive efforts in each of these program areas will continue to ensure that the current level of success is maintained, and further improvements are achieved.

Targets In Progress

As previously described, if the most current data shows improvement or progress toward the target, New York is **"on track to meet target."** One performance measure was determined to be in this category:

- Fatalities in Drug-Related Crashes

Areas for Improvement

Based on the most current data, New York is not on track to meet the performance targets set for the following measures:

- C-1) Traffic Fatalities
- C-2) Serious injuries
- C-3) Fatalities per 100 Million VMT
- C-4) Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions
- C-5) Alcohol-Impaired Driving Fatalities
- C-6) Speeding-Related Fatalities
- C-7) Motorcyclist Fatalities
- C-8) Unhelmeted Motorcyclist Fatalities
- C-9) Drivers Age 20 or Younger Involved in Fatal Crashes
- C-10) Pedestrian Fatalities
- C-11) Bicyclist Fatalities
- B-1) Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants
- Motorcyclists Injured in Crashes

- Fatal & Personal Injury Crashes Involving a Motorcycle and Another Vehicle in High-Risk Counties
- Bicyclists Injured in Crashes
- Percentage of Crash Reports Received Electronically for Crashes that Occurred During a Calendar Year

For any targets that are not on track to be met, an explanation of how New York plans to adjust the strategy for programming funds to achieve the targets is provided under appropriate program areas in this report. Final adjustments will be reported in the upcoming Annual Grant Application.

GRANT-FUNDED ENFORCEMENT ACTIVITY MEASURES FOR FFY 2024

A-1 Number of seat belt citations issued during grant-funded enforcement activities: 31,020.

A-2 Number of impaired driving arrests made during grant-funded enforcement activities: 1,672.

A-3 Number of speeding citations issued during grant-funded enforcement activities: 63,104.

PROGRAM AREAS

IMPAIRED DRIVING

According to the State Traffic Safety Information published by NHTSA, based on the FARS 2018-2021 Final File, the FARS 2022 Annual Report File (ARF), and Federal Highway Administration data, New York’s alcohol-impaired driving fatality rate per 100 million vehicle miles traveled peaked at 0.37 in 2021 and decreased slightly to 0.32 in 2022.

States qualify for Section 405(d) impaired driving funding as a low-range state if their three-year average rate is 0.30 or lower. New York has historically met this threshold and maintained a yearly rate below the national average. Similar to the national trend, New York’s rate saw a notable increase during the COVID years (2020-2021).

Despite a drop in 2022, New York’s rate remained elevated in comparison to the pre-COVID years.

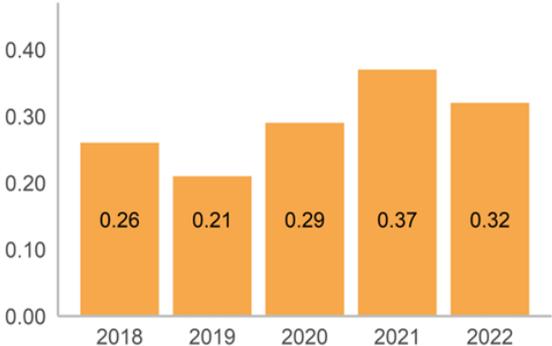
While New York’s alcohol-impaired driving fatality rate remains below the national average, it is important to maintain an aggressive approach to combating impaired driving. At the core of the state’s Impaired Driving Program is the Special Traffic Options Program for Driving While Intoxicated (STOP-DWI). Through this program, fines collected from impaired driving offenders are returned to the

counties where the violations occurred to support enforcement and other impaired driving programs at the local level.

As the organization responsible for overseeing the STOP-DWI program, the Governor’s Traffic Safety Committee is able to maximize the opportunities for cooperative efforts, such as statewide enforcement mobilizations in conjunction with national high-visibility enforcement and engagement campaigns during holiday periods throughout the year.

GTSC has supported and encouraged strong partnerships at both the state and local levels that have fostered collaboration and numerous cooperative efforts to address the issue of impaired driving in New York State. The holiday high-visibility enforcement and engagement campaigns (HVEC) coordinated by STOP-DWI with support from GTSC are an important example of these cooperative efforts. FFY 2024 saw an increase in the available HVEC opportunities for local law enforcement with an enlargement of the grant-funded program to capture weekends in June, July and

ALCOHOL-IMPAIRED DRIVING FATALITIES PER 100 MILLION VEHICLE MILES TRAVELED



Source: FARS, FHWA



New York State STOP-DWI High Visibility Engagement Campaigns 2023 - 2024

- Halloween - 10/27-11/1
- Thanksgiving - 11/22-11/26
- Holiday - 12/13 - 1/1
- Super Bowl - 2/9-2/11
- St Pat's - 3/15-3/17
- 420 Drug Day - 4/19 - 4/21
- Memorial Day - 5/24-5/27
- June 100 Days of Summer - 6/6-6/9; 6/13-6/16; 6/20-6/23; 6/27-6/30
- July 4 - 7/3-7/7
- July 100 Days of Summer - 7/11 - 7/14; 7/18 - 7/21; 7/25-7/28
- August 100 Days of Summer - 8/1 - 8/4; 8/8 - 8/11
- End of Summer - 8/14-9/2

August – commonly known as the “100 Deadliest Days of Summer” – in response to the rise in substance-related fatal crashes in recent years.



In FFY 2024, the STOP-DWI Foundation continued to maintain its “Have a Plan” mobile app, which is an important resource for the public and for potential impaired drivers. In FFY 2024 the “Have a Plan” mobile app was viewed 12,684 times. During the year, the Foundation also provided several training programs, including “Physiology in Impaired Drivers,” “Behind the Lab Coat,” and “Cannabis Studies: What Traffic Safety Professionals Need to Know.” Attendees at these training sessions included STOP-DWI Coordinators, educators, police officers, probation officers, district attorneys, emergency service personnel, and treatment professionals.

Law enforcement training programs to address drug-impaired driving also continued to be a priority. In FFY 2024, to train the maximum number of officers, 23 16-hour ARIDE programs were conducted throughout the state for a total of 797 attendees.

The more intensive three-week DRE Certification Program was conducted four times in FFY 2024 resulting in 72 new trained and certified DREs, bringing the number of DREs up to 433 that are deployed across the state.

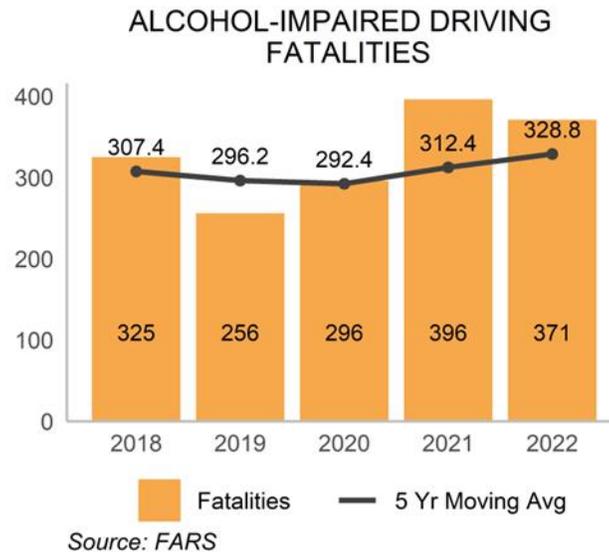
In FFY 2024, GTSC assisted the NYS DCJS with conducting ten Recognizing the Cannabis Impaired Motorist courses throughout the state for a total of 140 attendees. This eight-hour course is designed to enhance the officer’s skills in detecting the cannabis impaired motorist. This course builds upon the officer’s skills learned in the National Highway Traffic Safety Administration’s Driving While Intoxicated (DWI) Detection and Standardized Field Sobriety Testing (SFST) Course. It includes a review of the three Standardized Field Sobriety Tests, contemporary cannabis issues, the differences between recreational and medical cannabis and hemp, along with introducing attendees to three additional tests and how to properly administer them to support their observation of cannabis impairment.

With funding from GTSC, the Institute for Traffic Safety Management & Research (ITSMR) continued to provide New York DREs with access to the ITSMR DRE Data Entry & Management System, which has both a web-based and a mobile application. Both applications are used by DREs in the field to complete drug influence evaluations, narrative reports, and to enter corresponding toxicology results into ITSMR’s DRE database. In addition, GTSC also provided funding for requested enhancements to the system specific to New York. These requested enhancements include the ability to add toxicology reports for multiple samples and the ability to include supplemental toxicology reports to an initial sample. The enhancements are important because they allow for greater sophistication in data collection, thereby enabling a better understanding of the types of drugs most frequently being used in impaired driving cases.

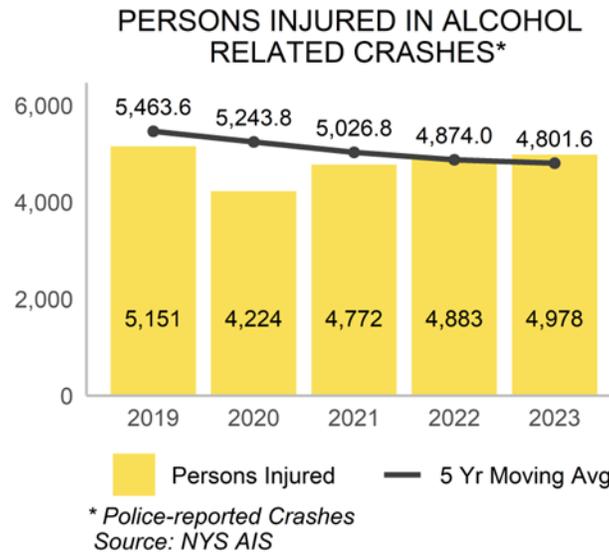
ASSESSMENT OF PROGRESS

Three performance measures are used to track progress in the Impaired Driving Program: Alcohol-Impaired Driving Fatalities, Persons Injured in Alcohol-Related Crashes, and Fatalities in Drug-Related Crashes. Figures illustrating the trends in all three of these measures are provided below:

Performance Measure	<u>C-5 Alcohol-Impaired Driving Fatalities (FARS)</u>
Performance Target	Reduce to 305.9 by 2026.
Assessment of Progress	Not on track to meet target – While there was an improvement in alcohol-impaired driving fatalities in 2022, the five-year moving average continued its upward trend, indicating that the target of 305.9 set for 2026 is not on track to be met.



Performance Measure	<u>Persons Injured in Alcohol-Related Crashes (State Data)</u>
Performance Target	Reduce to 4,951.4 by 2026.
Assessment of Progress	Target met – The five-year moving average was on a downward trend between 2019 and 2023. Based on the 2023 AIS data, the five-year moving average target of 4,951.4 set for 2026 was met and exceeded.

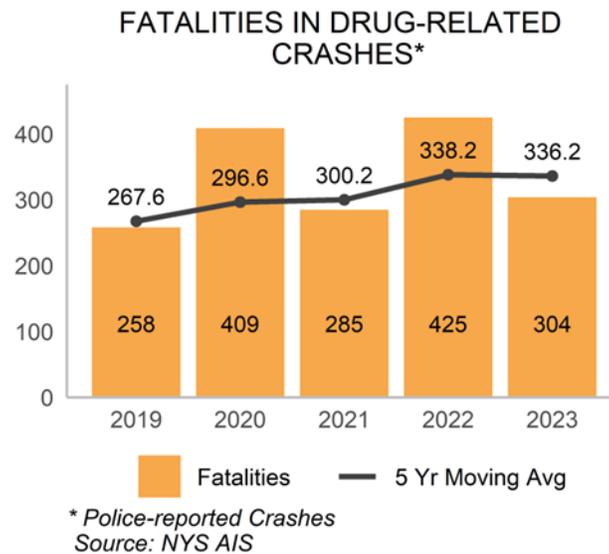


Performance Measure
Performance Target
Assessment of Progress

Fatalities in Drug-Related Crashes (State Data)

Reduce to 295.7 by 2026.

On track to meet target – Although the number of fatalities in drug-related crashes has fluctuated over the five-year period, the most recent available AIS data for this measure show a decline in the annual number from 425 in 2022 to 304 in 2023. As a result, the five-year moving average decreased slightly (from 338.2 to 336.2) indicating that the target set for 2026 may be achieved.



IMPAIRED DRIVING PROJECTS AND ACTIVITIES FUNDED IN FFY 2024

New York used a data-driven approach to identify a comprehensive set of strategies for the state’s Impaired Driving Program that collectively will contribute to progress in meeting the state’s highway safety targets set in the FFY 2024-2026 Triennial HSP. Included under the strategies listed below are descriptions of selected projects that highlight the activities undertaken in FFY 2024.

Information on the implementation and outcome of the countermeasure strategy adjustments to the 3HSP identified in the FFY 2024 Annual Grant Application is included in the discussions of the relevant strategies presented below.

Enforcement of Impaired Driving Laws

“Drive Sober or Get Pulled Over”

In FFY 2024, New York’s “Drive Sober or Get Pulled Over” enforcement and education initiative continued to incorporate the slogan, “Have a Plan.” The campaign is a cooperative effort involving the New York State Police, county sheriffs and local police agencies. The NYS STOP-DWI Foundation also encourages county STOP-DWI Programs across the state to develop and conduct coordinated county-based enforcement efforts.

The national high-visibility enforcement and engagement campaign periods coincide with the times when large numbers of impaired drivers are likely to be on the roadways – Halloween, Thanksgiving, December Holiday Season, Super Bowl, St. Patrick’s Day, Memorial Day, the “100 Deadliest Days of Summer,” 4th of July, and late summer into Labor Day. In FFY 2024, counties were again asked to develop multi-agency operations utilizing saturation patrols and checkpoints involving their local DREs. Grant funds aided in this effort as counties were eligible to be reimbursed for DRE callouts throughout the project period.

With the cooperation and support of all county STOP-DWI program coordinators statewide, there was widespread participation by the police agencies across New York State during the campaigns. In addition to specific targeted saturation patrols and checkpoints, each enforcement detail required the onsite availability of a certified DRE. Counties tailored their efforts during the high-visibility enforcement and engagement periods to accommodate available enforcement personnel and activities significant to their community.



During each high-visibility engagement campaign, STOP-DWI created and shared social media posts and each county engaged their community with a variety of ideas that were also shared



with other counties. Most counties shared messaging on social media (Facebook, Instagram, Twitter/X), with media releases that were posted online, published in newspapers, and shared as radio public service announcements. Previously developed items that promote the STOP-DWI mobile app and message to “Have a Plan” were also distributed and displayed during each event. Locations included police department lobbies, government buildings, hospital waiting rooms,

DMV offices, career centers, mental health offices, the Office for the Aging, bars and restaurants, libraries, college student centers, grocery stores, gas stations, and other point-of-purchase locations.

Some of the unique community engagement ideas included participation in community parades and festivals, conducting community and school presentations during HVEC times, messaging on fire department electronic message boards, distribution of cards with educational messages relating to cannabis and drugged driving, snack & chat with school nurses to provide information and answer questions related to impaired driving, advertising in county fair magazines, banners posted on busy roads, “Have a Plan” messaging displayed at locations where first responders were training with jaws of life, billboards, mock crash presentations, presence at: prom panels, victim seminars, youth leadership conference, traffic safety fairs, high school events, sports and entertainment venues and parades.

The results reported for the local police agency grant-funded high-visibility enforcement and engagement campaign initiatives in FFY 2024 are as follows:

High-Visibility Enforcement & Engagement Campaigns	Counties	Agencies	DWI/DWAI Arrests	DWAI Drug-only Arrests	Other Arrests	V&T Summonses
Halloween: 10/27–11/1/2023	34	94	47	2	38	778
Thanksgiving: 11/22-26/2023	37	101	49	3	41	690
Holiday Season National Mobilization: 12/13/23-1/1/24	41	119	69	2	68	1,312
Super Bowl: 2/9-11/2024	35	94	33	3	46	656
St. Patrick’s Day: 3/15-17/2024	42	137	70	12	66	1,250
Drugged Driving Awareness (420): 4/19-21/24	24	53	20	5	25	298
Memorial Day: 5/24-27/2024	42	113	65	10	62	1,012
June 100 Days of Summer	24	48	38	2	63	752
July 4 th : 7/3-7/2024	41	104	51	3	56	932
July 100 Days of Summer	26	53	39	5	44	701
August 100 Days of Summer	27	47	14	2	36	558
Labor Day National Mobilization: 8/14/24-9/2/24	38	122	76	14	121	2,041

In addition, there were a total of 272 requests for a DRE callout during the federal fiscal year. Of the 272 evaluations conducted, 236 resulted in arrests under Vehicle and Traffic Law (VTL) §1192.4, 38 arrests for both alcohol and drugs, four for alcohol violations only, 28 violations of VTL §511, and 37 Penal Law Article 220 (drug possession) charges.

Last Drink and Arrest Location

DCJS and NYSP make information available on the last location where an arrested impaired driver drank, as well as the location of the arrest, to all STOP-DWI programs throughout the state. The data are collected through the breath test instruments used at the time of the arrest. The location data are being used by STOP-DWI and law enforcement agencies to develop cooperative programs with establishments with liquor licenses that can prevent patrons from being overserved and, potentially, driving from the establishment in an impaired condition. This information also provides an invaluable tool to law enforcement in their targeted impaired driving enforcement efforts.

DCJS Impaired Driver Training and Technology Program

With funding provided to DCJS through a GTSC grant, a total of 592 evidential breath test devices (DataMaster Transportables or DMTs) were serviced on-site, repaired if necessary and certified in accordance with best practices procedures by DCJS Office of Public Safety (OPS) technical staff for use by local law enforcement in the enforcement of impaired driving offenses. 647 Alcohol Reference Standard Simulators and 1,586 Alcohol Screening Devices were serviced and repaired on-site, if necessary, to ensure consistent and accurate operation. In addition, 103 calibrations were verified through the remote certification program. Effective January 1, 2024, the bi-annual certification requirement of evidential breath test instruments issued to agencies was removed. All agencies participating in the program are now only required to bring the instrument(s) to DCJS at least once in a 365-day period for an in-lab certification. The reported number of DataMaster DMT remote certifications are 75% less than previous grant years due to the updated requirements.



All quarterly Last Drink and Arrest Location Reports, including Leandra's Law data, were disseminated via the NYS Integrated Justice Portal, eJusticeNY. In addition, with the completion of the ethernet software/hardware upgrade project for all evidential New York State DataMaster Transportables, OPS technical staff continued to connect additional agencies to the DCJS server, facilitating real-time, accurate and secure transmission of evidential impaired driver data to aid in enforcement, adjudication, education, and the prevention of impaired driving offenses. The Alcohol Reference Standard continued to be delivered to police agencies statewide on a bi-monthly basis for use in their evidential breath test programs.

In FFY 2024, DCJS Office of Public Safety staff administered, facilitated, documented and/or oversaw the training of 5,157 municipal law enforcement officers on the use of the DataMaster Transportables and Ignition Interlock Device. This total represents officers attending the following courses: the Breath Analysis Operators Course (709); Breath Analysis Operator Instructor Course (23); Breath Analysis Operator Instructor Update Course (23); Breath Analysis Recertification Courses (2,192); Online Ignition Interlock Device training (621); Recognizing the Cannabis Impaired Motorist Courses (1,458); RADAR/LIDAR Instructor Courses (109); and the Impaired Driver: From Arrest to the Test Course (22).



In addition, 1,442 police officers attended the DWI Detection and Standardized Field Sobriety Testing courses. This total represents officers attending the following courses: DWI Detection and Standardized Field Sobriety Instructor Course (63); DWI Detection and Standardized Field Sobriety Testing Student Course (1,298); DWI Detection and Standardized Field Sobriety Testing Instructor Update (12); and DWI Detection and Standardized Field Sobriety Testing Student Update (69). In total, the OPS provided quality training to

6,599 municipal law enforcement officers across the state during FFY 2024.

Prosecutor Training

During FFY 2024, the New York Prosecutors Training Institute (NYPTI) provided training to prosecutors on a variety of topics to develop and enhance trial skills and the early-stage handling of DWI cases. Specific topics as they relate to vehicular crimes and DWI cases included tips to prepare witnesses, cross-examine experts, deliver an effective summation, protect the record for appeal, requests for blood orders, search warrants and other court orders, a forensic evidence primer, evidentiary foundations, and present felony DWI cases to the grand jury. Several courses throughout the year also had presentations reviewing the importance of discovery compliance and illustrating cases that overcame speedy trial dismissals. Most of the live, in-person training sessions were recorded to make them available for Continuing Legal Education (CLE) credit for those unable to attend the live course. In addition, NYPTI continued providing some training courses virtually. These were also recorded and are available through NYPTI’s online CLE training platform.

As part of this project, NYPTI continued to assist New York State district attorneys’ offices with impaired driving prosecutions. Hundreds of prosecutors are trained annually and have access to information from NYPTI via a statewide listserv, NYPTI’s Prosecutors’ Encyclopedia and NYPTI’s public website, www.nypti.org. Numerous DWI-related resources are maintained and regularly updated, including the Vehicular Homicide Manual, the DWI Trial Manual with recent decisions and pending legislation, Evidentiary Foundations for Vehicular Crimes Guide, and the Alcohol Offenses Quick Card. NYPTI maintained the critical Discovery Digest and also developed a resource page, 'CPL 245 Discovery Digest/Speedy Trial Dismissals in DWI Cases Because of 245,' detailing reported cases of discovery missteps in DWI cases since 2020 where the case was subsequently dismissed, as well as case summaries for cases that were not.

<u>In-Person Trainings</u>		<u>Virtual Trainings</u>	
Planning for the Road Ahead: Preliminary Stages and Pre-trial Preparation of DWI Cases	May 14 – 52 attendees	Oral Fluid Testing and DWAI (Drug) Investigations: NYSP’s Pilot Program	November 29 – 83 attendees
Trial Advocacy Skills for DWI Prosecutors	July 24-25 – 68 attendees	Part 1: An Introduction to Immigration Consequences of DWIs and Other Related Offenses	February 15 – 88 attendees
		The Sequel to An Introduction to the Immigration Consequences of DWIs and Other Driving Related Offenses	February 22 – 76 attendees

In-Person Trainings		Virtual Trainings	
		Getting to Plea or Trial Without Crashing	March 26 – 99 attendees
		CLE Online	446 prosecutors watched 904 vehicular crime presentations

Judicial Training



The Office of Court Administration (OCA) received funding for a Judicial Outreach Liaison (JOL) and a Court Analyst to educate and train judges and court personnel on traffic matters, legislation and trends; enhance communication between the courts and the highway safety community; raise awareness of the dangers posed by impaired and distracted drivers; increase the collection of fines and surcharges; and increase the number of courts submitting traffic ticket disposition data electronically to DMV. During FFY 2024, the JOL provided legal guidance and research to judges and court clerks seeking assistance. The JOL also participated in presenting training for newly elected/appointed town and village judges in December 2023, April 2024, and July 2024. In addition, the JOL and Court Analyst presented six seminars for judges, court attorneys and court clerks: The DWI Trial; Oral Fluid Samples, Regulations and Analysis; DWI/DWAI Fundamentals; The Treatment Court Option; Navigating the Road to Problem Solving Courts, and The Courts and Driver Improvement Working Together. A total of 239 individuals attended court clerk trainings and 213 attended judicial trainings. These seminars were conducted live in Buffalo, Watertown, White Plains and Glens Falls. Additionally, the JOL conducted in-person trainings for the Franklin, St. Lawrence, Steuben, and Wayne County Magistrate Associations. Further, the JOL acted as a resource for individual judges who had DWI/DWAI specific questions and requested assistance with legal research and motions. The JOL and Court Analyst also collaborate with other agencies including DMV, DCJS, and NYSP and entities such as the New York State Association of Magistrate’s Court Clerks and the New York State Association of Treatment Court Professionals to identify training needs and assist with specific projects. Moreover, the JOL is active in the Federal Region 2 working groups with other JOLs, Law Enforcement Liaisons (LELs) and Traffic Safety Resource Prosecutors (TSRPs).

Toxicologist Training

The NYSP Forensic Laboratory System provides alcohol and drug testing for state and local agencies throughout New York. Continuing education is critical to the toxicologists’ role in highway safety; these professionals must be kept up to date on the latest technology enhancements for testing, as well as the current state of research on the effects of alcohol and drugs on driving performance. With funding from GTSC, toxicologists from the NYSP Forensic Investigation Center were able to receive scientific training from both national and international experts over the past year. The training venues included the Annual Meetings of the Society of Forensic Toxicologists (SOFT), the American Academy of Forensic

Sciences (AAFS), the International Association of Chemical Testing (IACT), and the International Chiefs of Police (IACP) Impaired Driving & Traffic Safety Conference. Staff also attended specific training on drug-impaired driving at the Borkenstein Course on the Effects of Drugs on Human Performance. These activities are essential to maintaining expert witness qualifications. These experts share their expertise with other toxicologists and impaired driving stakeholders throughout New York State.



Staff provided training through the national Traffic Safety Resource Prosecutor program for their web series, covering Toxicology Testing and Expert Testimony. Additionally, staff discussed oral fluid as a specimen for evidential testing in drugged driving investigations and provided an update on NYSP's roadside oral fluid pilot program during the STOP-DWI New York annual meeting. Finally, NYSP toxicology staff again partnered with the Judicial Outreach Liaison to provide in-person training on Toxicology Testing and Expert Testimony.

Improvement of Toxicology Services for Impaired Driving Enforcement

GTSC's long-term investment in the NYSP Toxicology section (including staff and instrumentation) was a critical factor in the achievement of launching an evidential oral fluid program in 2023. Improvements in blood testing services have also continued to be implemented.

GTSC's information technology (IT) investments for the NYSP Toxicology laboratory have also had significant positive impacts. The proper adjudication of impaired driving cases is a critical deterrent to impaired driving and toxicology testing services play a critical role in that process. Labs need to be able to adapt to meet the needs of the criminal justice community as drug trends and legal requirements continually change. In addition, consistent data queries and data sharing are important resources needed by the traffic safety community to develop strategies to reduce impaired driving. By having internal IT expertise, the New York State Police Toxicology Laboratory can adapt its processes, as well as share critical data, to help NYS meet its goals. One key accomplishment made during FFY 2024 involved the development, testing, and implementation of the Laboratory Information Management System (LIMS) Tox Module. The module integrates the LIMS and the various analytical instruments to allow the import and export of sequences and results. In particular, extensive work was done to build the instrument sequence exports and the subsequent result imports. The Tox Module was successfully implemented on September 5, 2024, improving the efficiency of toxicologists and reducing the potential for human error.

Oral Fluid Workgroup

The New York Oral Fluid working group continued its efforts this year. This group is currently comprised of GTSC, NYSP and New York City Office of Chief Medical Examiner (NYC OCME) Toxicology Labs, DCJS, New York Police Department (NYPD), ITSMR, Suffolk and Erie County District Attorney's Offices (TSRPs), Chiefs of Police and Sheriff's Association. It is in the process of adding additional stakeholders including the Department of Health (DOH). The goal of the workgroup is to educate numerous stakeholders on the benefits, as well as the limitations, of oral fluid testing and support law enforcement in the creation of best practices for oral fluid's use, proper collection and testing.

DWI Offender Treatment, Monitoring, Control

NYS Office of Probation and Correctional Alternatives (OPCA) Traffic Safety and Sanctions Project

The Child Passenger Protection Act or "Leandra's Law" was signed into law in New York State on November 18, 2009. Effective December 18, 2009, the designation of DWI with a child under 16 years of age in a motor vehicle became classified as a Class E felony crime. A second provision of the law, effective August 15, 2010, required that individuals convicted of DWI crimes (NYS VTL §§1192.2, 1192.2a & 1192.3) install an ignition interlock device (IID) in any motor vehicle they own or operate and be sentenced to Conditional Discharge or Probation Supervision, in addition to any fine, fee, penalty or incarceration. Since the program's inception, NYS has seen 199,400 individuals ordered to install an IID as a mandatory part of their sentence, with approximately 26%, or 51,831, of those installing a device during the same quarter as reported by the monitors. Ignition interlock manufacturers report that more than 87,000 individuals have installed IIDs in their motor vehicles, many times months and years following sentence once operators reclaim their license to drive.

The NYS DCJS/OPCA is responsible for the promulgation of Title 9 NYCRR Part 358 – *Handling of Ignition Interlock Cases Involving Certain Criminal Offenders*, which codifies practice in New York. Additionally, DCJS/OPCA provides monitoring and technical assistance for the program. Leandra's Law was updated in 2013 with several changes, including the following: the minimum IID installation period of 12 months; allowing IIDs installed prior to sentencing to be applied to the required installation period; confirming that the law applies to youthful offenders in full; and requiring operators who do not install an IID to assert under oath that they do not own and will not operate a vehicle. Activities completed and associated with this program are described below.



- OPCA hosted the 2024 NYS Ignition Interlock Conference. This conference was attended by 109 participants including probation officers and case managers and included topics relevant to the monitoring of IIDs in NYS such as A Holistic Approach to Addressing the Impaired Driving Problem and Ignition Interlock Monitoring of Conditional Discharge Cases.
- OPCA staff resumed on-site visits to probation departments

and conditional discharge monitors, where they held discussions with each team, reviewed DWI case files and provided feedback to help guide best practices.

- OPCA worked with the Catalis, the developers of the probation case management system, to develop tools to assist Ignition Interlock Monitors perform their required functions.
- OPCA collaborated with DMV and implemented the A4 Restriction Removal Program statewide with probation departments and conditional discharge IID monitors. This project improves the accuracy of DMV data by allowing monitors to email DMV the IID Certificate of Completion providing authorization to remove the A4 restriction from the operator’s license and driving record.
- OPCA conducted conference calls/ongoing communication, at least quarterly, with manufacturers to address issues.
- OPCA staff continued to work collaboratively with other agencies to advance the state’s Ignition Interlock Program.
- OPCA worked with New York State Information Technology Services (ITS) to develop Service Center Coverage Maps to ensure that the qualified manufacturers are providing a network of centers to meet the needs of the state.
- The annual audit of IID manufacturers, wherein each company is required to audit every one of their installation/service providers, was initiated during this grant period. The responses to the survey, and reporting audit, are due during the 2024-2025 grant period.
- Additionally, and perhaps most importantly, DCJS/OPCA has continued to use grant funding to offset the costs to localities of monitoring Leandra’s Law cases. This funding is invaluable in assuring that the program continues and that the counties can continue to provide the kind of monitoring that separates New York State’s IID Programs from those of other states.

Prevention, Communications, Public Information and Educational Outreach

STOP-DWI Foundation Training and Public Information and Education (PI&E) Outreach

In FFY 2024, the STOP-DWI Foundation continued to maintain and implement updates to its “Have a Plan” mobile app. The app runs on the iOS, Android and Windows platforms. The monitoring system provides regular reports on the total number of app downloads, the total number currently installed and the most popular installed version. There have been over 19,000 mobile app downloads since its inception in August 2014.



The sports and entertainment venue partnerships promote the STOP-DWI brand and the “Have a Plan” message at large venues where alcohol is sold. The program continued its interface with sports and other public venues across New York State during this grant cycle. Successful STOP-DWI partnerships were secured with a variety of venues including professional and collegiate sports venues.

Educational and promotional materials continued to be developed and distributed to further promote the app. These include printed materials promoting the app with a QR code to facilitate downloading. Most users fall within the target group of 18-34 years of age.

Connecting law enforcement efforts with public awareness efforts is an essential premise of the General Deterrence Model and key to accomplishing the mission of the Foundation. It is imperative that consistent, relevant, and accurate educational efforts linking enforcement and prevention are made to keep the public informed of the real-life dangers of impaired driving. Creating powerful visual content that informs, engages, and inspires audiences by using visual and data storytelling to make complex ideas simple is an effective method of public awareness.

In FFY 2024, the Foundation contracted with Digital Table Advertising to raise public awareness in bars and restaurants and worked with five separate vendors on a multimedia campaign. Each vendor created a series of 15- and 30-second videos and companion postcards. The following new assets were developed:

Victim Impact Stories & Victim Memorials – Postcards

National Impaired Driving Prevention Month – Postcard

“Look in the Mirror. Are You Making the Wisest Choices When Getting Behind the Wheel?”

