

NEW YORK STATE
HIGHWAY SAFETY STRATEGIC PLAN
FFY 2010

New York State
Governor's Traffic Safety Committee

David A. Paterson, Governor
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NEW YORK STATE HIGHWAY SAFETY STRATEGIC PLAN FFY 2010

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EXECUTIVE SUMMARY

INTRODUCTION

In preparing the FFY 2010 Highway Safety Strategic Plan (HSSP), the Governor's Traffic Safety Committee (GTSC) continued to use a data-driven approach in identifying problems and setting priorities for the state's highway safety program. New York's performance-based planning process is inclusive and takes into account issues and strategies identified by the GTSC member agencies, other state and local agencies, enforcement agencies and not-for-profit organizations that have submitted applications for funding.

The 10 core outcome measures and the one core behavioral measure, observed seat belt use, recommended by the National Highway Traffic Safety Administration (NHTSA) and the Governor's Highway Safety Association (GHSA) were incorporated into the 2010 HSSP. To provide for consistency in reporting among the states, data from the federal Fatality Analysis Reporting System (FARS) are used for the nine core outcome measures related to fatalities. The source for the remaining outcome measure, serious injuries in motor vehicle crashes, is New York's Accident Information System (AIS) maintained by the NYS Department of Motor Vehicles. The source for the core behavior measure, the observed seat belt use rate, is New York's annual observation surveys; the results of the 2009 survey are included in the HSSP.

The problem identification process included analyses of each of the core measures over the most recent five-year period for which data were available, as well as the three-year moving average. A goal was set for each of these measures; the target date for achieving these goals was December 31, 2010.

STATEWIDE HIGHWAY SAFETY PROGRAM

The GTSC provides leadership and support for New York State's Highway Safety Program through its administration of the federal 402 program and various incentive grants awarded to New York under the SAFETEA-LU legislation.

The top priorities of the 2010 highway safety program are to address trends of increasing numbers of crashes involving specific highway users and to halt the development of unfavorable trends in certain types of crashes. New York has identified nine emphasis areas including improving the safety of younger and older drivers, commercial vehicle operators, motorcyclists, pedestrians and bicyclists. New York will also continue to implement programs to increase seat belt and child restraint use and reduce unsafe driving behaviors, including impaired driving and speeding.

FARS data indicate that the number of fatalities in motor vehicle crashes in New York State dropped to 1,231 in 2008, 101 fewer than the previous year. Since 2004, fatalities have decreased 18%. Based on New York's Accident Information System (AIS), the number of serious injuries suffered in crashes declined by 6% between 2004 (13,992) and 2006 (13,174); in 2007 the number of serious injuries increased slightly to 13,280.

The fatality rate per 100 million vehicle miles traveled (VMT) has been on a downward trend in New York from 1.08 fatalities per 100 million VMT in 2004 to 0.97 in 2007. The urban fatality rate has declined steadily while the rural fatality rate has been on an upward trend.

The involvement of drivers under the age of 21 in fatal crashes is of particular concern. Between 2004 and 2008, the number of drivers under 21 years of age involved in fatal crashes dropped by 29% (from 257 to 182).

FATALITY AND SERIOUS INJURY MEASURES						
	2004	2005	2006	2007	2008	2010 Goal
Fatalities*	1,495	1,434	1,454	1,332	1,231	1,169
Serious Injuries**	13,992	13,647	13,174	13,280	N/A	12,966
Fatality Rate/100 million VMT*	1.08	1.03	1.03	0.97	N/A	0.92
Urban Fatality Rate*	0.93	0.82	0.79	0.64	N/A	0.61
Rural Fatality Rate*	1.46	1.67	1.80	1.99	N/A	1.89
Drivers Under 21 Involved in Fatal Crashes*	257	211	226	218	182	167

*Source: FARS
 **Source: NYS AIS; injury data for 2008 are not yet available.

GOALS

The overall goals of New York's highway safety program are to reduce fatalities, prevent motor vehicle crashes, save lives, and reduce the severity of the injuries suffered. In FFY 2010, a comprehensive approach will continue to be taken with strategies implemented in all of the major highway safety program areas. The effectiveness of the collective efforts will be assessed through changes in fatality and injury measures.

IMPAIRED DRIVING

Since the implementation of landmark STOP-DWI legislation in November 1981, New York has been very successful in reducing the number of alcohol-related fatalities that occur on the state's roadways each year. Recognizing that alcohol and drugs are persistent contributing factors in fatalities and injuries on the state's roadways, impaired driving continues to be a priority of the state's highway safety program.



During FFY 2009, New York continued to address impaired driving through innovative legislation, enforcement efforts, training programs and public information campaigns. One of the key initiatives undertaken was the establishment of the New York State Task Force on Impaired Driving. Nine teams are focusing on the areas of general deterrence; legislation and sanctions; enforcement; prosecution; courts; probation; assessment, evaluation and treatment; licensing/relicensing; and research.

The Governor’s Traffic Safety Committee has also undertaken a major public awareness effort at sports venues across the state. GTSC’s “Fans Don’t Let Fans Drink & Drive” campaign has been brought to baseball stadiums, basketball arenas, hockey rinks and race-tracks to raise awareness of the dangers of impaired driving and to promote responsible behavior.

In 2008, New York passed legislation establishing an advisory council on underage alcohol consumption. Effective January 1, 2009, the council consists of 21 members who represent the various groups that are stakeholders in the effort to combat underage alcohol consumption. The council is charged with reporting its findings by October 2010.

Training programs such as the Standardized Field Sobriety Testing/Drug Recognition Expert (SFST/DRE) and the Advanced Roadside Impaired Driving Enforcement (A.R.I.D.E.) programs will continue to be provided to police officers to increase their skills in detecting and arresting impaired drivers.

ALCOHOL-IMPAIRED DRIVING FATALITIES AND INJURIES						
	2004	2005	2006	2007	2008	2010 Goal
Alcohol-Impaired Driving Fatalities*	435	417	433	377	341	331
Alcohol-Impaired Injuries**	8,024	7,724	7,293	7,175	N/A	6,825
*Source: FARS						
**Source: NYS AIS; injury data for 2008 are not yet available.						

Following an upward trend in alcohol-impaired driving fatalities in recent years, New York experienced a decline in 2007 and again in 2008. Based on FARS data, between

2004 and 2008, the number of fatalities involving drivers/motorcycle operators with a BAC of .08% or higher ranged from a high of 435 in 2004 down to 341 in 2008, a 22% reduction.

Injuries in alcohol-impaired crashes declined steadily from 8,024 in 2004 to 7,175 in 2007.

GOALS

Reducing the numbers of alcohol-impaired traffic fatalities and injuries on the state’s roadways are the primary goals of New York’s impaired driving program. A variety of activities and initiatives will be undertaken to accomplish these goals. Enforcement of the impaired driving laws will be increased, training for law enforcement, prosecutors and other groups will be expanded, and efforts to increase public awareness of the dangers of drinking and driving will be emphasized. It is anticipated that the Task Force on Impaired Driving will continue to be very effective in identifying improvements to the impaired driving system and implementing new initiatives to reduce impaired driving.

POLICE TRAFFIC SERVICES

Highly publicized enforcement efforts are designed to provide a more directed approach for some high risk groups, especially those who intentionally disregard laws and have become adept at avoiding apprehension. The high risk groups include aggressive drivers, chronic speeders, and suspended or revoked operators. The continued development of new strategies by enforcement agencies to reduce crashes and provide for the safety of all highway users will be encouraged and supported.



A relatively new strategy that has proven to be successful in supporting enforcement efforts is the use of License Plate Reader (LPR) technology. Capable of recognizing over 1,000 license plates an hour as vehicles pass either a portable or stationary unit at speeds up to 70 miles per hour, law enforcement officers using a plate reader can easily determine whether passing motor vehicles are legally registered, whether the registered owner is licensed or whether the registered owner is the subject of an outstanding warrant.

Speeding continues to be a major traffic issue in New York State; excessive speed increases both the frequency of crash events and the severity of the crashes that occur. In addition to traditional radar technology, innovative strategies and new technologies are being used by law enforcement to address the problem of speeding. One example is the use of LIDAR, speed measuring equipment that uses light emitting diodes to measure speed and cannot be detected by motorists. The Traffic Incident Management Teams (TIMS) established by the State Police continue to take a zero-tolerance approach to speeding in designated work zones. When the road construction season ends, the TIMS Enforcement Units are detailed to other high crash areas where speeding and aggressive driving offenses occur.

SPEED-RELATED FATALITIES						
	2004	2005	2006	2007	2008	2010 Goal
Speed-Related Fatalities	465	456	449	417	410	390

Source: FARS

Based on FARS data, speed-related fatalities have been on a steady downward trend over the five-year period, 2004-2008. The largest decrease occurred between 2006 and 2007

(7%), followed by another decrease to 410 in 2008. Overall, New York experienced a 12% drop in speed-related fatalities between 2004 and 2008 (from 465 to 410).

GOAL

The primary goal of the police traffic services program is to decrease speed-related fatalities. In addition to routine and selective enforcement approaches, training programs will be conducted for police officers, probation officers, judges, and prosecutors. Additional initiatives targeting specific issues, such as aggressive drivers, suspended/revoked drivers and commercial vehicle operators will also be explored.

MOTORCYCLE SAFETY



Since 1997, the number of registered motorcycles in New York State has more than doubled with registrations reaching nearly 329,000 in 2008. During this same time period, the number of drivers with motorcycle licenses has also been on a consistent upward trend with the number increasing more than 20%. The increased popularity of motorcycles has been accompanied by an alarming increase in motorcyclist fatalities.

The core component of New York’s program is the Motorcycle Safety Program, in existence since 1996, which provides instruction and field training to improve the riding skills of motorcyclists. The number of students trained each year has steadily increased. By the end of the 2008 riding season, a total of approximately 110,000 motorcyclists had completed the motorcycle safety education course.

The GTSC will continue to coordinate and administer enforcement and education programs that address motorcycle safety. The New York State Police continues to receive funding for motorcycle enforcement details and educational ventures across the state. The Warren County Sheriff’s Department received funding to lease two police motorcycles and six officers have been trained and deployed. Other police agencies have begun to research countermeasures to reduce the rising number of injuries and fatalities within their communities; these include innovative enforcement strategies, establishing motorcycle units, and training officers in applicable traffic law sections regarding motorcycles. These initiatives augment the legislated Motorcycle Safety Program and enhance New York’s efforts to reduce crashes.

Based on FARS data, the number of motorcyclists killed in crashes spiked to 194 in 2006 from 150 in 2004 and 162 in 2005. The decrease in fatalities to 168 in 2007 was followed by another increase to 184 in 2008. The number of motorcyclists injured also fluctuated up and down between 2004 and 2007; in 2007, nearly 5,000 motorcyclists were injured.

In a statewide observational survey of helmet use by motorcyclists conducted in June 2008, only one out of the 2,142 motorcyclists observed was not wearing a helmet, a usage rate of 99.9%. Helmet use among motorcyclist fatalities is lower; according to FARS data, between 2004 and 2008 the number of unhelmeted motorcyclist fatalities nearly doubled (from 20 to 36). Although the numbers are small, these unhelmeted motorcyclists represented 13% to 20% of all motorcyclist fatalities over this time period.

MOTORCYCLIST FATALITIES AND INJURIES						
	2004	2005	2006	2007	2008	2010 Goal
Motorcyclist Fatalities*	150	162	194	168	184	173
Unhelmeted Motorcyclist Fatalities*	20	27	26	24	36	26
Motorcyclists Injured**	4,440	4,803	4,515	4,996	N/A	4,530

*Source: FARS
 **Source: NYS AIS; injury data for 2008 are not yet available.

GOALS

The primary goals in the area of motorcycle safety are to decrease motorcyclist fatalities and injuries and unhelmeted motorcyclist fatalities and injuries. This will be accomplished by the continued expansion of motorcycle rider education opportunities and increased number of training delivery sites, increased motorcyclist enforcement initiatives, greater motorist awareness of motorcyclists on the roadways, the identification of motorcyclist behaviors that are contributing to crashes, and improved oversight of the motorcycle rider education program. The strategies will include educational programs and public awareness, enforcement, and research and evaluation initiatives.

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



Pedestrians, bicyclists, in-line skaters, non-motorized scooter operators, and skateboarders, are New York's most vulnerable roadway users when involved in a crash with a motor vehicle. These groups are at-risk for more serious injuries than vehicle occupants and often require extensive medical treatment and/or lengthy rehabilitation. For these reasons, the GTSC continues to highlight pedestrian, bicycle and wheel-sport safety as priority programs. A special emphasis was placed on these roadway users in GTSC's "Be Smart -- Share the Road" public awareness campaign which emphasizes the need to educate the motoring public to be cognizant of all modes of transportation and share the road safely.

Responsibility for pedestrian, bicycle and wheel-sport safety is shared among several agencies and there have been many examples of collaborative efforts in recent years. For example, three Creating Walkable Communities conferences have been held in New York State. In spring 2010, the GTSC will sponsor a one-day pedestrian and bicycle training on Long Island. The purpose of these conferences and trainings is to promote the safe and healthy use of the state's transportation systems by people walking and bicycling. New York also has many educational programs that include pedestrian safety programs such as Walk Our Children to School Day and the Walking School Bus Program.

In the area of wheel-sport safety, many programs promote the use of helmets and other safety equipment. The use of appropriate safety equipment, whether to increase visibility or to provide protection, is particularly critical for bicyclists and participants in other wheeled sports who share the road with motor vehicles. Requirements such as the need for bicycles to be equipped with proper lights and mandatory helmet use are included in the Vehicle and Traffic Law. New legislation that will take effect November 1, 2009, amends the existing law to require a bicycle to be equipped with either an amber or a red light visible 300 feet to the rear during hours of darkness.

PEDESTRIAN SAFETY

In New York State, pedestrian fatalities ranged between 276 and 322 over the five-year period, 2004-2008. Pedestrians accounted for 21%-24% of all fatalities in crashes each year.



In 2007, 70% of the pedestrian crashes and 50% of the pedestrian fatalities occurred in New York City, 20% of the crashes and 30% of the fatalities occurred in the Upstate region, and 10% of the crashes and 20% of the fatalities occurred on Long Island. In all four years, 2004-2007, nearly half of all pedestrian fatalities occurred in New York City.

The number of pedestrians injured in crashes has varied only slightly over the four-year period, 2004-2007. In the years 2004-2007, pedestrians were involved in 10%-11% of all crashes resulting in injury.

PEDESTRIAN FATALITIES AND INJURIES						
	2004	2005	2006	2007	2008	2010 Goal
Pedestrian Fatalities*	317	322	312	276	294	273
Pedestrians Injured**	15,678	15,392	15,369	15,472	N/A	14,600

*Source: FARS
 **Source: NYS AIS; injury data for 2008 are not yet available.

BICYCLE SAFETY

Compared to 2007, preliminary 2008 data from New York's AIS system indicate that there has been a decrease of 20% in the number of fatal crashes involving bicycles (from 51 to 41); a total of 42 bicyclists were killed in these crashes, compared to 50 in 2007. The number of bicyclists injured in crashes was on a downward trend between 2004 and 2007.



BICYCLIST FATALITIES AND INJURIES						
	2004	2005	2006	2007	2008*	2010 Goal
Bicyclist Fatalities	41	47	45	50	42	41
Bicyclists Injured	5,690	5,680	5,426	5,373	N/A	5,100

Source: NYS AIS
 *Fatality data for 2008 are preliminary; injury data for 2008 are not yet available.

New York City is also a particular area of concern for bicycle crashes. In 2007, half of the bicyclists who died in crashes with motor vehicles and over half (54%) of all crashes involving bicycles occurred in New York City.

SKATING, SCOOTER, AND SKATEBOARDING SAFETY

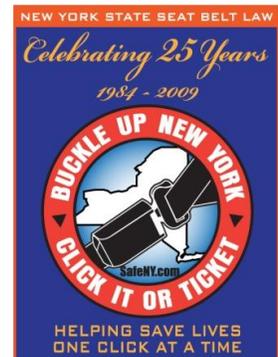
Helmet use has been required in New York State for children under 14 using wheel sporting equipment starting in 1996 for in-line skaters, 2002 for non-motorized scooter riders, and 2005 for skateboarders. The GTSC supports local programs to educate the public and encourage the use of helmets and other wheel sport safety equipment, as well as programs to distribute helmets and demonstrate their proper fit.

GOALS

The primary goals of the pedestrian, bicycle, in-line skating, non-motorized scooter and skateboarding safety programs are to reduce the number of pedestrians, bicyclists and participants in other wheel sports killed and injured in crashes. These goals will be accomplished through education and public awareness efforts promoting a “Share the Road” message; providing safety education to youth and other groups, including education efforts to encourage the use of appropriate safety equipment; and expanding helmet distribution programs. Community-based programs will play a major role in these efforts. Research and evaluation activities will be undertaken to assess program effectiveness, identify trends and potential new problem areas, and assist in defining future program direction and potential countermeasures.

OCCUPANT PROTECTION

In May 2009, New York State celebrated the 25th anniversary of the passage of the nation’s first seat belt law. The long-term success of New York’s occupant protection program is reflected in the results of the most recent statewide observational seat belt use surveys. In 2008, New York’s use rate was measured at 89%, the highest rate to date; in 2009, the rate remained high at 88%.



New York’s Buckle Up New York (BUNY) program, which promotes sustained enforcement efforts as well as continued participation in the national Click It or Ticket mobilizations, has proven to be highly effective in New York State. The changes instituted in the BUNY program in FFY 2009 will continue in FFY 2010.

The safe transportation of children continues to be one of New York’s top priorities. Currently, restraint use is required for rear seat passengers up to age 16; a bill to extend mandatory use to all rear seat occupants has been introduced in the State Legislature.

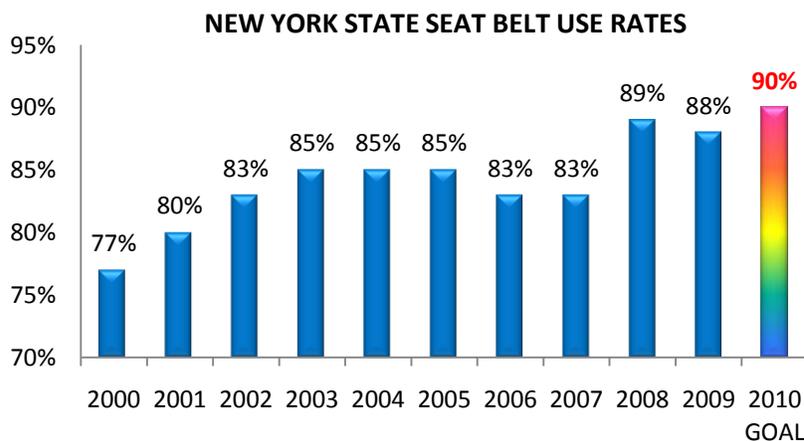
The GTSC supports approximately 180 local programs to provide education and awareness at permanent fitting stations, car seat distribution programs for low-income families, car seat check events, and awareness training classes. In addition, New York partners with other states in NHTSA Region II to coordinate an annual CPS conference.

NEW YORK’S



In September 2008, the GTSC implemented the first statewide Child Passenger Safety awareness campaign in observance of National Child Passenger Safety Week. The campaign was based on NHTSA’s “4 Steps 4 Kids” guidelines to assure children are secured in an appropriate child restraint based upon their age and size.

Based on the success of the initial campaign, the GTSC is continuing to use the “New York’s 4 Steps 4 Kids” slogan and plans to focus each year on a different “step”. In 2009, the campaign focused on “Step 1” which promotes the use of rear-facing seats. The slogan for the campaign was “Face the rear – More than a year” to highlight keeping infants rear-facing as long as possible.



Source: NYS annual seat belt observation surveys

Over the past ten years, New York’s statewide seat belt use rate has increased from 77% to a high of 89% in 2008. In 2009, the statewide seat belt use rate remained high, decreasing only slightly to 88%.