30 second videos

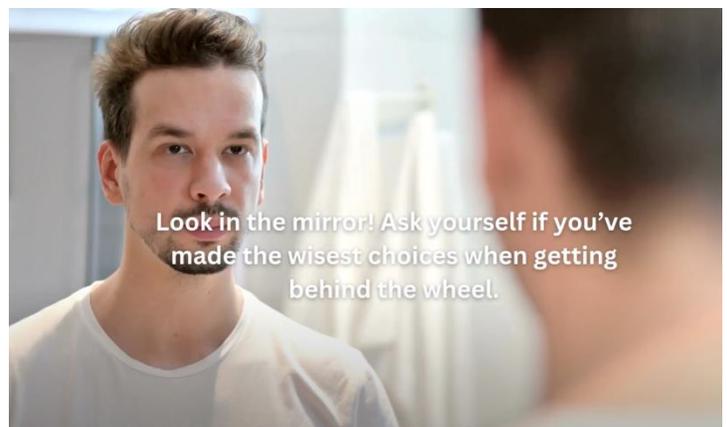
YouTube: <https://youtu.be/9wontIXaUtc>

Vimeo: <https://vimeo.com/1013665754>

15 second videos

YouTube: https://youtu.be/6TZY_F-hT08

Vimeo: <https://vimeo.com/1013668791>



“Don’t Get Behind the Wheel If You’re High”

30 second videos

YouTube – https://youtu.be/kkEu5PaW_10

Vimeo – <https://vimeo.com/1010745211?share=copy#t=0>

15 second videos

YouTube – <https://youtu.be/AHLfxoeb0rw>

Vimeo – <https://vimeo.com/1010745372?share=copy#t=0>

“Hand Over the Keys, Please”**30 second videos**

YouTube – <https://youtu.be/wsoZ7xzwVNo>

Vimeo – <https://vimeo.com/1008458393?share=copy#t=0>

15 second videos

YouTube – <https://youtu.be/75RA2FOzM4Q>

Vimeo – <https://vimeo.com/1008460220?share=copy#t=0>

“Epic Night”**15 second videos**

YouTube (English) – <https://youtube.com/shorts/KeYgxFTWr00>

YouTube (Spanish) – <https://youtube.com/shorts/W6f2Y6pc34w>

Vimeo (English) – <https://vimeo.com/1017686968?share=copy#t=0>

Vimeo (Spanish) – <https://vimeo.com/1017686986?share=copy#t=0>

30 second videos

YouTube (English) – <https://youtube.com/shorts/xhSE6uumGq4>

YouTube (Spanish) – <https://youtube.com/shorts/nM5XajCz2Cw>

Vimeo (English) – <https://vimeo.com/1017687002?share=copy#t=0>

Vimeo (Spanish) – <https://vimeo.com/1017687015?share=copy#t=0>

“Choosing a Safe Road Without Driving Impaired”**30 second videos**

YouTube – <https://youtu.be/BvivpRKahwo>

Vimeo – <https://vimeo.com/1017980957?share=copy#t=0>

15 second videos

YouTube – https://youtu.be/mUpnlisy_Qw

Vimeo – <https://vimeo.com/1017980890?share=copy#t=0>

Finally, the Foundation sponsored nine high school and 28 college presentations via the “Save a Life Tour.” The Save a Life Tour is a program that sheds light on the dangers of drinking and driving by providing state-of-the art, interactive, hands-on simulation to students at colleges and high schools. 14 webinar trainings were also offered to benefit local STOP-DWI efforts in New York State. These seminars were free to attend and designed to assist partnering agencies in the mission to prevent impaired driving.

Underage Drinking and Alcohol-Impaired Driving

NYSP Impaired Driver Identification and Underage Drinking Enforcement Program



In FFY 2024, the NYSP continued to conduct a comprehensive multifaceted strategy that included the following components: deterrence, detection, officer training, public education, and underage enforcement. Each Troop developed specific action plans for targeting impaired driving issues. The following is a list of activities that were conducted during the grant period:

- **Underage Drinking Identification Details:** UDI (2024) – The NYSP conducted 171 Underage Drinking Identification (UDI) enforcement details during which 2,463 retail stores and 56 bars and taverns were checked. Of these, 41 bars (73%) and 2,264 retail stores (91%) were found to be in compliance. The details resulted in 212 arrests for violations of the Alcoholic Beverage Control (ABC) Law and 112 arrests for violations of the Penal Law.
- **Sobriety Checkpoints:** Each Troop conducted, at a minimum, one checkpoint each month; multi-agency checkpoints were also conducted. In total, 198 fixed sobriety checkpoints were conducted, resulting in 310 DWI, 36 DWAI-Drugs, and 60 criminal arrests.
- **Dedicated DWI Patrols:** Each Troop conducted, at a minimum, two dedicated DWI details per month per zone and two additional details at other locations identified by the Troop. Overall, 1,953 dedicated DWI patrols were conducted resulting in 404 DWI, 73 DWAI-Drugs, and 320 criminal arrests.
- **Training:** NYSP DRE instructors assisted with four DRE schools, field certification training associated with those schools and with re-certification training. Members also assisted with instruction at numerous ARIDE training sessions throughout the state at the request of GTSC, training 797 members of law enforcement. ARIDE training was also provided to academy recruits.
- **National Holiday Campaigns:** During the National Holiday Campaign and New Year's period (December 13, 2023-January 1, 2024), the NYSP conducted 24 sobriety checkpoints resulting in 47 DWI/DWAI-Drugs arrests. The NYSP also conducted 150 dedicated DWI patrols resulting in 39 DWI/DWAI-Drugs arrests. One DRE evaluation was performed. During the campaign, 12 UDI details were conducted; 189 of the 209 retail establishments were found to be in compliance (90%). These details resulted in 29 ABC Law charges and 17 Penal Law charges. During the National Labor Day Campaign (August 14-September 2, 2024), the NYSP conducted 28 sobriety checkpoints resulting in 62 DWI/DWAI-Drugs arrests. In addition, 225 dedicated patrols were conducted resulting in 67 DWI/DWAI-Drugs arrests. Four DRE evaluations were performed. Also, during this period, 14 UDI details were conducted. 194 retail locations were checked and 181 retail locations (93%) were in compliance. The details resulted in 13 ABC Law and seven Penal Law charges.
- **Public Information and Education (PI&E):** Efforts continued to develop effective PI&E materials for both DWI and underage drinking issues. In a coordinated effort among programs (seatbelts, motorcycle and speed enforcement), information cards as well as other commodities

were purchased emphasizing the combined traffic safety messages. These PI&E materials were developed and disseminated statewide to schools and at fairs and other events. Efforts to create alcohol and specifically drug-impaired materials will be made in the next grant cycle.

Operation Prevent – Stop Bad ID

Operation Prevent is an underage drinking enforcement and engagement initiative conducted by the DMV Division of Field Investigations (DFI) with state and local law enforcement partners throughout the state. The program is designed to prevent underage drinking at a variety of venues where minors may use counterfeit or altered identification to purchase alcohol. Target venues are identified in collaboration with local police agencies, county STOP-DWI coordinators, the State Liquor Authority (SLA) and other agencies that may provide reliable information about establishments serving underage drinkers.

In addition to preventing underage drinkers from obtaining alcohol, a goal of the program is to identify the source(s) of the counterfeit or altered identification documents. Investigations into this aspect of the program seek to shut down the counterfeiting operation or to identify purveyors of fraudulent documents available through the Internet. DFI has identified numerous websites selling counterfeit driver licenses from all over the world. In FFY 2024, DFI investigators visited 87 establishments/venues that serve alcohol, seized 504 illegal identity documents from patrons who were under the age of 21, and made 459 arrests. There were also four Alcohol Beverage Control Law violations charged.

Drugged Driving

Drug Recognition Expert Statewide Coordinator



A member of the GTSC staff continues to coordinate the DRE program in New York. The State Coordinator is responsible for coordinating and scheduling training programs that provide existing DREs the opportunity to maintain certifications that adhere to the national and New York State standards. In a continuing effort to provide the most efficient and relevant training, the State Coordinator, in conjunction with the Technical Advisory Panel (TAP), is tasked with the oversight, review and implementation of the training curriculum and sets the standards for instructor qualifications and certifications. The State

Coordinator has also created a DRE Callout Application to assist with the DRE program and to allow police officers to reach DREs in a timely manner.

DRE Training Programs

GTSC staff have been working with the state's enforcement agencies to ensure that as many officers as possible maintain certification in the DRE program. The DRE course was conducted in October 2023, and in January, April and June 2024, resulting in 72 new DREs trained and certified. A total of 433 DREs are now deployed across the state.

Advanced Roadside Impaired Driving Enforcement (ARIDE)

The ARIDE training program has been implemented in New York since FFY 2008. The two-day ARIDE course is intended to bridge the gap between the SFST training all police officers in New York receive in the Basic Course for Police Officers and the DRE training courses completed by a relatively select group of officers. The objectives of the ARIDE course are to train law enforcement officers to observe, identify and articulate the signs of impairment related to drugs, alcohol, or a combination of both, in order to reduce the number of impaired driving incidents and crashes that result in serious injuries and fatalities. Further, ARIDE training assists law enforcement in identifying medical events and increases their confidence engaging in DRE call outs. In FFY 2024, to train the maximum number of officers, 23 16-hour ARIDE programs were conducted around the state attended by 797 participants.

Recognizing the Cannabis Impaired Motorist (RTCIM)

In FFY 2024, GTSC assisted DCJS with conducting ten Recognizing the Cannabis Impaired Motorist (RTCIM) courses throughout the state for a total of 140 attendees. This eight-hour course is designed to enhance the officer's skills in detecting the cannabis impaired motorist. This course builds upon the officer's skills learned in the National Highway Traffic Safety Administration's DWI Detection and Standardized Field Sobriety Testing Course. It includes a review of the three Standardized Field Sobriety Tests, contemporary cannabis issues, the differences between recreational and medical cannabis and hemp, along with introducing attendees to three additional tests and how to properly administer them to support their observation of cannabis impairment. This course does not replace the Advance Roadside Impaired Driving Enforcement course but is intended to better prepare the officer for ARIDE and the Drug Recognition Expert programs.

Cooperative Approaches to Reducing Impaired Driving

In its position as the focal point for Impaired Driving Programs in New York State, GTSC is responsible for the oversight and coordination of activities that address the problem of impaired driving at the state level. Along with overseeing the state's most comprehensive Impaired Driving Program, STOP-DWI and the state's 402 highway safety program, GTSC also leads the Advisory Council on Impaired Driving, a group that recognizes the multi-disciplinary nature of the impaired driving issue and looks for more effective approaches to reducing crashes, fatalities and injuries resulting from impaired driving. The Advisory Council is comprised of eight teams: General Deterrence/Research, Enforcement, Prosecution, Courts, Assessment and Treatment, Probation, Licensing, and Toxicology. The Council represents fifteen separate agencies/disciplines; Office of Addiction Services and Support (OASSAS), Traffic Safety Resource Prosecutors (TSRP), NYS Courts, Judicial Officer liaison, Division of Criminal Justice Services (DCJS), Toxicology Labs, Office of Cannabis Management (OCM), ITSMR, DMV, NYSP, NYS Sheriff's Association, NYS Association of Chiefs of Police (NYSACOP), Mothers Against Drunk Driving (MADD), NYS STOP DWI and NYS Department of Health (DOH).

Research, Evaluation and Analytical Support for New York’s Performance-Based Impaired Driving Program

Institute for Traffic Safety Management and Research (ITSMR) Impaired Driving Research Projects

Fact Sheets and Research Notes

In FFY 2024, ITSMR compiled the following Fact Sheets:

- Aggravated DWI (ADWI) (2020-2022)
- Aggravated DWI (ADWI) With Child in Vehicle (2018-2022)
- Crashes involving a Drinking Driver (2018-2022)
- Crashes involving a Drug-Related Driver (2018-2022)
- Alcohol and Drugged Driving Arrests (2018-2022)
- Impaired Driving Arrests and Crashes (2018-2022)
- Survey of Driver Behaviors, Opinions and Perceptions: Impaired Driving (2023)



These fact sheets are available on the ITSMR website (www.itsmr.org).

Research on Drugs and Driving

ITSMR has consistently delivered data analyses and research to inform program and policy decisions. In response to requests from the statewide DRE coordinator, ITSMR produced a range of analyses and custom reports on topics such as cannabis-related crashes, cannabis-related DRE evaluations, DRE response times, and county-specific DRE evaluations. Additionally, at the request of the New York State Police Forensic Investigation Center, ITSMR generated a detailed report examining trends in test refusals among drivers charged under VTL 1192 in the Traffic Safety Law Enforcement and Disposition (TSLED) system, as well as those evaluated by a DRE. This report highlighted significant disparities in test refusal rates across counties and identified a concerning upward trend in test refusals over the past five years.

Drug Recognition Expert (DRE) Data Entry & Management System

During FFY 2024 ITSMR continued to provide New York DREs with access to the ITSMR DRE Data Entry & Management System, which has both a web-based and a mobile application. Both applications are used by DREs in the field to complete drug influence evaluations, narrative reports, and to enter corresponding toxicology results into ITSMR’s DRE database.

The collection of data specifically related to individuals suspected of driving while impaired by drugs provides ITSMR with the ability to conduct research specific to this issue. The research notes and fact sheets developed by ITSMR provide GTSC with a deeper insight on the issue of drug impaired driving in New York. The data also provides an opportunity to better manage the statewide DRE program.

Transfer of DRE Data to the National Highway Traffic Safety Administration

ITSMR has provided extracts of New York DRE data to NHTSA for each reporting quarter. ITSMR will continue to work with NHTSA to ensure that the Federal database accurately reflects New York’s data.

This cooperative agreement between Federal and State partners is essential for NHTSA to have a comprehensive understanding of the drug driving issues and trends throughout the country.

UPDATES TO TRIENNIAL HSP

Planned Adjustments to Countermeasure Strategy for Programming Funds

The most recent data available (FARS 2022 and AIS 2023) indicate that the target set for reducing Persons Injured in Alcohol-Related Crashes was met and exceeded, but the target set for reducing Alcohol-Impaired Driving Fatalities is not on track to be met. While the decline in Fatalities in Drug-Related Crashes in 2023 indicates that the target set for this performance measure may be possible to meet, the data has yet to show a consistent downward trend.

To support reductions in Alcohol-Impaired Driving Fatalities and Fatalities in Drug-Related Crashes, the following adjustments to selected strategies in the 3HSP are planned for the FFY 2026 Annual Grant Application (AGA).

- Strategy AL-1, AL-2, AL-6: GTSC will expand training for law enforcement officers to increase their skills in detecting impaired drivers on the roadways. GTSC will support additional Advanced Roadside Impaired Driving Enforcement courses offered for local law enforcement agencies. Additionally, special attention will be given to encouraging local law enforcement to prioritize Standardized Field Sobriety Testing refresher courses for officers. Better trained patrol officers are more likely to conduct thorough investigations decreasing the likelihood of a dismissal.
- Strategy AL-1, AL-6: GTSC will continue working with the Division of Criminal Justice Services to train law enforcement officers to better recognize individuals impaired by cannabis. GTSC will also conduct up to 12 additional Recognizing the Cannabis-Impaired Motorist training courses. This eight-hour class builds upon the skills learned by officers during the basic SFST course.
- Strategy AL-1, AL-4: GTSC will work with the DMV's Office of Communications to develop and implement a comprehensive impaired driving multimedia campaign. Tentatively branded as "Impaired Is Impaired," this public awareness effort will focus messaging on the toxic cocktail of alcohol, drugs, and prescription medication as a factor in impaired driving crashes. Collateral – much of which will call on the experience of victim advocates – will be developed to support a coordinated, year-round media activation, consisting of public service announcements, billboards, targeted social media, and more.

POLICE TRAFFIC SERVICES

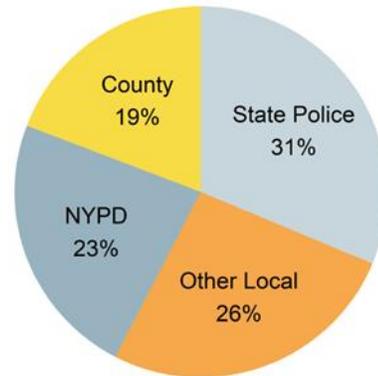
The Police Traffic Services (PTS) program consists of the cooperative efforts of police agencies across New York State to reduce crashes, personal injuries, and fatalities through enforcement of the state’s Vehicle and Traffic Law. In 2023, police agencies in New York issued approximately 2,834,035 tickets, a 10.4% increase from the approximately 2,566,092 tickets issued in 2022.

The proportion of tickets issued by the enforcement agencies at the various jurisdictional levels is shown in the chart to the right. In 2023, the New York State Police issued 31% of the tickets, the New York City Police Department issued 23%, county law enforcement agencies issued 19%, and other local police departments issued 26%. In 2022, the distribution of tickets by enforcement agency type was similar: NYSP 34%, NYPD 23%, County 17%, and Other Local 26%.

Each year, a significant portion of available grants from the Governor’s Traffic Safety Committee are awarded to law enforcement agencies at the state, county and local levels. To ensure the effectiveness of New York’s traffic enforcement efforts, all applications for funding must meet the requirements of the state’s Traffic Safety Enforcement Program (TSEP); the issue to be addressed must be documented by data and the strategies proposed to address the issue must be evidence-based. In FFY 2024, GTSC staff conducted a virtual training session on March 28, 2024, to assist police agencies in developing data-driven PTS grant applications consistent with the state’s evidence-based TSEP. GTSC Law Enforcement Liaisons further held over 50 meetings throughout FFY 2024 with law enforcement agencies and traffic safety boards to discuss crash data and answer any relevant questions.

To ensure that New York’s traffic safety enforcement grant funds are deployed based on data-driven problem identification, GTSC identifies the statewide geographic and demographic areas of concern through analyses of crash data. GTSC then identifies police agencies with traffic enforcement jurisdiction in the most problematic areas, and through its Highway Safety Program Representatives and Law Enforcement Liaison networks, conducts outreach to encourage agencies to apply for grant funding. Using the state’s priority areas as the framework, GTSC’s PTS grant program is the primary funding effort to direct traffic enforcement grant funds to New York’s police agencies. Enforcement efforts described under other program areas are planned, implemented, and monitored in accordance with the state’s TSEP.

PROPORTION OF TICKETS ISSUED BY TYPE OF POLICE AGENCY: 2023



Source: NYS TSLED and AA systems

GTSC works with its traffic safety partners to implement new innovative programs each year. One example is “Speed Awareness Week,” a high-visibility engagement blitz aimed at reducing speed-related crashes. In 2024, the NYSP ran two week-long high-visibility traffic enforcement and engagement campaigns targeting speeders. The first “Speed Awareness Week” was conducted June 3-9 and the second was conducted September 9-15, 2024. Police agencies deploy targeted speed enforcement details on roadways identified as having a high incidence of speed-related crashes; both the media and corresponding courts are notified that increased speed enforcement will be occurring.

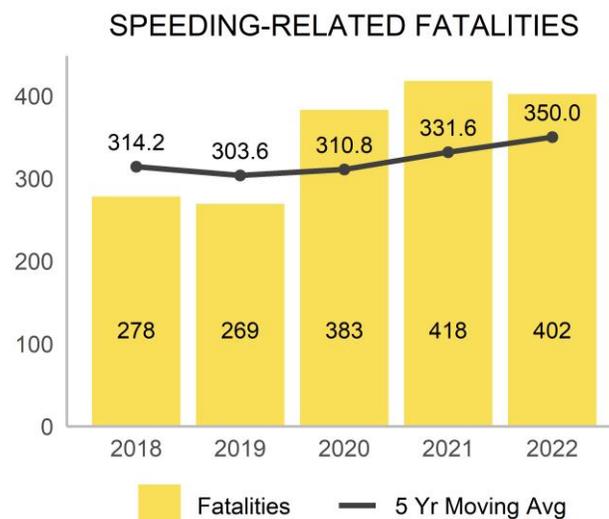


The NYSP also conducted successful initiatives during FFY 2024 related to distracted driving, in particular, enforcement of cell phone and texting violations. During the year, two “Operation Hang Up” details were conducted that ran concurrently with the National Highway Traffic Safety Administration “U Drive U Text U Pay” campaigns. Each campaign focused on motorists who use their cell phone and other electronic devices while driving. Troopers issued 4,246 tickets for illicit cell phone use during these campaigns and 21,768 distracted driving tickets during the grant year.

ASSESSMENT OF PROGRESS

Two performance measures are used to track progress in the PTS program: Speeding-Related Fatalities and Fatal and Personal Injury Crashes Involving Cell Phone Use or Texting. Figures illustrating the trends in these measures are provided below:

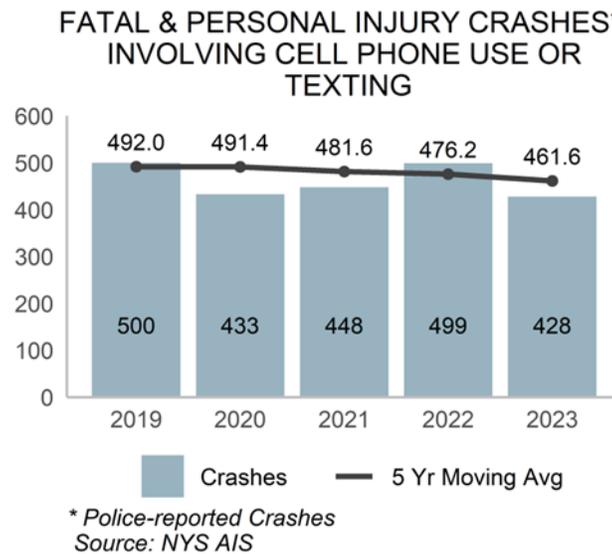
Performance Measure	<u>C-6 Speeding-Related Fatalities (FARS)</u>
Performance Target	Reduce to 326.6 by 2026.
Assessment of Progress	Not on track to meet target – The upward trend in the five-year moving average continued in 2022, indicating that the target of 326.6 set for 2026 is not on track to be met.



Performance Measure Fatal and Personal Injury Crashes Involving Cell Phone Use or Texting (State Data)

Performance Target Reduce to 474.4 by 2026.

Assessment of Progress **Target met** – The five-year moving average was on a downward trend between 2019 and 2023. Based on the 2023 AIS data, the five-year moving average target of 474.4 set for 2026 was met and exceeded.



POLICE TRAFFIC SERVICES PROJECTS AND ACTIVITIES FUNDED IN FFY 2024

New York used a data-driven approach to identify a comprehensive set of strategies for the state’s PTS Program that collectively will contribute to progress in meeting the state’s highway safety targets set in the FFY 2024-2026 Triennial HSP. Included under the strategies listed below are descriptions of selected projects that highlight the activities undertaken in FFY 2024.

Information on the implementation and outcome of the countermeasure strategy adjustments to the 3HSP identified in the FFY 2024 Annual Grant Application is included in the discussions of the relevant strategies presented below.

Enforcement of Traffic Violations

Traffic enforcement plays a vital role in New York’s efforts to reduce crashes, injuries, and fatalities through the funding awarded to law enforcement agencies each year. The specific evidence-based strategies implemented by these agencies are described under the PTS program as well as under other program areas including impaired driving, occupant protection, and motorcycle safety. Enforcement deployment strategies are continually evaluated and adjusted to accommodate shifts and changes in priorities identified through monitoring key measures. This data-driven approach ensures continued progress toward the established performance goals.



Police Traffic Services Grants

Through its PTS grant program, GTSC awarded 232 grants to municipal and county police agencies in FFY 2024. The award amounts for PTS grants must be less than \$50,000; in FFY 2024, PTS awards ranged from \$1,900 to \$46,000.

PTS grant funds are intended to support enforcement efforts directed toward local traffic safety problems including but not limited to speeding, aggressive driving, distracted driving, motorcycle safety, pedestrian safety, and occupant restraint use. All agencies receiving a PTS grant are required to participate in the 14-day national “Click It or Ticket” seat belt enforcement mobilization conducted in May of each year.

On March 28, 2024, GTSC staff once again provided PTS Grant Application Training in collaboration with the New York State Association of Chiefs of Police (NYSACOP). The training continued to provide valuable information and best practices for current and future grantees on how to submit the most effective data-rich applications possible. Three additional PTS grants were awarded in FFY 2024 compared to FFY 2023.

Law enforcement agencies in the 20 jurisdictions identified as focus communities in New York’s Pedestrian Safety Action Plan (PSAP), and who receive PTS grants are also encouraged to participate in the state’s annual “Operation See! Be Seen!” high-visibility pedestrian enforcement and engagement campaign.

The table below provides the number of tickets PTS grantees reported were issued during grant-funded enforcement activities. In FFY 2024, the 189 local agencies (excluding NYSP) receiving PTS grants issued over 50,000 tickets for traffic violations. The largest number were issued for speeding violations, followed by violations for aggressive driving, seat belt/child restraints, and distracted driving.

TICKETS ISSUED BY PTS GRANTEES DURING GRANT-FUNDED ACTIVITIES IN FFY 2024

Speeding	12,246
Aggressive Driving	8,471
Distracted Driving (Cell Phone/Texting)	4,037
Seat Belt/Child Restraint	5,252
Other Tickets	20,372
TOTAL TICKETS	50,378

Examples of the projects funded under the PTS grant program in FFY 2024 are provided below.

Tioga County Sheriff’s Office

Tioga County sits in the southern tier of New York State and is home to almost 50,000 people. The Tioga County Sheriff’s Office (TCSO) provides the full spectrum of law enforcement services to these residents

and visitors. The TCSO is a long-time recipient of Police Traffic Services grants from GTSC. Thanks to their dedication to highway safety, the Sheriff's Office has used GTSC funding to supplement their own efforts to reduce crashes. By utilizing a data-driven approach, the TCSO has reduced the number of crashes they responded to in 2023 to 461. This is far less than at least the last five years and significantly lower than their five-year average of 598. In 2023 the Sheriff's Office responded to 57 personal injury crashes, which is an improvement over their five-year average of 79. Their targeted enforcement efforts were a driving force behind the reduction in crashes. The TCSO's total citations issued in 2023 was 3,270, which is their highest number since 2018. Their aggressive driving citations issued in 2023 (634) were also their highest number since 2019.

Batavia City Police Department

The City of Batavia is the county seat of Genesee County and home to 15,600 residents. One of the goals of the Batavia Police Department (BPD) is to reduce crashes and save lives. To assist in achieving these goals, the BPD has applied for, and received, Police Traffic Services grant funds from GTSC for many years. BPD's grant proposals identify crash hotspots, contributing factors, and temporal information supported with crash data. The BPD has used GTSC grant funds to enhance their efforts and the results are commendable. The Batavia Police Department responded to 273 crashes in 2023, which is their lowest number in the last five years. In the same year, the BPD responded to 53 personal injury crashes, which was also the lowest number in the last 5 years. In 2023 the BPD issued 1,467 citations, which is their highest total since 2018.

New York State Police

From April 22-26, 2024, law enforcement participated in the statewide, multiagency "No Empty Chair" safe teen driver campaign. This campaign is conducted prior to the prom and graduation season with the aim of minimizing crashes involving teenage drivers. Each day of the week-long campaign focused on a different traffic safety threat and included the annual "Operation Safe Stop," which seeks to promote school bus safety through education and enforcement efforts. All traffic safety details are conducted near high schools whenever possible. Outreach is amplified by coordinating with multiple law enforcement agencies, Victim Advocate Speakers, medical personnel, and community stakeholders to conduct a large-scale media event at a local high school.



New York State Police Speed Enforcement Program

30,816 hours of overtime was utilized by the NYSP for the purpose of Targeted Speed Enforcement throughout New York State. Targeted enforcement was conducted throughout the year, resulting in 49,152 speeding tickets and 19,605 other tickets written during 4,602 speed enforcement details. Additionally, 57 impaired driving arrests and 124 criminal arrests were made. The number of speeding tickets issued



has increased 11% from the 44,449 previously issued in FFY 2023.

Speed Awareness Week: GTSC invited law enforcement partners to participate in “Speed Awareness Week” – a high-visibility enforcement and engagement campaign aimed at reducing speed-related crashes. GTSC recommended that targeted speed enforcement details should occur on roadways where data indicate there is a crash issue related to speed. Police agencies were also encouraged to promote the campaign in their communities and to alert media and the courts that increased speed enforcement would be occurring.

The NYSP ran two successful week-long “Speed Awareness Week” campaigns and a third one day, NHTSA-sponsored multi-state initiative. The week-long campaigns were conducted in the summer months. Targeted speed high-visibility enforcement and engagement campaigns were conducted June 3–9 and September 9–15, 2024. These two waves produced a total of 11,494 tickets issued. NYSP also participated in NHTSA multi-state I-95 speed enforcement effort on July 21, 2024 and issued 34 tickets during that initiative.

Speed enforcement efforts included the following initiatives:

- ❖ Columbus Day Holiday Weekend Speed Enforcement – October 5-9, 2023
 - 837 Speeding tickets were issued.
- ❖ Thanksgiving Holiday Weekend Speed Enforcement – November 22-26, 2023
 - 1,252 Speeding tickets were issued.
- ❖ I-95 Drive to Save Lives – April 19-21, 2024
 - 62 Speeding tickets were issued.
- ❖ Operation Work Brake – April 15-19, 2024
 - 292 Speeding tickets were issued.
- ❖ No Empty Chair – April 22, 2024
 - 475 Speeding tickets were issued.
- ❖ I-95 Enforcement Wave – July 21, 2024
 - 34 Speeding tickets were issued.
- ❖ Speed Week – June 3-9, 2024, and August 12-18, 2024
 - 23,696 Speeding tickets were issued.
- ❖ Highway 20 Speed Enforcement Project – November 15, 2023, January 17, March 20, May 15, July 17, September 18, 2024
 - 605 Speeding Tickets were issued.

New York State Police Distracted Driving Program

In FFY 2024, the NYSP issued a total of 34,362 traffic tickets for distracted driving violations. The NYSP’s goal was to maintain the number of uniform traffic tickets issued for 1225C (use of a cell phone while operating a motor vehicle) and 1225D (use of an electronic device while operating a motor vehicle) at FFY 2023 enforcement figures totaling 30,406. This goal was surpassed by a margin greater than 13%. Additionally, in FFY 2024, the NYSP conducted 1,374 distracted driving enforcement details involving over 1,400 Troopers. The total distracted driving violation tickets issued from details in FFY 2024, 8,762, surpassed the activity from FFY 2023, at 8,135.

**TICKETS ISSUED BY NEW YORK STATE POLICE
DURING DRISTRACTED DRIVING DETAILS IN
FFY 2024**

VTL Violation	Tickets Issued
1225C (cell phone)	2,886
1225D (Texting)	5,876
Total 1225 C&D	8,762
Other VTL	8,549
Total 1225 & Other VTL	17,311

The NYSP conducted an additional distracted driving traffic enforcement program called “Operation Hang Up.” Motorists who use their cell phones and other electronic devices while driving were the focus of the program. In FFY 2024, “Operation Hang Up” was implemented April 1 to April 8, 2024, to coincide with the national “U Drive, U Text, U Pay” campaign. The FFY 2024 details yielded a total of 4,056 tickets for talking and texting while driving.

Law Enforcement Training Programs

In addition to the programs highlighted below, GTSC provides training for law enforcement officers in the following areas: impaired driving, motorcycle, pedestrian, and bicycle safety. Descriptions of these other training programs and their accomplishments can be found under the appropriate program areas.

Commercial Motor Vehicle Awareness Training for Law Enforcement

The Commercial Motor Vehicle Awareness Training is a one-day, data-driven enforcement program designed specifically for police officers assigned to patrol duties and other traffic-related enforcement assignments. The training course was developed to address the issue of large truck and bus crashes and fatalities resulting from unsafe driving behaviors. This is a collaborative endeavor by GTSC in partnership with NYSACOP and New York State Department of Transportation’s Motor Carrier Compliance Bureau. Due to the retirement of the current trainer, GTSC, NYS DOT, and NYSACOP, with assistance from the NYSP are evaluating suitable candidates to fill the vacancy at which time this vital training will resume.

Empire State Law Enforcement Traffic Safety Conference (ESLETS)

Each year, the ESLETS conference provides training to approximately 300 law enforcement and traffic safety professionals across New York State. With support from GTSC, this forum was developed with a “by law enforcement for law enforcement” focus. Attendees receive instruction on contemporary traffic safety issues and trends in enforcement and technology; ESLETS also provides the opportunity to network with representatives from other police agencies. The planning committee for the annual conference includes representatives from the NYSP, GTSC, NYS Sheriffs’ Association (NYSSA) and NYSACOP.



**Law Enforcement
Traffic Safety
Conference**

The 2024 ESLETS conference took place on April 23-25, 2024, in Bolton Landing, New York. Approximately 266 law enforcement officers and traffic safety professionals attended, representing 85 different agencies and 17 participating vendors. Various presenters spoke to attendees and offered a great deal of information for the betterment of law enforcement practices. Topics covered in FFY 2024 included a County Crash Dashboard demonstration by GTSC, as well as trends and enforcement in New York State.

Communications and Outreach

Statewide Law Enforcement Liaison Program

GTSC provides funding to support law enforcement outreach and education. The NYSP and NYSSA each have LELs embedded at GTSC. The NYSACOP model includes a Traffic Safety Services Coordinator and Traffic Safety Outreach Liaisons that interact with municipal agencies. For FFY 2024, a NYSACOP LEL is also on staff at GTSC. Regardless of the model or location, the three organizations work collaboratively to promote cooperation and communication related to current traffic safety issues. The LELs work in concert with GTSC program representatives and with the state's law enforcement agencies in the research, development, implementation, and evaluation of various traffic safety projects and initiatives. They offer information and expertise to law enforcement concerning traffic safety issues while representing and promoting the concerns of their specific constituents. They also work in close cooperation with the NHTSA Region 2 Law Enforcement Liaison, especially regarding training issues and national high-visibility enforcement and engagement campaigns promoted by NHTSA.