The goal is to increase the statewide observed seat belt use of front seat outboard occupants to 90% in 2010.

Restraint use in crashes has also improved. In 2008, there were 137 fewer unrestrained occupant fatalities than in 2006, a decrease of 37%.

UNRESTRAINED OCCUPANT FATALITIES						
	2004	2005	2006	2007	2008	2010 Goal
Unrestrained Occupant Fatalities	345	330	369	280	232	220

Source: FARS

GOALS

The primary goals of the occupant protection program are to increase the observed statewide seat belt use rate and to decrease unrestrained occupant fatalities in passenger vehicles. The strategies identified for accomplishing these goals include high visibility enforcement; public information and education, especially in the area of child passenger safety; and research to identify specific groups of motorists who do not comply with the law.

TRAFFIC RECORDS

The need for accurate and timely traffic records data continues to be a critical element of the performance-based program planning processes used by traffic safety agencies and organizations to develop traffic safety initiatives. In developing appropriate countermeasures to meet these challenges, the traffic safety community needs data on crashes and injuries, arrests and convictions for traffic violations, and highway engineering initiatives. New York strives to meet the needs for data and data analysis support through major improvements in the way it maintains and uses its traffic records systems.



Since the implementation of its 2006-2009 Traffic Safety Information Systems Strategic Plan in 2006, New York has made significant strides in improving its various traffic records systems. The multi-year strategic plan addresses the major deficiencies identified in the state's crash, citation/adjudication, driver, injury surveillance, vehicle, and roadway data systems. The plan which was developed by the GTSC, with assistance from the state's Traffic Records Coordinating Council (TRCC) and the Institute for Traffic Safety Management and Research (ITSMR), was updated in spring 2007, 2008, and 2009.

Substantial progress has been achieved during the past three years under the plan with regard to the state's major traffic records systems, especially its crash and citation/adjudication systems maintained by the Department of Motor Vehicles. For example, the average processing time for police-reported crashes decreased by six days between 2007 and 2008 and the percent of police-reported crashes received electronically by the Department of Motor Vehicles increased from 35% to 45%. These key improvements are due in large part to the continuing expansion of TraCS, New York's electronic crash and ticketing system.

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

GOALS

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

COMMUNITY TRAFFIC SAFETY PROGRAMS



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

The strategies implemented under the individual community traffic safety programs will contribute to the attainment of the goals established for the statewide highway safety program. In addition to funding local programs, the strategies in this area include efforts to promote the development of broad-based coalitions that include organizations with differing perspectives on traffic safety issues, such as

private sector organizations, state and local government, the media, the business community and industry associations. Educational efforts to improve traffic safety among high risk groups are a priority for these community programs.

The GTSC will partner with the Veterans Administration Medical Centers across New York State on the new Veterans Safe Driving Initiative to provide resources and venues for communicating traffic safety messages to returning veterans. One example of an ongoing community program is the NYS Association of Traffic Safety Boards' Multi-cultural Education Committee which promotes the development of culturally-sensitive programs to more effectively reach the state's minority populations and to build a collection of tools and resources for traffic safety professionals who work with minority groups around the state. A number of programs are also providing outreach and education to improve the safety of younger and older drivers. These include the New York Partnership Addressing Teen Driver Safety organized by the Department of Health and the Capital Region Older Driver Assistance Network. The GTSC will also continue to work with the Department of Motor Vehicles' Office for the Younger Driver and Office for the Older Driver on additional outreach and awareness initiatives.

PROGRAM MANAGEMENT

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

The GTSC annually processes over 800 grant applications, representing \$31 million in funding to state, local and not-for-profit agencies. To improve efficiency, reduce staff resource time, and improve management of New York's Highway Safety Program, the GTSC is implementing an electronic grants management system, eGrants, for FFY 2010.

GOALS

The GTSC is committed to continuing and strengthening planning at the state and local levels and to promoting the use of the Highway Safety Strategic Plan (HSSP) as the principal document for setting priorities, directing program efforts, and assigning resources. The GTSC's role will include efforts to identify new and expand existing technology as a means of disseminating traffic safety information and improving communication with its customers, and to provide direction, guidance, and assistance to support the traffic safety efforts of public and private partners. The GTSC will also continue to coordinate and provide training opportunities for the state's traffic safety professionals and to support the use of evaluation as a tool in the state's highway safety program. The GTSC will also continue to support the NYS Department of Transportation by participating in updating the NYS Strategic Highway Safety Plan (SHSP) based on the requirements of SAFETEA-LU.

2010 HIGHWAY SAFETY PROGRAM PLANNING PROCESS

INTRODUCTION

In preparing its FFY 2010 Highway Safety Strategic Plan (HSSP), the Governor's Traffic Safety Committee (GTSC) continued to use a data-driven approach in identifying problems and setting priorities for the state's highway safety program. New York's performance-based planning process is inclusive and takes into account issues and strategies identified by the GTSC member agencies, other state and local agencies, enforcement agencies and not-for-profit organizations that have submitted applications for funding.

Overview of the Planning Process

In June 2009, the GTSC Chair and Commissioner of Motor Vehicles David Swarts convened the annual meeting of the GTSC member agencies. Representatives from each agency reported on the ongoing as well as the new programs being implemented by their agencies and through partnerships with other agencies. Where appropriate, the information provided by the member agencies on current and proposed efforts to improve highway safety in the state has been incorporated into the HSSP.

Local traffic safety partners have the opportunity to provide input into the planning process through their designated GTSC representatives. Frequent communication with grantees is maintained through regular monitoring visits and other forms of contact. Assistance in preparing grant applications is also available during site visits or by telephone. A number of resources are also provided through the GTSC website www.SafeNY.com including extensive county-specific traffic safety data for use in problem identification and assessing the performance of local programs.

Performance Measures

The 10 core outcome measures and the one core behavioral measure, observed seat belt use, recommended by the National Highway Traffic Safety Administration (NHTSA) and the Governor's Highway Safety Association (GHSA) were incorporated into the 2010 HSSP. The problem identification process included analyses of each of these measures over the most recent five-year period for which data were available (2004-2008), as well as the three-year moving average. A goal was set for each of these measures; the target date for achieving these goals was December 31, 2010.

The method for setting each goal depended on the trend in the performance measure over the five year period. If there was a consistent trend in the data, the most recent calendar year available served as the baseline. If there was no clear trend in the measure over this period, i.e., the measure did not increase or decrease consistently, the goal was set based on the most recent three-year average. The standardized goal statement format recommended by GHSA and NHTSA was used for each goal.

Data Sources

As required by GHSA and NHTSA, FARS (Fatality Analysis Reporting System) data were used for each of the core outcome measures, with the exception of serious injuries. The primary source for this performance measure and other injury data included in the HSSP was New York's Accident Information System (AIS). At the time this HSSP was prepared, 2007 was the most recent year for which a complete set of crash data was available from the AIS; in addition, some preliminary data were available for 2008 fatal crashes and fatalities. The source for the behavior measure, the observed seat belt use rate, was New York's annual observation surveys; the results of the 2009 survey were available for inclusion in the HSSP.

The statewide speeding and seat belt ticket data included in the HSSP were extracted from two sources: New York's TSLED (Traffic Safety Law Enforcement and Disposition) and Administrative Adjudication systems. Although still considered preliminary, a complete year of ticket data for 2008 was available from each of these systems which together cover all of New York State. The statewide data on impaired driving arrests were compiled from data received directly from Suffolk County and the New York City Police Department, in addition to the TSLED and Administrative Adjudication systems. During FFY 2010, data will be collected on the speeding and seat belt citations issued and the number of impaired driving arrests made during enforcement supported with grant funds.

Coordination with New York's Strategic Highway Safety Plan

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

In fall 2008, NYSDOT began a process to update the original SHSP which was prepared in 2007. A meeting was held with representatives from partner organizations with responsibilities for the safety of the state's highway transportation systems and other safety stakeholders. Updated data for each of the emphasis areas were presented and reviewed and the progress made toward the goals and objectives in the SHSP was assessed. Participants in the meeting reported on the status of the strategies included in the SHSP; based on the information provided, consensus was reached on whether the existing strategies should continue to be included in the plan and whether there were additional strategies that would further the state's success in achieving the established goals. At the request of GTSC, the Institute for Traffic Safety Management and Research is assisting the NYSDOT in updating the document with the most recent data available from the state's traffic records systems. A new SHSP for FFY 2010 will be prepared.

Format of the Plan

The FFY 2010 Highway Safety Strategic Plan includes a description of the statewide program and the current status of the statewide crash, fatality, and injury measures. The plan also includes overviews of the individual program areas which provide general descriptions of the trends and major issues in these areas. Specific findings of the problem identification process with the pertinent documentation are presented. Each program area description also includes strategies for achieving the goals of the statewide highway safety program.

**NEW YORK STATE
FFY 2010 HIGHWAY SAFETY STRATEGIC PLAN
CORE OUTCOME MEASURES**

		2004	2005	2006	2007	2008	Goal 2010
C1	Number of Fatalities <i>3-Year Moving Average</i>	1,495 <i>1,506.0</i>	1,434 <i>1,474.0</i>	1,454 <i>1,461.0</i>	1,332 <i>1,406.7</i>	1,231 <i>1,339.0</i>	1,169
C2	Number of Serious Injuries (Source: NYS AIS) <i>3-Year Moving Average</i>	13,992 <i>14,731.3</i>	13,647 <i>14,102.7</i>	13,174 <i>13,604.3</i>	13,280 <i>13,367.0</i>	N/A	12,966
C3	Fatalities per 100 Million VMT <i>3-Year Moving Average</i>	1.08 <i>1.11</i>	1.03 <i>1.07</i>	1.03 <i>1.05</i>	0.97 <i>1.01</i>	N/A	0.92
	Rural Fatalities per 100 Million VMT <i>3-Year Moving Average</i>	1.46	1.67 <i>1.54</i>	1.80 <i>1.64</i>	1.99 <i>1.82</i>	N/A	1.89
	Urban Fatalities per 100 Million VMT <i>3-Year Moving Average</i>	0.93	0.82 <i>0.90</i>	0.79 <i>0.85</i>	0.64 <i>0.75</i>	N/A	0.61
C4	Number of Unrestrained Passenger Vehicle Occupant Fatalities <i>3-Year Moving Average</i>	345 <i>384.0</i>	330 <i>346.3</i>	369 <i>348.0</i>	280 <i>326.3</i>	232 <i>293.7</i>	220
C5	Number of Alcohol-Impaired Driving Fatalities <i>3-Year Moving Average</i>	435 <i>NA</i>	417 <i>415.7</i>	433 <i>428.3</i>	377 <i>409.0</i>	341 <i>383.7</i>	331
C6	Number of Speeding-Related Fatalities <i>3-Year Moving Average</i>	465 <i>478.3</i>	456 <i>467.7</i>	449 <i>456.7</i>	417 <i>440.7</i>	410 <i>425.3</i>	390
C7	Number of Motorcyclist Fatalities <i>3-Year Moving Average</i>	150 <i>148.3</i>	162 <i>155.3</i>	194 <i>168.7</i>	168 <i>174.7</i>	184 <i>182.0</i>	173
C8	Number of Unhelmeted Motorcyclist Fatalities <i>3-Year Moving Average</i>	20 <i>25.0</i>	27 <i>23.7</i>	26 <i>24.3</i>	24 <i>25.7</i>	36 <i>28.7</i>	26
C9	Number of Drivers Age 20 or Younger Involved in Fatal Crashes <i>3-Year Moving Average</i>	257 <i>258.7</i>	211 <i>236.0</i>	226 <i>231.3</i>	218 <i>218.3</i>	182 <i>208.7</i>	167
C10	Number of Pedestrian Fatalities <i>3-Year Moving Average</i>	317 <i>329.3</i>	322 <i>324.3</i>	312 <i>317.0</i>	276 <i>303.3</i>	294 <i>294.0</i>	273
B1	Observed Seat Belt Use <i>3-Year Moving Average</i>	85% <i>85%</i>	83% <i>84%</i>	83% <i>84%</i>	89% <i>85%</i>	88% <i>87%</i>	90%

Note: FARS is the source for all of the core outcome measures with the exception of Serious Injuries (C2). The source for this measure is New York's Accident Information System (AIS) maintained by the NYS Department of Motor Vehicles. New York's annual observational surveys of front seat outboard occupants in passenger vehicles are the source for the Core Behavioral Measure (B1).

STATEWIDE HIGHWAY SAFETY PROGRAM

OVERVIEW



The goals of New York's comprehensive statewide highway safety program are to prevent motor vehicle crashes, save lives, and reduce the severity of injuries suffered in crashes. The Governor's Traffic Safety Committee (GTSC) provides leadership and support for the attainment of these goals through its administration of the federal 402 program and various incentive grants awarded to New York under the SAFETEA-LU legislation. The GTSC, supported by the Institute for Traffic Safety Management and Research (ITSMR), affirmed its leadership role in FFY 2009 through these initiatives:

- ❖ The GTSC participated in updating the state's Traffic Safety Information Systems Strategic Plan with the Traffic Records Coordinating Council. This plan is used to identify and prioritize projects that will improve the state's traffic records and information management systems.
- ❖ An assessment of New York's motorcycle safety program was performed in 2008 to assist the state in identifying strengths and weaknesses in the program. In FFY 2010, the GTSC will continue to draw on the assessment team's recommendations in planning its motorcycle safety strategies.
- ❖ In 2008, the GTSC rejoined the Governor's Highway Safety Association (GHSA) after an absence of ten years. The GTSC is now able to access the resources of the GHSA to improve its safety programming.
- ❖ Since 2006, the GTSC has joined with the NYS Department of Transportation (NYSDOT) and other partners to create and implement New York's Strategic Highway Safety Plan (SHSP) as required by SAFETEA-LU. Because the overall goals of the Section 402 Highway Safety Program are shared by all of the agencies in New York that are responsible for traffic safety, the goals adopted in the SHSP and the HSSP are consistent where appropriate. ITSMR is currently assisting NYSDOT in updating the SHSP for FFY 2010.
- ❖ During 2008, the GTSC established new working relationships with partners such as the Metropolitan Planning Organizations, the New York State Motor Truck Association and the New York Association for Pupil Transportation. In FFY 2009, the GTSC worked with these partners to address persistent and emerging traffic safety problems, such as pedestrian safety in metropolitan areas.

HIGHWAY SAFETY PRIORITIES FOR FFY 2010

The top priorities of the 2010 highway safety program are to address trends of increasing numbers of crashes involving specific highway users and to halt the development of unfavorable trends in certain types of crashes. New York has identified nine emphasis areas including improving the safety of younger and older drivers, commercial vehicle operators, motorcyclists, pedestrians and bicyclists. New York will also continue to implement programs to increase seat belt and child restraint use and reduce unsafe driving behaviors, including impaired driving and speeding.

The GTSC will be responsible for the administration and oversight of state and local highway safety initiatives set forth in this Highway Safety Strategic Plan. The following priority activities have been established for New York's 2010 HSSP:

- ❖ Expand recently established programs to educate younger drivers and their parents on New York's graduated driver's license system, avoidance of high risk driving behavior and general safe driving practices
- ❖ Continue recent initiatives undertaken to educate older drivers on the effects of aging on driving abilities and increase awareness of alternatives to driving
- ❖ Continue to implement a Task Force on Impaired Driving to conduct a comprehensive examination of the scope and causes of the impaired driving problem and develop recommendations to reduce crashes resulting from impaired driving. The Task Force was formed in 2008 and is comprised of nine working groups, each of which is charged with examining a specific component of the impaired driving system.
- ❖ Continue to improve working relationships with the 58 local STOP-DWI programs as a means to enhance program administration and more effectively allocate resources
- ❖ Increase enforcement of the laws relating to impaired driving using new approaches and technologies to prevent alcohol and drug impaired driving
- ❖ Continue programs to curb underage drinking and enforce the law prohibiting the use of fraudulent identification to purchase alcohol
- ❖ Continue active enforcement and related public information and education activities to increase seat belt use in New York State; incorporate expanded enforcement in the FFY 2010 Buckle Up New York program and work with partners to determine if public education techniques can improve the use rate in New York
- ❖ Expand efforts that address specific high risk groups, such as younger drivers and drivers from rural areas, through special enforcement and education programs
- ❖ Increase education and outreach on the proper use and correct installation of child safety seats by strengthening the network of child passenger safety programs, particularly in areas that serve high risk populations, and increasing training opportunities for technicians
- ❖ Continue to support vigorous enforcement of the Vehicle and Traffic Laws through Selective Traffic Enforcement Programs (STEP), especially those pertaining to speeding, running red lights, aggressive and distracted driving
- ❖ Expand existing STEP efforts to include a focus on commercial motor vehicles and motorcycle operators

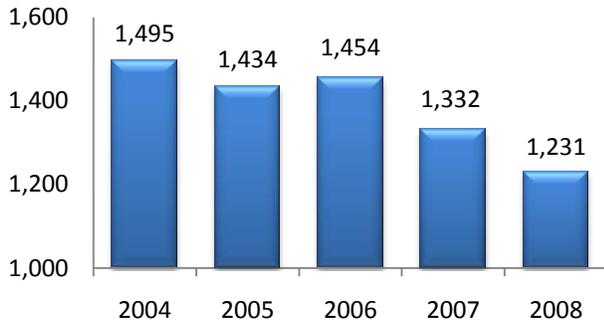
- ❖ Continue participation in the state’s drowsy driving awareness committee
- ❖ Increase the availability of education for motorcycle operators and awareness of safe motorcycling through the adoption of recommendations from the Motorcycle Safety Assessment
- ❖ Expand training opportunities for police officers, prosecutors and the judiciary
- ❖ Support law enforcement agencies seeking to conduct motorcycle enforcement
- ❖ Explore the creation of a coalition to improve pedestrian and bicycle safety, particularly in New York City
- ❖ Continue to actively bring highway safety programs to diverse populations in New York State
- ❖ Encourage police agencies to conduct routine Vehicle and Traffic Law enforcement, with a particular focus on violations committed by drivers of passenger vehicles operating in close proximity to commercial vehicles and motorcycles
- ❖ Seek new working relationships and opportunities to partner with federal, state and local agencies to improve commercial vehicle safety
- ❖ Encourage police agencies to consider police traffic services as an everyday priority using the “traffic enforcement is law enforcement” approach

The GTSC will continue to expand its active PI&E program that addresses priority traffic safety issues. The GTSC plans to direct its media messages to specific areas that are identified through analysis of the data and are recommended by the GTSC member agencies. In the past, these campaign messages have focused on speeding, impaired driving, restraint use, motorcycle safety and younger driver safety. Through the long-standing relationship with the New York State Broadcasters’ Association, New York has been able to produce and air non-commercial sustaining announcements (NCSAs) aimed at the general population and specific groups, including minority and rural populations.

Efforts with other media associations have also enabled the GTSC to reach expanded audiences with traffic safety messages. The Outdoor Advertising Association partners with the GTSC and makes available unused billboard space for posting safety messages. New York will also distribute bilingual educational messages through the print media, posters, brochures, radio, cable television and the internet. Safety messages will also be distributed through the Department of Motor Vehicles’ state and county offices. These outreach initiatives reinforce the efforts of the enforcement community to increase compliance with the traffic laws.

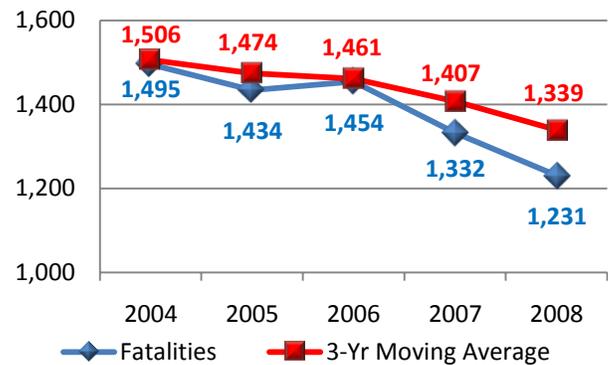
TRENDS IN FATALITIES AND SERIOUS INJURIES

FATALITIES IN MOTOR VEHICLE CRASHES



Source: FARS

FATALITIES AND 3-YEAR MOVING AVERAGE

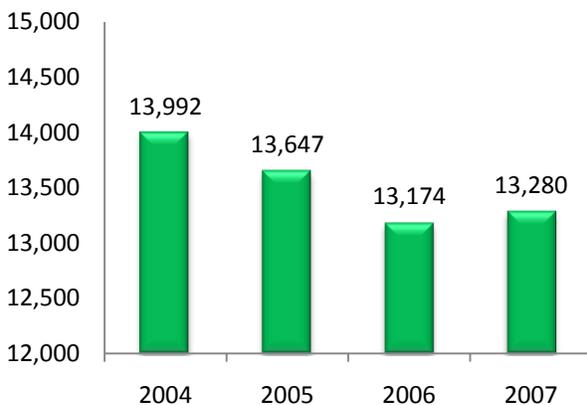


Source: FARS

FARS data indicate that the number of fatalities in motor vehicle crashes in New York State dropped to 1,231 in 2008, 101 fewer than the previous year. Since 2004, fatalities have decreased 18%. The 3-year moving average over the 2004-2008 period has been on a steady downward trend.

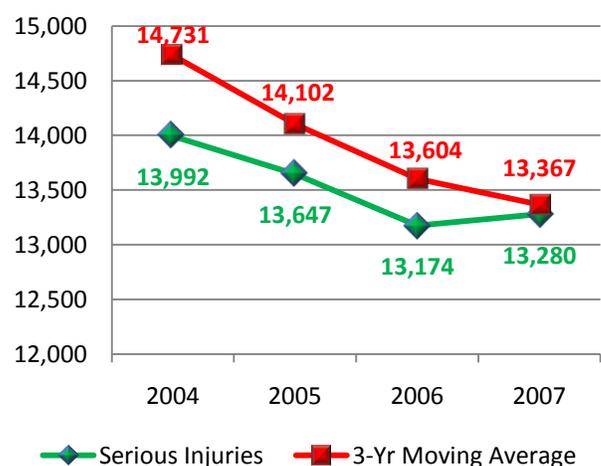
Based on New York's Accident Information System (AIS), the number of serious injuries suffered in crashes declined by 6% between 2004 (13,992) and 2006 (13,174); in 2007 the number of serious injuries increased slightly to 13,280. Data on the number of serious injuries suffered in crashes in 2008 are not yet available. The moving three-year average shows the downward trend in the number of serious injuries over the four-year period, 2004-2007.

SERIOUS INJURIES IN MOTOR VEHICLE CRASHES



Source: NYS AIS

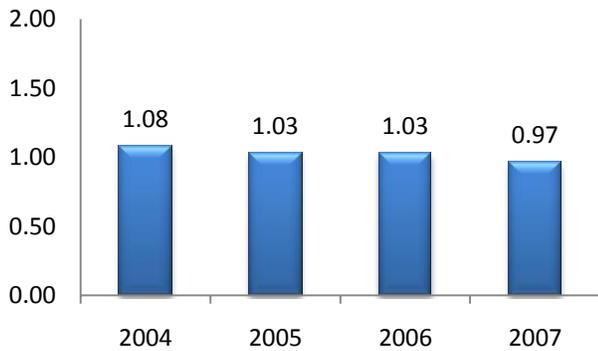
SERIOUS INJURIES AND 3-YEAR MOVING AVERAGE



Source: NYS AIS

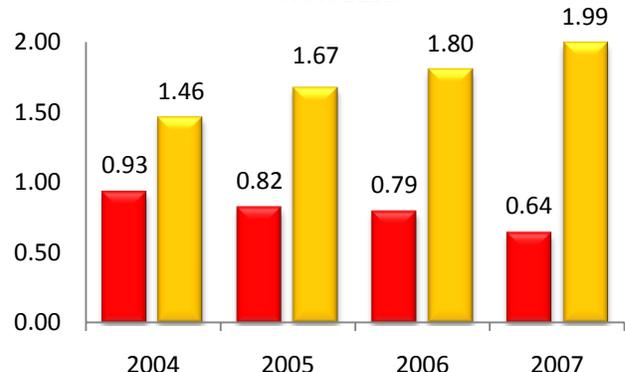
As shown in the graphs below, the fatality rate per 100 million vehicle miles traveled (VMT) has been on a downward trend in New York from 1.08 fatalities per 100 million VMT in 2004 to 0.97 in 2007. Fatality rates for urban and rural areas of the state have also been computed using FARS data. The urban fatality rate has declined steadily while the rural fatality rate has been on an upward trend. The moving three-year averages for each of these fatality rates based on VMT show the downward trends in the overall fatality and urban fatality rates and the upward trend in the rural fatality rate.

**FATALITY RATE
PER 100 MILLION VEHICLE MILES
TRAVELED**



Source: FARS

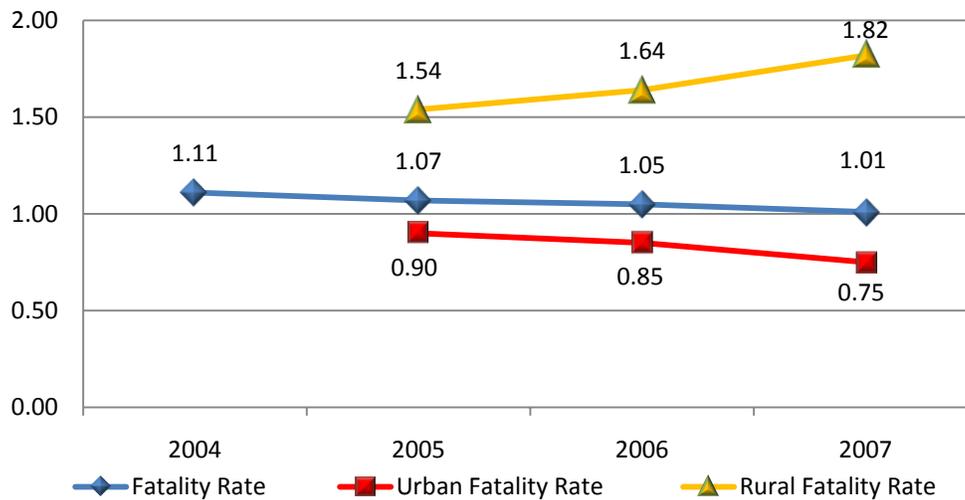
**URBAN AND RURAL FATALITY RATES
PER 100 MILLION VEHICLE MILES
TRAVELED**



■ Urban Fatality Rate ■ Rural Fatality Rate

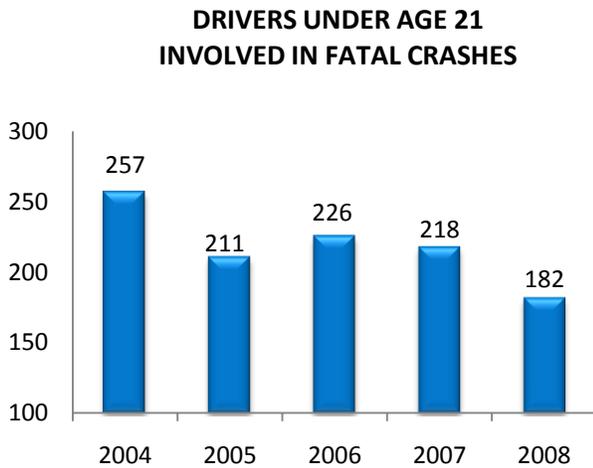
Source: FARS

**TOTAL, URBAN AND RURAL FATALITY RATES
PER 100 MILLION VEHICLE MILES TRAVELED
3-YEAR MOVING AVERAGES**

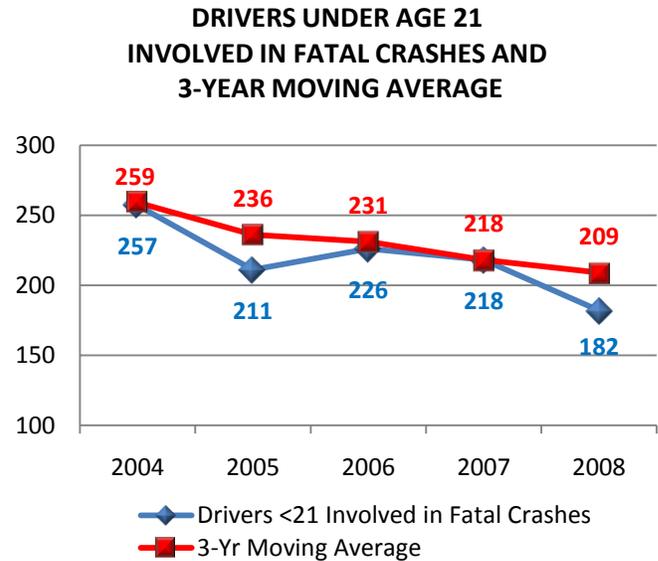


Source: FARS

The involvement of drivers under the age of 21 in fatal crashes is of particular concern. Based on FARS data, between 2004 and 2008, the number of drivers under 21 years of age involved in fatal crashes dropped by 29% (from 257 to 182). The 3-year moving average over this time period shows the consistent downward trend.



Source: FARS



Source: FARS

PERFORMANCE GOALS AND MEASURES

Performance Goals

- ❖ To decrease traffic fatalities 5 percent from 1,231 in 2008 to 1,169 by December 31, 2010
- ❖ To decrease serious traffic injuries 3 percent from the 2005-2007 calendar base year average of 13,367 to 12,966 by December 31, 2010
- ❖ To decrease fatalities/VMT from 0.97 in 2007 to 0.92 by December 31, 2010
- ❖ To decrease rural fatalities/VMT from 1.99 in 2007 to 1.89 by December 31, 2010
- ❖ To decrease the urban fatalities/VMT from 0.64 in 2007 to 0.61 by December 31, 2010
- ❖ To decrease drivers age 20 or younger involved in fatal crashes 8 percent from 182 in 2008 to 167 by December 31, 2010

Performance Measures

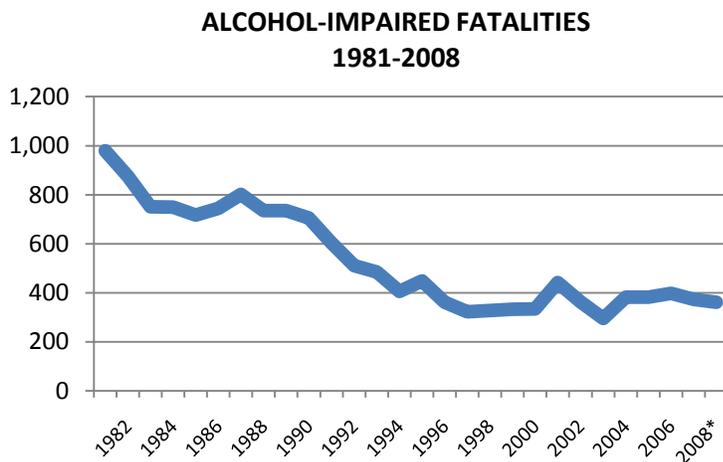
- ❖ Number of traffic fatalities
- ❖ Number of serious injuries
- ❖ Fatalities/VMT
- ❖ Urban fatalities/VMT
- ❖ Rural fatalities/VMT
- ❖ Number of drivers age 20 or younger involved in fatal crashes



IMPAIRED DRIVING

OVERVIEW

Since the implementation of landmark STOP-DWI legislation in November 1981, New York has been very successful in reducing the number of alcohol-impaired driving fatalities that occur on the state's roadways each year. From nearly 1,000 in 1981, fatalities declined by more than two-thirds by the late 1990s.



*Data for 2008 are preliminary
Source: NYS AIS

However, over the past decade (1997-2008), New York has been unable to sustain the general downward trend indicating that further improvements will be difficult to achieve. Recognizing that alcohol and drugs are persistent contributing factors in fatalities and injuries on the state's roadways, impaired driving continues to be a priority of the state's highway safety program.

During FFY 2009, New York continued to address impaired driving through innovative legislation, enforcement efforts, training programs and public information campaigns. One of the key initiatives undertaken was the establishment of the New York State Task Force on Impaired Driving. Using a team approach, the primary goal of the Task Force is to develop new strategies to address the continuing problem of impaired driving. Nine teams are focusing on the areas of general deterrence; legislation and sanctions; enforcement; prosecution; courts; probation; assessment, evaluation and treatment; licensing/relicensing; and research. Over the past several months, each team has been investigating the issues relevant to its area, identifying priority concerns, and making recommendations.

The Governor's Traffic Safety Committee has also undertaken a major public awareness effort at sports venues across the state. GTSC's "Fans Don't Let Fans Drink & Drive" campaign has been brought to baseball stadiums, basketball arenas, hockey rinks and race-tracks to raise awareness of the dangers of impaired driving and to promote responsible behavior.



In 2008, New York passed legislation establishing an advisory council on underage alcohol consumption. Effective January 1, 2009, the council consists of 21 members who represent the various groups that are stakeholders in the effort to combat underage alcohol consumption. The council is charged with reporting its findings by October 2010.

In addition to these new initiatives, vigorous enforcement of New York's impaired driving laws is ongoing within the state. In the coming year, law enforcement agencies will continue to implement coordinated deterrence initiatives, sobriety checkpoints, multi-agency saturation patrols, and other high visibility enforcement activities. These enforcement strategies are often combined with a public awareness component and media campaign. New York's local STOP-DWI programs, the GTSC and the law enforcement community will also continue to participate in the national impaired driving enforcement periods.

Officer training programs such as the Standardized Field Sobriety Testing/Drug Recognition Expert (SFST/DRE) and Advanced Roadside Impaired Driving Enforcement (A.R.I.D.E) training for law enforcement officers, the Drug Impairment Training for Education Professionals (DITEP), and training for prosecutors of DWI cases will also continue to be provided.

Through a partnership with the NYS Division of Parole (DP), a new initiative will be undertaken in the coming year to provide training to parole officers in the recognition of drug impairment. The DP will also assist in Phase Three of the training provided through the DRE program. In another new initiative, the GTSC will also work with the NYS Division of Probation and Correctional Alternatives (DPCA) to train DPCA staff in recognizing impaired individuals.

Other activities that will focus on the issue of impaired driving in the coming year include the Annual NYS Highway Safety Symposium. To be held in October, this two-day event will provide a number of workshop sessions on various traffic safety issues, with a particular focus on impaired driving. Some of the specific workshops that will be conducted include: 1) Enforcing Underage Drinking Laws, 2) Update on the NYS Drinking Driver Program, and 3) Advanced Roadside Impaired Driving Enforcement training for police officers.

Based on data from the state's AIS crash file, the number of alcohol-impaired driving fatal crashes in New York increased between 2004 and 2006 (from 332 to 359) and then declined in 2007 (344) and 2008 (336).

The proportion of all fatal crashes that involved alcohol impairment was on a consistent upward trend over the entire five-year period, 2004-2008 (from 24% in 2004 to 29% in 2008).

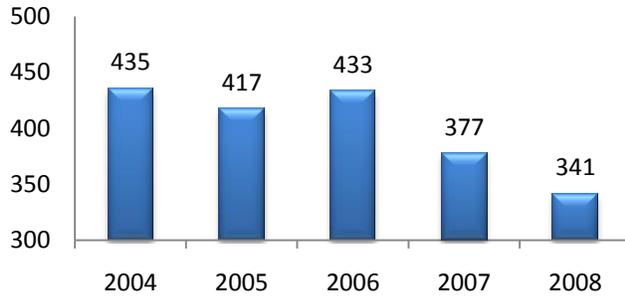
From 2004 to 2007, there was a steady reduction in the number of police-reported personal injury crashes involving alcohol (from 5,327 to 4,991) and the number of persons injured in alcohol-impaired driving crashes (from 8,024 to 7,175).

ALCOHOL-IMPAIRED CRASHES*					
	2004	2005	2006	2007	2008**
Fatal Crashes	332	350	359	344	336
% of all fatal crashes	24.3%	26.8%	27.0%	28.2%	29.1%
Injury Crashes	5,327	5,270	5,111	4,991	N/A
% of all injury crashes*	4.0%	4.1%	4.2%	4.1%	N/A
# of persons injured	8,024	7,724	7,293	7,175	N/A
*Police-reported crashes					
**Data for 2008 are preliminary					
Source: NYS AIS					

Alcohol-impaired driving personal injury crashes accounted for 4% of all police-reported personal injury crashes in New York from 2004-2007.

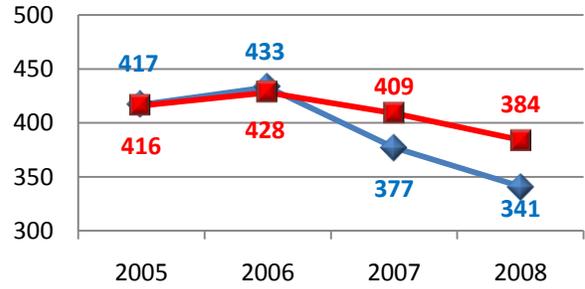
Following an upward trend in alcohol-impaired driving fatalities in recent years, New York experienced a decline in 2007 and again in 2008. Based on FARS data, the proportion of fatalities involving drivers/motorcycle operators with a BAC of .08% or above declined in 2007 and 2008 to 28% compared to 29% in 2004 and 2005 and 30% in 2006. Between 2004 and 2008, the number of fatalities involving drivers/motorcycle operators with a BAC of .08% or higher ranged from a high of 435 in 2004 to 341 in 2008, a 22% reduction.

ALCOHOL-IMPAIRED DRIVING FATALITIES



Source: FARS

ALCOHOL-IMPAIRED DRIVING FATALITIES AND 3-YEAR MOVING AVERAGE

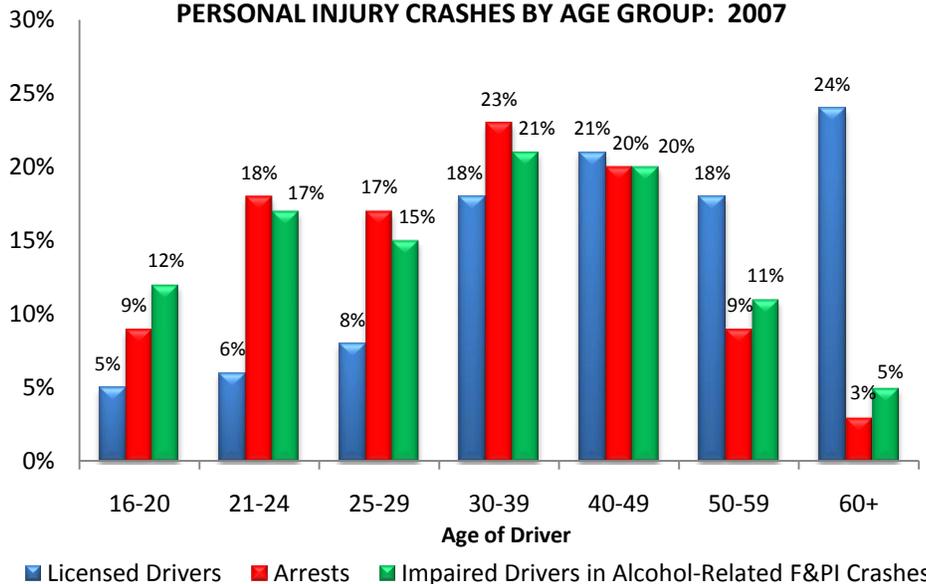


Source: FARS

Note: Alcohol-impaired driving fatalities are all fatalities in crashes involving a driver or motorcycle operator with a BAC of .08% or greater

Drivers under 30 years of age continue to be highly overrepresented in both alcohol-impaired fatal and personal injury crashes and impaired driving arrests when compared with the proportion of licensed drivers under age 30. In 2007, drivers under 21 represented 5% of the licensed drivers but accounted for 12% of the impaired drivers in fatal and personal injury crashes and 9% of the impaired driving arrests.