UPDATES TO TRIENNIAL HSP

Planned Adjustments to Countermeasure Strategy for Programming Funds

The most recent data available (FARS 2022 and AIS 2023) indicate that the target set in New York's FFY 2024-2026 3HSP for reducing Fatal and Personal Injury Crashes Involving Cell Phone Use or Texting was met and exceeded. However, the target for reducing Speeding-Related Fatalities is not on track to be met. To support reductions in Speeding-Related Fatalities, the following adjustments to selected strategies in the 3HSP are planned for the FFY 2026 AGA.

- Strategy PTS-1, PTS-3: GTSC has reassessed the results of recent data related to speed-related crash data. Based on the analysis of that data, GTSC plans to target high-risk hotspots throughout New York State, with a comprehensive speeding media campaign for 2026 in partnership with the New York State Department of Motor Vehicles' Office of Communications. The developing media plan will include targeted social media, with new and existing messaging, as well as new and existing Public Service Announcements for both radio and television, geared towards reducing speeds, and speeding related crashes.
- Strategy PTS-1, PTS-3: GTSC will continue to conduct multiple statewide "Speed Awareness Week" enforcement and engagement mobilizations to promote safer speed across New York State. GTSC will also further develop its plan and efforts to conduct outreach efforts with regional Chambers of Commerce to further GTSC's partnering with employers to provide their employees with traffic safety education, specifically highlighting the dangers of speeding. That effort coincides with the identified at-risk populations, and incident days and time for speeding

related crashes, which is the 21-29 age group, during weekdays, lunch hours and the “happy hour” time block.

- Strategy PTS-1, PTS-3: GTSC will further explore additional partnerships with regional sport teams, like the effort GTSC engaged in with the Rochester Red Wings. That effort proved valuable in reaching the identified at-risk communities, in targeted locations, as well as provided an additional conduit to provide speed related and other traffic safety education and outreach to minority communities.
- Strategy PTS-1, PTS-3: GTSC has also started exploring an additional educational outreach avenue using press events in the winter months to address the bulk of speed related crashes in New York State. The effort is tailored around driving appropriately according to the weather conditions with “speed reasonable and prudent” and will include New York State Police, New York State Department of Transportation, and other regional partners.

MOTORCYCLE SAFETY

New York State has over 300,000 registered motorcycles and more than 700,000 licensed motorcyclists each year between 2019 and 2023. The vulnerability of motorcyclists underscores the need for an effective Motorcycle Safety Program to address safety issues on New York’s roadways.

NEW YORK STATE REGISTERED MOTORCYCLES AND MOTORCYCLE LICENSES

	2019	2020	2021	2022	2023	2019-2023 % Change
Registered Motorcycles	342,811	333,641	339,514	329,890	335,654	-2.09%
Motorcycle Licenses	744,344	746,173	730,014	732,372	735,176	-1.23%

Source: NYS DMV Driver License and Registration files, NY Open Data

For more than two decades, the Department of Motor Vehicles has been responsible for promoting and administering a program of motorcycle rider training courses, motorcycle course instructor training and public awareness. The New York State Motorcycle Safety Program (NYS MSP), a legislatively mandated motorcycle rider education program, is supported through user fees and surcharges on motorcycle registrations and licenses. The motorcycle road test is waived for drivers who successfully complete a training course. The Motorcycle Safety Foundation (MSF) has been tentatively awarded the next five-year contract beginning in March 2025, pending completion of the State’s contracting processes.

As part of a comprehensive approach to improving motorcycle safety, GTSC has provided support for police officer training, statewide awareness campaigns and numerous educational activities for both motorcyclists and other motorists. One of the most successful programs continues to be a specialized training program for law enforcement officers developed through the collaboration of GTSC, the New York State Police, the NYS Association of Chiefs of Police and the DMV Motorcycle Safety Program Office. In FFY 2024, the Practical Guidelines for Motorcycle Enforcement Training was provided to 299 enforcement officers representing 90 different police agencies.

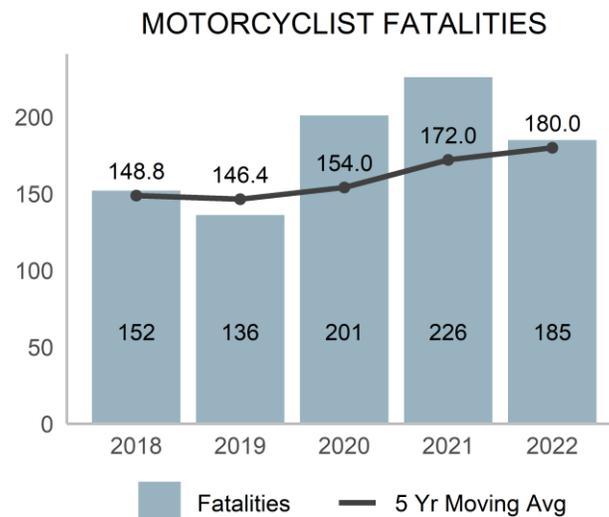


In FFY 2024, the Motorcycle Safety Workgroup, which includes representatives from GTSC, DMV, New York State Department of Health (DOH), NYSACOP, MSF, ITSMR, the NYSP, and local law enforcement, continued to explore the development of new countermeasures and campaign messaging to reach the state’s diverse riding population. The workgroup also collaborates with the NYPD and New York City DOT concerning emerging motorcycle safety issues in the City of New York.

ASSESSMENT OF PROGRESS

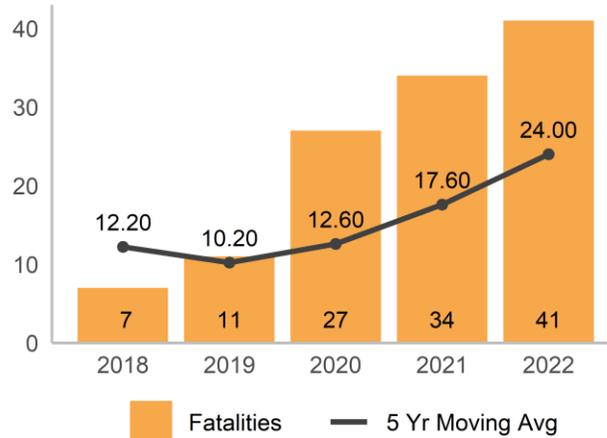
Four performance measures are used to track progress in the Motorcycle Safety Program: Motorcyclist Fatalities, Unhelmeted Motorcyclist Fatalities, Motorcyclists Injured in Crashes, and Fatal & Personal Injury Crashes Involving a Motorcycle and Another Vehicle in High-Risk Counties. Figures illustrating the trends in these measures are provided below:

Performance Measure	<u>C-7 Motorcyclist Fatalities (FARS)</u>
Performance Target	Reduce to 166.5 by 2026.
Assessment of Progress	Not on track to meet target – Since the five-year moving average continued on an upward trend, the target of 166.5 is not on track to be met. The decrease in fatalities to 185 in 2022, however, indicates that a reversal of the upward trend in the moving average may occur in time to reach the target set for 2026.



Performance Measure	<u>C-8 Unhelmeted Motorcyclist Fatalities (FARS)</u>
Performance Target	Reduce to 16.15 by 2026.
Assessment of Progress	Not on track to meet target – The upward trend in the five-year moving average continued in 2022, indicating that the target of 16.15 set for 2026 is not on track to be met.

UNHELMETED MOTORCYCLIST FATALITIES



Source: FARS

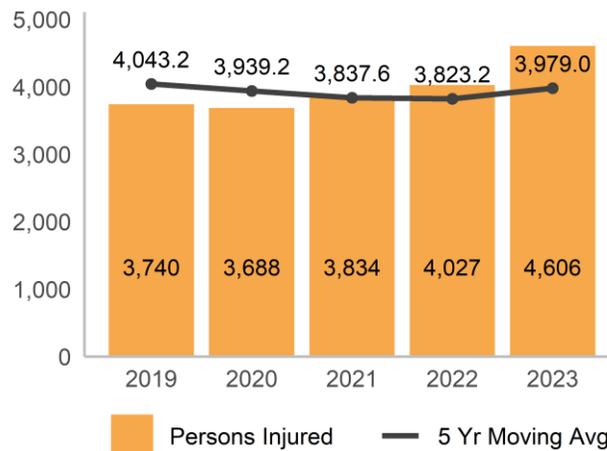
Performance Measure
Performance Target
Assessment of Progress

Motorcyclists Injured in Crashes (State Data)

Reduce to 3,780.0 by 2026.

Not on track to meet target – The number of motorcyclists injured in crashes increased by 14% from 2022 to 2023. As a result, the five-year moving average increased from 3,823.2 in 2022 to 3,979.0 in 2023, indicating that the target set for 2026 is not on track to be met.

MOTORCYCLISTS INJURED IN CRASHES



* Reportable Crashes
Source: NYS AIS

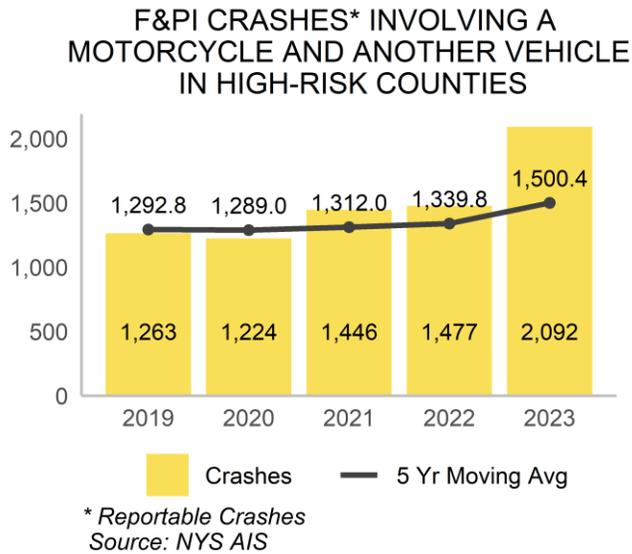
Performance Measure
Performance Target
Assessment of Progress

Fatal and Personal Injury Crashes Involving a Motorcycle and Another Vehicle in High-Risk Counties (State Data)

Reduce to 1,292.3 by 2026.

Not on track to meet target – The number of F&PI crashes involving a motorcycle and another vehicle in high-risk counties increased by 42% from 2022 to 2023. As a result, the upward trend in the five-year moving average

continued in 2023, indicating that the target set for 2026 is not on track to be met.



MOTORCYCLIST SAFETY PROJECTS AND ACTIVITIES FUNDED IN FFY 2024

New York used a data-driven approach to identify comprehensive strategies for the state’s Motorcycle Safety Program that collectively will contribute to progress in meeting the highway safety targets set in the FFY 2024-2026 Triennial HSP. Included under the strategies listed below are descriptions of selected projects that highlight the activities undertaken in FFY 2024.

Information on the implementation and outcome of the countermeasure strategy adjustments to the 3HSP identified in the FFY 2024 Annual Grant Application is included in the discussions of the relevant strategies presented below.

Motorcycle Rider Training and Education

The NYS MSP has provided motorcycle rider education in New York since 1998. All training sites participating in the NYS MSP offer the 16-hour Basic Rider Course (BRC) and most offer the eight-hour Basic Rider Course 2 License/Waiver Course (BRC2-LW). The NYS MSP continues to be responsible for oversight measures that ensure the NYS MSP’s objectives are maintained.



The BRC is geared towards beginning riders and covers the basics of operating a motorcycle and mental strategies for safe operation. Each rider is provided with a training motorcycle and helmet during the course. Certified instructors teach participants about different types of motorcycles, layout, and operation of the basic controls, and how to become a safer, more responsible rider. On the rider training range, instructors guide participants through the basic skills of straight-line riding, stopping, shifting, turning, and progressing to swerving and emergency braking. The BRC2-LW is a condensed version of the BRC and is geared toward riders who have a motorcycle permit and at least 30 hours of riding experience, including ten hours in medium to heavy traffic.

Successful completion of either the BRC or the BRC2-LW enables graduates to waive the DMV road test when applying for a motorcycle license.

Several other rider education courses are offered in New York through the NYS MSP. Although not funded under the Motorcycle Safety Program, these courses serve the varying needs of motorcyclists over their riding lifetime. These courses include the Three-Wheel Basic Rider Course (3WBRC) for riders of three-wheel motorcycles. Riders may bring their own three-wheel motorcycle, or one may be provided. The 3WBRC also provides a New York DMV Road Test waiver upon completion of the course.

Motorcycle rider training is provided throughout the year, weather and range conditions permitting. The number of active training ranges and class offerings can be expanded and contracted throughout the year based on public demand and weather conditions. The year-round training capacity and the number of training sites that can expand and contract with demand has led to a decrease in the wait time for available courses and more convenient training options for students. More than 300,000 motorcyclists have participated in the NYS MSP and have been trained since the program began in 1998.

Although this program operates under a dedicated highway safety-funding stream supported by motorcycle license and registration fees, highway safety grant funding is used to promote motorcycle safety and motorist awareness through targeted public information and education materials and activities and participation in public events and safety conferences.

Communications and Outreach

Public Information and Education

For the 2024 observation of National Motorcycle Safety Awareness Month, GTSC and MSF collaborated to hold a RIDE Day event on May 17 in Newburgh. This was a free event to give those curious about riding a first experience in a controlled, low-risk, and positive environment. There were over 30 people who participated in a two-hour period. GTSC also utilized social media to promote motorcycle safety throughout the month.



Motorist awareness of motorcycles continues to be the primary focus of GTSC's public information campaign, as well as the focus of DMV's grant-funded motorcycle safety awareness efforts. GTSC has responded to many requests for motorcycle awareness traffic safety materials from family and friends of victims of motorcycle crashes and others who want to disseminate the motorcycle awareness message.

The New York State Association of Traffic Safety Boards also continues to be a strong proponent of raising motorist awareness of motorcycles. With funding received from GTSC, support was provided for a teacher in Oswego to convey this message through motorcycle safety presentations delivered in driver education classes, as well as through the dissemination of safety materials. The New York State Association of Traffic Safety Boards is working to develop a train the trainer program to expand their network of trainers across the state.

In FFY 2024, preliminary data indicated that motorcycle crash fatalities were continuing to spike with motorcycle crashes overall slightly decreasing. GTSC and DMV held a press event on September 18 where two victim impact speakers talked about losing loved ones, MSF spoke about the importance of motorcycle training, and State Police spoke to urge motorists and motorcyclists to use caution while driving.

In FFY 2024, presentations were made at different high schools, primarily to driver education classes. 3,288 students were reached during the grant year. In total, 171 educational classes were offered in 24 counties. Additionally, 86,475 lawn signs with the message "Look Twice Save a Life" were distributed. The lawn signs that were colored pink, representing the increase in female riders, continued to be well received. Outreach for the signs included motorcycle dealerships, swap meets, educational facilities, and other community events.

Additionally, several public information and education projects and activities promoting motorcycle safety were conducted. Some of these programs are highlighted below.

- Through a collaborative effort involving DMV, GTSC and the New York State Broadcasters Association, 30-second TV non-commercial sustaining announcements (NCSAs) were aired promoting the message "Share the Road With Motorcycles."
- The MSF and NYSP staffed a display booth at the 2024 International Auto Show in New York City to distribute educational materials, promote motorcycle safety, rider training and motorist awareness.
- GTSC, NYSP and MSF attended and tabled at Americade to distribute educational materials, promote motorcycle safety, show the dangers of riding without proper gear, and discuss training

courses. Additionally, GTSC had a suggestion box for riders to offer suggestions on how to make the roads safer for motorcyclists. A small quantity of informal suggestions – such as increased warning signs advising of motorcyclists – were received and given consideration.

- During the year, the NYSP conducted educational details. They also conducted courtesy motorcycle inspections where law enforcement officers pointed out violations without issuing citations.



- From May 13 through July 20, 2024, GTSC promoted motorcycle awareness by geotargeting high-risk motorcycle crash locations throughout the state. Individuals who live in Erie, Genesee, Nassau, Niagara, Queens, and Suffolk Counties were strategically exposed to interactive motorcycle awareness banner advertisements on the internet; this resulted in a total of 9,131,157 ad impressions and 27,743 clicks, which redirected the individuals back to the GTSC Motorcycle Safety & Awareness webpage.

- 150 fuel filling stations display motorcycle safety signage on fuel pumps in Kings, Queens, Suffolk, Nassau, New York, and Bronx counties. These were on display from April 1 through November 1, 2024.

- GTSC worked with the NYS Sheriff's Association to distribute Quick Series motorcycle safety guidebooks. The pocket-sized, laminated guide covers a comprehensive list of safety items that pertain to motorcyclists, such as licensing, proper rider training and education, personal protective equipment, crash statistics, defensive riding skills, group riding, carrying passengers, alcohol use, fatigue, and environmental conditions that can affect safe riding. Guidebooks were sent to various motorcycle riding groups, victim advocates, defensive driving educators and individual riders. They were also distributed at motorcycle training events across New York State. Approximately 700 motorcycle safety guidebooks were distributed in FFY 2024.



- GTSC worked with the New York State Department of Health to develop and film an updated public service announcement (PSA) to show the dangers of speeding on a motorcycle. This PSA was completed in FFY 2024 and will be aired in FFY 2025 starting in the motorcycle safety month of May.

Personal Protective Equipment

The implementation of strategies to increase the use of United States DOT-compliant helmets and other protective equipment is also a priority in New York. In both the rider education courses and in the DMV Motorcycle Manual, motorcyclists are encouraged to wear appropriate gear, including an approved helmet, face or eye protection, and protective clothing.



MSF attended local events to educate attendees on best practices for personal protective equipment at events such as Americade and the MSF Ride Day.

Enforcement

New York State Police Motorcycle Program

In FFY 2024, the NYSP coordinated 111 education details. These details are typically held at high profile events such as the Americade Motorcycle Rally in Lake George, New York City Auto Show, county fairs, motorcycle dealerships, and similar venues. Over 332,014 individuals attended these motorcycle safety and awareness events, which resulted in the distribution of over 10,600 safety publications and 118 courtesy safety inspections.

Local Motorcycle Enforcement Programs

The Suffolk County Police Department Highway Patrol Bureau's Motorcycle Section conducted several activities to improve motorcycle safety in the county, including non-grant-funded enforcement efforts. During FFY 2024, six educational presentations were made targeting motorcycle safety. At each presentation, the Suffolk County Police Department motorcycle section interacted with the motorcycle riding community and disseminated information regarding safety, statistics, and enforcement.

15 enforcement sessions were also conducted by the Suffolk County Police Department during FFY 2024. Patrols were assigned to high-crash locations. A total of 379 tickets were issued, including one helmet violation, 47 license or registration violations, 16 inspection violations, two equipment violations, 305 moving violations, and eight other motorcycle safety-related violations. 2,500 pamphlets were printed, and a large number were distributed. The pamphlets contained important information and tips for the public, especially those utilizing motorcycles, on safe motorcycle operation. These pamphlets were distributed at traffic stops, to police precincts, and at the Suffolk County Police Department headquarters.

The Broome County Sheriff's Department continued their motorcycle safety and awareness grant program in FFY 2024. The agency added a deputy to their motorcycle unit who conducted multiple details to promote motorcycle safety. At these events, hundreds of motorcycle safety flyers were distributed and over 375 motorists learned about motorcycle safety.

Practical Guidelines for Motorcycle Enforcement Training

The motorcycle safety and enforcement training program "Practical Guidelines for Motorcycle Enforcement" continues to be a popular and effective training initiative for law enforcement officers across the state. GTSC, NYSACOP, the NYSP, the DMV Motorcycle Safety Program, and MSF collaborate on the instruction for this one-day regional training course. The training curriculum includes an in-depth review of motorcycle safety and motorcycle laws. The course is designed to provide police officers with hands-on knowledge and skills to educate motorcyclists and the public on motorcycle safety and to enhance enforcement efforts to reduce the number of deaths and injuries from motorcycle-related traffic crashes. The training also introduces law enforcement to national and state-specific enforcement issues through its modules covering license endorsements and registrations, required motorcycle safety equipment (helmets), common motorcycle operation violations, crash investigation, strategies to conduct safe stops and avoid pursuits, and the detection of impaired motorcyclists.

In FFY 2024, Motorcycle Enforcement trainings took place in the following high-risk Counties: Suffolk, Queens, Orange, Rensselaer, Oneida, and Monroe. A total of 299 law enforcement personnel attended, representing a total of 90 different agencies. NYSP, GTSC, and the Colonie Police Department continue working to update and enhance the current curriculum.



Research, Evaluation and Analytical Support for New York’s Performance-Based Motorcycle Safety Program

Motorcycle Safety Workgroup

In response to static trends in motorcycle crashes and fatalities, a Motorcycle Safety Workgroup was formed in FFY 2016 to develop updated countermeasures and campaign messaging to reach the varied demographics of the riding population. The Workgroup consists of subject matter experts proficient in motorcycle riding, education, and enforcement. Members are drawn from the NYSP, local law enforcement, NYSACOP, GTSC, MSF, ITSMR, DOH, DMV, and other state agencies.

To support the efforts of the Motorcycle Safety Workgroup, in FFY 2024 ITSMR prepared a one-page fact sheet on 2018-2022 Motorcycle Crashes in New York State. This and other fact sheets are currently available on ITSMR’s website, www.itsmr.org.

UPDATES TO TRIENNIAL HSP

Planned Adjustments to Countermeasure Strategy for Programming Funds

The most recent data available (FARS 2022 and AIS 2023) indicate that none of the four Motorcycle Safety performance targets set in New York’s FFY 2024-2026 3HSP are on track to be met. To support reductions in Motorcyclist Fatalities, Unhelmeted Motorcyclist Fatalities, Motorcyclists Injured in Crashes, and F&PI Crashes Involving a Motorcycle and Another Vehicle in High-Risk Counties, the following adjustments to selected strategies in the 3HSP are planned for the FFY 2026 AGA.

- Strategy MC-3: GTSC plans to expand and improve the coursework presented in motorcycle classes conducted for law enforcement officers each year in collaboration with the New York State Police and the Colonie Police Department. Officers from police agencies in high-risk counties for motorcycle crashes are encouraged to attend these training courses which focus on the unique challenges associated with motorcycle enforcement on the roadway. The curriculum will be strengthened with a new video that was filmed in FFY 2024 on the cues to watch for to detect impaired motorcycle operators. Videos and descriptions showing the first-hand experiences of motorcycle crashes have been added for demonstration. In addition, the classroom presentation will be augmented with new data and information on enforcing compliance with any new or updated laws and regulations.

- Strategy MC-2: The top two contributing factors for motorcycle crashes are Failure to Yield Right-of-Way and Unsafe Speed. Driver Inattention/Distraction is also a major contributing factor. GTSC will continue to collaborate with member agencies on data-driven, relevant public service announcements to provide the motoring public with visual representations of the risks and contributing factors involved in motorcycle crashes. GTSC will use the most current contributing factor data to guide the selection of an impactful message in creating new public service announcements.
- Strategy MC-2: The number of F&PI crashes involving a motorcycle and another vehicle in high-risk counties increased by 42% from 2022 to 2023. Because riders benefit from increased public awareness of motorcycles on the road, GTSC will focus the placement of motorcycle safety messaging in high-risk counties by utilizing strategically placed gas nozzle-toppers and geo-targeted social media campaigns. Further, GTSC will enhance this strategy by exploring and leveraging unique and innovative channels for delivering our message.

DRIVER AND OFFICER SAFETY EDUCATION

In the FFY 2025 Annual Grant Application (AGA), GTSC applied for Section 405(i) funds to support its efforts to make significant revisions to the Vehicle Stop Training Module curriculum in its Basic Course for Police Officers and provide subsequent training opportunities to active law enforcement on their roles and responsibilities during traffic stops by using the most recent court decisions and legal updates.

GTSC was awarded \$1,027,551.83 on September 30, 2024, to begin implementing this initiative.

To support the development of the training program, adjustments to selected strategies in the 3HSP are planned for the FFY 2026 AGA after launching the initiative in 2025 with an amendment to New York State's 3HSP.

NON-MOTORIZED (PEDESTRIANS AND BICYCLISTS)

Each year from 2019 to 2023, pedestrians accounted for 23% to 30% of the total number of persons killed in motor vehicle crashes in New York State. In 2023, 28% of all fatalities were pedestrians.

Several factors contribute to crashes that result in pedestrian and bicyclist injuries and fatalities. Driver behaviors, in particular, speeding, failure to yield, distracted driving, and impaired driving, pose major risks to pedestrians and bicyclists.

Actions by pedestrians and bicyclists can also contribute to their risk of crash involvement.

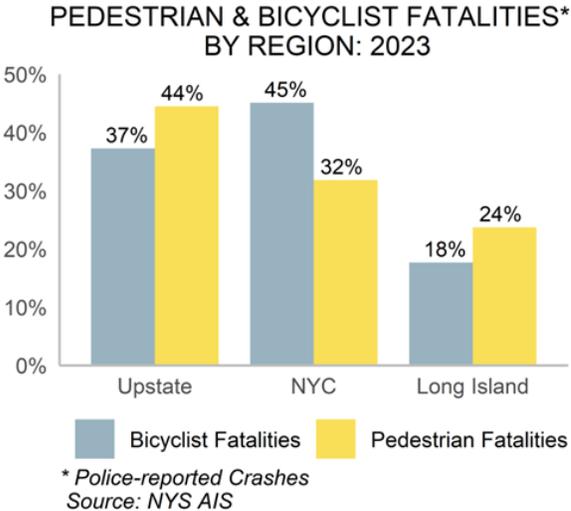
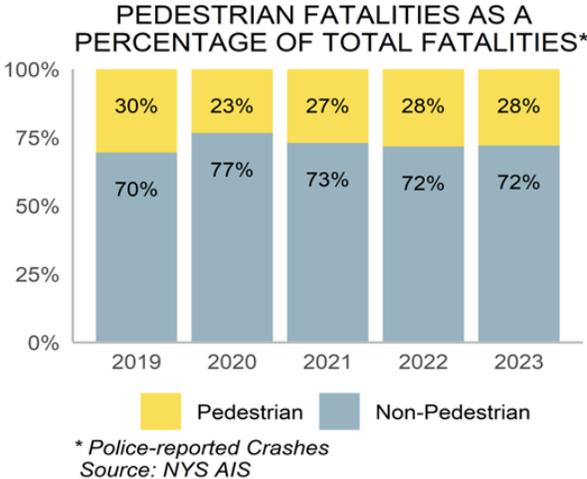
Pedestrians who disregard pedestrian crossing signals and designated crosswalks, and bicyclists who ignore the rules of the road, increase their risk of being hit by motor vehicles. Distraction, impairment, and low conspicuity on the part of both pedestrians and bicyclists are also factors in crashes. The failure of bicyclists and participants in other wheel sports to use a helmet and other safety equipment can also contribute to the severity of the injuries.

In FFY 2024, GTSC continued to promote the availability of grant funding for law-based pedestrian and bicycle safety programs. Funded projects employed education and/or enforcement countermeasures aimed at engaging the public about applicable state laws. Organizations and agencies where pedestrian-involved crashes are most prevalent were encouraged to apply. Several of these projects are outlined in this section.

The Upstate Region of New York continued to account for the largest proportion of pedestrian fatalities, while the NYC region had the largest proportion of bicyclist fatalities. However, Long Island is overrepresented in both pedestrian and bicyclist fatalities. In 2023, 15% of the state’s population resided in Long Island, yet it accounted for 18% of bicyclist fatalities and 24% of pedestrian fatalities.

In FFY 2024, the New York City Department of Transportation (NYC DOT) continued to address pedestrian and bicycle safety issues through several activities associated with the city’s Vision Zero initiative.

Outdoor interactive events that engage the public in pedestrian and bicycle safety continued in FFY 2024. Programming included distribution of bicycle helmets and bike commuter-focused safety education, along with programs that address pedestrian and bicycle safety around large trucks, visibility,



and micromobility (including e-bikes and e-scooters).

NYC DOT also worked with the NYC Department for the Aging to coordinate pedestrian and driver safety presentations reaching over 10,700 seniors in English, Spanish, Chinese, Haitian-Creole, and French. They conducted ten Grandparents Day tabling events at hospitals, health centers, and older adult centers in all boroughs and engaged older adults about traffic issues impacting them and their families, and distributed pedestrian and driver safety materials, as well as retro-reflective items. NYC DOT printed a new Streetwise Magazine for older adults and distributed over 5,000 copies at Streetwise workshops and health fairs.

The New York City Police Department also contributed to the pedestrian and bicycle safety efforts in New York City by conducting enforcement that

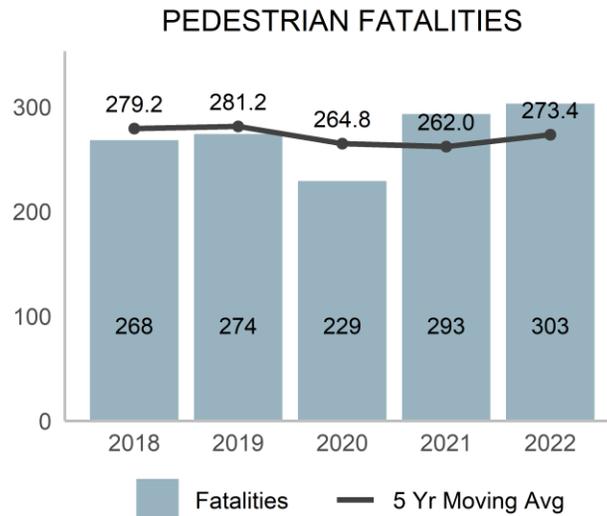
focused on speeding, yielding to pedestrians in crosswalks and adhering to traffic signs and signals. Targeted speed enforcement was conducted in areas identified through data analysis as high-risk locations for speed-related crashes involving bicycles and pedestrians. Variable Message Signs (VMS) were used in conjunction with the enforcement and educational materials distributed to pedestrians to heighten their awareness of the importance of observing their surroundings, using crosswalks, and crossing with the traffic light.

Know the difference	E-Bike Class 1	E-Bike Class 2	E-Bike Class 3	Moped Class C	Moped Class B	Moped Class A	E-Scooters	Not Legal E-mobility Devices
	Electric Bike with Pedal Assist	Electric Bike, Throttle up to 20 MPH, Operable Pedals	Electric Bike, Throttle up to 25 MPH, Operable Pedals	Limited Use Motorcycle, Low-speed, 2-3 Wheels	Limited Use Motorcycle, Low-speed, 2-3 Wheels	Limited Use Motorcycle, Low-speed, 2-3 Wheels	Device with handlebars, a floorboard or seat, weighing less than 100 lbs. Can be powered by electric and/or human power	The following are examples of illegal e-mobility devices
How fast can I go?	20 MPH	20 MPH	25 MPH	20 MPH	30 MPH	40 MPH	15 MPH	Moped (without license plate or VIN)
Do I need a license?	No	No	No	Yes, Driver's License	Yes, Driver's License	Yes, Driver's License Endorsement	No	Electric Skateboard
Do I need to register my bike?	No	No	No	Yes, Must be registered with NYS DMV, must have license plates & VINs	Yes, Must be registered with NYS DMV, must have license plates & VINs	Yes, Must be registered with NYS DMV, must have license plates & VINs	No	Segway
Where can I ride?	Bike Lanes* and streets with speed limits no greater than 30 MPH	Bike Lanes* and streets with speed limits no greater than 30 MPH	Bike Lanes* and streets with speed limits no greater than 30 MPH	Right lane and/or shoulder** (except when making a left turn)	Right lane and/or shoulder** (except when making a left turn)	Vehicle Lanes**	Bike Lanes* and streets with speed limits no greater than 30 MPH	Hoverboards

ASSESSMENT OF PROGRESS

Four performance measures are used to track progress in the Non-Motorized (Pedestrians and Bicyclists) Program: Pedestrian Fatalities, Pedestrians Injured in Crashes, Bicyclist Fatalities, and Bicyclists Injured in Crashes. Figures illustrating the trends in these measures are provided below:

Performance Measure	<u>C-10 Pedestrian Fatalities (FARS)</u>
Performance Target	Reduce to 258.1 by 2026.
Assessment of Progress	Not on track to meet target – The five-year moving average increased in 2022 after dropping between 2020 and 2021, indicating that the target of 258.1 set for 2026 is not on track to be met.