NEW YORK STATE LICENSED DRIVERS, PERSONS ARRESTED FOR IMPAIRED DRIVING AND IMPAIRED DRIVERS IN ALCOHOL-IMPAIRED FATAL AND PERSONAL INJURY CRASHES BY AGE GROUP: 2007

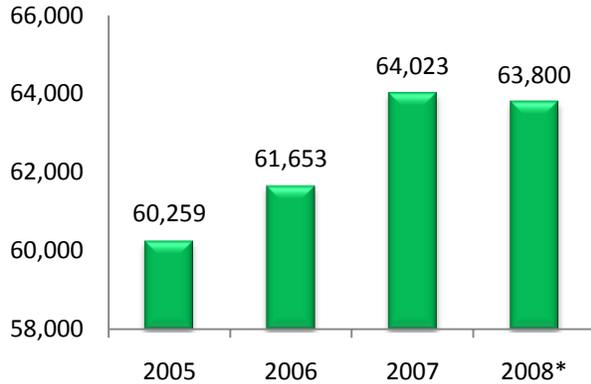


Source: NYS AIS

Drivers 21-24 years of age represented 6% of the licensed drivers in the state, but accounted for 18% of the impaired driving arrests and 17% of the impaired drivers in alcohol-impaired fatal and personal injury crashes.

Drivers ages 25-29 accounted for 17% of the impaired driving arrests and 15% of the impaired drivers in alcohol-impaired fatal and personal injury crashes, but represented only 8% of the licensed drivers.

IMPAIRED DRIVING ARRESTS

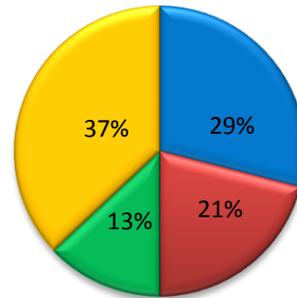


*Data for 2008 are preliminary
 Source: NYS TSLED and Administrative Adjudication systems, Suffolk County and the NYPD

Between 2005 and 2007, the number of persons arrested for impaired driving increased from 60,259 to 64,023, an increase of 6%.

Preliminary data for 2008 indicate that there was a slight decrease (less than 1%) in the number of arrests compared to 2007.

PROPORTION OF TICKETS ISSUED FOR IMPAIRED DRIVING BY TYPE OF ENFORCEMENT AGENCY, 2008*



■ State Police ■ County ■ NYPD ■ Other Local

*Data for 2008 are preliminary
 Sources: NYS TSLED and Administrative Adjudication systems, Suffolk County and the NYPD

Based on the preliminary ticket data, a total of 93,964 tickets were issued for impaired driving violations in 2008. The number of tickets is greater than the number of persons arrested because drivers are frequently cited for more than one V&T 1192 violation when they are arrested for impaired driving.

In 2008, the New York City Police Department (NYPD) and other local police agencies issued 50% of the impaired driving tickets (13% and 37%, respectively). The New York State Police issued 29% of the tickets and the remaining 21% were issued by county police agencies.

PERFORMANCE GOALS AND MEASURES

Performance Goals

- ❖ To decrease alcohol-impaired driving fatalities 3 percent from 341 in 2008 to 331 by December 31, 2010
- ❖ To reduce the number of alcohol-impaired driving injuries 5 percent from 7,175 in 2007 to 6,825 by December 31, 2010

Performance Measures

- ❖ Number of alcohol-impaired driving fatalities
- ❖ Number of alcohol-impaired driving injuries

Activity Measures

- ❖ Number of impaired driving arrests
- ❖ Number of prosecutors, probation officers, toxicologists and judges trained
- ❖ Number of SFST and DRE instructors and the number of officers trained
- ❖ Number of officers trained in A.R.I.D.E.
- ❖ Number of refresher courses for officers trained in SFST
- ❖ Number of awareness and education programs delivered in schools
- ❖ Number of non-traditional partners trained

STRATEGIES

Statewide Coordination of Activities Targeting Impaired Driving

Task Force on Impaired Driving

In 2008, the GTSC established a Task Force on Impaired Driving to combat impaired driving on the state's roadways. Using a team approach, the Task Force is conducting a comprehensive examination of the scope and causes of the problem of impaired driving and developing new countermeasures to address the problem. Membership on the Task Force is broad-based and includes the GTSC's state agency and non-state agency partners. Nine teams are focusing on the areas of general deterrence; legislation & sanctions; enforcement; prosecution; courts; probation; assessment, evaluation & treatment; licensing/relicensing, and research. A report on the progress of the Task Force and the accomplishments to date was presented at a meeting of the GTSC member agencies in June.

The work of the Task Force will continue in the coming grant year. The teams will focus on developing, implementing, and evaluating potential innovative activities, programs, and countermeasures that address the problem of impaired driving. The teams will also continue to monitor and identify issues of concern. Periodically each team will prepare a brief report documenting its activities, findings and recommendations for presentation at the Team Leader meetings. In the coming year it is expected that two to three additional meetings involving team leaders and representatives from their teams will be held to discuss common issues.

Enforcement of Impaired Driving Laws

Initiatives will continue to be supported on both the state and local levels to increase enforcement of the impaired driving laws. Generally, local DWI enforcement efforts are funded through the New York State STOP-DWI program. The GTSC may use grant funds to support the development and implementation of innovative enforcement strategies by local agencies including high visibility enforcement programs, such as regional saturation patrols, sobriety checkpoints, and organized statewide mobilizations, as well as participation in the national impaired driving mobilizations.

Efforts to publicize enforcement activities will be pursued. Materials supporting the national mobilization campaigns and the local STOP-DWI programs will be provided by the GTSC. The GTSC will collect data from the mobilizations and provide it to the National Highway Traffic Safety Administration (NHTSA). To ensure that coordinated, anti-impaired driving messages can be delivered to the public across the state, the GTSC will provide funding for public information materials through the STOP-DWI Foundation.

The GTSC provides grant funds for impaired driving programs implemented statewide that have local benefits for law enforcement. In FFY 2010, the Division of Criminal Justice Services (DCJS) will continue a program to replace the breath analysis instruments used by local police and supported by the DCJS. A training technician will provide training to police officers on the use of the instruments and on evidentiary breath test management. The DCJS will also provide SFST update training for patrol officers in the coming year.

The Division of State Police (DSP) will continue to conduct a highly visible and vigorous impaired driving enforcement program that includes both road details and underage enforcement. The DSP employs a variety of techniques: checkpoints, roving patrols, and sting operations to detect impaired drivers. The DSP will purchase breath testing instruments and laboratory equipment for DWI testing to support these efforts. The DSP will also continue to conduct public information campaigns that address the issue of impaired driving. In addition, since the DSP's toxicology lab provides the expert testimony of a toxicologist in DWI cases, the GTSC will provide funding to train lab personnel in the latest techniques and developments in the field.

Impaired Driving Programs for High Risk Groups

In addition to general deterrence approaches to reduce impaired driving, programs and strategies that focus on specific groups of drivers are needed. In particular, special efforts are needed to address underage drinking and driving. The expertise and resources of state and local agencies will be used. Strategies to limit access to alcohol by persons under the age of 21 will continue to be supported in 2010. The Task Force on Impaired Driving is also looking at issues related to general deterrence through a telephone survey and focus groups designed to gather information on drivers' attitudes and perceptions related to the problem of impaired driving.

Underage Drinking and Driving

A major component of the state's underage prevention effort involves multi-agency sting operations. The GTSC provides funding to support these enforcement operations, which include purchasing scanners to check for fraudulent and altered IDs and conducting public information and education activities.

The Division of the State Police maintains a toll-free number (1-866-UNDER 21) to allow individuals to report incidents of underage drinking and underage drinking and driving. Based on reported data, each Troop will conduct at least one detail per month to check retail establishments and taverns for underage sales during peak consumption times.

The Department of Motor Vehicles Field Investigation Unit (DFI) will continue to combat underage sales through a program that focuses on the prevention of fraudulent identification use. Details employ multi-agency teams during enforcement operations.

The NYS Sheriffs' Association, with funding and program support from the GTSC, has identified rural upstate counties with a high incidence of underage drinking and driving. The jurisdictions participating in this program conduct coordinated, multi-county enforcement initiatives designed to coincide with the peak underage drinking and driving periods such as the holidays, prom time, graduation and summer vacation. The approach will continue to feature strict zero tolerance enforcement conducted during the times of day, days of week, and at locations most frequently associated with underage drinking and driving. Five counties will participate in this effort.

Alcohol Education for Parents

The GTSC will continue to support programs to educate parents and other adults on the risks of providing access to alcohol to those under age 21. Several municipalities and counties in New York State have enacted local "social host" laws, which allow police to charge adults who provide alcohol in their homes to underage persons without having witnessed the consumption. A similar state law had been proposed, but it did not pass.

Interventions at Colleges to Reduce Underage Alcohol Consumption

College-based interventions are a necessary component in the fight against underage drinking and driving. There is a need for broad-based programs that include the involvement of the school administration in controlling the availability and consumption of alcohol on campus.

The GTSC continues to support programs that educate this population; for example, funding will continue for a program that creates mobile exhibits that focus on young people who have lost their lives due to impaired driving. Efforts to promote cooperation among off-campus establishments and communication with the surrounding communities will also be supported.

Local Interdiction at Point of Sale

The Division of Criminal Justice Services will continue to provide data to the county STOP-DWI programs for use in identifying the alcohol beverage establishments that have been the last drinking location for drivers subsequently arrested for DWI. The STOP-DWI programs are able to work with local associations and with the New York State Liquor Authority (SLA) to address problem establishments using countermeasures such as server training and monitoring license compliance. The STOP-DWI programs are also finding new ways to use these data in their programming.

Repeat DWI Offender Programs

The problem of DWI recidivism and persistent drinking drivers will continue to be addressed through the Drinking Driver Program (DDP) and its treatment referral mechanism. With the support of the GTSC, an information system is being developed to facilitate the exchange of information between the DDP providers and the Department of Motor Vehicles. The 2006 omnibus impaired driving legislation provides additional penalties for certain repeat offenders and also for any driver with a high BAC (.18%); these new penalties have an impact on the state agencies and other components of the system that deal with impaired drivers. The GTSC will support the participation of repeat DWI offenders in a traffic safety program provided by the Division of Probation and Correctional Alternatives (DPCA) and other similar initiatives.

Educational Programs and Training

The GTSC will continue to support public awareness and educational programs, as well as training for police officers, court personnel, probation officers and others who are responsible for enforcing and prosecuting impaired driving offenses and sanctioning and monitoring convicted offenders.

Networks for Educational Outreach

The use of various networks to deliver educational outreach to specific groups and venues will be supported. The GTSC and the STOP-DWI Foundation will create public information material to be used in outreach programs that will be branded with the state message, while still maintaining the local identity of the county STOP-DWI programs.

GTSC will continue to support community outreach at venues such as race tracks, fairs and community events. Fatal vision goggles and a driver simulator have been purchased by the GTSC to use at these events. The GTSC's law enforcement liaisons continue to assist in this effort by recruiting the participation of local agencies.

Underage Drinking and Driving

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

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

In addition, the GTSC will be partnering with DMV's Division of Field Investigations and Office for the Younger Driver to develop educational materials explaining the consequences of creating, purchasing and/or using fraudulent documents to purchase alcoholic beverages.

To reduce impaired driving crashes involving young drivers, enforcement of New York's "Zero Tolerance" law that makes it illegal for drivers under age 21 to drive with a BAC of as little as .02% continues to be emphasized. The public will continue to be educated regarding the law and its implementation will continue to be monitored.

Drug-Impaired Driving

The GTSC coordinates and supports the statewide program to train and deploy Drug Recognition Experts (DREs) and will continue to provide DRE certification training to police officers throughout the state. Through in-depth experiential training and a rigorous curriculum, this intensive course provides the law enforcement community with legally-recognized expert witnesses who have the tools necessary to apprehend, arrest and convict those who operate a motor vehicle while impaired by drugs.

While studies continue to show that drugs are a prevalent factor in motor vehicle fatalities, the number of arrests for drugged driving is relatively low, even in localities that have trained DREs. To improve drug impaired driving detection, the GTSC will continue to support the statewide implementation of Advanced Roadside Impaired Driving Enforcement (A.R.I.D.E.) training for patrol officers. Although the A.R.I.D.E. training is not as intense as the DRE training, it provides a solid foundation for officers to make drug-impaired driving arrests that can be adjudicated successfully.

The GTSC will also continue to train more instructors to teach the DITEP (Drug Impairment Training for Educational Professionals) course. The DITEP training was developed to help fight the growing problem of drugs in the educational environment and to make schools a safer environment for learning. School personnel are trained to recognize and evaluate students who are abusing and impaired by drugs. The requests for DITEP training have continued to increase.

Training Programs for Local Police and Court Personnel

Through the New York State Traffic Resource Prosecutor, working with the New York Prosecutors Training Institute, increased opportunities to receive training on detection and innovative enforcement techniques will be made available to local police and prosecutors. Training to increase the courtroom skills of officers making DWI arrests and training for probation officers, prosecutors, and judges on the techniques of handling impaired driving cases will also be provided. The Prosecutors Institute will also provide technical assistance to the A.R.I.D.E. and SFST/DRE steering committees.

The GTSC will also continue to support training for prosecutors and law enforcement on prosecuting traffic-related cases, especially those involving drugs and alcohol. Training topics include DWI trial advocacy, prosecuting the drugged driver and A.R.I.D.E. training. This training provides local District Attorneys and their staffs with the latest information from across the state on law enforcement practices and judicial decisions in impaired driving cases. In addition, a one-day training session will be developed in the coming year to share information with all persons involved in the impaired driving system, from the arresting officer to the professional providing treatment services to the offender.

DWI and Drug Courts

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

Interlock Devices Implementation

The GTSC is providing funding to the Division of Probation and Correctional Alternatives (DPCA) to coordinate with its partners in developing recommendations and implementing policies and procedures for the use of ignition interlock devices in New York. Currently, more than 2,000 interlock devices are being used in 45 county probation departments, more than double the number in use three years ago. This increase in use has been attributed to demand created by the implementation of the Aggravated DWI law. Of the counties not employing the devices, the primary reason cited was lack of interlock providers and installation services. In addition to maintaining a list of interlock service providers on its website, the DPCA will be developing a tutorial on interlock protocols for publication on its website.

DWI Victim Impact Panels

Since 1989, New York State has encouraged the use of DWI Victim Impact Panels. Many local courts use these panels as a sentencing option. DWI victims also speak in schools, at community events, and on radio and TV, and help to produce videos about the tragedies associated with impaired driving. These panels are funded at the local level, generally with user fees or county STOP-DWI funds.

Community-Based Programs to Address Impaired Driving

Local communities have a large stake in preventing crashes and avoiding injuries resulting from impaired driving and are also in the best position to identify their priorities and direct the available resources to address these priorities. Because of limitations in resources, cooperative efforts on a county or regional basis are encouraged. The GTSC will network with public and private organizations and advocacy groups at the local level to meet the objectives of the statewide impaired driving program. This will include planning, coordinating, and overseeing the state's Section 402/410 impaired driving grant programs, the coordination of the Drug Recognition Expert training program, oversight of the county STOP-DWI programs and the implementation of any newly legislated programs and initiatives in impaired driving.

Research and Evaluation

Research and evaluation studies will be conducted to support the efforts of the Task Force on Impaired Driving and to identify specific issues that need to be addressed by policy or program initiatives. Areas for investigation may include impairment among motorcyclists and young drivers and the adjudication of impaired driving offenses by the courts. Research on the driving histories of persons on probation for DWI will continue and be expanded. Evaluations of existing programs will be conducted to determine their effectiveness with regard to their stated goals and objectives. For example, a study is underway to evaluate the effectiveness of the A.R.I.D.E. training program. Support will also be provided for evaluation projects related to the implementation of new laws and fulfillment of the requirements of legislatively-mandated studies. Two studies that will be conducted in FFY 2010 include one on recidivism and one on the implementation and effectiveness of the Aggravated DWI Law.

POLICE TRAFFIC SERVICES

OVERVIEW



An important component of New York's highway safety program is the consistent enforcement of the state's Vehicle and Traffic Law. New York's program uses high visibility enforcement, in conjunction with public information and education (PI&E), to achieve and sustain improvements in highway safety. This approach can have a positive impact on driver behavior by fostering an understanding in the public's consciousness that safe driving prevents crashes, fatalities and injuries, and that the goal of traffic enforcement is to promote safe driving habits.

Highly publicized enforcement efforts are designed to provide a more directed approach for some high risk groups, especially those who intentionally disregard laws and have become adept at avoiding apprehension. The high risk groups include recidivist and high BAC drunk drivers, aggressive drivers, chronic speeders, and suspended or revoked operators. Also included as a high risk group are the drivers who refuse to use safety restraints, despite over a decade of zero tolerance enforcement and repeated efforts to educate motorists on the benefits associated with using seat belts. The continued development of new strategies by enforcement agencies to reduce crashes and provide for the safety of all highway users will be encouraged and supported.

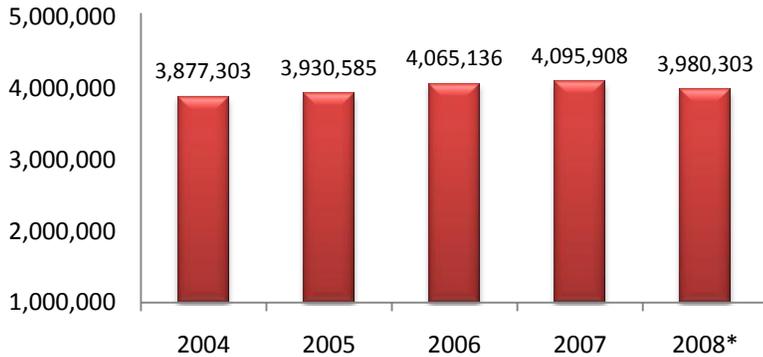
A relatively new strategy that has proven to be successful in supporting enforcement efforts is the use of License Plate Reader (LPR) technology. Capable of recognizing over 1,000 license plates an hour as vehicles pass either a portable or stationary unit at speeds up to 70 miles per hour, law enforcement officers using a plate reader can easily determine whether passing motor vehicles are legally registered, whether the registered owner is licensed or whether the registered owner is the subject of an outstanding warrant. Based on this information, a police officer can intervene before the driver is involved in a traffic crash or commits another violation that could result in serious injury to an innocent victim.



The expanding use of LPR technology highlights the need for timely and accurate data to ensure that all traffic law enforcement efforts are successful. To improve the timeliness of crash and ticket data, the GTSC continues to expand and support the use of TraCS (Traffic and Criminal Software). TraCS not only improves the timeliness and accuracy of the data in the Accident Information System (AIS) and the Traffic Safety Law Enforcement and Disposition (TSLED) system, it also provides the participating police agencies with a more sophisticated traffic records management system. More than 330 police agencies across the state now collect and transmit ticket and/or crash data electronically.

New York maintains two ticket systems: the TSLED system which covers most of the state and the Administrative Adjudication system which covers the large metropolitan areas (New York City, Buffalo and Rochester) and the five western towns in Suffolk County.

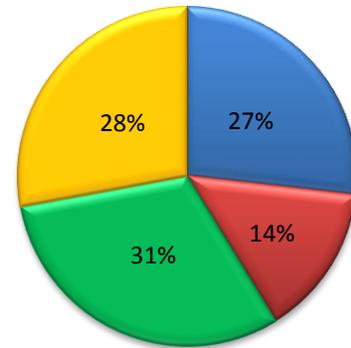
TOTAL TICKETS ISSUED



Analyses of the combined TSLED and Administrative Adjudication ticket data for the five-year period, 2004-2008, show a small decrease in total tickets in 2008, after small increases each year from 2004 to 2007.