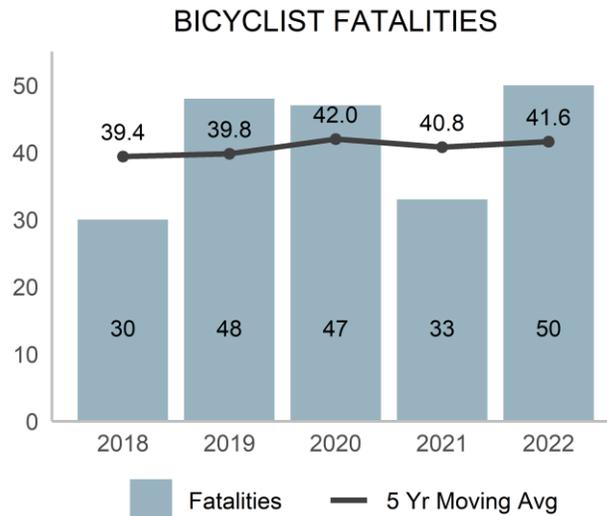
Source: FARS

Performance Measure
Performance Target
Assessment of Progress

C-11 Bicyclist Fatalities (FARS)

Reduce to 40.2 by 2026

Not on track to meet target – The five-year moving average increased in 2022 after dropping between 2020 and 2021, indicating that the target of 40.2 set for 2026 is not on track to be met.



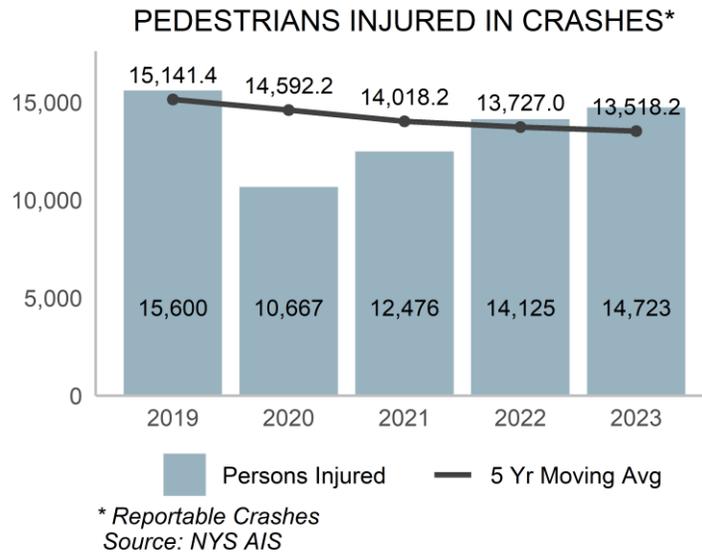
Source: FARS

Performance Measure
Performance Target
Assessment of Progress

Pedestrians Injured in Crashes (State Data)

Reduce to 13,807.9 by 2026

Target Met –The downward trend in the five-year moving average continued in 2023. Based on the 2023 data, the target of 13,807.9 set for 2026 was met and exceeded.

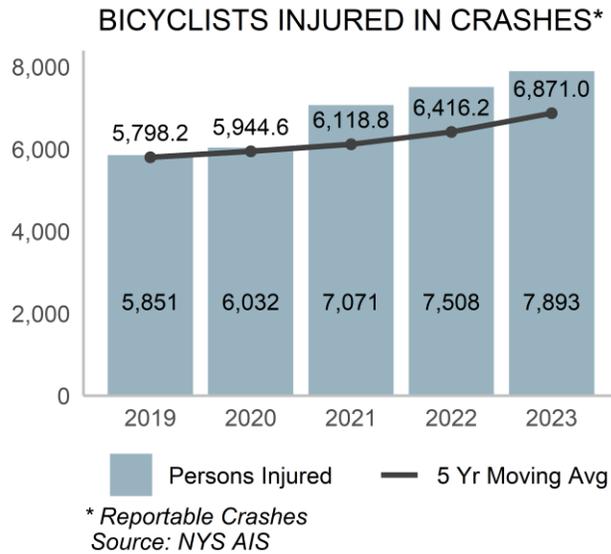


Performance Measure
Performance Target
Assessment of Progress

Bicyclists Injured in Crashes (State Data)

Reduce to 6,027.0 by 2026

Not on track to meet target – The upward trend in the five-year moving average continued in 2023, indicating that the target of 6,027.0 set for 2026 is not on track to be met.



PEDESTRIAN, BICYCLE AND WHEEL-SPORT SAFETY PROJECTS AND ACTIVITIES FUNDED IN FFY 2024

New York used a data-driven approach to identify comprehensive strategies for the state’s Non-Motorized Program that collectively will contribute to progress in meeting the highway safety targets set in the FFY 2024-2026 Triennial HSP. Included under the strategies listed below are descriptions of selected projects that highlight the activities undertaken in FFY 2024.

Information on the implementation and outcome of the countermeasure strategy adjustments to the 3HSP identified in the FFY 2024 Annual Grant Application is included in the discussions of the relevant strategies presented below.

Education, Communication and Outreach

GoBike Buffalo Bike Safety Awareness Program

GoBike Buffalo’s (GoBB) FFY 2024 project was focused on providing law-based bicycle safety education in Western New York. As a top location for refugee resettlement in the nation, the City of Buffalo has a large non-English speaking population. During previous grant cycles, educational materials were translated into the top-spoken languages of Spanish, Arabic and French, as identified in a report from the Partnership for the Public Good and based on direct reports from refugee resettlement agencies.



GoBB provided 1,000 translated booklets to their partners working with the refugee community. The Erie County Library system, Buffalo Public Schools, Niagara Falls council members, and community health centers received 1,500 booklets. Over 30,000 people were reached using digital platforms to extend their messaging, email, and newsletters.

During the grant year, GoBB engaged 1,200 people including kids, adults, bicyclists, and motorists through 61 events, including law-based traffic safety, weekly community education workshops, eight bike rodeos, two summer camps focused on riding safely in traffic, school presentations, and their sister cycling program which teaches refugee women how to ride safely in traffic.

Community-Based Programs in Pedestrian and Bicycle Safety

New York City Department of Transportation – Vision Zero Education Initiatives

Multi-Session Programs

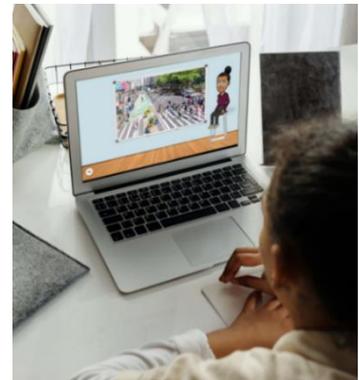
In FFY 2024, Vision Zero age-appropriate educational and outreach programs were provided to schools and senior centers via in person and remote learning tools. Presentations were also provided to 155 parent groups at health centers, head starts, schools, and public assistance centers in English, Spanish and Chinese. All programs were offered in areas across the five boroughs that were identified as having high crash, two-way arterials and were therefore designated as priorities.



In FFY 2024, NYC DOT provided spring programs to 13 self-contained, inclusion and other special needs classes. These included: My Safety Tools, Cross This Way, Word on the Street, Stop Think Act, Take Action Against Distraction, and Behind the Wheel. Also provided was the Dangerous



Vehicle Abatement Program (DVAP) for students in Grades 11 and 12 in ten high schools. The program utilizes age-appropriate elements designed for teens who are new or soon-to-be drivers. The program focuses on driver behaviors that are the cause of the majority of crashes in New York City and the impact of dangerous driving on all road users.



17 Outdoor Truck Experience Programs were conducted for school age children at eight elementary schools near truck routes with the help of NYPD and NYC Department of Sanitation to provide hands on education about safety around trucks and other large vehicles. This provides children from schools near truck routes the opportunity to see first-hand what truck drivers can see and where blind spots are, practicing what a safe distance to stand near a large vehicle and where to stand to be seen by the driver. Training was also provided to the NYC DOT Freight Mobility and New York City Department of Citywide Administration Services (NYC DCAS) Fleet Services to demonstrate pedestrian safety topics, especially targeted at younger, smaller children.

During the grant year, NYC DOT estimates that more than 662,385 pieces of Vision Zero educational material were distributed or accessed online.

More than 80,000 grade K-12 students participated in a variety of multi-session, interactive pedestrian and bicycle safety educational programming. The following programs were presented in FFY 2024.

- Parent workshops (Grades Pre-K-5)
- Let's Take a Walk (Grades K-2)
- Safety Smarts (Grades K-2)
- My Safety Toolbox (Grades 1-3)

- Safety City (Grade 3)
- Safer Streets (Grades 4-5)
- Cross This Way with NYPD (Grades 4-6)
- Stop Think Act (Grades 6-8, afterschool)
- Word on the Street (Grades 6-8, afterschool)
- Vision Hero (Grades 6-8, afterschool)
- Safety by Design (Grades 6-10)
- Take Action Against Distraction (Grade 8)
- Behind the Wheel (Grades 11-12)
- Senior Vision Zero Workshops
- I See You

Street Team, Driver, and Trucker Outreach

NYC DOT Street Teams engaged with community residents and business owners at 91 events located in high-risk corridors in all five boroughs of the city. Street Team members distributed flyers to people using all modes of transportation, talked to members of the public about the effort and gathered information about their traffic safety concerns. NYPD precincts and borough officers provided on-foot patrol during the week of education. This was followed by a period of intensified NYPD enforcement of the most common driving violations.



Additional outreach was conducted at 119 community health fairs. Events included Commissioner in Your Borough events; Council Member sponsored health fairs; NYPD Community Affairs events; Flushing Public Library Fair; Rockaway Spring Fest; Commonpoint Queens Fair; East Flatbush Community Partnership Fair; Ft. Green Council Fair; Gotham Health Fair; Health Essential Association Fair; Harlem Children's Zone event; Friendly Apostolic Church Fair; Fordham University Fair; Great Day in Harlem; Jacobi Medical Center Health Fair; Healthy Aging Fair; Holy Family Church Fair; Jamaica Community Partnership Fair; Medgar Evers College Fair; JHS 117 Fair; National Night Out events; NYC Children's Center Fair; NYPD Harmony Day events; New York University Langone Health Fair; Oasis Beacon Center Fair; Oak Street Health Fair; PS/IS 109 Health Fair; Horace Harding School Health Fair; Lenox School Fair; Queens Public Library Fair; PS 4 Fair; Queens Borough Bike Jam; Richmond Hill Block Association Fair; Rockefeller Center University Fair; Southeast Bronx Community Council Fair; Riseboro Community partnership Fair; Queens Botanical Gardens event; Sacred Heart of Jesus Church Fair; Rochdale Village Fair; St. Jerome Church Fair; St. Michael's Church Fair; Brooklyn Public Library Resource Fair, and Staten Island Mall Community Fair. Teams staffing these events distributed tens of thousands of multi-modal Vision Zero printed educational materials to pedestrians, drivers and bicyclists.

NYC DOT provided eight Truck Experience events at elementary schools near truck routes. Students participated in hands-on activities that included getting into the driver's seat to see first-hand where drivers' blind spots are, practicing being seen while crossing the street, and using a diagram to mark safe distances for pedestrians to stand near large vehicles.

NYC DOT's Train-the-trainer course was given to ten freight companies and covered safe driving practices and the use of the "I See You" video Truck Smart Guide to improve truck drivers' awareness of sharing the roads safely with vulnerable road users. The train-the-trainer course enables NYC DOT to reach this audience with pedestrian and bicycle safety information while accommodating drivers' schedules. A training video may be viewed at <https://youtu.be/ZbdcCZrHNjk>.



Family Life Theater

In partnership with the NYS Education Department, interactive traffic safety skits and discussion workshops were provided for upper elementary students at two schools, and middle and high school students at 92 schools. English and Spanish versions of the program were also delivered. In coordination with the NYC Department for the Aging, presentations were provided at 25 sites providing services to seniors. The programs for seniors continue to generate valuable discussions of pedestrian safety issues facing older adults.



Materials Distribution

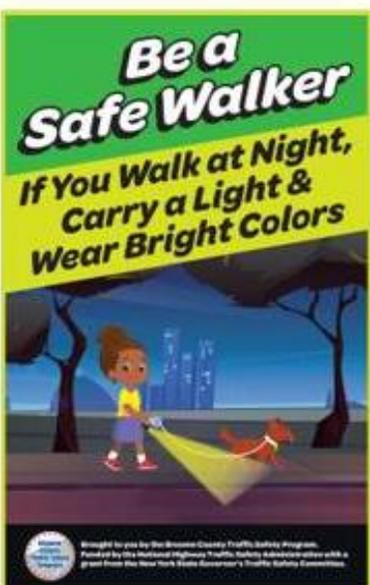
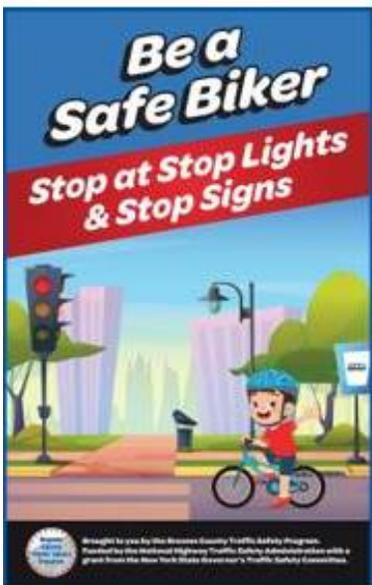
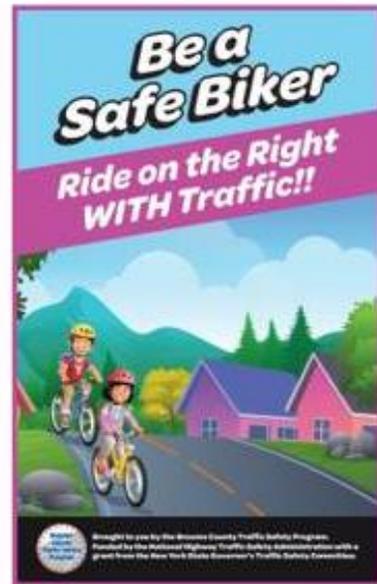
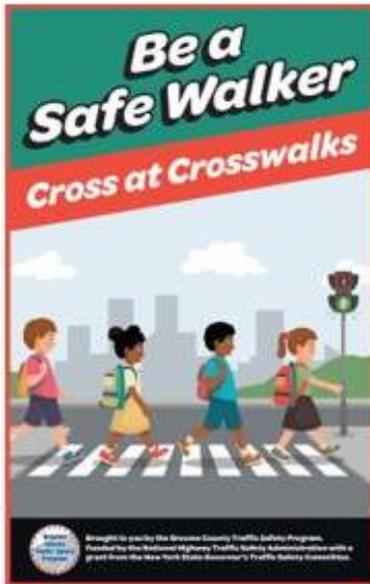
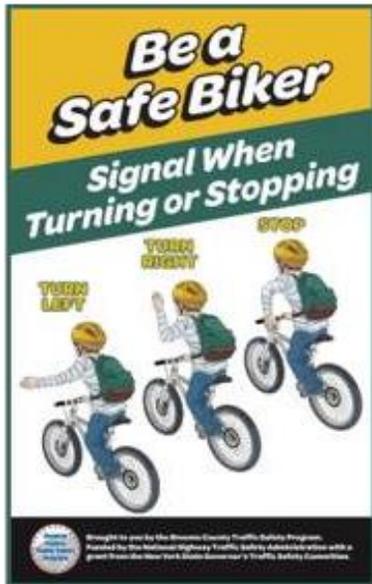
NYC DOT conducted 16 in-person materials distribution events at schools and community centers in the Fall; printed materials were also provided for to NYPD precincts, the NYC Mayor's Office, borough district attorney offices, and the NYC Traffic Safety Board. Over 130,000 people were provided with printed and online safety educational materials through in-person programs, on-street outreach, and links to online resources and activities, as well as distribution events by NYC Traffic Safety Board and other partners.

Broome County Bicycle and Pedestrian Safety Outreach

During FFY 2024, Broome County Traffic Safety conducted 22 bicycle and pedestrian safety outreach programs reaching 1,199 students. The program distributed 361 bicycle helmets through educational outreach programs for children. These programs heavily targeted the most vulnerable populations including rural, underserved and economically disadvantaged populations. The Program Coordinator worked with local Head Start programs to distribute bicycle helmets at all their sites. Many of their sites are in rural and underserved populations.

The Traffic Safety Education Program, along with the Trauma and Injury Prevention team at United Health Services, participated in Truck Day by providing bicycle and pedestrian safety education and distributing over 130 helmets to families. Children who answered a safety question received a properly fitted bicycle helmet. Additionally, their Program Coordinator attended the Walk, Bike, Roll Symposium held in Binghamton in September 2024.

2024 Posters



The Program Coordinator designed and refreshed a series of posters for a Bicycle and Pedestrian Safety Poster Campaign. These posters addressed the most common safety concerns for young bicyclists and pedestrians and were distributed to 36 childcare centers, Head Start Programs and Universal Pre-Kindergarten locations to raise awareness about bicycle and pedestrian safety among children. This poster campaign tied into another workplan initiative that involved additional safety education and distribution of helmets.

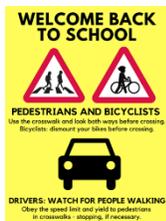
Rockland County Department of Health Pedestrian and Bicycle Safety Program

The Rockland County Department of Health (RCDOH) project focused on providing school and community-based education and public messaging on the NYS Vehicle and Traffic Laws pertaining to pedestrian and bicycle safety.

Two Youth Ambassadors from the North Rockland community worked with the RCDOH for three days per week during the months of July and August. These student workers were paid by the Rockland County Youth Bureau to assist in reaching the goal of starting a Youth Ambassador program for Traffic Safety. The Youth Ambassador conducted three educational programs: a tabling event at Finklestein Library Farmers' Market reaching approximately 70 people who received reflectors, "See! Be Seen!" bracelets, books with traffic laws for children and information on safety and vehicle and traffic laws; a presentation on pedestrian and bicycle safety to 60 students; reflectors and "See! Be Seen!" bracelets were handed out; and a presentation on new drivers and the vehicle and traffic laws to 60 students.

The RCDOH has been reaching out to municipalities, organizations, and the public in Rockland County to raise awareness about injury prevention and to address driver and pedestrian safety. They continued efforts to reach the community through social media and continued efforts to raise awareness by education, distributing road safety brochures, working with police departments, and attending community events like health fairs.

The RCDOH launched the Rockland Safe Streets website to educate the public about road safety and are actively in search of a new contractor who can maintain all aspects of this website.



During FFY 2024, the RCDOH used high visibility outdoor and indoor marketing strategies with traffic safety messages to educate drivers, pedestrians and cyclists on applicable vehicle and traffic laws. Safety messages encouraged pedestrians to use crosswalks and be visible and drivers to slow down and yield to pedestrians in crosswalks. Double-sided A-frame signs were provided to East Ramapo Schools to place outdoors on roadways or sidewalks. An additional eight double-sided A-frames with different safety messages were provided to East Ramapo Schools to place outdoors on roadways or sidewalks, and 20 full panel posters were installed on 20 county owned bus shelters.

Bike Safety Training and Helmet Fitting (New York City DOT)

In FFY 2024, NYC DOT provided bicycle safety education and helmet fittings for 21,558 bicyclists at dozens of safety events across all five boroughs. Emphasis was placed on distribution of materials such as bike lights, bells and helmets. Participants were given disposable tape measures to measure their head's circumference to aid in selecting the proper helmet, and they were asked to review a training video on proper helmet fit. The video can be viewed at <https://youtu.be/WNWyGYB4owg>.



In celebration of Bike Safety Month in May, NYC DOT launched the “My Bike My City” campaign, with a new “My Bike My City” page on the NYC website containing links to Bike Smart and other information including the rules of the road, bike safety tips, and a new 2024 NYC Bike Map. Throughout May and June, they engaged with bicyclists at events including Bike Bonanzas, Bike the Block events, and Get Pumped bike repair events.

Over 130,000 people were provided with pedestrian, bike, e-mobility, and vehicle occupant safety educational materials through distributions by NYC DOT, the NYC Traffic Safety Board, and other agency partners, and over 544,600 were provided with online links to educational information.

Cooperative Approaches to Improving Pedestrian and Bicycle Safety

Enforcement

GTSC continues to take the lead in funding and coordinating enforcement efforts to promote the availability of grant funding for law-based pedestrian and bicycle safety programs. Funded projects included education and/or enforcement countermeasures to engage the public about state laws.



Education

NYS DOH continues to carry out Public Information and Education strategies including developing and maintaining outreach materials, statewide and targeted awareness activities, and providing technical support to communities to develop local educational initiatives. In FFY 2024, NYS DOH continued to promote the use and distribution of “See! Be Seen!” educational materials developed to support pedestrian safety education and enforcement efforts. Over 50,000 “See! Be Seen!” materials were shared. Various educational tools have also been developed and made available on the Governor’s Pedestrian Safety Website, <http://ny.gov/pedsafety>, including a pedestrian safety tool kit designed to assist communities in the implementation of educational strategies. The pedestrian safety toolkit includes the following resources:



- “See! Be Seen!” campaign materials translated into fifteen languages: Arabic, English, Spanish, Burmese, Haitian Creole, Hindu, Karen, Kinyarwanda, Nepali, Russian, Simplified Chinese, Somali, Swahili, Vietnamese and Yiddish. Over 53,694 materials were distributed to pedestrian safety partners.
- Pedestrian Vehicle and Traffic Law Quick Reference Guide for law enforcement.
- “Obey the Law” warning cards for law enforcement.
- Pedestrian Safety PowerPoint presentations for a variety of target audiences, including children, older adults, and community leaders.
- “Vehicle and Traffic Law for Pedestrians and Drivers” PowerPoint presentation. The presentation breaks down each section of the law and provides talking points. The presentation is available for partner use to support community education and awareness activities.
- “Judicial” Fact Sheet for courts.
- Pedestrian Safety Games.

- Distraction, Visibility, Intersections, Midblock Crossing and Enforcement Public Service Announcements.
- Visibility, midblock crossing, distractions, and low literacy read bookmarks.
- “How to Guide” to help communities begin developing, implementing, and sustaining pedestrian safety programs.

Five media buys occurred during FFY 2024:

1. The Visibility Campaign objective was to raise awareness of pedestrian safety best practices and reduce crashes when walking at dawn or dusk. The campaign dates were January 15 – February 25, 2024, with the primary target being men 18-49 and a secondary target being 18+, including men of color. The campaign delivered over 45 million impressions.
2. The Winter Pedestrian Safety Campaign objective was to bring awareness to the risks during peak months of the year where pedestrian fatalities and injuries are overrepresented. The campaign dates were January 22 - February 18, 2024, with the primary target being men 18-49 and a secondary target being adults 18+, including men of color. Multiple digital media platforms were used, and the campaign delivered over 14 million impressions.
3. The Distractions Campaign objective was to increase awareness of pedestrian safety best practices and reduce crashes, and to create awareness about the dangers of distracted driving. The campaign coincided with NHTSA’s Distracted Driving month during April 2024. It ran from April 1 – April 30, 2024. Campaign messages were delivered in both English and Spanish. The primary targets were men 18-49 with a secondary target of adults 18+, including men of color. Multiple digital media platforms were used, and the campaign delivered over 17 million impressions.
4. Obstructions/Look Out Campaign objective was to raise awareness of scenarios where pedestrians and drivers may not anticipate each other due to obstructions in or near the roadway. This campaign coincided with GTSC’s enforcement mobilization Operation “See! Be Seen!” and ran from June 17 – July 28, 2024. The campaign was delivered in English and Spanish with the primary target being men 18-49. Multiple digital media platforms were used, and the campaign delivered over 51 million impressions.
5. The Midblock Campaign objective was to raise awareness among pedestrians and drivers about their mutual responsibility for road safety, particularly at midblock intersections where visibility of each user is obstructed. The campaign ran from August 1 – August 31, 2024, and was delivered in English and Spanish with the primary target being men 18-49. Multiple digital media platforms were used, and the campaign delivered over eight million impressions.



Public service announcements and associated “See! Be Seen!” materials can be viewed at <http://ny.gov/pedsafety>.

Walk, Bike, & Roll New York Symposium



One of the important components of New York’s pedestrian and bicycle safety program continues to be the Walk, Bike & Roll New York Symposium held biennially at different locations around the state. The planning committee consists of representatives from GTSC, the NYS Departments of Health, Transportation and State, NHTSA, FHWA, the New York Bicycling Coalition and the Cornell Local Roads Program.

Staff members from the Institute for Traffic Safety Management and Research coordinated the event held September 16 - 19, 2024. The symposium focused on various disciplines involved in pedestrian, bicycle safety and micromobility, and provided participants with the necessary tools to work together to create walkable and bikeable communities. This year the presentations included supporting underserved groups in roadway safety, bicycle and pedestrian safety public education efforts, engineering initiatives, local project highlights, and the National Manual on Uniform Traffic Control Devices. In addition, John Robinson, President and Chief Executive Officer of Our Ability, Inc., was the opening keynote speaker. Robinson, a quadruple amputee, spoke about overcoming obstacles to build a coalition to create an accessible world. The event closed with a screening and discussion of “Equity in Real Life” with producer and director Courtney Williams. The documentary showcases how Mitchell Silver took steps to enact Diversity, Equity, Inclusion, and Accessibility in his work as NYC Parks Commissioner. Williams discussed how she uses biking as a tool to inspire awareness and action around the physical and political issues perpetuating the marginalization of Black, Indigenous, and people of color (BIPOC) communities. The symposium was well received by the 119 attendees, made up of over 50 organizations and units.



Enforcement of Traffic Violations

Pedestrians consistently account for one-quarter or more of the traffic fatalities in New York State each year. Unsafe actions on the part of both motorists and pedestrians often contribute to these crashes. As with other traffic safety issues, high-visibility enforcement is a proven strategy for raising awareness as well as reinforcing the need for behavioral changes among both motorists and pedestrians. Police agencies in jurisdictions identified as focus communities as having high incidences of pedestrian crashes were encouraged to participate in the annual Operation “See! Be Seen!” enforcement mobilization and to conduct other enforcement efforts within their communities.

Nassau County Police Department

In FFY 2024, the Nassau County Police Department (NCPD) was awarded a highway safety grant to address pedestrian safety. Nassau County suffers from more pedestrian fatalities than anywhere else in the state except New York City. Specifically, the project targeted enforcement and engagement efforts on Hempstead Turnpike.

NCPD participated in the “See! Be Seen!” grant initiative. Department members participated both on grant-funded patrol and on regular routine patrol. Their participation in this grant allowed for targeted

interactions with pedestrians, informing them of the dangers present in failing to comply with vehicle and traffic law provisions concerning pedestrian traffic.

Early efforts with this grant were targeted towards specific dates and occasions with high pedestrian traffic during a period where there is generally significantly reduced pedestrian traffic (i.e., October through March). The early enforcement waves focused on entertainment districts for both Thanksgiving Eve and St. Patrick's Day. Both events generally experience high pedestrian traffic and an increased likelihood for pedestrian-related crashes due to high alcohol consumption by both pedestrians and motorists and the diminished sunlight that is present for both occasions.

Problem-Oriented Police (POP) officers from each precinct visited the schools within their precinct and educated children on the dangers that are present to pedestrians from motor vehicles, and steps children can take to safety cross streets. Pedestrian safety literature was distributed to both the children and their parents. An enforcement wave centered around the schools was also conducted throughout this educational initiative.

White Plains Department of Public Safety

The goal of the White Plains Department of Public Safety project was to reduce crashes involving pedestrians that are largely attributed to driver inattention or other traffic violations such as unsafe speed and failure to yield the right-of-way.

The department identified areas that have the highest rates of pedestrian crashes and targeted those for high-visibility engagement and community outreach. In addition to enforcing motorist violations, officers engaged with pedestrians who failed to use crosswalks or comply with pedestrian crossing signals. During the FFY 2024 project period, the White Plains DPS conducted 14 pedestrian safety engagement operations on different dates at various locations in the downtown business district where the pedestrian traffic is heaviest. In total, they issued 83 summonses and 79 warning notices – many to drivers who did not yield to pedestrians in a crosswalk.

New York City Pedestrian and Bicyclist Safety Enforcement

With assistance from GTSC, NYPD used FFY 2024 funding from the NYC Pedestrian and Bicyclist Safety Enforcement grant to increase awareness of and compliance with traffic laws. The goal of this program is to reduce the number of traffic fatalities that occur annually in New York City by increasing police visibility and communication within high-risk neighborhoods in the City's five boroughs.



NYPD conducted saturation enforcement on arterial roadways within the five boroughs with high volumes of bicycle traffic. The enforcement focused on speed, yielding to pedestrians in crosswalks and adhering to traffic signs and signals. NYPD also conducted targeted enforcement in areas identified through data analysis as high-risk locations for speed-related crashes involving bicycles and pedestrians. Variable Message Signs were used in conjunction with the enforcement efforts. In addition, multi-lingual educational materials were distributed to pedestrians to heighten their awareness of the importance of observing their surroundings, using crosswalks, crossing with the light, and to discourage the use of cell phones while crossing.

From April to September 2024, pedestrian enforcement was conducted at 26 selected off-highway locations throughout New York City. Focusing on these targeted locations allowed for the protection of pedestrians by enforcing traffic laws and educating pedestrian on safety. During this time, there were a total of 680 summonses issued, of which 209 were for vehicles failing to yield to pedestrians, and one for bicycle failing to yield to pedestrian.

Research, Evaluation & Analytical Support for New York’s Performance-Based Non-Motorized (Pedestrians and Bicyclists) Program

In FFY 2024, ITSMR completed a one-page fact sheet on Pedestrians in Motor Vehicle Crashes: 2018-2022. The fact sheet revealed that 44% of pedestrians killed in crashes had alcohol and/or drugs in their system. This finding highlights the need for further research on pedestrian substance use and its impact on pedestrian safety. The fact sheet is posted on the ITSMR website (www.itsmr.org).

UPDATES TO TRIENNIAL HSP

Planned Adjustments to Countermeasure Strategy for Programming Funds

The most recent data available (FARS 2022 and AIS 2023) indicate that the targets set for Pedestrian Fatalities, Bicyclist Fatalities, and Bicyclists Injured in Crashes are not on track to be met. To achieve better outcomes in these performance measures, the following adjustments to selected strategies in the 3HSP are planned for the FFY 2026 AGA.

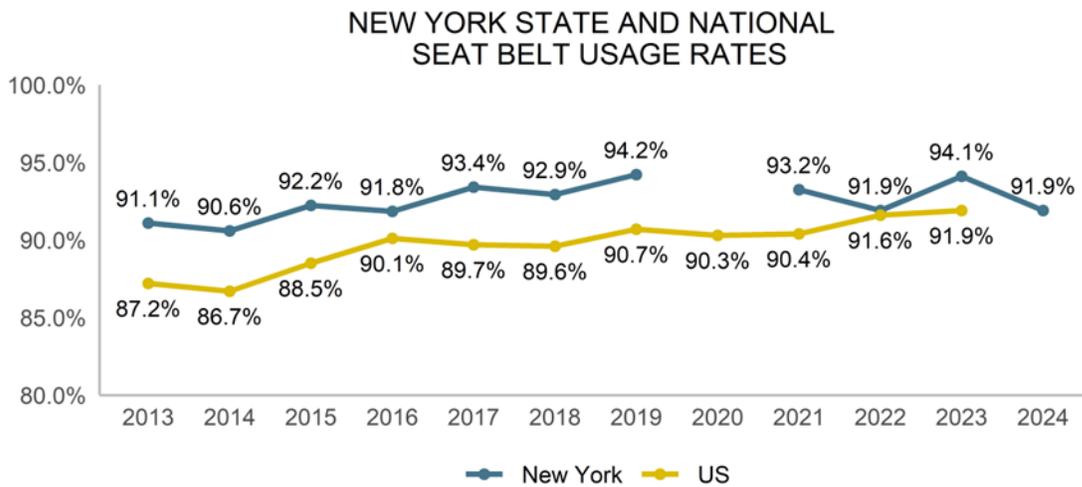
- Strategy PS-1, PS-4: GTSC will work with the New York Bicycling Coalition to develop a training course aimed at micromobility users. The course will be targeted at newer or less experienced e-bike and e-scooter users and will focus on the applicable vehicle and traffic laws and how to accelerate, brake, and ride safely. The course will be similar in nature to a motorcycle “Basic Riding Course” and will also cover the importance of wearing a helmet and proper helmet fit. The Oswego Police Department indicated that they are willing to partner in this effort and host the first on-site class.
- Strategy PS-4: GTSC will work with NYS DMV to update form MV-104 to include crash reporting information for e-bicycles and e-scooters. Previously, crash reporting did not consistently capture "single-bike" crashes and fatalities involving e-bikes where no other moving vehicle, pedestrian, or cyclist was involved. This change will lead to better crash data collection.
- Strategy PS-1, PS-2, PS-3: New York City is already overrepresented in bicyclist fatalities and injuries as well as pedestrian injuries. To try to mitigate these risks, GTSC will partner with the NYC Department of Transportation to conduct awareness training related to the use of e-bicycles and e-scooters.
- Strategy PS-1: New York’s crash data show that the top contributing factors in bicycle crashes continues to be Driver Inattention/Distraction, Failure to Yield Right of Way and Bicycle Error/Confusion. To address this issue, GTSC will continue to emphasize law-based programming (in-person and/or virtual) to educate bicyclists and drivers on New York’s conditional yielding law and other rules of the road which may not be understood by casual cyclists. As part of this initiative, GTSC is developing a new comprehensive micromobility media campaign for 2026 with DMV Communications Office for this messaging which will be disseminated through

publications and other distribution formats. Educational materials are planned to indicate that e-bikes and e-scooters are only legal for those 16 years of age and older.

- In FFY 2024, GTSC conducted two walk audits using NHTSA’s Community Walking Assessments in Westport and New Hartford. These communities were able to use the resulting data to identify pedestrian safety strengths, opportunities, weaknesses, and threats for vulnerable road users like children and seniors. Building on the success of these two audits, GTSC will encourage and assist more communities to conduct walk audits.
- Strategy PS-3: GTSC will expand its efforts to recruit new partners that focus on bicycle safety. Collaborating with new partners could amplify outreach efforts, allowing GTSC to effectively engage communities that may have been underrepresented previously. GTSC will recruit new partners focusing on pedestrian safety for seniors. In particular, New York City Asians are overrepresented in older adult pedestrian fatalities. This is likely due to older Asian populations being concentrated in denser parts of New York City (Manhattan Chinatown, Sunset Park, Flushing, Jackson Heights) where walking rates are higher and car ownership is lower, leading to increased exposure to traffic.
- Strategy PS-1: GTSC will craft targeted safety messages to educate drivers and bicyclists about applicable laws and best practices to coexist safely on the road. GTSC will work with DMV’s Communications Office to explore new delivery channels such as advanced social media targeting, search and programmatic display ads, and other out-of-home advertising opportunities. The campaigns will be multi-lingual and will be targeted to ZIP Codes with the highest number of e-bike injuries and crashes. DMV’s Communications Office will also reimagine the “Walk, Bike, & Roll New York” logo to incorporate micromobility, a newer focus of the bi-annual Symposium.

OCCUPANT PROTECTION

According to the statewide observational surveys of seat belt use, New York’s seat belt use rate among daytime front-seat passenger vehicle occupants has been 90% or higher each year since 2010 and consistently above the national average since the passage of the nation’s first seat belt law in 1984. No seat belt observation survey was conducted in New York in 2020, in accordance with the National Highway Traffic Safety Administration’s waiver due to the COVID-19 pandemic. Since 2021, the annual seat belt use rate has fluctuated, with lows of 91.9% in 2022 and 2024, and a peak of 94.1% in 2023.



Source: NHTSA National Occupant Protection Use Surveys (NOPUS), NYS Seatbelt Observation Surveys

Much of New York’s success in maintaining a high rate of compliance can be attributed to the continued implementation of high-visibility enforcement and community engagement efforts through the state’s Buckle Up New York/Click It or Ticket (BUNY/CIOT) program. The highlight of the BUNY/CIOT program each year is the strong participation of the state’s law enforcement agencies in the national seat belt high-visibility enforcement and engagement mobilization.



The Governor’s Traffic Safety Committee continued its community outreach focused on our younger road users with Battle of the Belt competitions and with the “Protect Your Melon” occupant protection educational campaign featuring NASCAR driver Ross Chastain. This is discussed further in the Occupant Protection Project and activities section below. The importance of seat belt use for all roadway users continued to be promoted on social media platforms Twitter/X, Instagram, and Facebook throughout the summer months and early autumn.





In addition to increasing seat belt usage, the other major focus of New York’s occupant protection efforts is Child Passenger Safety (CPS). In FFY 2024, GTSC awarded 169 CPS grants to maintain the state’s active network of car seat fitting stations and check event programs; provide training to increase awareness of CPS issues among parents and other caregivers; ensure the availability of a large pool of certified technicians; provide car seats for low-income families; and continue to expand accessibility to CPS education and services among the state’s underserved populations.

In FFY 2024, GTSC supported the operation of 117 permanent fitting stations and approved funding for 118 agencies to conduct car seat check events. These grants are intended to increase accessibility to CPS services through special outreach efforts to underserved populations, such as the use of mobile inspection stations in rural areas and the availability of bilingual technicians. These programs resulted in 14,107 car seats being inspected, 85% of which were installed incorrectly.

To ensure the availability of a large pool of certified CPS technicians, GTSC also continued to support CPS training and recertification classes. 25 technician certification trainings were held in FFY 2024, which resulted in 369 new CPS technicians. A total of ten Continuing Education Unit (CEU) update classes for 195 technicians were also conducted. Finally, two specialized trainings, called Safe Travel for All Children, were held for a total of 30 technicians. New York State now has 2,202 certified technicians, including 105 instructors and one instructor candidate.

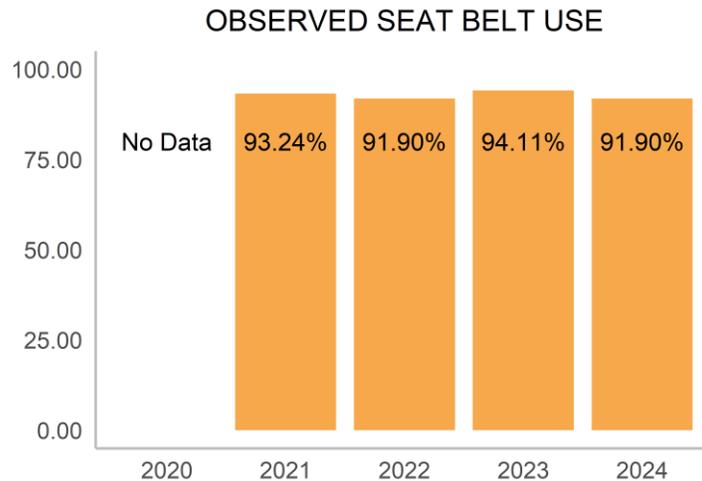
As in previous years, New York joined the national celebration of Child Passenger Safety Week from September 15-21, 2024. GTSC assisted the Albany County Traffic Safety Board with their 32nd annual check event on Seat Check Saturday, which is one of the most heavily attended car seat check events in the state. Technicians at this event were able to inspect a total of 52 car seats, of which, none were found to be installed properly. A total of 90 car seat check events were planned statewide throughout the week, including 40 on Saturday, to help parents ensure their children’s restraints were safely fitted and correctly installed.



ASSESSMENT OF PROGRESS

Two performance measures are used to track progress in the Occupant Protection Program: Observed Seat Belt Use by Front Seat Occupants in Passenger Vehicles, and Unrestrained Passenger Vehicle Occupant Fatalities. Figures illustrating the trends in these measures are provided below:

Performance Measure	<u>B-1 Observed Seat Belt Use by Front Seat Occupants in Passenger Vehicles (State Survey)</u>
Performance Target	Increase to 93.28% by 2026.
Assessment of Progress	Not on track to meet target – The seat belt use rate fluctuated over the past four years, with lows of 91.9% in 2022 and 2024, and a peak of 94.1% in 2023, indicating that the performance target of 93.28% is not on track to be met.



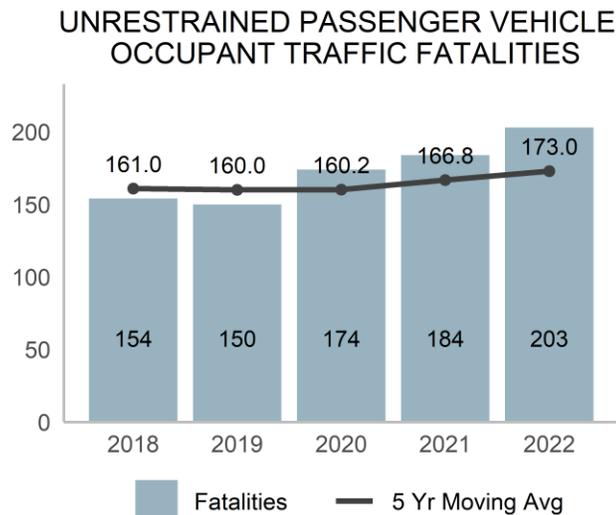
Source: NYS Seat Belt Observation Surveys

Performance Measure
Performance Target
Assessment of Progress

C-4 Unrestrained Passenger Vehicle Occupant Fatalities (FARS)

Decrease to 164.3 by 2026

Not on track to meet target – The upward trend in the five-year moving average continued in 2022, indicating that the target of 164.3 set for 2026 is not on track to be met.



Source: FARS

OCCUPANT PROTECTION PROJECTS AND ACTIVITIES FUNDED IN FFY 2024

New York used a data-driven approach to identify comprehensive strategies for the state’s Occupant Protection Program that collectively will contribute to progress in meeting the highway safety targets set in the FFY 2024-2026 Triennial HSP. Included under the strategies listed below are descriptions of selected projects that highlight the activities undertaken in FFY 2024.

Information on the implementation and outcome of the countermeasure strategy adjustments to the 3HSP identified in the FFY 2024 Annual Grant Application is included in the discussions of the relevant strategies presented below.

Seat Belt Enforcement

The primary strategies used during the past year to increase seat belt compliance were high-visibility enforcement and engagement, zero tolerance, and a vigorous public information and education campaign which are all major components of the BUNY/CIOT program. Agencies were encouraged to focus on low-use areas of the state, high-risk groups, and conducting enforcement at times of the day when compliance is traditionally lower.



Buckle Up New York/Click It or Ticket

New York's high-visibility enforcement, engagement, and PI&E campaign, BUNY/CIOT, consists of several proven components:

- **High-visibility enforcement and engagement checkpoints:** Seat belt enforcement efforts are made highly visible to the public in several ways, including the use of checkpoints and extensive outreach to the media and public information broadcast via social media. Surveys show that police checkpoints are extremely effective at raising the awareness of the motoring public, as well as detecting violators of the law.
- **Zero-tolerance enforcement:** Police officers continue to maintain a zero-tolerance policy when enforcing occupant restraint violations; no warnings are issued.
- **Seat belt mobilizations:** A statewide 14-day seat belt mobilization is conducted in May/June in conjunction with the national enforcement and engagement initiative.
- **Nighttime enforcement:** Reported restraint use is consistently higher during the day. In response, police are encouraged to conduct enforcement efforts during nighttime hours. The most obvious difficulty in implementing this strategy is being able to see into the vehicles to detect non-compliance. Methods to illuminate the interior of the target vehicles include conducting the checkpoints in well-lit areas that provide a sufficient degree of ambient light and using additional lighting to enhance nighttime surveillance capabilities. To increase nighttime enforcement agencies around the state participated in the May Border to Border initiative. This enforcement campaign was paired with a media event, Battle of the Belts competition and was conducted in collaboration with neighboring states. Enforcement during the initiative focused on low-light hours enforcement in areas surrounding our state-to-state borders.
- **Police officer motivation:** To participate in the BUNY grant program, police agencies must adopt a mandatory seat belt use policy for its officers. Agencies are also required to distribute an informational flyer to officers prior to conducting grant funded BUNY enforcement. GTSC and the New York State Police have produced a roll call flyer for police agencies that stresses the importance of seat belt use and provides current seat belt and child restraint laws. Previously,



roll call training was made available to any police agency upon request. This year, the flyer was provided to all participating agencies prior to the enforcement period.

- ***Dedicated roving patrols:*** Agencies are encouraged to use dedicated roving patrols throughout the year and to supplement fixed checkpoints during the high-visibility enforcement and engagement mobilizations. Another successful strategy being used for seat belt enforcement is bicycle patrols.
- ***Statewide, multi-agency effort:*** Throughout the state, police agencies participate in multi-agency checkpoints and other collective enforcement and engagement activities. The multi-agency approach has had significant positive results, including an increased public perception that all police agencies, regardless of uniform or region of the state, are serious about the use of seat belts. Furthermore, these details foster a better working relationship among the different agencies and bolster other enforcement and traffic safety initiatives.
- ***PI&E and media outreach:*** Public awareness efforts focus on publicizing the BUNY/CIOT message through the airing of PSAs, the distribution of statewide press releases, social media content and other media efforts. Since the beginning of the BUNY program in 1999, statewide PI&E and media efforts have grown and become very successful. As the program has evolved, local agencies have become increasingly more adept at promoting their efforts through different media venues including social media. B-roll Buckle Up messaging provided by Ross Chastain was included as part of the statewide press release and as part of the “Protect Your Melon” outreach campaign.
- ***Reporting and evaluation:*** Law enforcement agencies that receive grant funding are required to report their seat belt enforcement and engagement activities. The success of the enforcement and educational efforts are evaluated through observational surveys of seat belt use and reported restraint use in crashes. Enforcement efforts reported by the individual grantees during the mobilizations and throughout the year are closely reviewed in conjunction with other weighted factors to ensure that future funding is awarded to those agencies that demonstrate their commitment to seatbelt safety most effectively.



Over the past year, the BUNY/CIOT program continued to incorporate these fundamental components. In FFY 2024, GTSC provided 232 Police Traffic Services grants to municipal and county law enforcement departments. The following law enforcement agencies received HS-1 grants to enforce the state’s seat belt laws as well as other types of traffic violations: the Nassau County Police Department, Suffolk County Police Department, New York City Police Department, NYSP and the New York State Park Police. Each of these agencies conduct seat belt enforcement throughout the year and have dedicated funds for the two-week Click It or Ticket mandatory engagement requirement.

State Police Buckle Up New York Program

May 19 – June 2, 2024, was designated as the National Click It or Ticket enforcement mobilization campaign. During this two-week initiative, the State Police conducted 199 fixed and roving enforcement details, which resulted in 6,377 adult safety belt violations, 401 child restraint violations, 1,686

distracted driving violations, and 588 DWI arrests. The total number of adult safety belt tickets and child restraint violations issued statewide during this initiative was 6,778.

During FFY 2024 the NYSP and the New York State Park Police were encouraged to partner for a statewide “Parks Occupant Safety Initiative” From July 7 - August 7, 2024. During the 30-day campaign, approximately 100 education and enforcement details were conducted in proximity to state parks throughout New York. Throughout the enforcement campaign troopers issued 7,076 violations across the state.



The New York State Police conducted a month-long statewide enforcement campaign, “Buckle Up New York, Summer Initiative” from June 5 – July 5, 2024, which ran between the Click It or Ticket and Parks Occupant Safety Initiative. State Police officers conducted enforcement details focusing on counties with a higher number of vehicle occupants who were killed or seriously injured while unrestrained during a crash. While primarily focusing on adult seat belt and child restraint enforcement, the campaign also provided a greater level of high visibility enforcement during a traditionally dangerous and increased travel period. A total of 188 roving and fixed occupant protection details were conducted during this initiative, resulting in 1,468 adult safety belt and 75 child restraint violations, 203 distracted driving violations and 1 DWI arrest. The Statewide initiative resulted in the issuance of 7,702 safety belt and child restraint violations.

Day-to-day enforcement and engagement are the foundation of the NYSP occupant protection efforts, and this “around-the-clock” activity has been substantial. From October 1, 2023, to September 30, 2024, State Troopers issued a total of 46,618 adult and child safety restraint tickets statewide, including those issued during grant-funded activities. Monthly enforcement and engagement details continued to play an important role in the overall Occupant Protection Program. These 477 additional occupant protection details resulted in an additional 7,736 seat belt tickets and 2,110 child restraint tickets. These supplemental fixed and roving occupant protection enforcement details ensure continuous occupant protection enforcement throughout the year and not just during mobilization periods.

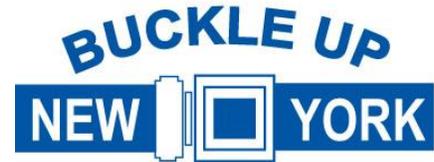
The New York State Police continued its extensive occupant protection PI&E activities with a joint effort between School and Community Outreach Coordinators, Public Information Officers, and Traffic Services from around the state. During this year’s “No Empty Chair” campaign, the statewide initiative offered multiple speakers and demonstrations. During the occupant protection focused day of the campaign, 484 safety restraint violations were issued in areas surrounding schools. Other highlights were the Battle of the Belts competition and victim advocate presentations held at both Cheektowaga Central and Salamanca high schools. These events engaged students with traffic safety and emphasized the continued message “Buckle Up. Every Trip. Every Time.” A new rollover simulator and a seat belt convincer were received and delivered to the field for immediate use at educational community events. Both have been shown to be a popular educational component for the proper use of safety belts for all occupants in a motor vehicle regardless of age.



Communications and Outreach

Support for Enforcement Efforts

High-visibility communications and outreach are essential for an effective seat belt enforcement and engagement program. The publicity generated from earned and paid media coverage of enforcement efforts raises public awareness and the perception of risk of receiving a ticket resulting in greater compliance among all motorists. In FFY 2024, GTSC continued to support communications, outreach, and other PI&E efforts to publicize high-visibility enforcement and engagement campaigns including those that are directed at the general population in the state and those that target specific groups, such as young drivers, that have been identified as high-risk, low-compliance segments of the population.



Education of the General Public and High-Risk Groups

Efforts to educate the public about the importance and correct use of occupant restraints, including seat belts, booster seats and child safety restraints, help to promote greater compliance and continue to be supported. Examples include informational displays at popular venues such as the New York State Fair, the use of convincer trailers and rollover simulators to demonstrate the importance of seat belt use in crashes, and special activities for young drivers such as Battle of the Belts competitions and victim advocate presentations. These types of educational activities are directed towards the general public as well as specific groups identified as having low usage rates including minority, rural, low-income, and special needs populations. Involving groups such as medical personnel, educators and law enforcement who regularly interact with the public and can assist with these educational efforts continue to be encouraged.



In FFY 2024, GTSC continued the statewide “Protect Your Melon” occupant protection educational campaign. As part of this program, GTSC partnered with NASCAR/Xfinity race car driver Ross Chastain to promote restraint use, particularly among males ages 18-34 and pickup truck drivers who have historically demonstrated lower restraint use.

From May through September 2024, approximately 1,500,000 watermelons were distributed to retail outlets statewide; the “Protect Your Melon” logo with a reminder to Buckle Up was affixed to each melon. Stand-ups of Chastain and seat belt messaging displays were also distributed to select grocery stores in New York State. Social



media posts promoting occupant restraint use were shared by Chastain on his Twitter/X, Instagram, and Facebook accounts which has a cumulative following of almost 350,000 people. In-person events with Chastain reached nearly 300 teens with Battle of the Belts activities at Mount Sinai High School in Suffolk County and A-Tech High School in Brooklyn. All schools are located in counties with elevated unrestrained crash data amongst the teen demographic. Community outreach was also conducted in two sessions with hundreds of participants in the Village of Watkins Glen prior to the

NASCAR event at Watkins Glen International racetrack. These events allowed Chastain and law enforcement partners to engage the public and media outlets about the importance of seat belt use. In-person appearances at the racetrack drew over 250 fans.



CHILD PASSENGER SAFETY

New York’s occupant restraint law now covers all front and back seat occupants of all ages riding in vehicles. Children under the age of four must be in a federally approved car seat and children under the age of two must ride in a rear-facing car seat unless they outgrow the height or weight limit set by the manufacturer. Children under age eight must be restrained in an appropriate child restraint system which may be a car seat, a booster, or an approved safety vest. The determination of an appropriate restraint system is based on the child’s height and weight. The penalty for violations of the laws related to children continues to be a fine of no less than \$25 and no more than \$100. The driver is also assessed three license penalty points if a passenger under the age of 16 is not properly restrained in accordance with the law.

The strategies for CPS focus on public awareness; education and instruction for parents and caregivers on the proper installation and use of car seats; training for technicians and instructors to provide these services to the public; car seat education and distribution programs; and car seat check events. To support these strategies, New York’s CPS Program provides grant funding in four areas, each designed to educate and improve the safety of children transported in vehicles on the state’s roadways.

- Fitting Stations where, by appointment, a NYS Certified Technician will inspect the installation of the car seat, provide instruction on proper installation, and replace unsafe seats.
- Awareness Training conducted to educate the public on all aspects of CPS.
- Car Seat Check Events held regularly for the inspection of child restraint systems without an appointment. Unsafe, inappropriate, and outdated seats, or seats that have been involved in a crash are replaced.

- Education & Distribution Programs where appropriate car seats are supplied, free of charge, to qualified low-income families. In-classroom education is also provided in addition to hands-on installation practice, to empower caregivers to correctly select and install appropriate car seats for their children in the future.

GTSC's CPS Program Coordinator assists grantees with grant development and management including the preparation of grant applications, reporting, vouchering, and requesting project modifications when necessary.

In FFY 2024, GTSC awarded 169 CPS grants to local agencies. Many grantees provided multiple programs and services. In FFY 2024, 117 agencies received funding to operate fitting stations, 33 agencies were funded to conduct CPS awareness trainings, 118 agencies were funded to conduct car seat check events and 54 agencies received funding for car seat education & distribution programs for low-income families.

Child Passenger Safety Communications and Outreach

Through its CPS grant program, GTSC continued to provide support and coordination for statewide PI&E to encourage seat belt and proper child restraint use. GTSC provides educational materials and other support to state and local agencies, CPS technicians, and the general public on CPS issues and serves as the state's clearinghouse for information regarding CPS training classes, car seat check events and other CPS activities. GTSC's CPS Coordinator oversees the information on permanent fitting stations, car seat check events, training classes, technician and instructor updates, and public information materials, all of which are updated regularly on www.trafficsafety.ny.gov and on the Frequently Asked Questions page of the DMV website.

"Know for Sure" and Other Child Passenger Safety Campaigns

In FFY 2024, New York promoted child passenger safety educational materials for both parents/caregivers and children. Bilingual Visual Car Seat Guides were provided to parents and caregivers to support the correct use and installation of car seats while educational coloring books were provided to children to help them understand what it means to be a safe passenger. Heatstroke prevention flyers were also distributed to remind caregivers of the dangers of leaving children unattended in motor vehicles. In FFY 2024, GTSC continued its collaboration with the New York State Department of Health's Bureau of Occupational Health and Injury Prevention and the CPS Advisory Board to promote Child Passenger Safety messaging.

GTSC fulfilled approximately 61 material orders to technicians, instructors, and grantees located throughout the state. These individuals subsequently distributed these materials to parents and caregivers at fitting stations and check events in their respective areas.

Child Passenger Safety Awareness Training

The trend for grantees to offer more CPS awareness training classes continued in FFY 2024. While the car seat check events are very successful and draw media attention, the awareness classes can reach a greater number of parents, expectant parents, and caregivers. Most classes consisted of classroom training that included demonstrations of car seat installations, education on the provisions of the occupant protection law and information on the various resources available, such as car seat check events and permanent fitting stations. In FFY 2024, 33 agencies received funding to conduct

approximately 186 CPS awareness classes. These awareness classes were held throughout the state and reached over 2,439 participants. Most participants were parents, expectant parents, and caregivers. The other participants included community groups, day care providers, law enforcement officers, social services, and bus drivers.

NYS Child Passenger Safety Advisory Board

The New York State CPS Advisory Board advises GTSC on CPS issues and promotes a higher level of skill, knowledge, and participation by technicians and instructors to improve CPS in all regions of New York State. The accomplishments of the CPS Advisory Board in FFY 2024 included the following:

- Members of the Advisory Board coordinated a total of 25 technician certification courses and ten CEU update courses.
- The Advisory Board finalized and distributed an updated Low-Income Education & Distribution Program Directory for CPS technicians.
- CPS information and news for technicians and instructors continued to be provided through the GTSC website www.trafficsafety.ny.gov and via direct outreach.
- Members of the Board disseminated a survey to technicians to assess educational/training needs. It was discovered that many technicians did not know about the National Digital Check Form (NDCF). The NYS CPS Advisory Board held a training for Board Members on the NDCF and then sent follow up information to technicians throughout the state.
- Members of the Board finalized a new member orientation document.
- The Board established Google Drive/Accounts for all board members to have a common platform for communication and accountability. Moving forward, regional representatives will upload regional updates to this platform, special projects will be completed, technician lists will be provided, and meeting minutes and agendas will be recorded.
- The Board ordered training seats, demo benches, and other training supplies for regional reps to share with instructors throughout the regions.
- The Board created a letter that will be sent to local retailers that will request that display car seats be provided to local instructors for training purposes rather than thrown away/discarded.
- GTSC provided the regional coordinators with an updated list of all technicians and instructors on a quarterly basis at minimum.
- The Advisory Board coordinated the events and the publicity campaign for Child Passenger Safety Week in New York State.
- The Board ordered and distributed visual car seat guides and educational coloring books to parents, caregivers, and children throughout New York State.
- The resumes of new Board members were submitted and approved by the Board and GTSC.
- The Board began planning for the FFY 2025 New York State Child Passenger Safety Technical Conference. The dates will be May 6 - 8, 2025 in Lake Placid, New York.

Fitting Stations

In FFY 2024, GTSC continued to support the operation of fitting stations where parents and other caregivers can receive instruction on the proper installation and use of car seats. To receive mini-grant funding, grantees must have certified technicians available to staff the fitting station during the hours of operation.

In addition to permanent fitting stations, CPS grant funds can also be used for mobile fitting stations which bring CPS services to families residing in the more rural areas in the state. The use of mobile fitting stations expands the coverage of the state’s CPS Program into areas where access to CPS education and instruction was previously lacking. Projects that focus on serving high-risk populations within the state such as low-income and minority communities are also important to ensure access throughout the state.

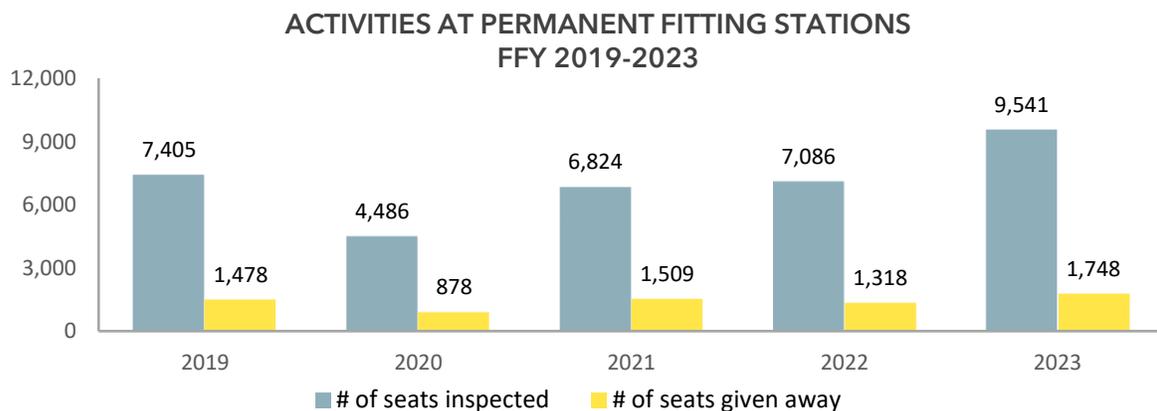


Grantees continued to utilize storage trailers that were purchased with funding from previous grant years. The trailers are used as mobile fitting stations, storage facilities, and/or educational training trailers. Trailers are required to display both the GTSC and CPS logos.

Permanent Fitting Stations

In FFY 2024, GTSC continued to support the operation of permanent fitting stations. Currently, there are 319 permanent fitting stations in New York State, 117 of which are supported by grant funds. The grant-funded agencies operating fitting stations reported that 8,446 child safety seats were inspected in FFY 2024 and only 1,252 of those seats were installed correctly. A total of 1,944 car seats were distributed through the fitting stations due to seats that were found to be damaged, expired, or otherwise unsafe for transporting children. As with previous years, GTSC contacted all the fitting stations to verify and update the information that is posted on www.trafficsafety.ny.gov.

In most cases, car seats are inspected by appointment. Listed below are some of the most active fitting stations with the number of seats inspected at their facilities in FFY 2024 and the number of seats given away.



- Albany County Traffic Safety Board: 1,050 inspections and 69 seats given away
- Long Island Jewish Medical Center/Northwell Health: 1,020 inspections and 25 seats given away
- Cornell Cooperative Extension of Saratoga: 578 inspections and 47 seats given away
- Erie County Sheriff’s Office: 378 inspections and ten seats given away
- NY Coalition for Safety Belt Use: 231 inspections and 66 seats given away

Car Seat Check Events

Car Seat Check Events

In FFY 2024, 118 agencies were approved to conduct car seat check events. The types of misuse commonly found at car seat check events are summarized in the table below.



MOST COMMON MISUSE PROBLEMS ENCOUNTERED DURING INSPECTIONS

Rear-Facing Seats	Forward-Facing Seats	Booster Seats
Seat too loose	Seat too loose	Not used at all
Harness straps not snug/twisted	Harness straps not snug	Not age/weight suitable
Not age/weight suitable	Seat too old, on recall list, or after-market products used	Lap/shoulder belt not positioned correctly
Inappropriate recline	Harness straps in wrong slots	Seat too old
Seat too old or on recall list	Not age/weight suitable	Not secured when not in use
Harness clip placed wrong	No history, missing labels	Not using high back when needed
No history, missing labels	LATCH used incorrectly	Harness straps not removed
LATCH used incorrectly	Harness straps twisted	Seat belts routed incorrectly
Carrying handle up	Harness clip placed wrong	Tether used incorrectly
Harness straps in wrong slots	Seat belts routed incorrectly	Used with only a lap belt

The most common types of car seat misuse continue to be failing to install the car seat tightly and not securing the harness straps snugly over the child. Many children six and seven years of age are also found to be restrained by vehicle seat belts alone. Keeping children in this age group in booster seats remains one of the greatest challenges.

National Child Passenger Safety Week and Seat Check Saturday



As in previous years, New York joined the national celebration of Child Passenger Safety Week, September 15 - 21, 2024. The goal each year is to remind caregivers to keep children properly restrained in a car seat that meets their weight and height requirements.

This year, 365 check events were held across the state where a total of 5,661 seats were checked and 2,086 seats were provided to replace outdated, recalled, or inappropriate seats. On National Seat Check Saturday observed on September 21, the Albany County Traffic Safety Board hosted their 32nd annual check event, which is one of the most heavily attended events in the state. Technicians at this event were able to inspect a total of 52 car seats, of which none were found to be installed properly. To support other agencies throughout the state participating in National CPS Week, GTSC fulfilled 61 educational material orders consisting of bilingual visual car seat guides, heatstroke prevention flyers, and educational coloring books.

Recruitment and Training of Child Passenger Safety Technicians

Certified Technician Training Program



In 1999, New York's CPS Technician Program began with 98 Certified Technicians and nine instructors. Today, the program has grown to 2,202 Certified Technicians, including 105 CPS instructors and one instructor candidate.

The CPS grants awarded by GTSC support technician training classes and cover recertification fees for technicians and instructors. In FFY 2024, 25 Standardized CPS Technician Training classes were conducted, producing 369 new Certified Technicians. GTSC was also able to schedule two specialized CPS trainings entitled Safe Travel for All Children (STAC). STAC is designed to serve as an enrichment course for CPS technicians who are interested in learning more about special needs transportation. These two classes resulted in the specialized training of 30 technicians in the safe transportation of children with special needs.

Technicians come from a variety of backgrounds, with the largest proportions representing local police agencies, county sheriff's offices, health and social service agencies, fire/emergency medical services, and the NYSP.



Child Passenger Safety Technical Update Training Classes

CPS technical update classes provide the opportunity for technicians and instructors to update their skills and stay current with the latest information and guidelines. CEUs are available for those who attend these classes. This year, a total of ten CEU classes were held, reaching a total of 195 technicians. New York's recertification rate (55% for 2024) consistently exceeds the national rate (46% for 2024).

Basic Child Passenger Safety Training for Law Enforcement

This four-hour training is designed to provide law enforcement with basic child passenger safety information such as the different kinds of car seats and installation methods, New York State child passenger safety laws, identifying car seat misuse/non-use, and how to intervene and provide resources during routine traffic stops.

Two classes were conducted in FFY 2024, reaching approximately 30 law enforcement officials, and it is anticipated that two to three classes will be conducted for each Federal Fiscal Year moving forward.

Child Passenger Safety Technical Conference

The CPS Technical Conference is a collaborative effort among GTSC and several state and local safety partners interested in promoting safety and injury prevention. It is held biennially and aims to increase the level of knowledge and competence of CPS educators, practitioners, technicians, and instructors who are actively engaged in the CPS arena.

Some areas of focus at the conference are education, inspection, program management, enforcement, car seat development, distribution, and special needs passengers. This is an opportunity for those who cannot attend a national conference to meet the vehicle and car seat manufacturers as well as government and regulatory officials who will offer the latest information and technology for CPS. The conference also provides the opportunity to network with other CPS advocates and to share information and ideas.

The last biennial CPS Technical Conference was held on May 2 - 4, 2023, in Lake Placid, New York. The conference sold out with 400 registrations and an additional 125 technicians were waitlisted for the event. After late cancellations/no shows, approximately 393 technicians attended the conference and received up to six continuing education units required for recertification. The next conference, for FFY 2025, is currently in the planning stages. It is currently scheduled for May 6 - 8, 2025 in Lake Placid and will have a pre-conference open to instructors only. Registration will be expanded to accommodate 500 technicians.