*Data for 2008 are preliminary
Source: NYS TSLED and Administrative Adjudication systems

PROPORTION OF TICKETS ISSUED BY TYPE OF POLICE AGENCY, 2008*



■ State Police ■ County ■ NYPD ■ Other Local

*Data for 2008 are preliminary
Source: NYS TSLED and Administrative Adjudication systems

The proportions of tickets issued by the State Police, county agencies, and local police agencies have remained fairly constant over time. In 2008, the State Police issued 27% of all traffic tickets, county agencies issued 14%, the New York City Police Department (NYPD) issued 31% and all other local agencies issued 28%.

SPEED ISSUES

Since it is a contributing factor in a sizeable number of crashes on New York's highways, speeding continues to be a major traffic issue in New York State. Excessive speed increases both the frequency of crash events and the severity of the crashes that occur.

SPEED-RELATED FATAL AND PERSONAL INJURY CRASHES*					
	2004	2005	2006	2007	2008**
Fatal Crashes	386	378	391	369	377
% of all fatal crashes	31.1%	31.8%	30.9%	31.3%	33.3%
Injury Crashes	13,897	13,884	13,048	14,405	N/A
% of all injury crashes*	10.5%	10.9%	10.6%	11.5%	N/A
# of persons injured	21,123	20,752	19,474	21,137	N/A

*Police-reported crashes

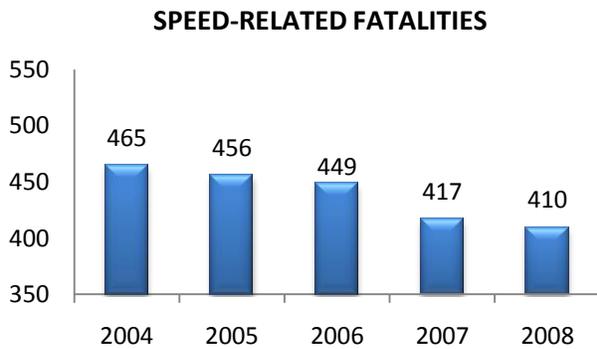
**Fatal data for 2008 are preliminary; 2008 injury data are not yet available

Source: NYS AIS

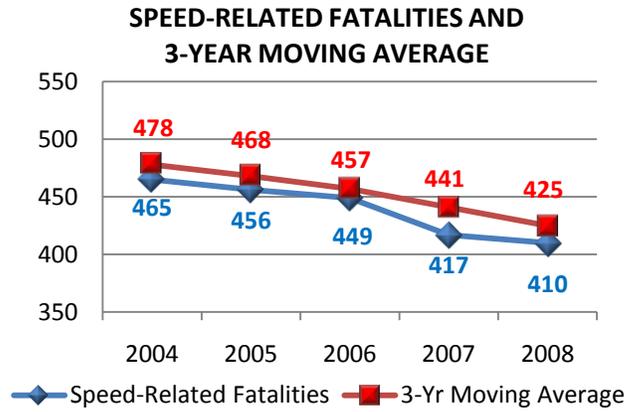
Each year since 2004, speed-related fatal crashes have accounted for an increasing proportion of all fatal crashes. In 2008, 33% of the fatal crashes were speed-related compared to 28% in 2004.

From 2004 to 2007, unsafe speed was also a factor in 11% of the police-reported crashes where an injury occurred.

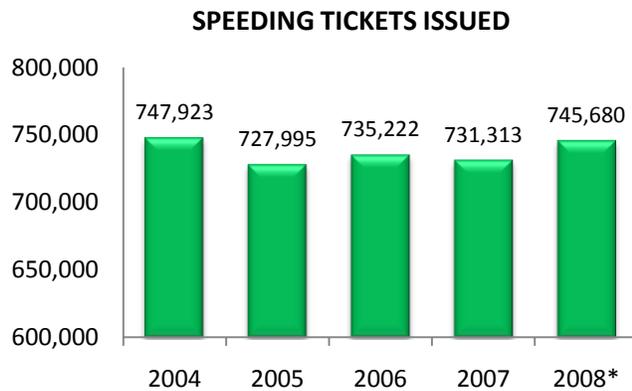
Based on FARS data, speed-related fatalities have been on a steady downward trend over the five-year period, 2004-2008. The largest decrease occurred between 2006 and 2007 (7%), followed by another decrease in 2008. Overall, New York experienced a 12% drop in speed-related fatalities between 2004 and 2008 (from 465 to 410).



Source: FARS



Source: FARS



*Data for 2008 are preliminary

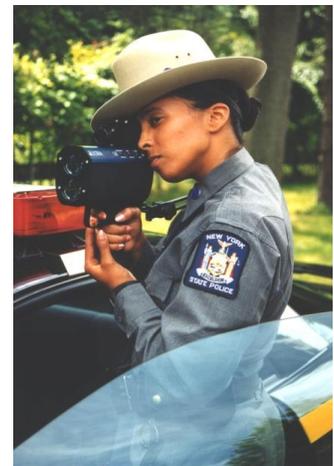
Source: NYS TSLED and Administrative Adjudication systems

Statewide, more than 725,000 speeding tickets were issued in each of the past five years, 2004-2008. In 2008, 745,680 tickets were issued for speeding, the highest number since 2004.

Over the five-year period, 2004-2008, speeding tickets accounted for 18%-19% of the approximately four million tickets issued annually.

The GTSC and its partners are working together to develop strategies that will enhance the comprehensive approach to this serious problem. New York has been participating in the regional speed programs that NHTSA sponsors and will continue to explore ways to implement rational speed limits. In addition to traditional radar technology, innovative strategies and new technologies are being used by law enforcement to address the problem of speeding. One example is the use of LIDAR, speed measuring equipment that uses light emitting diodes to measure speed and cannot be detected by motorists.

Proven to be a highly effective strategy in apprehending speeders and other aggressive drivers, the use of "low profile" patrol cars continues to be expanded among the traffic enforcement motor patrol fleets of New York's state, county and local police departments. In another initiative, the Traffic Incident Management Teams (TIMS) established by the State Police continue to take a zero-tolerance approach to speeding in designated work zones. When the road construction season

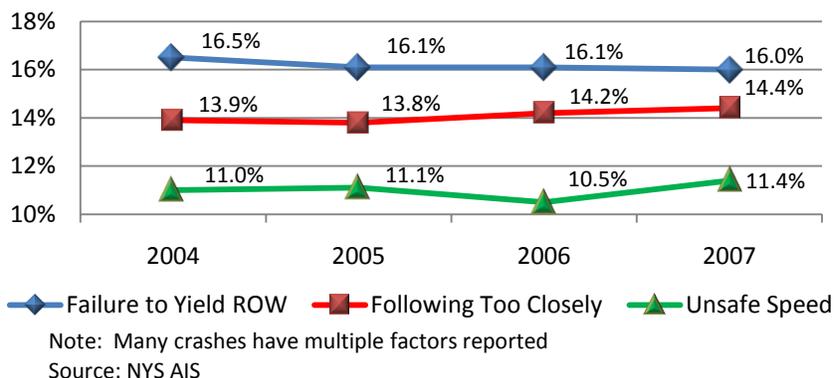


ends, the TIMS enforcement units, equipped with 100 laser speed measuring devices, are detailed to other high crash areas where speeding and aggressive driving offenses occur.

AGGRESSIVE DRIVING ISSUES

Aggressive Driving is a broad term used to describe a variety of unsafe and illegal driving behaviors, including impaired driving, speeding, following too closely, failure to yield the right-of-way and failure to stop at red lights and stop signs. These offenses contribute to many of the crashes involving injuries and fatalities. Despite media coverage that has focused extensive attention on the phenomenon of aggressive driving, aggressive driving continues to be a serious issue, especially as our highways have reached critical mass regarding traffic volume and congestion.

PROPORTION OF POLICE-REPORTED FATAL AND INJURY CRASHES WITH CONTRIBUTING FACTORS ASSOCIATED WITH AGGRESSIVE DRIVING



Analyses of the contributory factors in fatal and personal injury crashes indicate that unsafe driving behaviors associated with aggressive driving are persistent factors in crashes. In each of the four years, 2004-2007, “failure to yield the right-of-way” was a factor in about 16% of the crashes, “following too closely” was a factor in 14% of the crashes, and “unsafe speed” was a factor in 11% of the crashes.

OTHER ENFORCEMENT ISSUES

Traffic enforcement is involved in a number of other issues intended to reduce the frequency and severity of crashes in New York. Each of these identified problem areas requires a unique enforcement tactic and public education approach. Enforcement issues related to impaired driving, occupant protection, motorcycle safety and pedestrian safety are addressed under the plan’s individual sections on those areas. Other issues that need to be addressed include:

Distracted Driving: While the distracted driving behavior of talking on a hand-held cell phone while driving is illegal in and of itself, other types of distracted driving behavior can lead to a traffic violation such as an unsafe lane change, failure to keep right, following too closely or failure to yield the right-of-way. Because all the various forms of distracted driving can and do contribute to crashes, these types of unsafe driver behaviors must be addressed through aggressive enforcement. Recently, the danger of text messaging while driving has emerged as a traffic safety concern. As a result, several counties have enacted "No Texting While Driving" laws and a statewide ban on this distracting behavior will go into effect in November 2009.

Over the five-year period, 2004-2008, the number of fatal crashes where driver inattention/distraction was a factor reached a high of 143 in 2006 followed by decreases in 2007 (132) and 2008 (117). The number of injury crashes involving driver inattention/distraction followed a different pattern decreasing between 2004 and 2006 and then increasing again in 2007 to approximately the level in 2005.

Each year, 2004-2008, driver inattention/distraction was a factor in 9%-11% of all fatal crashes. Driver inattention/distraction was also a factor in 18%-19% of police-reported injury crashes each year from 2004 to 2007.

Cell phone use was reported as a factor in five or fewer fatal crashes (0.1%-0.4% of all fatal crashes) each year and in 0.2% of police-reported injury crashes.

"DRIVER INATTENTION/DISTRACTION" FATAL AND PERSONAL INJURY CRASHES*					
	2004	2005	2006	2007	2008**
Fatal Crashes	119	122	143	132	117
% of all fatal crashes	8.7%	9.3%	10.8%	10.8%	10.1%
Fatal Crashes Involving Cell Phone Use	3	1	3	5	2
% of all fatal crashes	0.2%	0.1%	0.2%	0.4%	0.2%
Injury Crashes	24,169	23,221	22,729	23,244	N/A
% of all injury crashes*	18.3%	18.2%	18.5%	18.6%	N/A
Injury Crashes Involving Cell Phone Use	229	240	222	252	N/A
% of all injury crashes*	0.2%	0.2%	0.2%	0.2%	N/A
*Police-reported crashes					
**Data for 2008 are preliminary					
Source: NYS AIS					

School Bus Safety: "Operation Safe Stop" is an education and enforcement program designed to protect our school children when boarding and exiting school buses. GTSC, in cooperation with our school bus safety partners, will select two days during FFY 2010 to emphasize this important program. The first day will concentrate on a statewide education campaign through media events and educational initiatives. At a later date, Operation Safe Stop will dedicate law enforcement resources for the purpose of enforcement. During 2009, the pilot project involving the mounting of license plate readers on school buses was expanded from one school district to four.

Commercial Vehicles: In 2007, large trucks were involved in only 4% of the total crashes in New York but in 10% of the fatal crashes. Because drivers of large trucks and buses also violate the Vehicle and Traffic Law by speeding, following too closely, failing to yield the right-of-way and other aggressive driving behaviors, the GTSC will continue to encourage police agencies to conduct routine enforcement of the traffic laws with commercial vehicles, as well as with passenger vehicles.

The GTSC is supportive of many educational initiatives geared to sharing the road with large vehicles such as tractor trailers, trucks and buses. GTSC partners with state and federal agencies on safety campaigns for both the safety of commercial vehicle operators and the motorists who travel with them on the roadways. GTSC is partnering with the NYS Motor Truck Association to promote and sponsor the annual NYS Truck Safety and Education Conference, and participates on the conference planning committee. In addition, the GTSC serves as an active member on the Statewide Interagency Motor Carrier Safety & Credentialing Steering Committee. Through relationships developed at these meetings, GTSC has worked with both the Thruway Authority and the Motor Truck Association to have safety messages posted in rest areas.

PERFORMANCE GOALS AND MEASURES

Performance Goal

- ❖ To decrease speeding-related fatalities 5 percent from 410 in 2008 to 390 by December 31, 2010

Performance Measure

- ❖ Number of speeding-related fatalities

Activity Measures

- ❖ Total number of tickets issued
- ❖ Number of tickets issued for speeding violations

STRATEGIES

Selective Traffic Enforcement Programs (STEP)

The Selective Traffic Enforcement Programs (STEP) provide an opportunity for law enforcement agencies throughout the state to deploy additional patrols in high crash locations within their jurisdictions during the days of the week and the times of the day that crashes most frequently occur and to take into account the contributing factors associated with the crashes. In FFY 2010, the primary emphasis in Police Traffic Services will continue to be STEP projects which focus on unsafe speed and aggressive driving behaviors. As in previous years, each enforcement agency participating in the STEP to Reduce Unsafe Driving Behaviors grant program in FFY 2010 must develop and implement projects based on an analysis of their local crash and ticket data.

STEPs use a variety of enforcement techniques such as stationary or moving patrol, low-visibility (low-profile) patrol cars for detection and apprehension, high-visibility patrol cars for prevention and deterrence, and safety checkpoints. Over 300 local police agencies will participate in the STEP program in FFY 2010.

In addition to the STEP programs, the state's police agencies use specialized programs to address particular traffic-related problems identified by crash data. Examples of specific strategies include:

Speed Enforcement

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

The speed enforcement program conducted by the State Police that focuses enforcement details on high crash areas of non-interstate highways will continue to be funded by the GTSC. The State Police will continue to use ticket and crash data from TraCS, in addition to other data, to ensure that patrols are deployed to the areas that have the most significant traffic safety problems.

Speed enforcement activities will continue to make greater use of newer technologies. Such technologies include dual antenna radar devices, which provide the ability to monitor traffic from two directions simultaneously, and new generation RADAR (Radio Detection and Ranging) which provides the speeds of target vehicles regardless of whether the traffic officer is stationary or mobile. The use of LIDAR (Light Detection and Ranging) speed detection units will also be expanded as they are well-suited to speed enforcement in congested traffic. Virtually undetectable in use, the pin point accuracy of LIDAR leaves no doubt as to offender identification. Additionally, the State Police, as well as many local police agencies, will continue to deploy "low profile" patrol cars which are very effective at apprehending speeders.

Statewide Speed Enforcement Campaign

New York will participate with Pennsylvania and Ohio in the Tri-State Summer Initiative that focuses on speeding, aggressive driving and impaired operation along Interstate highways that traverse the three states. New York will also continue to participate in the Tri-State Partnership with New Jersey and Connecticut to address speeding through cooperative enforcement efforts using newer techniques to assess enforcement strategies, speed limits and traffic flow. In addition, New York will implement a media advertising program using television, radio, internet and roadside billboard outlets. This multi-media campaign will reinforce the message that speeding is a dangerous driving behavior and inform the public about the on-going statewide enforcement efforts that target the problem of speeding.

CHES (Cameras Helping to Enforce School Bus Safety)

The pilot program implemented in 2009 in the Syracuse City School District to address the problem of motorists passing stopped school buses will be continued in FFY 2010. The program uses license plate readers attached to a school bus to photograph the license plate of any vehicle that illegally passes the bus when it is stopped with the red lights flashing and the stop arm extended. This program has been expanded to three additional school districts. The purpose of this grant is to educate the motoring public about the law and the danger that motorists who pass stopped school buses pose for children loading and unloading from the bus. Local media coverage of license plate reader technology has provided a much needed reminder to motorists about the dangers of passing stopped school buses.

Enforcement of the Cell Phone Law

The use of hand-held cell phones while driving has been illegal in New York since 2001. Enforcement of the cell phone law is addressed largely through the STEP program. The GTSC will continue to include enforcement information about cell phones in its statewide program.

D-DACTS (Data-Driven Approaches to Crime and Traffic Safety)

The City of Rochester is one of seven jurisdictions participating in the D-DACTS program. D-DACTS is a nationwide program that integrates traffic safety and crime data as a basis for designing patrol deployment strategies and proactive enforcement tactics. The GTSC is partnering with the National Highway Traffic Safety Administration and the Department of Justice to provide assistance and support to the Rochester Police Department (RPD) as they fully implement D-DACTS. The City of Rochester is an

“Operation Impact” center and Rochester's traffic safety issues will be integrated into the existing framework of the impact project. The RPD has identified crime and crash hot spots through data analysis and continues to build community support by engaging diverse but important partners within the community for the purpose of studying the effectiveness of the crime and crash reduction strategies.

Comprehensive Traffic Enforcement Programs (CTEP)

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

Rural Traffic Law Enforcement

Rural traffic safety issues are much different than those found in urban and suburban areas. Rural areas have a number of unique issues, including problems associated with old and sometimes poorly engineered local roads and a greater mix of vehicles, from tractor trailers to farm tractors to horse drawn buggies. Unlike urban traffic operations, serious crashes in rural areas generally occur more randomly and are spread out over a wider area. As a result, rural law enforcement, especially on the county level, must patrol in sparsely populated areas, separated by large geographical expanses. Traditional traffic law enforcement methods such as the Selective Traffic Law Program (STEP), which was originally designed for urban applications, must be modified to meet the needs of the rural community. To address rural traffic safety issues, the GTSC will continue to support a project sponsored by the NYS Sheriffs' Association that provides funding, training and administrative support to eleven rural counties with respect to their coordinated traffic safety efforts.

Five of the counties participating in the NYS Sheriffs' Association Rural Enforcement Initiative, in addition to the normal STEP activities, will participate in the D-DACTS program. These counties were selected due to their geographic proximity to the City of Rochester. This program will assess the displacement effect that may occur from the increased law enforcement activities within the City of Rochester.

Traffic Safety Research and Evaluation

Projects which involve various aspects of research, problem identification, and program evaluation will continue to be conducted in FFY 2010. One example is a project proposed by the State Police that would provide a mapping tool to allow individual police agencies to overlay their enforcement data on top of the comprehensive accident data from all police agencies. This would allow each police agency to visually analyze and evaluate problematic events occurring within their enforcement area. Other projects in this category may include problem identification based on ticket, crash, and other traffic records data; evaluation of the effectiveness of enforcement programs and other strategies and development and dissemination of highway safety information to the enforcement community, grantees and other traffic safety partners.

Statewide Law Enforcement Liaison Program

An important component of the GTSC's continuing partnership with the police community is its Law Enforcement Liaison (LEL) Program. This initiative supports a dedicated member of the NY State Police, the NYS Sheriffs' Association and the NYS Association of Chiefs of Police to work directly with the GTSC. These LELs will continue to assist in the coordination of statewide traffic law enforcement programs and enhance communications between the GTSC and their respective organizations. They will work in close cooperation with the GTSC's Program Representatives with respect to planning local projects, proposal evaluation, training and other matters relating to traffic law enforcement. In addition, they will continue to network with the NHTSA Law Enforcement Liaison for Region Two in all matters of mutual concern.

Statewide Traffic Law Enforcement Recognition Program

"New York Law Enforcement Challenge"

New York State's law enforcement community sets ambitious goals for traffic safety enforcement and education in an effort to prevent motor vehicle crashes, save lives and reduce the severity of injuries suffered in crashes on our highways. Sponsored by the GTSC, the New York Law Enforcement Challenge is an innovative award program that is designed to recognize and reward the best overall traffic safety programs in New York State. It offers a unique opportunity for a police department to establish itself as a premier agency and leader in the field. The areas of concentration for this competition include efforts to enforce laws and educate the public with regard to occupant protection, impaired driving and speeding. The winning safety programs are those that combine officer training, public information and enforcement to reduce crashes and injuries in their jurisdictions. All New York Law Enforcement Challenge winners are also entered into competition at the national level in the National Law Enforcement Challenge. The National Highway Traffic Safety Administration and the International Association of Chiefs of Police sponsor the national contest.