Car Seat Education and Distribution Programs

Car Seat Education & Distribution Programs

Low-income families are also a segment of the population that need special attention. Car seats are given away free of charge to low-income families who demonstrate a need. A certified CPS Technician educates each person acquiring a car seat in its proper installation, use, and maintenance based on the manufacturer's instructions.

Car seat education and distribution programs are funded through grants awarded by GTSC. Only agencies that work directly with low-income families, such as health departments, hospitals, childcare councils, or social service departments, are eligible to apply. The grantee must verify low-income eligibility of the clientele. Low-income families are defined as those who qualify under the New York State Women, Infants, Children (WIC) Income Eligibility Guidelines or who qualify under a public assistance program. Applicants for funding must have a certified CPS Technician on staff to conduct the program. The CPS Technician is required to conduct at least 30 minutes of in-classroom education prior to demonstrating the installation of the appropriate car seat for each person requesting one. In FFY

2024, 54 agencies in New York were awarded funding to operate a car seat education & distribution program; 10,412 parents/caregivers were provided with education, and a total of 5,851 seats were distributed to families in need.

The car seat education and distribution program conducted by the Albany County Traffic Safety Board is one of the largest programs in the state. The Albany County Traffic Safety Board partners with the Alpha Pregnancy Care Council of Albany County to serve people in need at their two locations in Albany and Cohoes. A total of 902 car seats were distributed to qualifying low-income families who attended the information sessions on the proper installation of the car seat.

Research, Evaluation, and Analytical Support for New York's Performance-Based Occupant Protection Program

Statewide Observational Survey of Seat Belt Use

At GTSC's request and to meet federal requirements, ITSMR conducts New York State's annual observational survey of seat belt use. 12 counties and ten observation sites within each county are included in the survey. The survey was conducted using the design that was approved by NHTSA in 2012. In accordance with federal regulations, the 120 observation sites are reselected every five years. Based on this year's survey, New York's seat belt usage rate is 91.90%, a small decrease from 94.11% in 2023.

UPDATES TO TRIENNIAL HSP

Planned Adjustments to Countermeasure Strategy for Programming Funds

The most recent data available (FARS 2022 and NYS Seat Belt Observation Survey 2024) indicate that the targets set for reducing Observed Seat Belt Use by Front Seat Occupants in Passenger Vehicles and Unrestrained Passenger Vehicle Occupant Fatalities are not on track to be met. To achieve better outcomes in these performance measures, the following adjustments to selected strategies in the 3HSP are planned for the FFY 2026 AGA.

- Strategy OP-1: Enforcement of the state's seat belt laws will continue to be the primary strategy for occupant protection. For FFY 2026, GTSC will focus on expanding enforcement efforts into those areas of the state that may not have been involved in past statewide seat belt enforcement efforts. GTSC will fund grant applications focused on occupant protection and seat belt enforcement submitted by jurisdictions that have not previously participated in the GTSC grant program. In addition, GTSC will continue efforts to increase overall seat belt enforcement by promoting and encouraging participation for initiatives in new locations. GTSC will also provide countywide crash heatmapping to existing grantees to assist them in allocating patrols to high crash areas of their jurisdiction ahead of the nationwide Click It or Ticket initiative.
- Strategy OP-2: According to the state's crash data, a large proportion of killed unrestrained motor vehicle occupants were from a younger (21-39) demographic. To address this issue, GTSC will create digital and social media campaigns tailored specifically to drivers in this age group. These campaigns will utilize platforms popular among this demographic, as traditional media sources like television are less effective in reaching them. Additionally, outdoor advertising will be strategically positioned in locations frequented by younger adults, such as concerts, fairs, and

sporting events. Outreach in FFY 2026 will include more focused efforts upstate where there is an increased number of fatal unrestrained crashes. Upstate efforts will be concentrated on counties with high rates of non-compliance. GTSC will conduct outreach with refugee centers throughout the state to ensure that culturally appropriate, first language educational materials are available to new arrivals.

TRAFFIC RECORDS

Accurate and timely traffic records data are essential for performance-based program planning in New York's traffic safety efforts. The state's traffic safety agencies and organizations rely on this data to develop, implement, and evaluate safety initiatives. To support these efforts, New York is committed to improving how it maintains and utilizes its traffic records systems.

The Governor's Traffic Safety Committee coordinates the various components of New York's Traffic Records Program. The state's FFY 2024 Traffic Safety Information Systems Strategic Plan, developed by GTSC with assistance from the Institute for Traffic Safety Management and Research and the Traffic Records Coordinating Council (TRCC), underscores New York's ongoing commitment to enhancing its traffic records systems. Using a multi-task protocol, the planning process focused on identifying major improvement opportunities for the state's various traffic safety information systems and developing projects to implement those improvements. During the past year, the FFY 2025 plan was developed and became an integral part of New York's FFY 2025 application for traffic records funding under Section 405(c) of the Bipartisan Infrastructure Law.

In FFY 2024, the program focused on improving the timeliness, accuracy, and accessibility of data from the state's crash, citation/adjudication, and injury surveillance systems. Efforts also aimed to strengthen data linkages across agencies, enhancing the ability to identify traffic safety issues and manage and evaluate safety programs.

These initiatives were carried out by a range of state and local agencies, including GTSC, the Department of Motor Vehicles, the Department of Transportation, the Department of Health, the State Police, the Office of Court Administration, the Office of Addiction Services and Supports (OASAS), Metropolitan Planning Organizations (MPOs), and ITSMR.

ASSESSMENT OF PROGRESS

Six of the seven performance measures used to track progress in the Traffic Records Program are included in the FFY 2024 TSIS Strategic Plan. The 2024 performance targets for each of these six measures, along with an assessment of progress toward meeting them, are provided below. In accordance with NHTSA guidelines, the baseline period spans from April 1, 2022, to March 31, 2023, while the performance period covers April 1, 2023, to March 31, 2024.

Performance Measure	<u>Mean Number of Days from the Crash Date to the Date the Crash Report is Entered into the Accident Information System (AIS)</u>
Performance Target	Reduce to 10.10 days during the performance period
Assessment of Progress	Target met – The mean number of days during the performance period was 9.75 days, exceeding the target of 10.10 days.
Performance Measure	<u>Percentage of Crash Records Entered in AIS with No Errors in the Critical Data Element of Lat/Long Coordinates</u>
Performance Target	Increase to 75.01% during the performance period
Assessment of Progress	Target met – The percentage during the performance period was 75.71%, exceeding the target of 75.01%.

Performance Measure	<u>Percentage of Crash Records in AIS with No Missing Data in the Critical Data Element of Roadway Type</u>
Performance Target	Increase to 86.08% during the performance period
Assessment of Progress	Target met – The percentage during the performance period was 87.21%, exceeding the target of 86.08%.
Performance Measure	<u>Mean Number of Days from the Date a Citation is Issued to the Date the Citation is Entered into the TSLED Database</u>
Performance Target	Reduce to 7.54 days during the performance period
Assessment of Progress	Target met – The mean number of days during the performance period was 5.65 days, exceeding the target of 7.54 days.
Performance Measure	<u>Mean Number of Days from the Date a Citation is Adjudicated until the Disposition Information is Entered into the TSLED Database</u>
Performance Target	Reduce to 38.89 days during the performance period
Assessment of Progress	Target met – The mean number of days during the performance period was 18.52 days, exceeding the target of 38.89 days.
Performance Measure	<u>Mean Number of Days from the Date a Citation is Issued to the Date the Citation is Entered into the AA Database</u>
Performance Target	Reduce to 5.06 days during the performance period
Assessment of Progress	Target met – The mean number of days during the performance period was 5.00 days, exceeding the target of 5.06 days.

Although not included in the FFY 2024 TSIS Strategic Plan, a seventh Traffic Records performance measure and target were included in the FFY 2024-2026 Triennial Highway Safety Plan: Percentage of Crash Reports Received Electronically for Crashes that Occurred During a Calendar Year. Using 2021 as the baseline year (64.39%), a target of 66.01% was set for 2026.

Performance Measure	<u>Percentage of Crash Reports Received Electronically for Crashes that Occurred During a Calendar Year</u>
Performance Target	Increase to 66.01% by 2026
Assessment of Progress	Not on track to meet target – For crashes that occurred during 2023, 64.81% of the crash reports were received electronically. In 2022, the percentage was 64.80%.

TRAFFIC RECORDS PROJECTS AND ACTIVITIES FUNDED IN FFY 2024

Implementation of Improvements to TSIS Systems

Improvement of Crash and Citation/Adjudication Systems

In FFY 2024, the NYS DMV continued working on the AIS Replacement project with its vendor, Lexis Nexis, to develop, implement, and maintain their new crash reporting system. The new system, Crash Records Information System (CRIS), will replace the current Accident Information System. CRIS will allow the electronic transmission of crash reports from the New York City area that will increase the volume of electronic reports transmitted significantly. It will also allow a web-based option in later phases for small non-electronic police agencies and motorists to submit their crash reports electronically online. The outdated technology and instability of the current AIS system cannot support a significant increase in

electronic submission nor support online features. The project is well underway, with a completion date yet to be determined.

The CRIS project is a statewide effort, as many New York State and law enforcement agencies and organizations will need to implement system changes to transmit and/or receive crash data from the new system. A TRCC working group met in 2018-2019 to review the existing crash forms, Model Minimum Uniform Crash Criteria (MMUCC) requirements, and current agency needs for crash data. A document was developed and shared with the vendor, and every effort will be made to incorporate the necessary changes.

During FFY 2024, Bipartisan Infrastructure Bill funds (Section 405(c)) provided continuing support to expand the electronic capture and transmission of police crash reports, traffic tickets from the field, and disposition information from the courts. This support includes the purchase of equipment such as printers, barcode readers, and magnetic strip readers. Currently, approximately 95% of all arrest and disposition transactions under TSLED are reported electronically, and 98% of AA citations are reported electronically. Approximately 78% of police-reported crashes are sent to DMV electronically, while an additional 17% are sent via PDF to AIS for import. Over 1,230 of the state's 1,400 courts are using the e-disposition process to report dispositions electronically to DMV.

The collection and transmission of crash and ticket data from enforcement agencies to the DMV is a direct result of the Traffic and Criminal Software (TraCS) Electronic Crash and Ticketing System project, which has been funded in recent years under Section 405(c). The TraCS project continued to recruit and train new TraCS users. The project also continued to upgrade the TraCS software, roll out new versions, and provide technical support to all TraCS users as needed. The number of enforcement agencies that have the TraCS software installed increased from 522 in October 2023 to 526 in October 2024.

During FFY 2024, the New York State Police completed the rollout of the Niche RMS (Law Enforcement Records Management System) to all NYS field troops, except the NYC troop. Niche RMS provides law enforcement agencies with standardized forms, with automatic checks for errors, completeness, and accuracy. These reports are then electronically transmitted to all responsible endpoints, ensuring timely submission and seamless data integration between multiple agencies within the highway safety network. Niche RMS will replace TraCS, Spectrum Justice System (SJS), and other legacy systems used by the NYSP. The NYSP continues to collaborate with DMV to address transmission and data issues.

Two additional counties, Orange and Suffolk, have requested to use the Niche software. Suffolk County has already begun using Niche for incident and arrest reports, but not yet for tickets or crashes. Orange County plans to begin using Niche in 2025 for tickets and potentially for crash reporting. As agencies transition to Niche, the number of TraCS users will decrease, but the number of agencies transmitting data electronically will not.

Moreover, various agencies and organizations continued efforts to improve the quality and accessibility of the state's crash and ticket data. DMV continued to enhance the state's crash and ticket records systems through the development and implementation of both hardware and software applications. The NYS DOT Crash Location and Engineering Analysis and Reporting system (CLEAR) is being widely used by traffic safety partners for crash and location coding data. The CLEAR system utilizes the latest software, querying, and geographic information system (GIS) tools to improve the accuracy, accessibility, and analysis of crash location information throughout the state. Some location coding accuracy and

completion issues have been identified, and DOT, DMV, and ITSMR have been working together to resolve those errors and identify processing issues in CLEAR that need modification.

Lastly, ITSMR continued to work with DMV and their vendor, Lexis Nexis, on the development and implementation of CRIS by reviewing system documentation, new crash report forms, and the migration mapping and transmission process. An ITSMR staff member has participated in this project since its inception. ITSMR technical staff has been working with DMV and their vendor to ensure the transfer of crash data to ITSMR will be a smooth transition.

E-Plea and Payment System for Local Courts

The New York State Unified Court System (NYS UCS) continued pursuing the development of the “Implementation of E-Plea System for Local Courts” in FFY 2024. This project will now be developed and implemented by a vendor due to continuing resource issues and competing projects. This project will develop and implement an e-plea system that can be used by the motorist to enter a plea without having to appear in court. For the large majority (estimated to be 75%-80%) of traffic citations issued, the new system will allow the motorist to enter a plea (i.e., guilty/not guilty) electronically, have it reviewed by the appropriate court personnel, receive notification on the sentencing fine and fees imposed, and pay the fine and fees on-line. In addition, the new system will be designed to send plea and sentencing-related information electronically to the Unified Court Management System (UCMS) which in turn would upload the appropriate data to the DMV’s TSLED system for subsequent upload to the DMV’s driver license file. It is anticipated that this electronic plea system would result in the DMV receiving disposition data in an improved timely manner for approximately 1.5 million traffic tickets issued annually under the TSLED system.

Development and Use of Data Integration and Data Linkages

The current NYS Crash Outcome Data Evaluation System (CODES) database, maintained by the New York State Department of Health’s Bureau of Occupational Health and Injury Prevention (BOHIP), is a very powerful database for assessing traffic safety in New York, created by matching individual records from the NYS DMV AIS and the NYS DOH Statewide Planning and Research Cooperative System (SPARCS) database of hospitalizations and emergency department visits, along with other sources. New York continued its CODES initiative in FFY 2024, with ITSMR providing the 2023 crash data to be linked with DOH’s injury surveillance files. The linked database creates a more complete picture that can be used to describe what occurs before, during, and after a crash; the linkage is critical to accurately evaluating the effectiveness of highway safety initiatives and understanding the burden of motor vehicle crashes in NYS.

In FFY 2024, DOH began a new project entitled “Integrating Neighborhood Level Data into CODES.” This project will link internally created Census tract level Life Expectancy (LE) data, Census data such as socioeconomic status and race, CLEAR data, emergency department discharge data, hospitalization discharge data, and other sources such as the Childhood Opportunity Index and Sub County Life Expectancy data, providing more complete information on the true impact of neighborhood level factors and motor vehicle-related injuries in New York State. This work has been conducted in collaboration with the Center for Injury Science and Prevention (CISP) at Columbia University.

Use of Technology to Disseminate Information

GTSC's website remained a key platform for communicating data, training materials, educational messages, and public information related to highway safety programs. Efforts to expand the communication capabilities and resources of the traffic safety community were actively supported.

ITSMR staff continued their work on the Traffic Safety Statistical Repository (TSSR) project. Funded through Section 405(c), this project has enabled ITSMR to maintain and enhance the TSSR's data reporting capabilities. The TSSR provides public access to motor vehicle crash data, traffic ticket data, and related demographic information via the Internet (<https://www.itsmr.org/traffic-safety-statistical-repository/>). Data clean-up for both crash and ticket data continued throughout the fiscal year. As of December 1, 2024, the TSSR offers access to the state's finalized crash and ticket data at the state, region, county, and municipality levels for the years 2014–2023, as well as preliminary data for 2024. A new dashboard page was launched in FFY 2024 to provide users with quick access to visually presented fatal crash statistics at both state and county levels. Additional TSSR features are under development based on user feedback. Online documentation has been updated, and user activity is continuously monitored and tracked.

Statewide Coordination of Traffic Records Systems Improvements

In FFY 2024, the TRCC continued to assist with the coordination and direction of efforts to upgrade the state's traffic safety-related data systems. ITSMR also continued to play a prominent role in coordinating various activities related to improving the state's traffic records systems. As designated by GTSC, an ITSMR staff member serves as the state's TRCC Coordinator. The coordinator's responsibilities include scheduling, setting the agenda, and facilitating meetings of the TRCC; preparing the annual TSIS Strategic Plan; identifying and assessing progress in meeting the state's performance measures as well as assisting GTSC in meeting any other requirements for the receipt of Section 405(c) funding.

Research and Evaluation

Research and evaluation are vital components of the highway safety planning process. During FFY 2024, ITSMR continued to conduct research and evaluation studies and provide data and analytical support, performance-based planning, and technical assistance to GTSC and New York's traffic safety community. ITSMR's services include the following:

- The design and conduct of research and evaluation studies for DMV and GTSC, including studies mandated by the State Legislature.
- Responses to all data requests in accordance with policies and procedures established by DMV and GTSC. The data provided in response to such requests meet a myriad of needs, from supporting internal planning efforts to providing data to the media on various highway safety issues. ITSMR also responds to *ad hoc* requests for highway safety data and provides information that combines data from various records systems, including ticket, crash, and driver history data.
- Provision of critical data services and analytical support that enable GTSC to fulfill the requirements for receipt of federal highway safety funds under the 402 Highway Safety Program.

- Assistance in implementing a performance-based planning process, a requirement of the 402 Highway Safety Program since the mid-1990s.
- Data analyses and preparation of documentation demonstrating New York’s compliance with grant award criteria.
- In collaboration with GTSC in the preparation of New York’s applications for federal Section 405 National Priority Safety Programs: Occupant Protection (405(b)), State Traffic Safety Information System Improvements (405(c)), Impaired Driving Countermeasures (405(d)), Motorcyclist Safety (405(f)), Non-Motorized Safety (405(h)) and Driver and Officer Safety Education (405(i)).

UPDATES TO TRIENNIAL HSP

Planned Adjustments to Countermeasure Strategy for Programming Funds

The most recent data indicate that New York is not on track to meet the target set for increasing Percentage of Crash Reports Received Electronically for Crashes that Occurred During a Calendar Year. Once fully implemented, CRIS will enable the electronic transmission of crash reports from the New York City area and provide a web-based option in later phases for smaller, non-electronic police agencies and motorists to submit crash reports online. NYS DMV will continue to collaborate with its vendor, Lexis Nexis, to advance the CRIS project.

COMMUNITY TRAFFIC SAFETY PROGRAMS

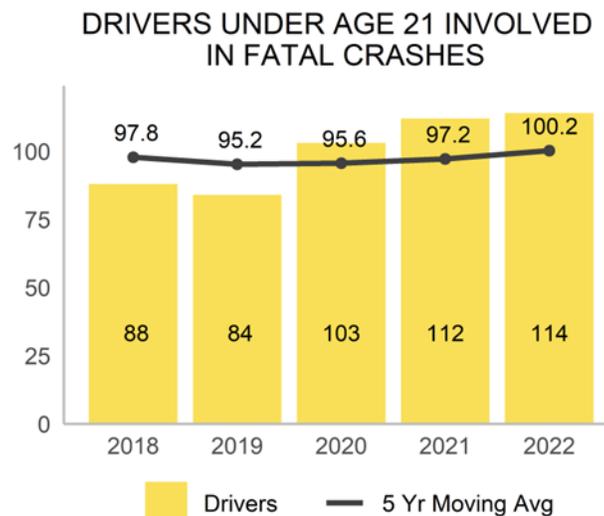
The Community Traffic Safety Programs area includes projects undertaken by local jurisdictions to address their traffic safety problems and statewide initiatives to enhance local programs. Funded projects encompass strategies from several traffic safety program areas and contribute to the achievement of New York’s overall statewide goals and objectives.

Some of the strategies and outreach efforts encouraged for counties to integrate into their local programs originate from state-level initiatives addressing issues like drowsy driving and pedestrian safety or targeting specific groups, including young drivers, older adults, children, and diverse populations. During Federal Fiscal Year 2024, the Governor’s Traffic Safety Committee collaborated with partners such as the Mohawk Valley Resource Center for Refugees, the Oneida City Police Department, and other active traffic safety organizations to enhance traffic safety efforts. GTSC will continue its outreach efforts to develop traffic safety initiatives aligned with its goals, aiming to foster and strengthen sustainable relationships that will contribute to reducing traffic-related injuries and fatalities, especially among underserved populations.

ASSESSMENT OF PROGRESS

The core outcome measure for tracking progress in the Community Traffic Safety Programs area is Drivers Age 20 or Younger Involved in Fatal Crashes. A figure illustrating the trend in the performance measure is provided below:

Performance Measure	<u>C-9 Drivers Age 20 or Younger Involved in Fatal Crashes (FARS)</u>
Performance Target	Reduce to 95.7 by 2026
Assessment of Progress	Not on track to meet target – The upward trend in the five-year moving average continued in 2022, indicating that the target of 95.7 set for 2026 is not on track to be met.



Source: FARS

COMMUNITY TRAFFIC SAFETY PROJECTS AND ACTIVITIES FUNDED IN FFY 2024

New York used a data-driven approach to identify a comprehensive set of strategies for the state's Community Traffic Safety Programs that collectively will contribute to progress in meeting the state's highway safety targets set in the FFY 2024-2026 Triennial HSP. Included under the strategies listed below are descriptions of selected projects that highlight the activities undertaken in FFY 2024.

Information on the implementation and outcome of the countermeasure strategy adjustments to the 3HSP identified in the FFY 2024 Annual Grant Application is included in the discussions of the relevant strategies presented below.

Community-Based Highway Safety Programs

Oneida City Police Department

The Oneida City Police Department has a community-based highway safety grant that covers educating young drivers and bicyclists. Grant funded efforts assist Oneida City Police Department with educating young and new drivers on safe driving practices in hopes to decrease crashes caused by distracted driving, as well as educating young bicyclists on safe riding. The Oneida City Police Department participated in several additional events and efforts to educate the public on the hazards and ramifications of distracted driving.

In FFY 2024, the Oneida City Police Department provided outreach and education materials to the target population and posted safety educators at target locations throughout the year, which included hosting the "Save a Life Tour" at the Oneida High School. Results from the post event survey showed that 52.24% of students agreed that the program increased their awareness of what it takes to be a safe driver. They also conducted efforts at the Oneida YMCA Y-Healthy Kids Day where they handed out safe bicycling educational materials and discussed bicycle safety practices with local children and parents. The Oneida City Police Department brought traffic safety partners together to conduct and host a Mock DWI event with the Oneida City Fire Department, Vineall Ambulance, and Mercy Flight. This event educated driving age students about the dangers of distracted and impaired driving.

The Oneida City Police Department also hosted the annual bicycle rodeo that took place at the Oneida City Veteran's field in conjunction with National Night Out which attracted a very large number of community members. Bicycle helmets and bicycle safety materials were provided to many local children and bicycle safety practices were explained to them. Beyond events, the Oneida City Police Department remained steadfast on education and outreach efforts, handing out safe driving education materials and school speed zone awareness materials in the city school zones and the vestibules of local businesses. During this effort, approximately 500 safe driving education packets were handed out to local motorists and many citizens expressed their appreciation for the agency's dedication to traffic safety during these details. Additionally, some residents expressed their appreciation for Oneida City Police Department's dedication to traffic safety at the Common Council meeting which was open to the public.

Oswego Police Department

The Oswego Police Department uses a very data-driven approach to their grant proposals. Their proposals clearly identify the problem, state their proposed solution, quantify their goals, and detail their operational and evaluation plans. An excellent example of this is their Highway Safety grant that focuses on pedestrian safety in the city of Oswego.

The city of Oswego is a small city that has a densely occupied downtown business corridor, with many shops, restaurants and bars all located in within a short distance. Using various data sources such as the TSSR, County Crash Dashboards and their own internal crash data, the police department identified two traffic corridors within the city that experienced a higher concentration of pedestrian-involved crashes.

Their goal was to have zero fatalities and reduce pedestrian-related crashes by 25%. They proposed a comprehensive pedestrian safety education/public awareness and enforcement program. Weekly enforcement details would be conducted throughout October and November and three enforcement details per week during the June mobilization. In advance of the enforcement details, officers would distribute pamphlets and other pedestrian safety materials in the targeted corridors to both operators of vehicles during traffic stops and pedestrians. Officers from surrounding agencies are invited to participate and increase saturation of our targeted corridors.



At the end of each pedestrian enforcement detail, data collection forms are issued to every officer to track driver and pedestrian violations. The data is analyzed monthly and compiled into a final report at the end of the grant year.

Statewide Implementation of Traffic Safety Initiatives

YOUNGER DRIVER

In FFY 2024, GTSC partnered with New York State Public High School Athletic Association (NYSPHSAA) to address the critical issue of unintentional injuries, which are the leading cause of death for New Yorkers aged 15-19, with many resulting from preventable car crashes. According to 2023 statistics, young drivers were involved in approximately 42,512 crashes in New York, over 100 of which were fatal.

To tackle this issue, the partnership with the NYSPHSAA educates and promotes safe driving practices among its 400,000 student-athletes, their families, and other influential adults. The program delivers traffic safety messages at NYSPHSAA state championships, utilize digital content on the National Federation of High Schools (NFHS) Network, and engage administrators and coaches at athletic workshops. Objectives include distributing posters and safety materials at NYSPHSAA events, sharing messaging through broadcasts and public announcements at 36 state championships, and ensuring visibility through digital signage. The program also tailors its messages seasonally, such as promoting winter driving safety during colder months. No Empty Chair and Coaches Care posters and information was distributed at their conference for public school coaches and athletic directors.

Statewide Communications and Outreach

Survivor Advocate Program

For FFY 2024, Students Against Destructive Decisions (SADD) again oversaw the Speakers Bureau, underwritten by GTSC. Funding supports this Bureau to provide education and outreach to traffic safety stakeholders and high-risk populations. Jacy Good, a nationally recognized advocate to end distracted driving; Marianne Angelillo, an accomplished author whose son was killed in an impaired driving crash;

and Karen Torres, whose father was killed by a distracted driver, form the Speakers Bureau. In FFY 2024, New York’s SADD chapter initiated a pilot program with Family Life Theatre based out of New York City. This collaboration was designed to test their audience-engaged learning approach through theatrical performance specifically in Nassau County—an area that experiences high rates of young driver crashes.

The program was expanded this year and reached over 71,100 participants since the program began. Using a hybrid approach with virtual and in-person events, advocates remained active and engaged in helping to spread the message of traffic safety at a variety of driver’s education schools, programs, Family, Career and Community Leaders of America (FCCLA) clubs of New York State, the NYSPHAA and their athlete leaders, traffic courts and Victim Impact Panels, Injury Prevention Programs and groups, and alternative learning programs.

Commercial Motor Vehicle Safety

New York State Truck Safety & Education Symposium and Safety Exhibition

The 2024 New York State Truck Safety & Education Symposium and Safety Exhibition was held on April 1-4, 2024, and was attended by 198 participants. The symposium provided the trucking industry with pertinent and timely information on regulatory updates by Federal Motor Carrier Safety Administration (FMCSA), NYS DOT, NYS DMV and NYSP, as well as various presentations by speakers involved in the trucking industry. Once again, GTSC established a booth with safety education and outreach materials specifically geared towards the commercial motor vehicle (CMV) driver. Topics included A Route to Safer Roads: Agency Panel, Drug and Alcohol Testing Regulations and Best Practices, Workforce Development, and the North American Standard Level I Inspection. A keynote address on “Moving Women in Trucking Forward” was delivered by a panel of women from several trucking industry partners.

New York State Annual Highway Safety Symposium Coordination

The annual New York State Highway Safety Symposium is sponsored by GTSC, the NYS STOP-DWI Association and the NYS Association of Traffic Safety Boards. At their request, the Institute for Traffic Safety Management and Research is responsible for coordinating the Symposium. A member of the ITSMR staff serves as Event Coordinator. With direction and oversight from the symposium planning committee, the coordinator is responsible for the following tasks:

- Identifying facilities in different regions of the state suitable for hosting the symposium, negotiating contracts with the selected facilities, and facilitating the execution of the contracts by the University at Albany’s fiscal officer
- Developing a budget and managing the symposium account, including the receipt of registration fees and the payment of expenses
- Managing the registration process; preparing the call for papers, save the date cards, the program and all other



written materials and messaging, as required; identifying vendors and organizing the exhibit areas; and developing contracts for special services and speakers.

In 2024, the symposium was held in Lake Placid, New York on October 21 - 24, 2024.

- 304 people attended of 316 registered
- Around 150 different organizations/groups were represented
- 5 Plenary Presentations were featured
- 21 Concurrent Sessions occurred, with 31 Speakers
- 15 certificates were awarded for “Car Seat Basics for Law Enforcement”
- 18 law enforcement officers participated in Advanced Roadside Impaired Driving Enforcement Training

In 2025 the symposium will be held in the city of Oswego from October 14 - 17.

Younger Driver Outreach and Education

Students Against Destructive Decisions (SADD)

In FFY 2024, GTSC continued its effective partnership with SADD. Building off the successes of prior grants, SADD now has 256 registered clubs across the state. 43 additional New York SADD chapters were added in FFY 2024.



SADD conducted 244 events reaching nearly 134,000 individuals statewide. The State Coordinator took standard SADD programming and partner programs and transformed them to a virtual space where students across the state, and at times the nation, were able to access quality traffic safety programming from the safety of their homes.

One such new program developed a unique partnership with AAA Northeast to provide their marijuana impaired driving prevention program, ShiftingGears, to SADD chapters at no cost. Students, law enforcement, community partners, and more now have the option to be trained as trainers in this program, an evidence-based curriculum that has been evaluated by Brown University, to help engage and inform their communities on the dangers of marijuana-impaired driving and prevention. This partnership has been brought to the national level, resulting in SADD National having an exclusive partnership with AAA Northeast to disseminate this program to SADD's network across the country. Working together, GTSC and SADD are leading the way in regional and national partnerships to increase efforts to address impaired driving issues.

New Driver Training Program

In FFY 2024, GTSC initiated the development of a statewide hands-on driver training program specifically targeted at younger drivers. This program is designed to integrate educational components with

practical, hands-on driving exercises, offering young drivers a comprehensive training experience that addresses both education and real-world driving skills. By partnering with local schools, the program aims to improve young drivers' understanding of safe driving practices while providing controlled environments where they can apply these skills. Expected to be fully implemented by FFY 2025, this initiative reflects GTSC's commitment to reducing crash rates and enhancing traffic safety for New York's youth by fostering responsible driving behaviors and improving driver competency across the state.

Older Driver Outreach and Education



While data continue to show that older drivers are underrepresented in fatal and personal injury crashes based on the proportion of the state's licensed drivers who are in this age group, drivers over 65 who are involved in crashes are more likely to sustain serious injuries or be killed than younger drivers. Currently, drivers 65 and older represent approximately 24% of New York's licensed drivers.

GTSC remains an active participant in the nationwide Aging Road User Collaborative, providing ongoing opportunities to exchange information, best practices, and upcoming events with other members. For FFY 2024 and beyond, GTSC has strengthened its commitment to CarFit by increasing CarFit technician training for staff and promoting CarFit check events through its network of grantees and partners. This approach aims to enhance the program's reach and impact. GTSC partnered with the Department of Aging to conduct a joint car seat check event and CarFit event in the town of Cicero. Two CarFit checks were completed, and three car seats were checked during the duration of this event.

Outreach to Minority and Other Underserved Populations

Ensuring that engagement and educational programs not only extend throughout all areas of the state but also reach all segments of the population requires special ongoing initiatives that focus attention on vulnerable road users, especially in diverse communities with underserved populations. During FFY 2024, GTSC provided opportunities for grantees and partners to conduct outreach on re-establishing or making new connections with those community-based organizations in the underserved communities, whose members are overrepresented in crashes. The goal is to create opportunities to engage with the groups most affected by fatal and serious injury crashes. GTSC wants to engage with vulnerable road users from diverse communities in an equitable manner and develop a more inclusive highway safety strategic plan.

During FFY 2024, GTSC and partners conducted traffic safety outreach to multiple underserved populations in the urban and rural areas of the state, including tribal nations, religious organizations, economically disadvantaged areas, and a host of diverse ethnic populations. GTSC will work with its partners from across New York to provide education and engagement opportunities related to child passenger safety, distracted driving, pedestrian safety, older driver issues, occupant protection, impairment, and other topics related to traffic safety. GTSC continues to encourage creative outreach efforts to develop equitable access to traffic safety initiatives, with its main goal of keeping New York's roadways safe for all users.



In December 2016, the Allegany County Amish Safety Advisory Board was established and since its inception continues to identify roadway safety issues affecting the Amish, develop communication strategies and materials for education and outreach to the rural Amish, and discuss laws pertaining to slow-moving vehicles. A public information campaign on sharing the roadway safely with slow-moving vehicles has been conducted using:

- Ardent Solutions, Inc., website
- Press releases
- Public service announcements
- Display materials at local farm markets and county fairs
- Materials distributed to local businesses and Amish businesses
- Presentations to local communities

As another example, GTSC began a cooperative effort with the NHTSA Region 2 office to identify and engage community organizations in traditionally minority and underserved areas of Westchester County. Through a series of meetings and public appearances, NHTSA and GTSC have been informing these groups about the opportunities available to them through grant programs.