Training Programs

To increase knowledge and awareness of traffic safety issues and provide instruction in enforcement techniques and strategies, the GTSC will continue to support various training programs in FFY 2010. Focusing on the area of law enforcement, the adjudication of traffic violations, and the supervision of convicted violators, training will be conducted for enforcement personnel, probation officers, judges, and prosecutors. Examples of programs supported under this strategy include the following:

ESLETS – Empire State Law Enforcement Traffic Safety Conference

First held in 2000, the annual ESLETS Conference is designed to provide a forum in which to address highway safety issues related specifically to law enforcement officers. This training conference is a venue for providing education to the law enforcement community on the latest technology and traffic safety programs and a networking opportunity for officers. Presented primarily "by law enforcement - for law enforcement", the conference is also an opportunity for the GTSC Chair, NHTSA and other leaders in highway safety to address a large group of dedicated traffic enforcement officers. The GTSC will continue to support the Division of State Police in presenting this conference which was an

outstanding success in 2009, with more than 300 officers in attendance in Syracuse. The Law Enforcement Liaisons (LELs) from the NYS Association of Chiefs of Police and NYS Sheriffs' Association also participate on the Conference planning committee each year.

Awareness Training: The Scope of Traffic Enforcement

Each traffic stop not only provides an opportunity to correct driver behavior, but also results in a short encounter where the trained officer may begin to establish reasonable suspicion with respect to criminal activity. An alert and "critically thinking" officer can identify a number of important factors through careful consideration of the violator's documentation, verbal responses to questions and non-verbal mannerisms. To assist in this regard the NYS Sheriffs' Association will continue to offer its BRADS (Behaviors, Responses, Attitudes, Documentation and Situation) Course. This program features a number of highway interdiction techniques blended with traditional interview and interrogation techniques. The course also provides information on federal and state case law as it pertains to traffic stops, review of violator documentation, kinesics and neuro-linguistic programming as applied in interviewing situations. It also includes updates on racial profiling, ensuring that stops are made as a result of probable cause without regard to the race, gender or ethnic background of the driver or occupants.

Awareness Training: The Older Driver

The approaching decade will bring the largest cohort of older drivers to our highways. Baby Boomers will begin turning sixty-five years old in 2011, and by 2030 those over sixty-five will represent the largest segment of the population. Despite the declining physical conditions associated with advancing age, research shows that older drivers are successfully adjusting for age-related changes and are driving safely well into their seventies, eighties and even nineties. The National Highway Traffic Safety Administration's (NHTSA) three-hour training program "The Older Driver - Law Enforcement Awareness Course" identifies primary concerns for law enforcement as they relate to an aging population and provides specific responses to those concerns. The GTSC Law Enforcement Liaisons from the NYS Sheriffs' Association and the NYS Association of Chiefs of Police attended NHTSA's "Train-The-Trainer Program for Older Drivers" and will now offer this awareness course statewide.

Probation Officer Training

Probation officers play an important role in overseeing DWI offenders. Probation departments in New York have taken advantage of newer technologies including License Plate Readers and the use of DMV's License Event Notification System (LENS) which automatically sends an electronic report when a license suspension or other event is posted on a probationer's license record. Ignition interlock devices are being employed more in New York State due to recent legislation. The GTSC will continue to support programs that increase awareness of these technologies among probation officers.

Traffic Management Training

To insure that adequate support is dedicated to traffic officers and that resources are used effectively and efficiently, the GTSC, in cooperation with the New York State Sheriffs' Association, will continue to develop and present training programs specifically for police traffic managers and supervisors. Courses in Supervising Selective Traffic Law Enforcement Operations, Contemporary Traffic Law Enforcement, and Managing the Police Traffic Function integrate managerial and operational techniques with traffic safety issues.

With funding provided by the GTSC, the New York State Sheriffs' Association will also continue a training program that integrates traditional traffic enforcement with general law enforcement public security mandates. This comprehensive course includes information on a variety of administrative, operational, and behavioral subjects such as patrol management, the role of traffic enforcement in proactive security operations, problem identification, resource allocation, differential police response, problem-oriented policing, organizational change, planned retrenchment, and strategic planning. All of these programs stress the importance of developing a traffic enforcement philosophy within the overall scheme of contemporary policing.

Commercial Vehicle Enforcement

An effective commercial vehicle enforcement program must include enforcement of hazardous materials and equipment violations, weights and measures, hours-of-service, seat belt usage and other regulations. While it is recognized that special training is required for even cursory checks of commercial vehicle weight, equipment, load securement and logbooks, the GTSC will encourage police agencies receiving grant funding to include routine traffic enforcement of commercial vehicle operators in their enforcement programs. Police agencies will also be encouraged to enforce unsafe driving and traffic violations committed by drivers of other vehicles in the vicinity of commercial vehicles. The GTSC will continue to work with the DOT, DSP, the Federal Motor Carrier Safety Administration (FMCSA) and the trucking industry to ensure that commercial vehicle traffic safety is maintained.

MOTORCYCLE SAFETY

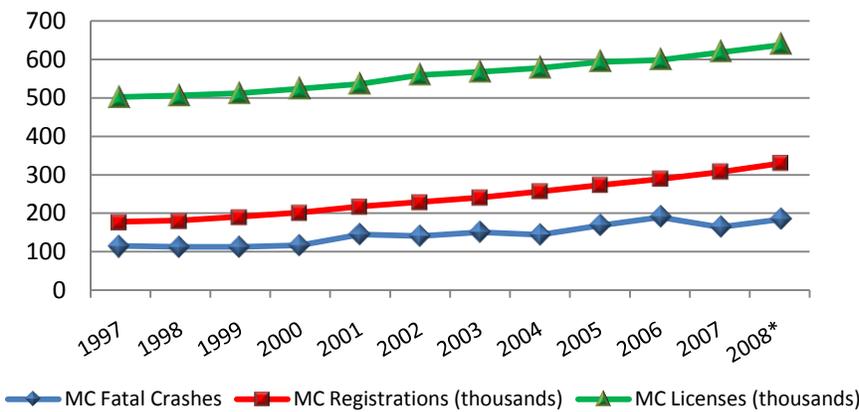
OVERVIEW



Since 1997, the number of registered motorcycles in New York State has more than doubled with registrations reaching nearly 329,000 in 2008. During this same time period, the number of drivers with motorcycle licenses has also been on a consistent upward trend with the number increasing more than

20%. This increase in the popularity of motorcycles, both as a mode of transportation as well as a form of recreation, has been accompanied by an alarming increase in fatal crashes involving motorcycles.

**MOTORCYCLE LICENSES, REGISTRATIONS AND FATAL CRASHES
1997-2008**



*Fatal crash data for 2008 are preliminary

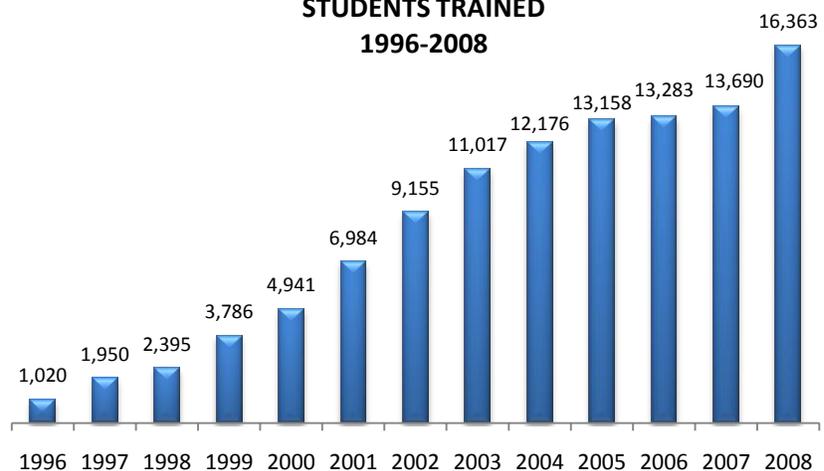
Sources: NYS AIS, NYS Registration and Driver's License Files

The core component of New York's program is the Motorcycle Safety Program, in existence since 1996, which provides instruction and field training to improve the riding skills of motorcyclists.

The program is supported through user fees and surcharges on motorcycle registrations and licenses and is administered by the Department of Motor Vehicles at 23 public training sites and nine military and police sites. As an incentive to participate in the training, the motorcycle skills test is waived for those who successfully complete the course. Riders who complete the course are also entitled to reductions in penalty points and insurance costs.

The number of students trained each year has steadily increased. By the end of the 2008 riding season, approximately 110,000 motorcyclists had completed the motorcycle safety education course.

**STUDENTS TRAINED
1996-2008**



New York has been using FFY 2008 and 2009 Section 2010 funds to develop programs that will augment the legislated Motorcycle Safety Program and to conduct conferences, workshops, seminars and other outreach modes that enhance the coordination of programs and training. The activities that offer training opportunities for course providers and instructors will promote the hiring and retention of quality staff. Where possible, New York will attempt to expand the network of providers beyond the legislated Motorcycle Safety Program to reach new geographic areas and supplement the availability of courses in high demand locations.

The use of the Internet and other venues for expanding training opportunities for police officers are also being explored. The NYS Sheriffs' Association and the NYS Association of Chiefs of Police have both expressed interest in developing motorcycle safety and enforcement programs. The GTSC is exploring training avenues for the Sheriff's Association which has allocated funds toward this end, while the Chiefs of Police plan to develop an educational program for presentation to law enforcement agencies. Both of these projects will be geared toward identifying compliant helmets, encouraging the use of proper safety gear, and promoting general motorcycle awareness.

The NYS Division of State Police has instituted a "Traffic Corner" on their agency intranet that highlights new changes in the traffic laws, announces upcoming traffic-related conferences and seminars, and offers training modules for online learning. A pictorial of common motorcycle violations is being developed for road officers. Once approved, this training module can be made available online or in an electronic format for distribution to other police agencies in the state.

The GTSC will coordinate and administer enforcement and education programs within the law enforcement community that address motorcycle safety. The New York State Police continues to receive funding for motorcycle enforcement details and educational ventures across the state. The Warren County Sheriff's Department received funding to lease two police motorcycles and six officers have been trained and deployed. Other police agencies have begun to research countermeasures to reduce the rising number of injuries and fatalities within their communities; these include innovative enforcement strategies, establishing motorcycle units, and training officers in applicable traffic law sections regarding motorcycles. These initiatives augment the legislated Motorcycle Safety Program and enhance New York's efforts to reduce crashes.

In January 2008, at the GTSC's request, NHTSA provided a team of experts to conduct an assessment of New York's Motorcycle Safety Program and make recommendations for improvements in a number of areas. The DMV safety programs group which was assigned responsibility for the motorcycle program will be reviewing the strategies recommended by the Motorcycle Safety Program Assessment team. The team's recommendations include: improved oversight of the rider education program; increasing the number of authorized training sites; expanding safety awareness among motorcycle operators; and establishing local motorcycle safety programs addressing general safety issues, in addition to covering such topics as impaired driving.

In FFY 2009, DMV's motorcycle safety program implemented virtually all of the administrative recommendations made by the team. Over the past year, the program has worked with communities on the local level establishing motorcycle safety programs in eight counties with an expected 10 additional programs to be added in 2010. DMV has issued 160 motorcycle safety videos to various agencies from local Traffic Safety Boards to motorcycle clubs. DMV has also increased the number of promotional materials highlighting motorcycle safety, and motorist awareness of motorcycles is part of the overall traffic safety message in television commercials recently completed by the department.

The number of fatal crashes involving motorcycles fluctuated over the five-year period, 2004-2008, from a low of 144 in 2004 to a high of 190 in 2006. After dropping to 164 in 2007, the number of motorcycle fatal crashes increased to 184 in 2008.

Although the number of fatal crashes in 2008 (184) was lower than the all-time high of 190 in 2006, motorcycle fatal crashes accounted for 16% of all fatal motor vehicle crashes in the state in 2008, the highest proportion to date.

MOTORCYCLE FATAL AND PERSONAL INJURY CRASHES					
	2004	2005	2006	2007	2008*
Fatal Crashes	144	168	190	164	184
% of all fatal crashes	10.5%	12.8%	14.3%	13.4%	15.9%
Injury Crashes	4,146	4,515	4,272	4,727	N/A
% of all injury crashes	2.7%	3.1%	3.1%	3.4%	N/A
# of motorcyclists injured	4,440	4,803	4,515	4,996	N/A

*Data for 2008 are preliminary
Source: NYS AIS

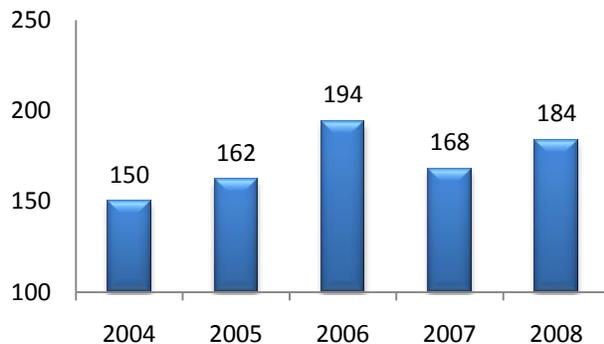
The number of motorcycle crashes involving personal injuries also fluctuated between 2004 and 2007.

In 2007, there were 4,727 injury crashes, an increase of 11% over 2006; in total, nearly 5,000 motorcyclists were injured in crashes in 2007.

Each year from 2004-2007, motorcycle non-fatal injury crashes accounted for 3% of all non-fatal injury crashes that occurred in New York.

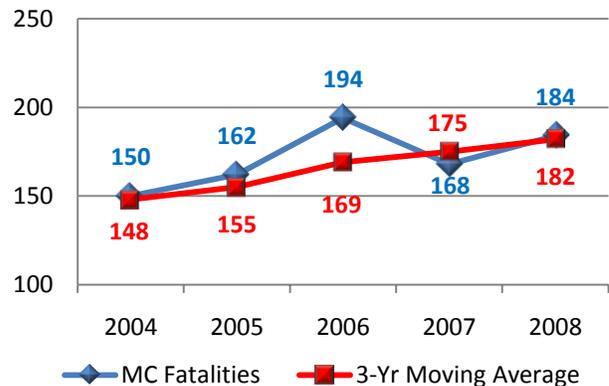
Based on FARS data, the number of motorcyclists killed in crashes spiked to 194 in 2006 from 150 in 2004 and 162 in 2005. The decrease in fatalities to 168 in 2007 was followed by another increase to 184 in 2008. The number of motorcyclists injured also fluctuated up and down between 2004 and 2007; in 2007, nearly 5,000 motorcyclists were injured.

MOTORCYCLIST FATALITIES



Source: FARS

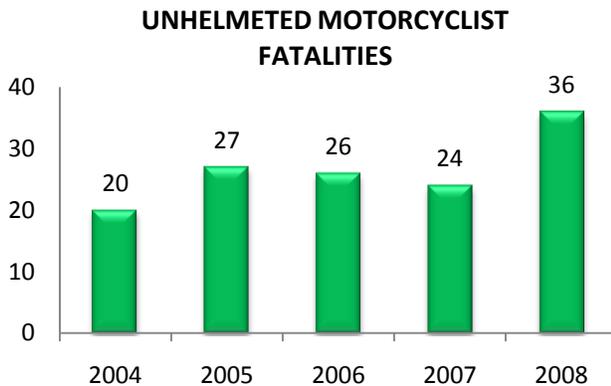
MOTORCYCLIST FATALITIES AND 3-YEAR MOVING AVERAGE



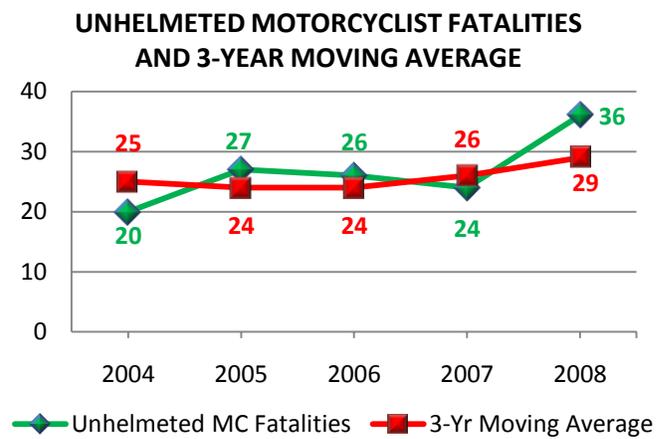
Source: FARS

In a statewide observational survey of helmet use by motorcyclists conducted in June 2008, only one out of the 2,142 motorcyclists observed was not wearing a helmet, a usage rate of 99.9%.

Helmet use among motorcyclist fatalities is lower; according to FARS data, between 2004 and 2008 the number of unhelmeted motorcyclist fatalities nearly doubled (from 20 to 36). Although the numbers are small, these unhelmeted motorcyclists represented 13% to 20% of all motorcyclist fatalities over this time period.



Source: FARS



Source: FARS

PERFORMANCE GOALS AND MEASURES

Performance Goals

- ❖ To decrease motorcyclist fatalities 5 percent from the 2006-2008 calendar base year average of 182 to 173 by December 31, 2010
- ❖ To decrease unhelmeted motorcyclist fatalities 10 percent from the 2006-2008 calendar base year average of 29 to 26 by December 31, 2010
- ❖ To decrease the number of injured motorcyclists 5 percent from the 2005-2007 calendar base year average of 4,771 to 4,530 by December 31, 2010

Performance Measures

- ❖ Number of motorcyclist fatalities
- ❖ Number of unhelmeted motorcyclist fatalities
- ❖ Number of injured motorcyclists

Activity Measures

- ❖ Number of motorcycle operators trained and licensed
- ❖ Number of new training sites
- ❖ Number of statewide motorcycle enforcement initiatives implemented

- ❖ Number of motorists educated on motorcycle safety
- ❖ Report on unsafe motorcyclist behaviors
- ❖ Number of contacts with motorcycle rider education program

STRATEGIES

Educational Programs and Public Awareness

Motorcyclist Intervention and Education

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

Public Awareness of Motorcycle Safety

Public information and education activities will stress the proper use of approved safety equipment, especially helmets. Efforts to increase awareness and educate the general driving population about motorcycle safety issues will continue. These efforts include New York's participation in the national initiative recognizing June as "Motorcycle Awareness and You" month, PI&E campaigns, and PSAs and educational materials designed to heighten the awareness of the motoring public regarding the special safety needs of motorcyclists.

Motorcycle Safety Education

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

Expand Network of Rider Programs

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

Partners

The GTSC will work with established partner organizations, such as the DMV, the NYS Traffic Safety Boards Association, and the NYS Chiefs of Police, to promote local rider safety education opportunities within their respective communities.

Program Quality

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

Enforcement

Motorcycle Enforcement Checkpoints

Motorcycle safety checkpoints will be deployed in strategic locations to check for license and registration violations, non-compliant helmets, faulty or illegal equipment and other violations by motorcyclists. Variable message signs and other methods including aerial enforcement may be used to ensure mandatory compliance with the checkpoint. The checkpoints may also be used in conjunction with PI&E and research initiatives.

Officer Training and Local Enforcement

Police officer training on motorcycle enforcement issues and techniques will be conducted. The training will focus on safety violations such as unapproved helmets, equipment violations such as tires and lighting, and altered motorcycles, especially those with loud exhaust systems. Trained officers will be deployed to enforce these laws and issue tickets to violators.

Research and Evaluation

The Motorcycle Safety Program Assessment report included several recommendations for research and evaluation efforts that would assist New York in improving its motorcycle safety program. These research and evaluation initiatives will assist New York in identifying priority issues that should be addressed, assessing the effectiveness of the education and enforcement efforts undertaken, and defining future program direction and potential countermeasures.