Statewide efforts have also been made to expand traffic safety grant opportunities to non-traditional partners such as colleges and hospitals for inclusion in the grant application process. Outreach to those diverse groups is ongoing and the number of grant outreach efforts are increasing.

GTSC staff actively participated in 30 statewide events, such as the Americade and the New York International Auto Show, interacting with a wide range of community members. They provided valuable educational materials and engaged in discussions on traffic safety, addressing key issues and concerns tailored to each audience. This outreach aimed to raise awareness, promote safe driving behaviors, and foster a deeper understanding of traffic safety challenges across diverse communities.

UPDATES TO TRIENNIAL HSP

Planned Adjustments to Countermeasure Strategy for Programming Funds

The most recent data available (FARS 2022) indicate that the target set in New York's FFY 2024-2026 3HSP for Drivers Age 20 or Younger Involved in Fatal Crashes is not on track to be met. To achieve the performance target, the following adjustments to selected strategies in the 3HSP are planned for the FFY 2026 AGA.

- Strategy CP-1: To help address the high-crash risk among young drivers, GTSC is planning to work with its highway safety partners to create Peer-to-Peer Education Programs. Expanding peer-led initiatives within high schools and communities will help to promote safe driving behaviors. These efforts will include training peer leaders, developing interactive workshops, and creating digital content that resonates with young drivers. GTSC also plans to create a Teen Traffic Safety Leadership Workshop that will empower teens to become ambassadors for safe driving within their communities. By providing comprehensive training on advocacy, public speaking, and organizing local safety campaigns, these workshops are intended to equip young drivers with the skills and knowledge needed to effectively promote safe driving behaviors. GTSC program staff have started developing this program by learning about initiatives lead by AAA, and other state highway safety offices that have similar programs in place.
- Strategy CP-3: According to the state’s crash data, speeding and distracted driving are among the most common contributing factors in young driver fatal crashes. The use of alcohol and drugs by drivers under age 21 involved in fatal and personal injury crashes is also a major concern. To address these issues, GTSC plans to launch a targeted social media campaign to raise awareness about the dangers of speeding, distracted driving, and impaired driving. The campaign will utilize platforms popular among teens to disseminate engaging content including videos, infographics, and testimonials.

PROGRAM MANAGEMENT

The Governor's Traffic Safety Committee is responsible for the coordination and implementation of New York State's comprehensive highway safety program, including the administration of the National Highway Traffic Safety Administration Section 402 program. In FFY 2024, New York was also successful in qualifying for Section 405 National Priority Safety Program funds in Occupant Protection (405(b)), Traffic Records (405(c)), Impaired Driving (405(d)), Motorcycle Safety (405(f)), Nonmotorized Safety (405(h)) and Driver and Officer Safety Education (405(i)). Within this framework, GTSC works with its partners and networks to conduct a data-driven process to identify highway safety problems in New York State and collectively develop evidence-based strategies and programs to address these areas of concern.

ASSESSMENT OF PROGRESS

Program Management Targets for FFY 2024-2026

- 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 promote the implementation of the state's Evidence-Based Traffic Safety Enforcement Program by providing 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 and efficient operation of the highway safety program
- Continue to expand technology as a means to disseminate traffic safety information, including online grant applications and using the internet to disseminate safety information through multi-media channels
- Coordinate and provide training opportunities and programs for New York State's traffic safety professionals
- Support the use of performance measures as an evaluation tool in the state's highway safety program
- Improve the timeliness of grant approvals and the allocation and liquidation of funding

Status of performance measures

GTSC was successful in meeting or making progress toward each of the targets related to the management of the state's Section 402 and Section 405 grant programs. The first group of targets related to identifying traffic safety problems and setting goals and priorities, promoting evidence-based enforcement, providing guidance in improving traffic safety, and developing and maintaining policies regarding the operation of the highway safety program. These targets were collectively met through GTSC's continued implementation of a performance-based planning approach for the statewide traffic safety program.

To make efficient and effective use of the resources available to address the state's traffic safety priorities, GTSC continued to promote enhanced communication and coordination among GTSC agencies resulting in many important initiatives.

- Strengthen GTSC's role in setting goals and priorities for the state's highway safety program
 - Continued consultation and communication with the GTSC committee. All the annual grant applications undergo a committee review
- Identify highway safety problems and solutions to reduce fatalities and injuries on New York State's roadways
 - Using the TSSR and crash dashboards, GTSC is able to identify trends and propose solutions
- Continue to promote the implementation of the state's Evidence-Based Traffic Safety Enforcement Program
 - GTSC continued to provide support, guidance, and direction to grantees via agency crash and ticket data reports and referrals to the Traffic Safety Statistical Repository. GTSC staff collaborate with traffic safety partners, such as the NYS STOP-DWI Association and the NYS Association of Traffic Safety Boards, to develop timely traffic safety information to be distributed by virtual means.
- Provide direction, guidance, and assistance to support the efforts of public and private partners to improve highway safety
 - GTSC continued to provide support, guidance, and direction to grantees via agency crash and ticket data reports and referrals to the Traffic Safety Statistical Repository. GTSC staff members collaborate with traffic safety partners, such as the NYS STOP-DWI Association and the NYS Association of Traffic Safety Boards, to develop timely traffic safety information to be distributed by virtual means and in person. Highway Safety Program Representatives continue to work with county, state, and local partners.
- Develop and maintain policies and procedures that provide for the effective and efficient operation of the highway safety program
 - GTSC continues to maintain Policy and Procedure manuals. In FFY 2024, GTSC has started to revise Fiscal policy and procedures to update processes and memorialize best practices.
- Continue to expand technology as a means to disseminate traffic safety information, including online grant applications and using the internet to disseminate safety information through multi-media channels
 - GTSC also continues to expand the use of technology to disseminate information and enhance communication to improve highway safety. In addition to posting call letters for grant proposals electronically and communicating with grantees electronically via

the eGrants system, GTSC is exploring the viability of certain grant reimbursement claims to be submitted entirely electronically.

PROGRAM MANAGEMENT PROJECTS AND ACTIVITIES FUNDED IN FFY 2024

Through the strategy selected for Planning & Administration, GTSC forms a comprehensive and coordinated set of initiatives that collectively provide the foundation for the state's performance-based program and enhance efforts at the local and state level that will contribute to the achievement of the state's performance goals. A description of selected projects that highlight the activities undertaken in FFY 2024 is provided below.

New York State Triennial Highway Safety Plan and Annual Grant Application

GTSC prepared and submitted New York State's FFY 2025 Annual Grant Application. The AGA provides project-level information on New York's highway safety program and demonstrates alignment with the state's most recent triennial HSP. The AGA included updates to the FFY 2024-2026 Triennial HSP by program area such as adjustments to countermeasure strategy for programming funds to achieve performance targets if New York has not met or is not on track to meet those targets. In conjunction with the development of the AGA, GTSC members meet at the Empire State Plaza in Albany to discuss traffic safety trends and begin planning the next year's AGA. Each agency highlights their priorities and activities related to traffic safety and discusses trends that should be of concern to the committee. In addition, GTSC staff met with the NYS Association of Traffic Safety Boards to gather important data and input from the local level.

Planning and Administration

To meet New York State's responsibilities for coordinating and managing the Section 402 highway safety program, GTSC continued to encourage and support the development of local funding proposals, conduct public information and education programs and increase access to data for problem identification and evaluation purposes. Fiscal management continued to be the focus of much of GTSC's planning and administrative activities. GTSC staff manages the federal letter of credit, including the accounting, vouchering, contracting, claiming, evaluating and reporting tasks required by the federal highway safety program. In addition to the Section 402 program, GTSC manages and provides administrative support for STOP-DWI, as well as Section 405(b), 405(c), 405(d), 405(f) and 405(h) incentive grant programs.

Another priority of GTSC has been to manage the grant application and approval process as efficiently as possible while still maintaining compliance with all federal and state requirements. The 2024 average cycle time for processing a grant application increased by 2 days from 113 days in 2023 to 116 days in 2024. GTSC has new program staff which accounted for the increased time per grant. All notifications regarding FFY 2025 grant applications were issued by the end of September. Currently, 93% of the grants have completed the New York State contract approval process.

Other specific accomplishments associated with managing the highway safety program in FFY 2024 are listed below:

- A Triennial Highway Safety Strategic Plan allocating \$238,875,000 for 2023-2026 for various NHTSA highway safety programs was administered.

- New York State received the following incentive fund awards:
 - Section 405(b) Occupant Protection - \$2,465,112
 - Section 405(b) Supplemental - \$153,415
 - Section 405(c) Traffic Records - \$2,791,188
 - Section 405(c) Supplemental - \$173,709
 - Section 405(d) Impaired Driving - \$9,843,955
 - Section 405(d) Supplemental - \$614,275
 - Section 405(d) Ignition Interlock - \$1,089,949
 - Section 405(d) II Supplemental - \$68,014
 - Section 405(f) Motorcycle Programs - \$303,273
 - Section 405(f) Supplemental - \$18,874
 - Section 405(g) Nonmotorized Safety \$1,647,184
 - Section 405(g) Supplemental - \$102,512
- A total of 558 applications for FFY 2025 funding were reviewed; 530 grant applications were approved.
- A total of 2,477 vouchers were processed.
- New York closed out FFY 2023 in February 2024 and expended \$35,913,826.24.
- As of November 4, 2024, the ratio of unliquidated funds was 1.09 years for all funds.
- GTSC submitted its FFY 2024 report into the Federal Funding Accountability and Transparency Act data system. The applicant information, funding level and project description were entered for 118 grant projects that received awards greater than \$30,000.
- New York State continues to fulfill the Governor's promise to reform the State's grant contracting process for not-for-profit organizations. In FFY 2024, the State of New York posted available grant opportunities for not-for-profits to qualify for upcoming grants in the Statewide Financial System (SFS) Grants Module. In addition, GTSC reached out to 480 additional not-for-profits to invite them to apply for the grants.
- The SFS Grants Module is an online system that allows grantees to browse anticipated and available New York State grant opportunities and submit frequently requested documents in a vendor Document Vault. The SFS Grants Module accommodates the full lifecycle of a grant; however, it does not yet contain the flexibility to run GTSC's different grant programs.
- Prequalification is a statewide process designed to facilitate prompt contracting. Not-for-profit organizations seeking to obtain a grant from New York State are asked to submit commonly requested documents and answer frequently asked questions only once. Not-for-profits submit their responses online in the SFS Grants Module and all information is stored in a virtual, secured vault. The information and documents stored in the electronic "vault" are available to all state agencies reviewing grants.
- GTSC continues to use eGrants for the automation of grant program management and fiscal processing from application to closeout. GTSC works with the eGrants system vendor to continuously improve the grant application and review process as well as required reports for NHTSA and state oversight agencies.

Training and Educational Opportunities

Professional Development

GTSC recognizes the value of professional development and supports participation by its staff and highway safety partners in relevant training and educational opportunities to increase their knowledge and awareness of traffic safety issues and to acquire new or improved skills. In FFY 2024, GTSC played an

important role in planning and delivering several training and educational programs and supported the participation of its staff and highway safety partners in these and other professional development opportunities. GTSC was involved in planning several programs and events and provided support for partners to attend. GTSC's training activities in the past year included the following:

- Supported and participated in the delivery of new child passenger safety technician certification courses, as well as continuing education classes for certified technicians
- Coordinated and implemented two Safe Travel for All Children trainings, where 30 technicians were newly trained on how to safely transport children with special needs
- Supported Leandra's Law training sessions statewide
- Participated in various trainings on Equity, Inclusion and Engagement topics
- Supported the New York Prosecutors Training Institute's training programs related to various impaired driving issues
- Coordinated the DRE, SFST and ARIDE training programs held throughout New York State
- Attended and assisted at various New York State Sheriff's Association Training Conference events
- Participated in various Governors Highway Safety Association (GHSA) webinars
- Participated in the New York State Association of Traffic Safety Boards and STOP-DWI Association meetings
- Conducted local outreach in several counties
- Participated in NHTSA program training and DMV-sponsored training

Plan for Public Information & Education

Statewide Public Information & Education

GTSC coordinates statewide public information & education campaigns to educate the public on new and continuing traffic safety issues and raise awareness of the responsibilities of all highway users to ensure their own safety and the safety of others on the roadway. In FFY 2024, DMV and GTSC continued the implementation of successful public information and education campaigns across a variety of media platforms emphasizing messages related to impaired driving, distracted driving, occupant restraints, drowsy driving, speed, and micromobility safety. Several media outlets and partners were involved in the production of these messages which were made available on television, radio, billboards, social media and the <https://trafficsafety.ny.gov> website. The ongoing partnerships with the New York State Broadcasters Association (NYSBA) and the Cable Telecommunications Association of New York (CTANY) continued to provide GTSC with access to additional markets for the dissemination of safety messaging. Ads were run on broadcast and cable channels targeting the 18-45 male demographic; social media including web "pushdowns" and "sliders," video pre-roll ads, banner ads, and mobile advertising were also utilized.

Billboards and Fuel Pump Messages

In FFY 2024, GTSC continued to use billboards to deliver public education and educational campaign messages. In FFY 2024, the billboards displayed a message that reminded motorists to "Slow Down and Move Over."

The “Slow Down and Move Over” campaign displayed on digital billboards located along busy highways across New York. The digital ads appeared in areas of the state featuring this technology such as Albany, Buffalo, Rochester, and Syracuse.

From April through November 2024, GTSC promoted motorcycle awareness at 150 fuel filling stations located exclusively in New York City and Long Island, the areas in New York State that have the highest number of motorcycle crashes involving a motorcycle and another motor vehicle. Motorcycle awareness messages were affixed to fuel pump toppers and nozzle handles throughout the riding season and represented a unique opportunity to reach the general motoring public.

Television, Radio, and Other Media

Through GTSC’s ongoing partnership with the NYSBA, non-commercial sustaining announcements (NCSAs) continued to be used to disseminate key traffic safety messages. The key campaign messages that were aired in FFY 2024 on a rotating basis on both television and radio are listed below:

- Drugged Driving Is Impaired Driving
- Drinking and Driving Shatters Lives
- Watch for Motorcycles
- What Kind of Driver Are You Raising?
- What’s your excuse? (Buckle up in the back seat)
- Go it alone (Highlights the distraction danger of additional passengers)
- E-bike safety (for motorists and e-bike riders)
- “Obey the Sign or Pay the Fine” and “Speed Kills”

In FFY 2024, there were 66,249 announcements aired on 157 New York State radio stations. The radio spots aired throughout the day, evening and overnight. Television spots ran from October 2023 through September 2024, with a total of 39,039 spots airing on broadcast television stations throughout New York State. Impression data reported by the NYSBA shows over 269 million impressions for TV and over 34 million impressions for radio.

Through the partnership with the NYSBA, a new PSA campaign focused on reducing speeding among younger males was developed for one of GTSC’s 3HSP focus communities in Rochester. A new, Rochester-specific PSA titled “Speed Kills” was developed by GTSC and was produced through the grant with the NYSBA. The NYSBA also coordinated two full digital media campaigns in the Rochester area. Considering GTSC wanted to reach a younger male audience, the digital campaigns allowed for precise demographic and geographic targeting, ensuring the targeted message was received by the intended audience.

In FFY 2024, GTSC contracted with CTANY for a multi-media, statewide traffic safety advertising program to help support the goals of the Triennial HSP. Crash data from the TSSR and county crash dashboards were used to help guide advertising placement decisions and market budget disbursements.

Multi-media cable telecommunications advertisements targeted adults ages 18-55 (skewed towards younger males) with TV spots in English and Spanish focusing on pedestrian safety, impaired driving, distracted driving, and motorcycle safety messaging. A robust digital campaign effort helped reinforce the messaging and reach customers watching TV through add-on devices like Roku and Amazon’s Firestick, and through network apps viewed on smart phones and mobile tablets.

The annual campaign was conducted in three phases and provided GTSC with a nearly constant presence on New York cable systems. Heavier advertising was scheduled to coincide with major events on the NHTSA/NYS Highway Traffic Safety Events Calendar.

The 2024 campaign was extensive and delivered millions of online impressions. GTSC's spots aired over 230,000 times on cable and streaming networks which resulted in millions of impressions. The campaign included TV spots, video pre-roll ads, banner ads and mobile advertising. Custom GTSC on-air TV billboards also aired seasonally on local cable stations during news, traffic, and weather reports. Rates and special packages were negotiated directly with vendors to maximize GTSC contract dollars. GTSC received a 15%-20% bonus in TV spots and digital programming, plus a 15% discount on ad agency rates.

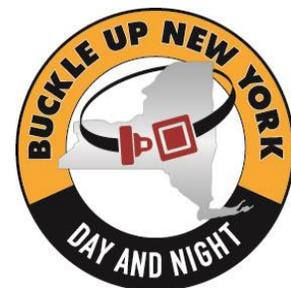
GTSC maintains social media channels on Facebook, Instagram, and X/Twitter. These accounts are used to promote the various safety campaigns throughout the year, both statewide and national. Social media is also used to promote events that are sponsored by GTSC and to highlight events organized by our various safety partners and grantees. In FFY 2024, social media posts resulted in over 6.5 million user impressions across the three platforms.

GTSC Website

In FFY 2024, GTSC maintained and updated its website <https://trafficsafety.ny.gov> to reflect current FY activities, events, and informational updates. Through the website, GTSC continued to disseminate traffic safety information to the public, provide grant-related materials and forms, and serve as a portal for its online grant application and management system eGrants. The annual call for grant proposals is posted online, as are the Triennial HSP and the Annual Report. During FFY 2024, the GTSC website hosted 511,000 website views. Analytics on the server hosting the GTSC website provides website view figures rather than total hits.

In FFY 2024, GTSC also continued to enhance the Younger Driver Tool Kit, which offers resources for schools and educators throughout the state. The tool kit is available on the GTSC website and features resources and program ideas on impaired driving, distracted driving, drowsy driving, texting and driving, seat belt use and other traffic safety topics. Information for teens and parents on the Graduated Driver's License and other topics specifically related to young drivers is also provided. The GTSC website features a Law Enforcement Partners Page that is used to communicate information about crackdowns, training, new laws, and traffic safety promotions to the state's enforcement community.

The GTSC home page features a rotation of traffic safety topics. Four large images rotate through the cycle, with a tag line and link to more information. These topics often tie in with the promotional materials developed for television, radio, and billboards. For 2024, the topics included Drive Sober or Get Pulled Over, National Work Zone Awareness Week, See! Be Seen!, Seat Belts Save Lives, Micromobility/E-bike Safety, Speed Awareness, National Child Passenger Safety Week, and National School Bus Safety Week. GTSC is also using the website to disseminate the link for the STOP-DWI Foundation's "Have a Plan" mobile app that provides information to help drivers avoid drinking and driving.



ACTIVITY REPORT

PUBLIC PARTICIPATION & ENGAGEMENT

During the planning cycle for the 2024-2026 3HSP, New York conducted a comprehensive analysis to identify both underserved communities with limited access to services and resources, as well as communities that are overrepresented in crash data. The methodology included using the ETC Explorer United States Department of Transportation files, which identified 1,947 census tracts within New York State that qualified as disadvantaged. Of these, 107 tracts had an overall disadvantaged community index percentile rank of over 98. Further analysis identified four focus sites for New York's Public Participation and Engagement (PPE) efforts in the 2024-2026 3HSP. These communities were selected because they ranked in the top ten for the highest fatality rates and had the highest transportation insecurity scores. The PPE efforts made in these focus sites during FFY 2024, along with the outcomes, are detailed below.

ROCHESTER

First Contact with Father Tracy Advocacy Center

GTSC's initial contact within the Rochester area was through the Father Tracy Advocacy Center on July 21, 2023. This opportunity allowed GTSC to engage with a vulnerable population found in the North Clinton section of Rochester mainly affected by homelessness.

A first meeting with community members was held on August 7, 2023. During this initial information gathering stage, GTSC was able to validate data that speeding was a top concern experienced within the community. This was indicated through feedback asking for a lower speed limit through their area. Others indicated that education for vulnerable road users would be very helpful. During this meeting, initial accessibility measures taken included leveraging Father Tracy Advocacy Center staff to assist in overcoming language barriers and ensuring a means to accommodate feedback from individuals with mobility issues. The community's comments lead to GTSC conducting a focus group within the area.

First Focus Group

Through its partnership with the New York State Department of Health, GTSC conducted a first focus group in Rochester on May 23, 2024, specifically targeting the deaf and hard-of-hearing community. GTSC connected with this group through the local Metropolitan Planning Organization.

GTSC took several measures to ensure that the event was fully accessible. The focus group was originally scheduled at a public library that was Americans with Disabilities Act (ADA) compliant, and GTSC arranged for two interpreters to be on-site. When the format shifted to Zoom, both interpreters joined the online session to assist with communication.

Feedback from this focus group also highlighted speeding as a major issue and underscored the importance of education in enhancing roadway safety. As a result of the focus group's feedback, GTSC developed an interaction card for the deaf and hard-of-hearing community. This card, created in collaboration with GTSC's Law Enforcement Liaisons at the New York State Sheriff's Association, facilitates two-way communication between individuals who are deaf or hard-of-hearing and law

enforcement officers. It further provides communication tips for officers and enables them to share clear, concise information with individuals in this community.

Second Focus Group

In partnership with the NYS Department of Health, GTSC returned to Rochester on July 30, 2024, to conduct a second focus group with the Father Tracy Advocacy Center. This follow-up was based on the valuable insights gathered during initial conversations at the Center, which helped GTSC better understand the most effective ways to engage the local community. GTSC reached out to its contact at the Center, who organized a group of individuals willing to share their time and thoughts.

To address language barriers and build trust, two employees from the center assisted by interpreting questions when necessary.

The participants, who identified as being part of the homeless and transient population in the Rochester area, expressed concern about several issues including speeding, reckless driving, drunk driving, failure to yield to pedestrians, and driver inattention. Many of the participants were from Puerto Rico and unaware of New York's pedestrian laws. They suggested that educational materials be distributed to both drivers and pedestrians. Specifically, they requested information on road rules for both groups and indicated that road signs in Spanish would be helpful for the community.

Based on their feedback, GTSC will collaborate with the NYS Department of Health to develop educational publications addressing these concerns. Additionally, GTSC will work with DMV's Communications Office to create public service announcements that educate local drivers on how to safely share the road with vulnerable road users such as pedestrians and cyclists.

Rochester Red Wings

GTSC has partnered with the Rochester Red Wings to engage the local community and raise awareness about traffic safety, particularly targeting the younger male demographic and speeding. With 58% of their fans over the age of 21 falling within the 21-49 age range and a large portion of their social media following consisting of males aged 25-34, the Red Wings were an ideal partner for this initiative.

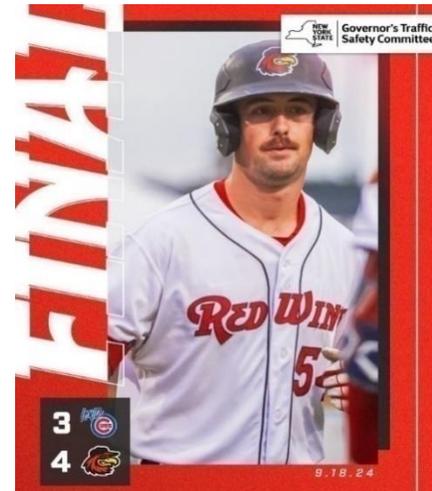
During the season, GTSC's presence was prominently featured at the stadium with banners displaying the GTSC logo. A speed-themed PSA was shown on the scoreboard before each home game reinforcing the importance of safe speed. GTSC also sponsored various social media features, such as drone videos and final score graphics, which were posted on the team's social media channels after every game. These efforts helped extend the reach of GTSC's messaging to the Red Wings' engaged fanbase.

In addition to these in-stadium and social media activities, GTSC secured an exclusive sponsorship of the "Thruway Series" — a set of 21 games played between the Red Wings, Buffalo Bisons, and Syracuse Mets. This sponsorship included multiple mentions during the games and regular radio and streaming broadcasts throughout the season, further amplifying critical traffic safety messaging.

GTSC also hosted three "Traffic Safety Nights" at the stadium, bringing together local traffic safety partners to engage directly with the community. These events allowed GTSC to gather valuable input from the public on traffic safety concerns in the Rochester area.

Further, through a grant with the New York State Broadcasters' Association, GTSC produced new, Rochester-themed speed PSAs for both radio and TV. These PSAs target young male drivers and aired across local TV and radio stations throughout the summer.

Finally, GTSC ran a paid digital media campaign in the Rochester market during the high-visibility “Speed Week” engagement campaigns in June and September. The campaigns, which included ads on Instagram, TikTok, YouTube, and streaming TV, overdelivered on its projections, generating over 5.5 million impressions across these four platforms.



During "Traffic Safety Nights" at the stadium, GTSC also engaged with approximately 300 members of the community, collecting feedback on local traffic safety issues. Most attendees identified speeding as a major concern alongside driver distraction, impaired driving, and the need for stronger law enforcement.

One notable event saw the Rochester Red Wings transform their team into the “Cocos Locos De Rochester” to celebrate the city’s large Latin community. This occasion allowed GTSC to connect directly with a disadvantaged community and gather their specific insights into how to best reduce traffic-related risks and improve roadway safety.

Based on the feedback gathered at these events, GTSC plans to conduct additional public outreach focused on educating the public about dangerous driving behaviors. GTSC also intends to continue its partnership with the Rochester Red Wings to expand community engagement efforts and synchronize outreach efforts with the team’s schedule. This alignment will help target populations that are overrepresented in traffic crashes and ensure that GTSC’s traffic safety messaging reaches those most in need.

YONKERS

National Night Out

In FFY 2024, GTSC participated in Yonkers' National Night Out event, engaging with community members to learn and raise awareness about traffic safety. Held on August 13, 2024, this event provided an opportunity for GTSC to discuss key highway safety issues, distribute educational materials, and promote safe driving behaviors in a community-centered environment. The event took place at multiple

locations across Yonkers on the same night, and through its partnership with the Department of Health, GTSC were present at two of the four locations to reach a broader segment of the community.

At National Night Out, public concerns about dangerous driving habits were voiced with two primary issues emerging: impaired driving, particularly with the legalization of marijuana, and distracted driving, especially related to cell phone use. The event allowed GTSC to interact with residents from various communities, gaining valuable insights into local traffic safety concerns.

Focus Group

Held on August 28, 2024, GTSC partnered with the Yonkers Office for the Aging and identified participants through contacts at the Metropolitan Planning Organization. This focus group was held at the Yonkers Office for the Aging and was composed of 18 older individuals with no minimum age requirement for participation. The focus group was held in collaboration with the New York State Department of Health.

During the focus group, several key issues were identified by participants. One of the top concerns was distraction amongst both drivers and pedestrians. Participants observed drivers using their cell phones and not paying attention to the road, as well as pedestrians being distracted while crossing streets. Other issues raised included speeding, rolling stops at crosswalks, turning right on red while pedestrians were in the crosswalk, and drivers failing to yield to pedestrians. Participants also noted that visual and hearing impairments among pedestrians may not always be obvious to drivers.

The group emphasized the need for widespread education to address these issues. Participants suggested a variety of platforms for delivering this message, including commercials, PSAs on TV and radio, email campaigns, and refresher courses. Additionally, participants recommended integrating education into schools, particularly targeting younger individuals who have yet to start driving.

Based on this feedback, GTSC has partnered with the New York State Department of Health to launch the "Think Fast" program which focuses on distracted driving prevention in schools. This initiative engages students through interactive activities, helping them understand the dangers of distractions behind the wheel and encouraging lifelong safe driving habits.

GTSC will continue its efforts in Yonkers to raise awareness of dangerous driving behaviors by attending tabling opportunities and expanding community engagement initiatives. Additional efforts will include CarFit events and further promotion of the "Think Fast" program, aimed at educating students about the dangers of distracted driving and encouraging safe driving habits.

RAMAPO

GTSC has made initial contact with various agencies in Ramapo, including local libraries, the health department, and police departments. During preliminary discussions, two primary concerns emerged: bus safety, specifically regarding pedestrians and bus drivers, and driver inattention.

A significant focus of these conversations has been on educating the youth of the community. Many local initiatives are dedicated to teaching children about pedestrian safety and how to stay safe around vehicles. After various meetings, GTSC distributed educational materials covering a wide variety of traffic safety topics including school bus safety and pedestrian safety.

Looking ahead, GTSC plans to continue its outreach efforts in Ramapo through several channels including focus groups, tabling events, and the "Think Fast" program. These ongoing initiatives will allow GTSC to further engage the community and address its unique traffic safety concerns.

BROWNSVILLE

On June 29, 2024, GTSC made its first connection with the Brownsville community by participating in their Summer Jam event. Held on the streets of Brownsville with the cooperation of their local law enforcement precinct, the event was an excellent opportunity to engage directly with community members. GTSC distributed various tip cards with information on key traffic safety topics, with a particular focus on pedestrian safety, as data showed that King's County has the highest number of pedestrian fatalities and injuries in the region.

To ensure meaningful engagement, GTSC provided educational materials in multiple languages, including Spanish and English, based on prior communication with the community. Discussions further revealed opportunities to improve trust between the community and law enforcement as well as concerns about pedestrian safety.

In response to community feedback, GTSC reached out to Brownsville's local police precinct to explore further opportunities for engagement. This led to an invitation to attend one of the precinct's monthly Community Council meetings. GTSC subsequently attended the meeting held on November 21, 2024, to continue building relationships within the community. At the meeting, several participants expressed interest in GTSC grants. As a result, GTSC will be participating in a future meeting to discuss grant opportunities.

EVIDENCE-BASED TRAFFIC SAFETY ENFORCEMENT PROGRAM (TSEP)

Approach

A significant portion of New York’s highway safety grant funding is awarded to law enforcement agencies each year to support sustained enforcement of traffic safety laws in the state. To ensure that enforcement resources are used efficiently and effectively to support the goals of the state’s highway safety program, New York has designed an Evidence-Based Traffic Safety Enforcement Program that incorporates data-driven problem identification, deployment of resources based on these analyses and continuous monitoring and adjustment of the enforcement efforts as warranted. The TSEP includes the enforcement efforts that are planned in all program areas in the state’s Triennial Highway Safety Plan, especially Police Traffic Services.

Under the Bipartisan Infrastructure Law, there is an increased emphasis on states to support a data-based traffic safety enforcement program. The program must foster effective community collaboration to increase public safety. Additionally, the program must support data collection and analysis to ensure transparency, identify disparities in traffic enforcement, and inform traffic enforcement policies, procedures, and activities.

This section describes New York’s TSEP, including the state’s efforts to facilitate community collaboration by law enforcement agencies and to support data collection and analysis. Furthermore, it highlights the evidence-based enforcement and community collaboration activities that took place during FFY 2024.

Components of New York’s Evidence-Based Enforcement Program

Data-Driven Problem Identification

The statewide data-driven problem identification process focuses on the analysis of crashes, fatalities, and injuries to determine what is occurring, where, when, why, and how it is occurring, and who is involved. Problem identification is conducted on a statewide basis for each program area and is used to determine which traffic safety issues are to be addressed by GTSC’s grant programs in the upcoming fiscal year. The analysis identifies groups of drivers who are overrepresented in crashes, as well as the locations and times that crashes are occurring. All local enforcement agencies applying for grant funding must also use a data-driven approach to identify the enforcement issues in their jurisdictions. Data documenting the local highway safety issues identified must be included in the funding application submitted to GTSC along with the strategies that will be implemented to address the problems.

To ensure that New York’s traffic safety enforcement grant funds are deployed based on data-driven problem identification, GTSC identifies the statewide geographic and demographic areas of concern through analyses of crash data. GTSC then identifies police agencies with traffic enforcement jurisdiction in the most problematic areas and, through its Highway Safety Program Representatives and Law Enforcement Liaisons, conducts outreach to encourage agencies to apply for grant funds.

GTSC develops County Crash Dashboards each year to assist with the process of identifying statewide and local geographic areas to target traffic safety initiatives. A County Crash Dashboard is a user-friendly, comprehensive platform that allows users to interact with local crash data on a county level. The tools provided in each County’s dashboard assist GTSC, as well as law enforcement agencies and highway safety

partners, to identify specific locations where a high volume of crashes are occurring. Once those locations, often referred to as “hotspots” are identified, the dashboard provides crucial data about the crashes to better understand their causes. Users immediately have the times, dates, and contributing factors for the crash location they’ve identified. GTSC has similar dashboards on a statewide basis that specifically assists with finding high volume crash areas involving vulnerable road users such as pedestrians, bicyclists, motorcyclists and younger or older drivers. GTSC provides grantees, law enforcement agencies, and highway safety partners access to the dashboards, and often provides tutorials for dashboard use across the state through in-person meetings or conference presentations.