Evaluation of Motorcycle Safety Program Initiatives

Because of the increase in motorcycle crashes and fatalities, motorcycle safety is a top priority of New York's highway safety program. In addition to the state's current efforts, the Assessment Team's report included many recommendations for improving New York's program. As New York expands its efforts to address this issue through enforcement, public awareness and rider education programs, studies to evaluate the effectiveness of the initiatives may be undertaken.

Scope and Nature of Motorcycle Safety Issues

The development of an effective program to address motorcycle safety issues requires a clear understanding of the scope of the problem, the nature of the crashes that occur and the characteristics of the motorcycle operators and passengers involved in those crashes. Additional research is needed to examine issues related to motorcycle safety through analyses of DMV's crash, license, vehicle registration and ticket files. Specific topics requiring more in-depth research include the extent to which motorcycle operators are arrested for impaired driving offenses, the specific makes and models of motorcycles involved in crashes and licensing issues related to motorcycle operators.

PEDESTRIAN, BICYCLE AND WHEEL-SPORT* SAFETY

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



OVERVIEW

Pedestrians, bicyclists, in-line skaters, non-motorized scooter operators, and skateboarders, are chronically New York's most vulnerable roadway users when involved in a crash with a motor vehicle. These groups are at-risk for more serious injuries than vehicle occupants and often require extensive medical treatment and/or lengthy rehabilitation. For these reasons, the Governor's Traffic Safety Committee (GTSC) continues to highlight pedestrian, bicycle and wheel-sport safety as priority programs. A special emphasis was placed on these roadway users in the "Be Smart -- Share the Road" public awareness campaign which emphasizes the need to educate the motoring public to be cognizant of all modes of transportation and share the road safely.

Responsibility for pedestrian, bicycle and wheel-sport safety is shared among several agencies and there have been many examples of collaborative efforts in recent years. For example, three Creating Walkable Communities conferences have been held in New York State. These statewide conferences were jointly sponsored by the GTSC and the NYS Departments of Health, State, and Transportation. Representatives from Parks and Trails New York, the New York Bicycling Coalition (NYBC) and Be Active New York State also participated in planning the conferences. In spring 2010, the GTSC will sponsor a one-day pedestrian and bicycle training on Long Island. The purpose of these conferences and trainings is to promote the safe and healthy use of the state's transportation systems by people walking and bicycling.

New York also has many ongoing educational efforts in this program area. For instance, Walk Our Children to School Day in October is a program designed to increase safety for New York's children. The New York State Partnership for Walk Our Children to School (NYSWOCS) continues to work towards expanding this program statewide. The NYSWOCS partnership also supports the Walking School Bus program. The program was piloted at the Hillside Elementary School in Niskayuna during May 2008 and is now in its second year of implementation in Schenectady County. The NYSWOCS committee will continue to expand this program to other localities across the state.

The use of appropriate safety equipment, whether to increase visibility or to provide protection, is particularly critical for bicyclists and participants in other wheeled sports who share the road with motor vehicles. Requirements such as the need for bicycles to be equipped with proper lights and mandatory helmet use are included in the Vehicle and Traffic Law. New legislation that will take effect November 1, 2009, amends the existing law requiring bicycles to be equipped with a red light visible 300 feet to the rear during hours of darkness; the amended law allows the use of either a red or an amber light.

Helmet use has been required for bicyclists under age 14 since 1993, in-line skaters under age 14 since 1996, non-motorized scooter riders under age 14 since 2002, and skateboarders under age 14 since 2005. The Saved by the Helmet program conducted by the NYS Department of Health Bureau of Injury Prevention and the Brain Injury Association continues to publicize the role of bicycle helmets in the prevention of traumatic brain injuries. Bicycle rodeos are a popular type of educational program for children that stress the use of safety equipment as well as how to operate a bicycle safely. At these events, instructors check each bicycle and helmet to ensure the equipment is safe for use; a course may also be set up with intersections, signs and rail crossings so that the children can be taught how to safely navigate these and how to use hand signals properly.

PEDESTRIAN SAFETY

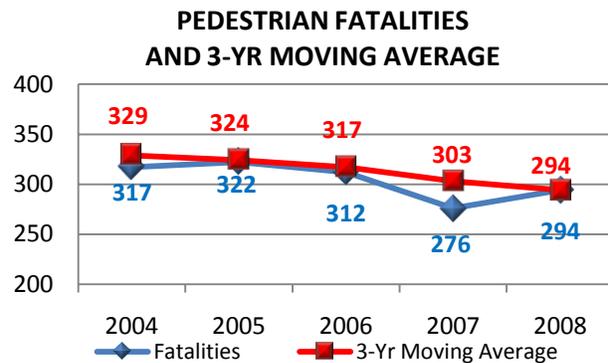
In New York State, pedestrian fatalities ranged between 276 and 322 over the five-year period, 2004-2008. Pedestrians accounted for 21%-24% of all fatalities in crashes each year.



Between 2004 and 2008, the 3-year moving average for pedestrian fatalities was on a steady downward trend.



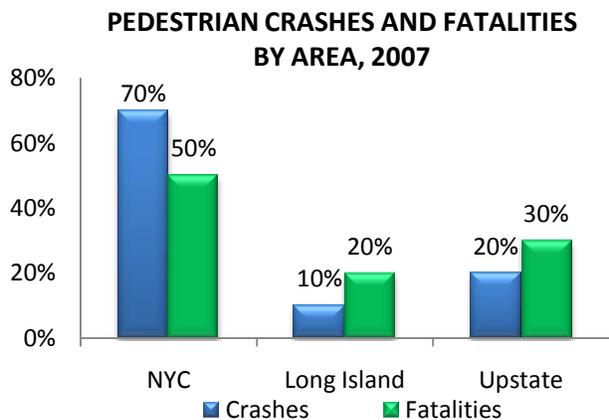
Source: FARS



Source: FARS

Although there has been a general improvement in pedestrian safety in recent years, pedestrian fatal crashes continue to account for approximately one-quarter of all fatal crashes in New York State each year. Of particular concern is the number of pedestrian crashes and fatalities that occur in New York City.

In 2007, 70% of the pedestrian crashes and 50% of the pedestrian fatalities occurred in New York City, 20% of the crashes and 30% of the fatalities occurred in the Upstate region, and 10% of the crashes and 20% of the fatalities occurred on Long Island.



Source: NYS AIS

The GTSC member agencies have been asked to consider the issue of the high rate of pedestrian fatalities in New York City and to make recommendations for programming. The GTSC staff has recently renewed its partnership with the Safety Working Group of the Association of New York State Metropolitan Planning Organizations with the goal of using their expertise to identify ways to improve pedestrian safety in New York City and across the state.

PEDESTRIAN FATAL AND PERSONAL INJURY CRASHES					
	2004	2005	2006	2007	2008*
Fatal Crashes	322	327	312	277	300
% of all fatal crashes	23.5%	25.0%	23.5%	22.7%	26.0%
Injury Crashes	15,522	15,349	15,355	15,402	N/A
% of all injury crashes	10.0%	10.5%	11.1%	11.1%	N/A
# of pedestrians injured	15,678	15,392	15,369	15,472	N/A
*Data for 2008 are preliminary Source: NYS AIS					

In 2008, 26% of the state’s fatal crashes involved a pedestrian, the highest proportion over the five-year period, 2004-2008.

The number of injury crashes involving pedestrians and the number of pedestrians injured in crashes have varied only slightly over the four-year period, 2004-2007.

In the years 2004-2007, pedestrians were involved in 10%-11% of all crashes resulting in injury.

BICYCLE SAFETY

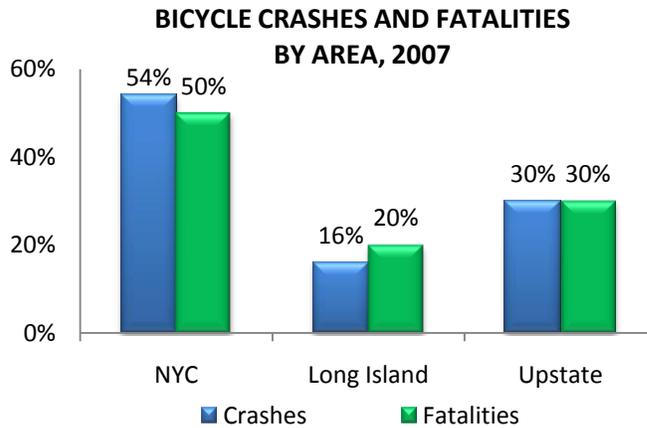


BICYCLE FATAL AND PERSONAL INJURY CRASHES					
	2004	2005	2006	2007	2008*
Fatal Crashes	42	48	45	51	41
% of all fatal crashes	3.1%	3.7%	3.4%	4.2%	3.6%
# of bicyclists killed	41	47	45	50	42
Injury Crashes	5,738	5,735	5,484	5,451	N/A
% of all injury crashes	3.7%	3.9%	4.0%	3.9%	N/A
# of bicyclists injured	5,690	5,680	5,426	5,373	N/A
*Data for 2008 are preliminary Source: NYS AIS					

Compared to the previous year, preliminary data for 2008 indicate that there has been a decrease of 20% in the number of fatal crashes involving bicycles (from 51 to 41); a total of 42 bicyclists were killed in these crashes, compared to 50 in 2007.

Bicycle/motor vehicle fatal crashes accounted for 4% of all fatal crashes in each of the five years, 2004-2008.

In each of the four years, 2004-2007, 4% of all injury crashes involved a bicycle. The number of bicyclists injured has been on a consistent downward trend, decreasing by approximately 6% between 2004 and 2007 (from 5,690 to 5,373).



Source: NYS AIS

New York City is also a particular area of concern for bicycle crashes. Half of the bicyclists who died in crashes with motor vehicles and over half (54%) of all crashes involving bicycles occurred in New York City.

In comparison, 30% of the bicycle crashes and fatalities occurred in the upstate region and 16% of the crashes and 20% of the fatalities occurred on Long Island.

The seasonal nature of bicycle riding and the lack of information on annual travel by bicycle, in addition to the relatively small numbers, make it difficult to draw conclusions about the data.

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

Helmet use has been required in New York State for children under 14 using wheel sporting equipment starting in 1996 for in-line skaters, 2002 for scooter riders, and 2005 for skateboarders. The GTSC supports local programs to educate the public and encourage the use of helmets and other wheel sport safety equipment, as well as programs to distribute helmets and demonstrate their proper fit.

Motorized scooter use on public property continues to be prohibited by law in New York. These devices are not allowed on any street, highway, parking lot, sidewalk or other area that allows public motor vehicle traffic. Only DMV-approved vehicles that meet performance and safety standards are legal to be operated in New York State and these vehicles must be registered, insured and operated by a licensed operator. Violators can be ticketed for operating one of these motorized vehicles without a registration, driver license, inspection, insurance or correct safety equipment.

PERFORMANCE GOALS AND MEASURES

Performance Goals

- ❖ To reduce pedestrian fatalities 7 percent from the 2006-2008 calendar base year average of 294 to 273 by December 31, 2010
- ❖ To reduce the number of pedestrians injured in traffic crashes 5 percent from an annual average of 15,411 in 2005-2007 to 14,600 in 2010
- ❖ To reduce the number of bicyclist fatalities 10 percent from an annual average of 46 in 2006-2008 to 41 in 2010
- ❖ To reduce the number of bicyclists injured in traffic crashes 5 percent from 5,373 in 2007 to 5,100 in 2010

Performance Measures

- ❖ Number of pedestrian fatalities in traffic crashes
- ❖ Number of pedestrians injured in traffic crashes
- ❖ Number of bicyclists killed in traffic crashes
- ❖ Number of bicyclists injured in traffic crashes

Activity Measures

- ❖ Number of people educated on pedestrian safety
- ❖ Interim report on the nature and scope of the pedestrian safety problem
- ❖ Number of people educated on bicycle safety

STRATEGIES

Public Information and Education

Pedestrians, bicyclists, and wheel sport participants are among the most vulnerable highway users. Education for these groups to increase their awareness of safety issues and ways to avoid crash involvement and injuries will continue to be a part of the GTSC's FFY 2010 highway safety program. In addition, heightening the awareness of the motoring public to the behaviors and vulnerabilities of these other roadway users is an important tool in promoting the concept of "share the road". Examples of specific strategies are described below.

Share the Road Promotional Material

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

Safety Equipment

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

Helmet Distribution Programs

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

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

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

Community Pedestrian Safety Projects

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

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

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

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

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

Training

Various training programs in the area of pedestrian, bicycle, in-line skating, non-motorized scooter, and skateboarding safety will be considered for implementation. The objective of the training programs will be to increase knowledge and awareness of topics related to these areas of highway safety. Training may be delivered on a local, regional, or statewide basis and may utilize electronic media. The GTSC will sponsor a one-day pedestrian and bicycle training in spring 2010 and will continue to support programs that address these issues.

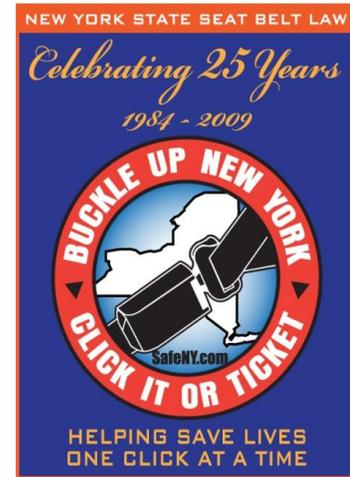
Research and Evaluation

These projects will include evaluation efforts undertaken to assess program effectiveness, identify trends and potential new problem areas, and assist in defining future program direction and potential countermeasures. These efforts may include the collection and analysis of bicycle, in-line skating, scooter, and skateboard helmet use data to determine the effectiveness of current efforts to increase helmet usage rates. Research and evaluation activities to determine the prevalence and circumstances of crashes involving in-line skaters and scooters, and the scope and characteristics of incidents involving impaired pedestrians may also be implemented.

OCCUPANT PROTECTION

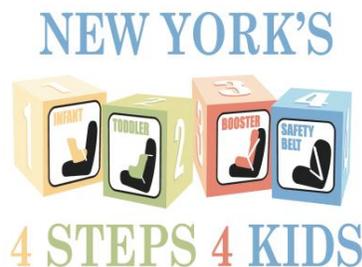
OVERVIEW

In May 2009, New York State celebrated the 25th anniversary of the passage of the nation's first seat belt law. The multi-agency press conference held at the State Capitol to kick off the May 2009 mobilization highlighted the 25th anniversary of the law and featured an appearance by the first law enforcement officer in the country to issue an occupant restraint ticket on January 1, 1985. The long-term success of New York's occupant protection program is reflected in the results of the most recent statewide observational seat belt use surveys. In 2008, New York's use rate was measured at 89%, the highest rate to date; in 2009, the rate remained high at 88%.



New York's Buckle Up New York (BUNY) program, which promotes sustained enforcement efforts as well as continued participation in the national Click It or Ticket mobilizations, has proven to be highly effective in New York State. The changes instituted in the BUNY program in FFY 2009 will continue in FFY 2010. All agencies receiving BUNY grants will continue to be required to participate in the national mobilization in May; however, participation in the November wave is optional. Agencies may use their remaining BUNY funds to conduct dedicated seat belt enforcement over a six-month period on dates and at times they choose. Increased efforts to focus on high risk groups, such as teenagers and rural populations, nighttime enforcement and strategies involving multiple agencies will also be encouraged in FFY 2010.

The safe transportation of children continues to be one of New York's top priorities. Currently, restraint use is required for rear seat passengers up to age 16; a bill to extend mandatory use to all rear seat occupants has been introduced in the State Legislature.

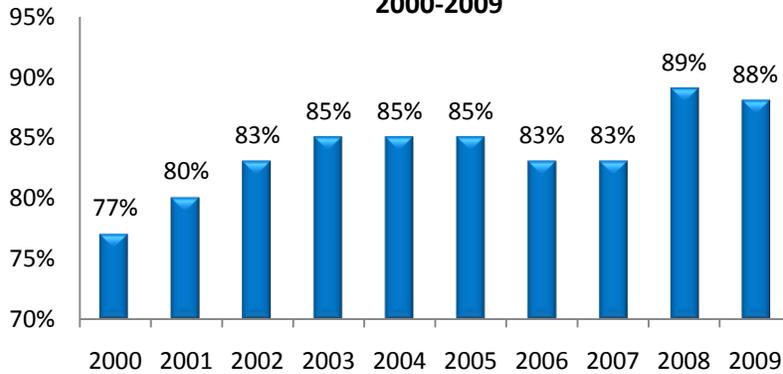


In September 2008, the GTSC implemented the first statewide Child Passenger Safety awareness campaign in observance of National Child Passenger Safety Week. The campaign was based on NHTSA's "4 Steps 4 Kids" guidelines to assure children are secured in an appropriate child restraint based upon their age and size. First Lady Michelle Paterson served as the Honorary Chairperson for the campaign.

Based on the success of the initial campaign, the GTSC is continuing to use the "New York's 4 Steps 4 Kids" slogan and plans to focus each year on a different "step". In 2009, the campaign focused on "Step 1" which promotes the use of rear-facing seats. The slogan for the campaign was "Face the rear – More than a year" to highlight keeping infants rear-facing as long as possible. In addition to conducting car seat check events, the campaign focused on conducting media events focusing on expectant parents and parents of infants. The NYS Health Department, State Police, Safe Kids Coalitions and the New York State Child Passenger Safety Advisory Board partnered with the GTSC to develop, plan and promote the campaign statewide.

The NYS Child Passenger Safety Advisory Board guides the activities of the community child passenger safety (CPS) programs across the state. The CPS Board sets standards and skills for New York technicians and helps to coordinate an annual CPS conference with partnering states in NHTSA Region II. The GTSC uses the federal Section 405 incentive funds it receives to support approximately 180 local programs that offer child safety seat education including permanent fitting stations, car seat check events and awareness training classes, as well as car seat distribution programs for low-income families.

SEAT BELT USE RATES 2000-2009

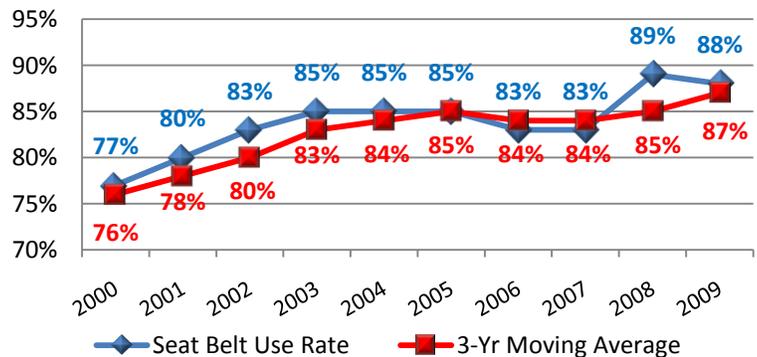


Over the past ten years, New York's statewide seat belt use rate has increased from 77% to a high of 89% in 2008. In 2009, the statewide seat belt use rate remained high, decreasing only slightly to 88%.

Source: NYS annual seat belt observation surveys

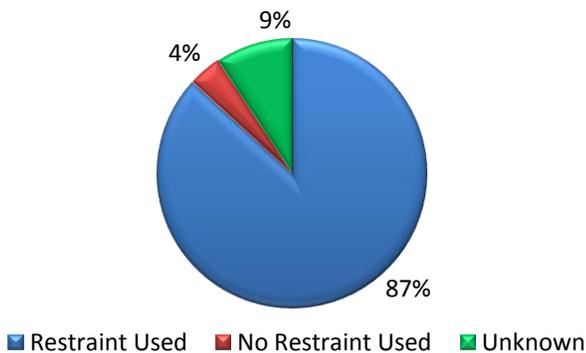
The three-year moving average for New York's observed seat belt use rate shows a more gradual upward trend.