GTSC also supports data collection and analyses to ensure transparency and identify disparities in traffic enforcement. For example, the Traffic Safety Statistical Repository, developed and maintained by the Institute for Traffic Safety Management and Research, assists state and local agencies in problem identification while enhancing transparency in the state’s traffic safety enforcement efforts and related issues. The public can access the TSSR through ITSMR’s website at <https://www.itsmr.org/traffic-safety-statistical-repository/>. The TSSR provides its users with interactive reports on motor vehicle crashes and traffic tickets at the state, county, and municipal levels for various traffic safety issues. Specific reports are available at the state and county levels to identify groups of drivers that are overrepresented in traffic enforcement compared to their distribution among drivers involved in crashes and among licensed drivers. ITSMR also receives grant funding to develop traffic safety fact sheets, research notes and custom reports to support problem identification. The fact sheets and research notes are also publicly available through ITSMR’s website.

Implementation of Evidence-Based Strategies

To ensure that enforcement resources are deployed effectively, police agencies are directed to implement evidence-based strategies through their Highway Safety grant application or the more focused PTS grant application. The PTS application narrative outlines New York’s broad approach to address key problem enforcement areas and guides the local jurisdictions to examine local data and develop appropriate countermeasures for their own problem areas. High-visibility enforcement and engagement is a primary example of a proven strategy, and broad participation in national seat belt and impaired driving mobilizations is required. Other examples of proven strategies include those that use data to identify high crash locations and targeted enforcement focusing on specific violations, such as texting, aggressive driving, and speeding, or at specific times of day when more violations occur, such as nighttime, impaired driving road checks and seat belt enforcement. By implementing strategies that research has shown to be effective, more efficient use is made of the available resources and the success of enforcement efforts is enhanced.

During the grant review process, GTSC scores applications based on the data and problem identification process, the strength of the work plan, the past performance of the agency, and crash and ticket trends in the jurisdiction.

Monitoring and Adjusting Enforcement Efforts

Continuous oversight and monitoring of the enforcement efforts that are implemented is another important element of New York’s evidence-based enforcement program. Enforcement agencies’ deployment strategies are routinely evaluated and adjusted to accommodate shifts and changes in their local highway safety problems. Several methods are used to follow up on programs funded by GTSC: (1)

progress report and activity level review, (2) onsite project monitoring, and (3) law enforcement subgrantee formal training programs and direct technical assistance.

Once a grant is awarded, GTSC Program Representatives, accompanied by LELs if requested, conduct on-site monitoring visits to review the grant activities and discuss with grantees the impact the enforcement activities may be having in their jurisdictions. During monitoring contacts, Program Representatives also reinforce the message that enforcement resources should be deployed to areas at times when problems are known to occur.

Grantees are required to submit semi-annual and final progress reports that include narratives describing grant activities and data on crashes and tickets issued during the reporting period. GTSC reviews these reports to assess the progress resulting from the agency's data-driven enforcement activities. This information is used to adjust the agency's operational plans for subsequent mobilizations and other high-visibility enforcement and engagement activities and to determine the agency's eligibility for future awards.

New York's Efforts to Facilitate Community Collaboration

GTSC staff, in conjunction with Law Enforcement Liaisons, continue to advocate for community collaboration and engagement amongst law enforcement agencies. GTSC Program Representatives will continue to focus efforts on historically underrepresented areas, and examples of FFY 2024 community collaboration activities are provided below.

Additionally, GTSC has several future measures planned to further facilitate community collaboration. These initiatives include capturing community collaboration efforts by law enforcement agencies within grant applications, special sessions and workshops at future GTSC Highway Safety Symposia on community collaboration efforts by enforcement agencies with a focus on brainstorming, sharing success stories, and discussing lessons learned. Further, GTSC will continue to prioritize attendance at meetings of local agencies and organizations with an intent to assist and lend support in facilitating enforcement agencies' community collaboration efforts.

FFY 2024 Evidence-Based Enforcement and Community Collaboration Activities

GTSC supports data collection and analysis to ensure transparency, identify disparities in traffic enforcement, and inform traffic enforcement policies, procedures, and activities. Primary methods include the utilization of county crash dashboards to assist in the process of identifying disparities within geographic areas to target specific traffic safety initiatives, open access to data via ITSMR's Traffic Safety Statistical Repository, and New York's Open Data Program to provide the public with transparent access to government data and information.

Evidence-based enforcement and engagement activities are included under several of the program areas in the state's triennial HSP. Selected projects conducted in FFY 2024 are highlighted under the appropriate program areas in this Annual Report. Additional examples of community collaboration efforts undertaken by enforcement agencies during the past federal fiscal year are discussed below.

Cohoes Police Department

During National Pedestrian Safety Month, law enforcement officers from the Cohoes Police Department visited the city's elementary schools to discuss and provide educational materials to students. During this period, officers also increased traffic engagement and distributed "See! Be Seen!" tip cards.

In June 2024, the Cohoes Police Department also held a pedestrian and bicycle safety event in partnership with the Albany Medical Center's Trauma Education and Injury Prevention Outreach team that offered a bicycle safety course and helmet fittings.

Niagara County Sheriff's Office

During FFY 2024, the Niagara County Sheriff's Office held nine bicycle rodeo events and conducted 16 bicycle safety presentations for a total of 1,587 students ranging in age from kindergarten through sixth grade. Additional efforts throughout the year included coordinating a Traffic Safety Fair in partnership with the NYSP, local fire departments, the Niagara County District Attorney's Office, and other stakeholders. This year's Traffic Safety Fair also included a demonstration of Mercy Flight's helicopter landing.

The Niagara County Sheriff's Office also accounted for community feedback in the deployment of their speed trailer and engagement efforts. Feedback related to roadway safety received via their tip line or non-emergency phone number is tracked and factored into the utilization of the Office's speed trailer and patrol frequency.

Oneida Police Department

In FFY 2024, the Oneida Police Department hosted the Save a Life Tour at the Oneida High School. This event focused on educating over 100 students on the importance of safe driving habits which was fortified by utilizing a hands-on driving simulator. The driving simulator emphasized the impacts of impaired and distracted driving while officers engaged students directly on the dangers associated with risky driving behaviors.

The Oneida Police Department also hosted their annual mock DWI event – a reenactment of a DWI crash that incorporates all first responder services. This year's event also included a Mercy Flight response to airlift a patient. After the reenactment, over 75 students were debriefed by the actors included in the crash, law enforcement, the local fire department chief, emergency medical services providers, coroner, and others who provided perspective and outlined their roles during an incident like the staged event.

HIGH-VISIBILITY MOBILIZATION PARTICIPATION

National Impaired Driving Mobilizations

In FFY 2024, the New York State Police and local police agencies across the state participated in the national impaired driving enforcement and engagement mobilizations during the holiday season (December 13, 2023 - January 1, 2024) and Labor Day period (August 14 - September 2, 2024). In addition to the national mobilizations, statewide impaired driving campaigns were conducted to coincide with other holidays and events throughout the year: Halloween, Thanksgiving, Super Bowl, St. Patrick's Day, Memorial Day, "100 Deadliest Days of Summer" and Fourth of July.



New York's high-visibility enforcement and engagement campaigns are cooperative efforts involving the State Police, County Sheriffs, and local police agencies. The NYS STOP-DWI Foundation encourages county STOP-DWI programs across the state to develop and conduct coordinated county-based high-visibility enforcement and engagement efforts during the campaigns. In FFY 2024, the enforcement and engagement activities conducted during the national mobilizations and other campaigns consisted primarily of multi-agency saturation patrols and sobriety checkpoints. On the county level, each grant-funded enforcement detail was required to include a certified Drug Recognition Expert. The State Police also incorporated DREs into the details conducted by their troops.

In FFY 2024, New York's "Drive Sober or Get Pulled Over" initiative incorporated the slogan "Have a Plan" into the publicity campaign. Publicity was generated through press releases and other earned media, as well as through the airing of TV and radio spots promoting the national message. In addition, New York's STOP-DWI continued to raise public awareness through publicizing its "Have a Plan" mobile app and social media campaigns. (See the Impaired Driving Program Area for additional information.) County STOP-DWI programs also generated publicity for the high-visibility enforcement and engagement campaigns at the local level.

National Holiday Season Impaired Driving Mobilization (12/13/2023 - 1/1/2024)



Results from grant-funded activities:

A total of 119 local police agencies from 41 counties participated in the National Holiday Season Mobilization resulting in 71 DWI/DWAI arrests, 68 other arrests and 1,312 VTL tickets. Five DRE evaluations were conducted.

During the National Holiday Season Mobilization, the NYSP conducted 24 sobriety checkpoints and 150 dedicated DWI patrols resulting in 86 DWI/DWAI-Drugs arrests. Also, during

this period, 12 Underage Drinking Identification (UDI) details were conducted. Of the 209 bars and retail establishments that were checked, 20 were found to be out of compliance.

During the mobilization period, GTSC ran the following impaired-focused spots via its relationships with the New York State Broadcasters' Association and the Cable Television Association of New York: "Drugged driving is impaired driving," "I'm an actor in an ad" (cannabis) and "Tsunami" (alcohol).

National Labor Day Impaired Driving Mobilization (8/14/2024 - 9/2/2024)

Results from grant-funded activities are as follows:

A total of 122 local police agencies from 38 counties participated in the Labor Day Campaign, resulting in 76 DWI/DWAI arrests, 14 DWAI-Drug only arrests, 121 other arrests and 2,041 VTL summonses. 18 DRE evaluations were conducted.

The State Police conducted 28 sobriety checkpoints and 225 dedicated patrols resulting in 129 DWI/DWAI-Drugs arrests. 14 UDI details were conducted. Of the 194 retail locations checked, 13 were found to be out of compliance.

During the mobilization period, GTSC ran the following impaired-focused spots via its relationships with the New York State Broadcasters' Association and the Cable Television Association of New York: "Change Your World," "Tonto" (Spanish) and "Tsunami."

Statewide High-Visibility Impaired Driving Enforcement and Engagement Campaigns

Following are the reported results from New York's ten HVEC campaigns that occur outside of the national impaired driving mobilization periods. 53 total DRE evaluations were conducted across all remaining HVEC periods. All patrols and related activities are funded by the STOP-DWI Foundation's highway safety grant with GTSC.

High-Visibility Enforcement & Engagement Campaigns	Counties	Agencies	DWI/DWAI Arrests	DWAI Drug-only Arrests	Other Arrests	V&T Summonses
Halloween: 10/27–11/1/2023	34	94	47	2	38	778
Thanksgiving: 11/22-26/2023	37	101	49	3	41	690
Super Bowl: 2/9-11/2024	35	94	33	3	46	656
St. Patrick's Day: 3/15-17/2024	42	137	70	12	66	1,250
Drugged Driving Awareness (420): 4/19-21/24	24	53	20	5	25	298
Memorial Day: 5/24-27/2024	42	113	65	10	62	1,012
June 100 Days of Summer	24	48	38	2	63	752
July 4 th : 7/3-7/2024	41	104	51	3	56	932
July 100 Days of Summer	26	53	39	5	44	701
August 100 Days of Summer	27	47	14	2	36	558

National and State Seat Belt Campaigns



New York participated in the National Click It or Ticket high-visibility seat belt enforcement and engagement campaign held in May and June 2024. GTSC continues to promote participation in the national seat belt enforcement mobilization by requiring the participation of all police agencies that receive GTSC funding. All other law enforcement agencies in the state are also encouraged to participate in the national mobilization.

All PTS grantees are required to participate in Buckle Up NY (BUNY) and submit a plan on how they intend to conduct their enforcement efforts. Strategies range from saturation patrols and checkpoints to the use of foot patrols to call out drivers who are in violation. The use of paid and earned media is encouraged. PTS grantees reported to have issued 6,070 safety restraint tickets and 13,492 tickets in total during the enforcement period.

Between July 7 and August 7, 2024, the NYSP partnered with the New York State Park Police for a statewide “Parks Occupant Safety Initiative.”

Other High-Visibility Enforcement and Engagement Campaigns

In addition to the national mobilizations, New York conducts several other special high-visibility enforcement and engagement campaigns to address various traffic safety issues. More information on these campaigns is included below and under the specific program areas.

Operation Hang Up

In FFY 2024, New York launched multiple high-visibility enforcement and engagement campaigns to tackle various traffic safety issues. From April 1 to April 8, the state participated in both the National U Drive, U Text, U Pay campaign and Operation Hang Up, which focuses on combating distracted driving through rigorous enforcement and community outreach. During this year’s Operation Hang Up traffic enforcement period, the New York State Police issued over 21,500 tickets, specifically targeting drivers using electronic devices while behind the wheel.

Operation Safe Stop

Operation Safe Stop is a program that seeks to promote school bus safety through a combination of education and enforcement efforts. The goal is to proactively educate motorists about the dangers of passing stopped school buses. It is a cooperative project supported by GTSC, New York Association for Pupil Transportation (NYAPT), the New York State Education Department (NYSED), the New York State School Bus Contractors Association, the student transportation industry, and state, county, city, and local law enforcement agencies.

Operation Safe Stop Education & Enforcement Day took place on Thursday, April 25, 2024. A total of 48 law enforcement agencies participated by conducting traffic safety enforcement with a focus on those passing a stopped school bus with red lights flashing. This resulted in:

29 – 1174 Uniform Traffic Tickets (UTT’s) – Passing School Bus

353 – UTT’s (excluding AUO, DWI/DWAI)

1 – Penal Law Arrests

17 – AUO Arrests

202 – Participating Officers

Speed Awareness Weeks

Speed Awareness Week enforcement periods continued to be promoted by GTSC in FFY 2024. The New York State Police ran two successful week-long traffic enforcement “Speed Awareness Week” campaigns targeting speeders between June 3 - 9, 2024, and August 12 - 18, 2024. One campaign was scheduled in June to coincide with the Montreal Grand Prix race and the other was scheduled in August, a month that typically sees the highest number of fatal crashes. Targeted enforcement by State Police during these campaign periods yielded 8,576 detail speeding tickets by way of 593 conducted details. Division wide, 23,696 speeding tickets were issued during the campaign weeks.

APPENDIX A: FFY 2024 APPROVED PROJECTS NOT IMPLEMENTED WITH EXPLANATION

The below grants represent those that were approved for funding by GTSC but did not initiate any activities or expend funds in FFY 2024. GTSC maintains information in its online eGrants system related to these projects and, due to efficiencies, has not listed each unique situation here.

Project Number	Agency	Title	Requested	Approved	Expended	Note
CPS-2024-Albany Co SO-00155-(001)	Albany County Sheriff's Office	Child Passenger Safety Program	\$30,000.00	\$2,100.00	\$0.00	Did not purchase any car seats or materials. First time CPS grantee with new Project Director.
PTS-2024-Ballston Spa Village PD -00174-(046)	Ballston Spa Village Police Department	Police Traffic Service	\$6,240.00	\$3,264.00	\$0.00	See above.
CPS-2024-Briarcliff Manor Village -00229-(060)	Briarcliff Manor Village Police Department	Child Passenger Safety Program	\$2,500.00	\$2,500.00	\$0.00	Did not have the manpower to utilize grant funds.
CPS-2024-Catskill Village PD -00107-(020)	Catskill Village Police Department	Child Passenger Safety Program	\$2,343.00	\$1,400.00	\$0.00	Staff turnover; full inventory.
CPS-2024-Chatham Village PD -00223-(011)	Chatham Village Police Department	Child Passenger Safety Program	\$3,050.00	\$2,350.00	\$0.00	See above.
HS1-2024-Cornell U Coll Ag& Life-00219-(088)	Cornell University - College of Agriculture and Life Sciences	NYS Traffic Sign Handbook 2024	\$22,420.00	\$22,420.00	\$0.00	Project delayed one year for NYS DOT review of Manual on Uniform Traffic Control Devices (MUTCD).
CPS-2024-Corning City PD -00073-(051)	Corning City Police Department	Child Passenger Safety Program	\$2,250.00	\$1,500.00	\$0.00	See above.
CPS-2024-Cortland City PD-00077-(012)	Cortland City Police Department	Child Passenger Safety Program	\$7,218.00	\$2,850.00	\$0.00	Technicians were delinquent in recertification. No grant-related activities to report.
CPS-2024-Crawford Town PD-00160-(036)	Crawford Town Police Department	Child Passenger Safety Program	\$2,750.00	\$2,450.00	\$0.00	All car seat events were folded into community events and paid out of Town funding.
CPS-2024-Dix Hill FD-00134-(052)	Dix Hills Fire District	Child Passenger Safety Program	\$500.00	\$500.00	\$0.00	Did not purchase any materials or car seats in 2024, therefore did not require any reimbursements.
CPS-2024-East Greenbush Town PD -00087-(042)	East Greenbush Town Police Department	Child Passenger Safety Program	\$5,100.00	\$800.00	\$0.00	Received donations in lieu of utilizing funding.
CPS-2024-East Hampton Town PD -00241-(052)	East Hampton Town Police Department	Child Passenger Safety Program	\$6,000.00	\$1,950.00	\$0.00	See above.
CPS-2024-East Hampton Vil. PD -00028-(052)	East Hampton Village Police Department	Child Passenger Safety Program	\$1,500.00	\$1,500.00	\$0.00	Lack of staffing/overtures.
HS1-2024-East Rochester Village PD -00131-(028)	East Rochester Village Police Department	See and Be Seen - Pedestrian Safety in East Rochester	\$4,944.00	\$4,944.00	\$0.00	Significant staffing challenges prevented participation.
PTS-2024-East Rochester Village PD -00152-(028)	East Rochester Village Police Department	Police Traffic Service	\$4,921.00	\$4,533.00	\$0.00	Significant staffing challenges prevented participation.
CPS-2024-Eden Town PD -00125-(015)	Eden Town Police Department	Child Passenger Safety Program	\$1,450.00	\$1,450.00	\$0.00	See above.
PTS-2024-Ellicottville Town PD -00232-(005)	Ellicottville Town Police Department	Police Traffic Service	\$6,300.00	\$1,080.00	\$0.00	See above.
HS1-2024-Fulton City PD -00082-(038)	Fulton City Police Department	Bicycle Safety Education and Enforcement	\$2,500.00	\$2,000.00	\$0.00	See above.
CPS-2024-Geddes Town PD -00139-(034)	Geddes Town Police Department	Child Passenger Safety Program	\$1,500.00	\$1,500.00	\$0.00	Agency has not have been able to utilize any funds. One car seat technician transferred to another agency, leaving only one busy w/ a new assignment.
CPS-2024-Glenville Town PD -00156-(047)	Glenville Town Police Department	Child Passenger Safety Program	\$2,050.00	\$2,050.00	\$0.00	See above.
HS1-2024-Goshen Village PD -00093-(036)	Goshen Village Police Department	BICYCLE SAFETY AWARENESS PROGRAM	\$1,775.00	\$825.00	\$0.00	See above.
HS1-2024-Greece Town PD -00141-(028)	Greece Town Police Department	2024 Highway Safety Grant	\$9,000.00	\$7,800.00	\$0.00	Staffing shortages.
CPS-2024-Hoosick Falls Village PD -00148-(042)	Hoosick Falls Village Police Department	Child Passenger Safety Program	\$6,500.00	\$2,500.00	\$0.00	See above.
CPS-2024-Hudson City PD -00226-(011)	Hudson City Police Department	Child Passenger Safety Program	\$5,000.00	\$4,800.00	\$0.00	See above.
PTS-2024-Irvington Village PD -00163-(060)	Irvington Village Police Department	Police Traffic Service	\$11,522.00	\$8,757.00	\$0.00	See above.

CPS-2024-Le Roy Village PD -00091-(019)	Le Roy Village Police Department	Child Passenger Safety Program	\$4,000.00	\$3,500.00	\$0.00	See above.
PTS-2024-Le Roy Village PD -00093-(019)	Le Roy Village Police Department	Police Traffic Service	\$13,100.00	\$5,900.00	\$0.00	See above.
CPS-2024-Lewisboro Town PD -00106-(060)	Lewisboro Town Police Department	Child Passenger Safety Program	\$300.00	\$300.00	\$0.00	See above.
PTS-2024-Lloyd Town PD-00265-(056)	Lloyd Town Police Department	Police Traffic Service	\$7,776.00	\$2,484.00	\$0.00	See above.
CPS-2024-LIJ Medical Ctr-00140-(030)	Long Island Jewish Medical Center	Child Passenger Safety Program	\$16,056.00	\$16,056.00	\$0.00	See above.
HS1-2024-LIJ Medical Ctr-00151-(030)	Long Island Jewish Medical Center	Cohen Children's Medical Center Road Safety Grant	\$51,928.00	\$51,928.00	\$0.00	See above.
PTS-2024-Metro Trans Authority PD-00278-(099)	Metro.Trans. Authority Police Dept	Police Traffic Service	\$28,462.00	\$20,101.00	\$0.00	See above.
CPS-2024-Montgomery Village PD -00133-(036)	Montgomery Village Police Department	Child Passenger Safety Program	\$6,150.00	\$1,000.00	\$0.00	No CPS technicians and were unable to perform seat checks or seat check events. No additional supplies or child seats were needed.
CPS-2024-Nachas Health Family-00225-(024)	Nachas Health & Family Network Inc	Child Passenger Safety Program	\$18,000.00	\$12,000.00	\$0.00	See above.
HS1-2024-Nachas Health Family-00242-(024)	Nachas Health & Family Network Inc	Teaching our Youth Highway Safety Rules	\$32,000.00	\$10,000.00	\$0.00	See above.
PTS-2024-New Castle Town PD -00281-(060)	New Castle Town Police Department	Police Traffic Service	\$6,952.00	\$5,648.00	\$0.00	See above.
CPS-2024-New Paltz Town & Village -00090-(056)	New Paltz Town & Village Police Department	Child Passenger Safety Program	\$3,000.00	\$2,600.00	\$0.00	Still had car seats and supplies from FFY 2023.
CPS-2024-New York Mills Village PD -00054-(033)	New York Mills Village Police Department	Child Passenger Safety Program	\$1,285.00	\$1,285.00	\$0.00	Due to staffing issues, Agency was unable to host/participate in any CPS programs.
CPS-2024-North Syracuse Village PD -00129-(034)	North Syracuse Village Police Department	Child Passenger Safety Program	\$1,850.00	\$1,850.00	\$0.00	Multiple staff lost to retirement and transfer. Agency emphasis was on maintaining areas of operability.
CPS-2024-Orleans Co SO-00191-(037)	Orleans County Sheriff's Office	Child Passenger Safety Program	\$2,380.00	\$1,980.00	\$0.00	See above.
CPS-2024-Ossining Village PD -00228-(060)	Ossining Village Police Department	Child Passenger Safety Program	\$1,458.00	\$1,458.00	\$0.00	Final Report indicates no grant-funded activities were conducted.
CPS-2024-Otsego TSB-00243-(039)	Otsego County Traffic Safety Board	Child Passenger Safety Program	\$6,000.00	\$4,100.00	\$0.00	See above.
CPS-2024-Perry Village PD -00213-(061)	Perry Village Police Department	Child Passenger Safety Program	\$2,200.00	\$2,000.00	\$0.00	See above.
PTS-2024-Pleasantville Village PD -00224-(060)	Pleasantville Village Police Department	Police Traffic Service	\$2,760.00	\$1,380.00	\$0.00	Staffing shortages.
CPS-2024-Rye Brook Village PD-00168-(060)	Rye Brook Village Police Department	Child Passenger Safety Program	\$1,500.00	\$1,000.00	\$0.00	Lack of staffing presented significant challenges.
PTS-2024-Rye Brook Village PD-00209-(060)	Rye Brook Village Police Department	Police Traffic Service	\$9,856.00	\$8,448.00	\$0.00	Lack of staffing presented significant challenges.
CPS-2024-Saugerties Town PD -00033-(056)	Saugerties Town Police Department	Child Passenger Safety Program	\$1,500.00	\$1,500.00	\$0.00	Significant staff turnover, including three different Chiefs and staffing shortage. Efforts had to focus on regular patrol duties rather than CPS.
PTS-2024-Saugerties Town PD -00033-(056)	Saugerties Town Police Department	Police Traffic Service	\$8,400.00	\$5,040.00	\$0.00	Grant suspended due to not participating in BUNY.
PTS-2024-Sleepy Hollow PD -00057-(060)	Sleepy Hollow Police Department	Police Traffic Service	\$3,071.00	\$3,071.00	\$0.00	See above.
CPS-2024-Southampton Town PD -00056-(052)	Southampton Town Police Department	Child Passenger Safety Program	\$16,200.00	\$3,500.00	\$0.00	See above.
CPS-2024-St Luke's Hosp-00199-(036)	St Luke's Cornwall Hospital	Child Passenger Safety Program	\$5,200.00	\$4,000.00	\$0.00	See above.
CPS-2024-SUNY Alfred PD-00217-(099)	SUNY Police Alfred State University	Child Passenger Safety Program	\$2,000.00	\$1,400.00	\$0.00	See above.
CPS-2024-Tuxedo Town PD -00227-(036)	Tuxedo Town Police Department	Child Passenger Safety Program	\$3,000.00	\$1,400.00	\$0.00	See above.
PTS-2024-Vernon Village PD -00145-(033)	Vernon Village Police Department	Police Traffic Service	\$4,950.00	\$1,980.00	\$0.00	Enforcement production included in mid-year report w/ Agency noting no funding utilized. No reimbursements claimed. Engaged w/ Project Director.

CPS-2024-Walden Village PD -00123-(036)	Walden Village Police Department	Child Passenger Safety Program	\$600.00	\$350.00	\$0.00	Staffing changeover. Nine new full-time law enforcement officers hired in the last year.
CPS-2024-Warwick Town PD -00207-(036)	Warwick Town Police Department	Child Passenger Safety Program	\$1,800.00	\$1,800.00	\$0.00	Did not purchase any materials or car seats in 2024, therefore did not require any reimbursements.
CPS-2024-Waterloo Village PD -00186-(050)	Waterloo Village Police Department	Child Passenger Safety Program	\$1,200.00	\$1,200.00	\$0.00	See above.
CPS-2024-Westchester Cty HCC-00030-(060)	Westchester County Health Care Corp	Child Passenger Safety Program	\$12,057.00	\$5,000.00	\$0.00	See above.

APPENDIX B: FFY 2024 PROJECTS NOT APPROVED WITH EXPLANATION

All grant applications are reviewed and scored on pre-established criteria. Applications must receive a score of at least 60 points (out of 100 total) to be considered for funding. Unless otherwise noted, the below projects did not receive a passing score of at least 60 points and therefore were not approved or implemented by NYS in FFY 2024.

<u>Project Number</u>	<u>Agency</u>	<u>Title</u>	<u>Requested Amount</u>	<u>Approved Amount</u>	<u>Notes</u>
HS1-2024-Afton Village PD-00227-(009)	Afton Village Police Department	Traffic Safety Speed Enforcement: Radar Speed Sign	\$5,000.00	\$0.00	See above.
HS1-2024-ACTS Inc-00077-(088)	Automotive Coalition for Traffic Safety Inc	A Technology Acceptance Model for the DADSS Alcohol Sensor	\$807,277.00	\$0.00	See above.
HS1-2024-Chatham,Town of-00248-(011)	Chatham, Town of	Town of Chatham GTSC Grant (Radar Speed Signs)	\$19,494.00	\$0.00	See above.
HS1-2024-Columbia Co SO -00121-(011)	Columbia County Sheriff's Office	Accident Reduction Through Speed Monitoring	\$51,768.00	\$0.00	See above.
HS1-2024-Corfu Village PD -00116-(019)	Corfu Village Police Department	Corfu Police Distracted Driving Reduction Program	\$17,600.00	\$0.00	See above.
HS1-2024-Cornell U Coll Ag& Life-00156-(088)	Cornell University - College of Agriculture and Life Sciences	Meeting the New Pavement Retroreflectivity Standard	\$38,298.00	\$0.00	See above.
HS1-2024-Hoosick Falls Village PD -00129-(042)	Hoosick Falls Village Police Department	Village of Hoosick Falls Highway Safety 2023	\$54,500.00	\$0.00	See above.
CPS-2024-Horseheads Fam RC-00152-(008)	Horseheads Family Resource Center	Child Passenger Safety Incentive Grants (CPS) 2024	\$4,482.00	\$0.00	Not pre-qualified.
HS1-2024-Inlet Town PD-00208-(021)	Inlet Town Police Department	Inlet Highway Traffic Safety Initiative	\$17,360.00	\$0.00	See above.
HS1-2024-Larchmont Village PD -00171-(060)	Larchmont Village Police Department	Larchmont Village Traffic Safety Services Enhancement	\$8,705.00	\$0.00	See above.
HS1-2024-Lynbrook Village PD -00073-(030)	Lynbrook Village Police Department	Bike and E-bike	\$212,000.00	\$0.00	See above.
HS1-2024-Morrisville Village-00103-(027)	Morrisville Village of	School Zone Traffic Calming	\$12,900.00	\$0.00	See above.
HS1-2024-NYS STOP-DWI Found.-00201-(088)	NYS STOP-DWI Foundation	Impaired Driving Review and Report	\$370,750.00	\$0.00	Time extension of 2023 award authorized.
PTS-2024-Ogdensburg City PD -00239-(045)	Ogdensburg City Police Department	Police Traffic Services 2024	\$2,500.00	\$0.00	See above.
HS1-2024-Ossining Village PD -00206-(060)	Ossining Village Police Department	Aggressive Driving Awareness	\$1,000.00	\$0.00	Late submission.
HS1-2024-Palmyra Vil-00182-(059)	Palmyra Village of	Improve Pedestrian Safety in the Village of Palmyra	\$59,261.00	\$0.00	See above.
HS1-2024-Saratoga Springs City PD -00159-(046)	Saratoga Springs City Police Department	Traffic Safety Grant	\$20,000.00	\$0.00	See above.
HS1-2024-Tuxedo Town PD -00243-(036)	Tuxedo Town Police Department	LEFT TURNING LANE ON ST RT 17 NORTH AT 549 ST RT 17	\$350.00	\$0.00	See above.

APPENDIX C: 2024 ANNUAL SURVEY OF NEW YORK STATE DRIVERS

Since 2010, New York has tracked driver-reported behaviors, attitudes, and perceptions related to major traffic safety issues through an annual survey of state-licensed drivers. Over time, the survey questions have been adjusted to address emerging concerns and needs. In its early years, the survey focused on seat belt use, speeding, alcohol-impaired driving, and distracted driving. Due to growing concern about drug-impaired driving, questions related to driving under the influence of cannabis and other drugs were added starting in 2017. In 2022, additional questions were introduced regarding the seat belt law expansion and drivers' awareness of the effects of prescription medications on driving.

The 2024 survey, hosted online via SurveyMonkey, was live from June 1 to September 30, 2024. It was promoted through the DMV, GTSC, and ITSMR websites, as well as social media channels, and shared with all GTSC grantees. A total of 939 drivers completed the survey during this period. ITSMR staff generated summary statistics for each question. The key results from the survey are summarized below. For questions with an N/A option, the percentage was calculated based on valid responses.

Seat Belt Use

Seat belt use rates varied widely by seat position. 95% of respondents reported using a seat belt regularly in the front seat of a motor vehicle, while only 68% reported using a seat belt regularly in the back seat. The lower back seat belt use rate could be related to a lack of awareness regarding the universal seat belt law and a lack of enforcement. 24% of respondents were unaware that all passengers aged 16 and older riding in the back seat of a motor vehicle are required to wear a seat belt. Only 26% of respondents thought it was likely or very likely they would receive a ticket for not wearing a seat belt in the back seat, compared to 63% who thought it was likely or very likely for the front seat.

Speeding

Speeding was common among respondents. Over one-third of respondents reported driving more than five miles per hour over the speed limit on residential streets or more than ten miles per hour over the speed limit on highways regularly or fairly often in the past 30 days. Perceptions of the likelihood of receiving a ticket for speeding were much lower on residential streets than on highways. 43% of respondents thought it was unlikely or very unlikely to get a ticket on a residential street, whereas 26% thought the same on a highway.

Distracted Driving

While almost all respondents believed that driving while using a hand-held device is dangerous, such behavior remained common. 31% of respondents reported driving while talking on a hand-held cell phone in the past 30 days, 43% reported driving while reading a message on a hand-held device, and 33% reported driving while typing on a hand-held device.

Impaired Driving

A large number of respondents chose N/A for questions about impaired driving behavior in the past 30 days. Among respondents for whom the questions were applicable, 18% reported driving within an hour after drinking alcohol, 9% reported driving within two hours after using cannabis, and 12% reported driving within two hours of using any impairing drugs. Respondents believed the chances of getting

arrested for driving under the influence of alcohol were greater than for driving under the influence of cannabis or other drugs. 93% of respondents believed that cannabis negatively affects a person's ability to drive a vehicle. Most respondents were also aware of the effects of their prescription medications on their ability to drive.

New York will continue to use the results from this survey to gauge driver behaviors, attitudes, and perceptions, and to adjust or implement new programs aimed at reducing deaths and injuries on the state's roadways.