SEAT BELT USE RATES AND 3-YR MOVING AVERAGE



Source: NYS annual seat belt observation surveys

REPORTED RESTRAINT USE IN ALL POLICE-REPORTED CRASHES, 2007



Source: NYS AIS

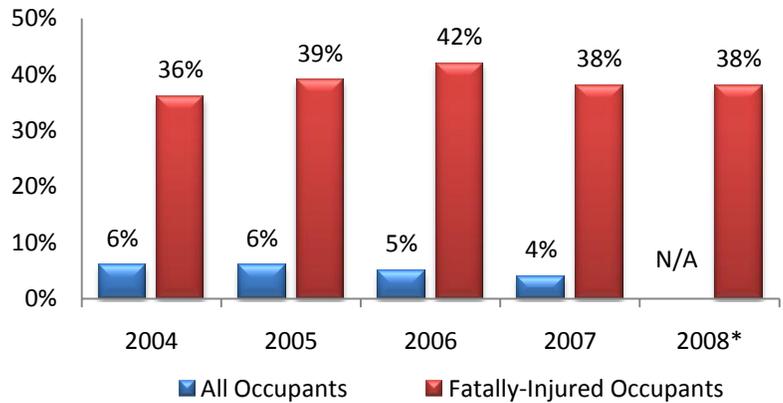
Although reported restraint use in crashes is considered less reliable, the reported use rate in crashes is similar to the rate of use observed in traffic during New York's statewide surveys. In 2007, 87% of all occupants in police-reported crashes were restrained while 4% were not restrained.

Restraint use is not consistently reported for every occupant involved in a crash; the proportion of occupants for whom restraint use is not available typically ranges 9%-11%; in 2007, it was 9%.

Reported restraint use among vehicle occupants who were killed in crashes is substantially lower than among all occupants in crashes.

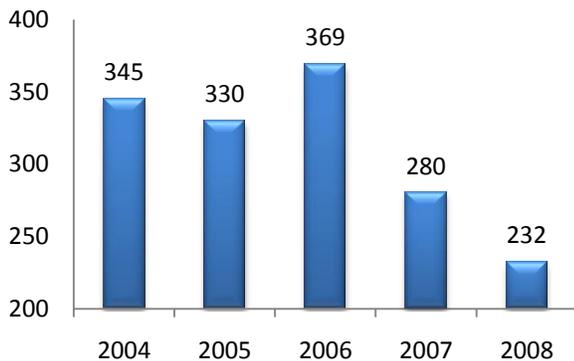
From 2004 to 2008, the proportion of occupant fatalities in crashes who were not restrained ranged from 36% to 42%. In comparison, only 4%-6% of all occupants in police-reported crashes that occurred between 2004 and 2007 were unrestrained.

PROPORTION OF ALL OCCUPANTS AND FATALLY-INJURED OCCUPANTS WHO WERE UNRESTRAINED IN POLICE-REPORTED CRASHES



*Data for 2008 are preliminary
Source: NYS AIS

UNRESTRAINED PASSENGER VEHICLE OCCUPANT FATALITIES

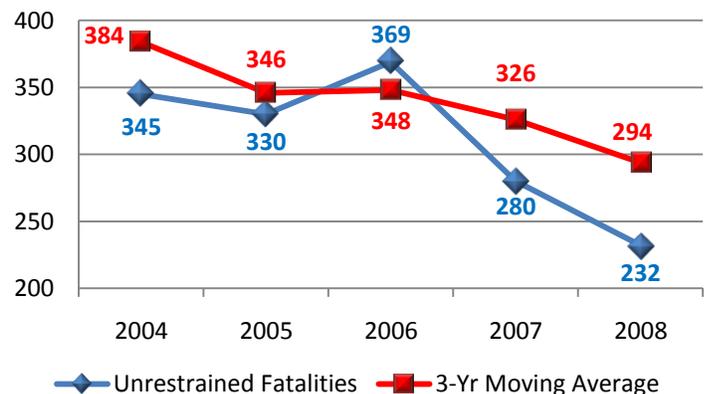


Source: FARS

In 2006, the number of unrestrained passenger vehicle occupant fatalities increased to 369, from 345 in 2004 and 330 in 2005. Since 2006, the number of unrestrained occupant fatalities has declined; in 2008 there were 232 unrestrained occupant fatalities, 48 fewer than the number in 2007 and 137 fewer than in 2006.

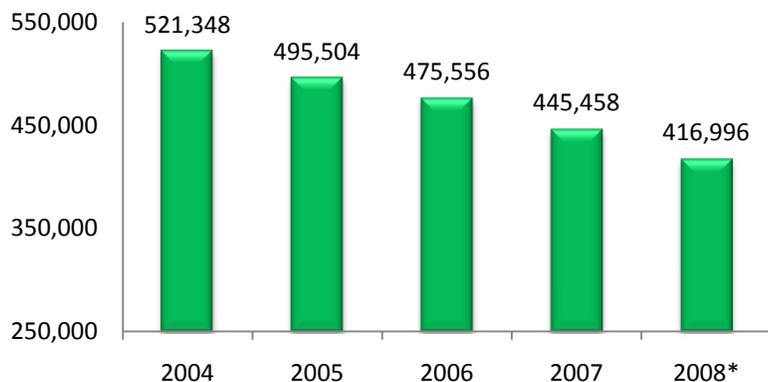
The 3-year moving average shows the general downward trend in the number of unrestrained occupant fatalities that occurred between 2004 and 2008.

UNRESTRAINED OCCUPANT FATALITIES AND 3-YEAR MOVING AVERAGE



Source: FARS

TICKETS ISSUED FOR VIOLATIONS OF THE SEAT BELT LAW



*Data for 2008 are preliminary

Sources: NYS TSLED and Administrative Adjudication systems

The success of New York's Buckle Up New York campaign and the efforts of the more than 300 participating enforcement agencies are reflected in the number of seat belt tickets issued by enforcement agencies.

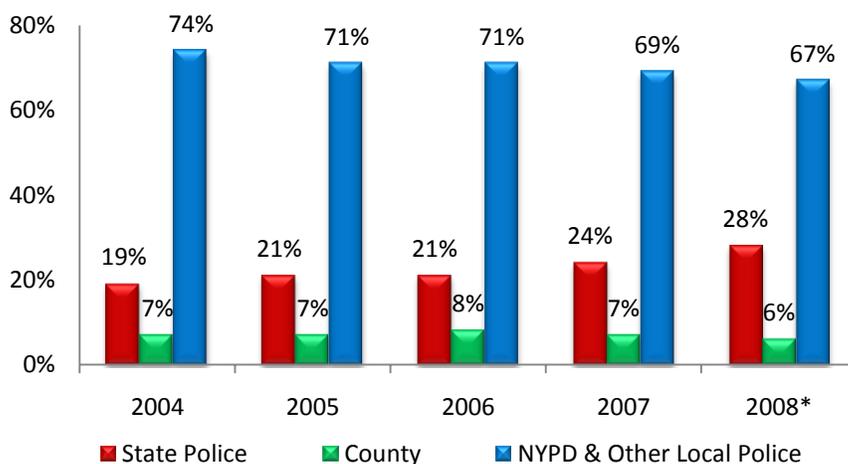
Although the number of seat belt tickets issued annually has decreased in recent years, the level of seat belt enforcement remains high; nearly 417,000 tickets were issued for seat belt violations in 2008.

Each year, the majority of seat belt tickets are issued by local police agencies, including the New York City Police Department (NYPD).

Between 2004 and 2008, the proportion of tickets issued by local agencies decreased from 74% to 67% while the proportion issued by the State Police has increased from 19% to 28%.

Over the five-year period, 2004-2008, county police agencies issued 6%-8% of the seat belt tickets.

SEAT BELT TICKETS ISSUED BY STATE POLICE, COUNTY AND LOCAL AGENCIES



*Data for 2008 are preliminary

Sources: NYS TSLED and Administrative Adjudication systems

PERFORMANCE GOALS AND MEASURES

Performance Goals

- ❖ To increase the statewide observed seat belt use of front seat outboard occupants in passenger vehicles 2 percentage points from 88% in 2009 to 90% by December 31, 2010
- ❖ To decrease unrestrained passenger vehicle occupant fatalities in all seating positions 5 percent from 232 in 2008 to 220 by December 31, 2010

Performance Measures

- ❖ Proportion of front seat outboard occupants observed using seat belts
- ❖ Number of unrestrained passenger vehicle occupant fatalities

Activity Measures

- ❖ Number of seat belt tickets issued
- ❖ Number of persons trained/educated on issues related to seat belts and child safety seats
- ❖ Number of CPS technicians and instructors trained
- ❖ Number of fitting stations
- ❖ Number of car seat checks
- ❖ Number of child safety seats distributed

STRATEGIES

Enforcement

Buckle Up New York

New York's Buckle Up New York/Click It or Ticket campaign will continue to be the state's primary enforcement strategy for occupant protection. While approximately 250 agencies currently receive funding to participate in BUNY, nearly every police agency in the state actively supports the program. In addition to strong support from police agencies, grant funding has made it possible to mobilize substantial numbers of police officers dedicated solely to enforcement of the occupant restraint laws. This support is further promoted on a state and national level by the International Association of Chiefs of Police and the GTSC Law Enforcement Challenge award program. The BUNY activities on the GTSC website will be expanded to encourage even more law enforcement agencies to apply for grants in FFY 2010.

In FFY 2010, the BUNY campaign will feature two enforcement wave periods, one in November and the national mobilization in May. All police agencies receiving BUNY grants are required to participate in the May wave; the November wave is optional to give agencies more flexibility in scheduling their enforcement efforts. The participating agencies will be allowed to use BUNY funding to conduct occupant restraint enforcement over a six-month period and will be able to determine the dates and times when the enhanced occupant enforcement patrols will be deployed. The 2010 BUNY program will require agencies to:

- ❖ have a seat belt use policy and conduct roll-call training
- ❖ conduct high-visibility, zero tolerance enforcement using checkpoints and saturation patrols, multi-agency approaches and nighttime enforcement, where possible
- ❖ focus on low-use groups based on geography, demographics and other factors

Public Information and Education

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

Occupant Restraint Campaign

The Department of Motor Vehicles and the New York State Police provide an occupant restraint display at the New York State Fair each year; the State Fair draws nearly one million visitors annually. In addition to the PI&E materials displayed and disseminated, the State Police provide "Rollover" and "Convincer" demonstrations. The State Police will also host the annual Empire State Law Enforcement Traffic Safety Conference, disseminating valuable information to officers from the more than 200 police agencies. Each year occupant protection is one of the highlighted programs. The New York State Association of Chiefs of Police also promotes the program at their semi-annual Vendor Expo, which draws hundreds of municipal police from across the state.

As part of their comprehensive occupant protection program, the State Police will continue to conduct monthly safety restraint education details. Each Troop will conduct monthly activities that include car seat instruction and checks at child restraint clinics and permanent fitting stations, rollover simulator demonstrations, and other public awareness and education activities. In addition, the importance of wearing seat belts is stressed in press releases issued by the Superintendent of State Police during holiday periods and BUNY mobilizations.

The Teen Seat Belt Initiative, piloted in 2009 by the State Police, will be expanded to additional school districts throughout New York State. The State Police law enforcement liaison (LEL) will also continue to work with State Police School Resource Officers to provide GTSC resources to enhance occupant restraint education to teen drivers.

The New York State Sheriffs' Association has purchased three safety belt Convincer trailers. These devices are housed in Rensselaer, Onondaga, and Livingston counties and are available to sheriffs' offices for use at county fairs, law enforcement displays, and other traffic-safety related programs. The GTSC, the New York State Police, and the New York City Police Department will engage in joint efforts including conducting press events, issuing public service announcements for specific minority communities, and providing a display and presentation at the New York City Auto Show. The GTSC will continue to support the message to use safety restraints in press releases, public information materials and on its web site.

Child Restraint Programs

“New York’s 4 Steps 4 Kids” Awareness Campaign

In 2010, the GTSC will continue the “New York’s 4 Steps 4 Kids” campaign with the focus on “Step 2”, educating the public on the proper use of forward-facing seats. The GTSC will continue to partner with the NYS Health Department, State Police, Safe Kids Coalitions, and the New York State CPS Advisory Board to create, plan and promote the campaign statewide.

Child Passenger Protection Public Information and Education

The Child Passenger Safety Program will continue to support activities to increase awareness of child passenger safety issues and the proper use of child restraints. The initiatives that will be supported include the following:

- ❖ A public information and education campaign promoting the use of booster seats for children ages four up to age seven and beyond, if height and weight restrictions are not yet exceeded
- ❖ A public information and education campaign that uses new and updated materials and media messages to disseminate information on the importance of child restraint and seat belt use, the types of restraint systems that are appropriate for children of different ages and weights, the importance of having children 12 and under ride in the rear seat, and instructions on the proper use of child safety seats
- ❖ A public information and education campaign for culturally diverse populations that incorporates educational materials in different languages and media formats appropriate for the specific populations
- ❖ A statewide public information campaign to promote Child Passenger Safety Week focusing on a specific child passenger safety issue in conjunction with NHTSA’s planning guide
- ❖ Child passenger safety training for personnel representing various professions and organizations involved in promoting traffic safety, including law enforcement, the public health and medical communities, fire and other emergency response personnel, transportation services personnel, social services personnel, daycare providers, pre-school bus drivers, other school bus drivers, and staff in other related community programs
- ❖ A public information campaign encouraging expectant parents to obtain a child safety seat and receive instruction on the proper installation and use of the seat at least three weeks prior to the delivery of the child
- ❖ A public information program, “Spot the Tot”, emphasizing the importance for drivers to walk around their vehicle before getting into their vehicles and backing up
- ❖ A pilot project involving the establishment of partnerships with car dealerships in eight counties to distribute CPS information to the public
- ❖ A public information campaign that focuses on “tweens”, children ages 9 through 12, to promote increased seat belt use and riding in the back seat
- ❖ A statewide public information and education campaign to promote the Child Passenger Safety program among the employers of law enforcement, fire, emergency medical services, and health care professionals

- ❖ Child safety seat check events and permanent fitting stations sponsored by state or local agencies or coalitions to educate the public and provide individualized instruction on the correct installation and proper use of the child safety seats and booster seats
- ❖ The State Police CPS program which includes training, fitting station activities, low-income seat distribution, PI&E, and other activities

Training/Updates for Child Passenger Safety Technicians and Instructors

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

NHTSA's Standardized Child Passenger Safety Technician Training Program will continue to be supported. In particular, the training of bilingual child passenger safety technicians and instructors and technicians from the health care professions will be emphasized. The Governor's Traffic Safety Committee will coordinate and oversee the training classes.

Continuing education opportunities for technicians and instructors will also be supported, including attendance at national child passenger safety conferences, the annual Regional Child Passenger Safety Technical Conference, training classes on occupant restraints for special needs children and transporting children on school buses, and technical update and other classes offering continuing education units for re-certification. Refresher classes for technicians whose certification expired and who want to re-certify will be supported. Efforts will also be made to conduct an annual Instructor Development Seminar.

In 2010, New York will be hosting the annual Regional Child Passenger Safety Technical Conference. This presents a great opportunity for the technicians and instructors within the state who were unable to attend the previous out-of-state conferences to obtain credits and training to be used toward their re-certification. This should result in an even greater re-certification rate for New York which is already ahead of the national average. While New York consistently sends the greatest numbers to the training conferences, the 2010 event hosted by New York should bring the attendance by representatives from New York to new heights.

Child Passenger Safety Awareness Training Programs

Child Passenger Safety awareness training courses may present general information on child passenger safety issues and/or specific technical information regarding the selection, installation and correct use of child restraints. Train-the-trainer workshops of various lengths and focusing on different topics are also presented.

Child passenger safety awareness training for parents, grandparents, and caregivers will continue. These training programs will also be expanded to other groups such as participants in expectant parent classes at hospitals and clinics, participants in teen parent classes at schools, foster care parents, vehicle dealerships, day care providers, bus transportation workers at Head Start programs and personnel at retail stores. Efforts will be made to reach out to culturally diverse communities to conduct awareness classes.

The State Police will continue to incorporate awareness training for new Troopers into their 26-week basic training at the State Police Academy. In addition, in-service training will be conducted to re-certify Troopers who are child safety technicians.

Seat Belt Use on School Buses

To minimize the hazards to students riding on school buses, the development of training materials for students on the proper use of seat belts on school buses will be supported. Efforts will be made to provide child passenger safety information to those who transport pre-school age children and infants in a school bus.

Child Safety Seat Distribution Programs

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

Permanent Fitting Stations

The GTSC will continue to support the operation of existing permanent fitting stations across the state and encourage the establishment of new fitting stations in areas of the state that have none. Emphasis will continue to be placed on establishing permanent fitting stations staffed by bilingual certified technicians in culturally diverse communities. Mobile fitting stations for use in the rural areas of the state will also be supported. Efforts to work with children's hospitals to establish additional special needs fitting stations will also be undertaken.

Child Safety Seat Check Events

The GTSC will continue to support child safety seat check events to increase public awareness of the importance of child safety seat and booster seat use and proper installation.

Research and Evaluation

In FFY 2010, the Institute for Traffic Safety Management and Research will conduct New York's annual statewide observational survey of seat belt use following the May seat belt enforcement mobilization. Where appropriate, administrative or program evaluations will also be conducted to document the implementation of special projects or new legislation. Research to identify the characteristics of those motorists who do not use safety restraints will be considered; these groups can then be the focus of future campaigns. Research on child restraint programs and policies will also continue.

TRAFFIC RECORDS



OVERVIEW

Identifying the nature and location of traffic safety problems presents a significant challenge to New York's highway safety community. The need for accurate and timely traffic records data continues to be a critical element of performance-based program planning processes used by traffic safety agencies and organizations to develop traffic safety initiatives. In developing appropriate countermeasures to meet these challenges, the traffic safety community needs data on crashes and injuries, arrests and convictions for traffic violations, and highway engineering initiatives. New York strives to meet the needs for data and data analysis support through major improvements in the way it maintains and uses its traffic records systems.

Since the implementation of its 2006-2009 Traffic Safety Information Systems Strategic Plan in 2006, New York has made significant strides in improving its various traffic records systems. The multi-year strategic plan addresses the major deficiencies identified in the state's crash, citation/adjudication, driver, injury surveillance, vehicle, and roadway data systems. Developed by New York's Governor's Traffic Safety Committee (GTSC), with assistance from the state's Traffic Records Coordinating Council (TRCC) and the Institute for Traffic Safety Management and Research (ITSMR), the strategic plan was designed to cover the four-year period, 2006-2009. The plan was updated in spring 2007, 2008, and 2009.

Substantial progress has been achieved during the past three years under the plan with regard to the state's major traffic records systems, especially its crash and citation/adjudication systems. Specific progress attained by the state's crash and citation/adjudication information systems is summarized below.

Crash Information Systems

- ❖ The average processing time for police-reported crashes from the crash event to entry into the AIS (Accident Information System) database decreased from 42 days in 2007 (July-Dec) to 36 days in 2008 (July-Dec).
- ❖ The percent of police-reported crashes received electronically by the DMV increased from 35% in 2007 (July-Dec) to 45% in 2008 (July-Dec).

These key improvements are the result of a variety of initiatives undertaken in recent years. The progress is due in large part to the continuing roll out of TraCS. Currently, more than 330 police agencies use TraCS to collect and submit crash and ticket data electronically, up from 220 in December 2007 and 310 in December 2008. The further expansion of electronic reporting, especially in New York City, will continue to be supported.

Citation/Adjudication Information Systems

- ❖ The average processing time between the date a citation was issued and the date it was entered into the TSLED database dropped from 28 days in 2007 (Oct-Dec) to 14 days in 2008 (Oct-Dec).
- ❖ The average processing time between the date of disposition and date it was entered into TSLED dropped from 40 days in 2007 (Oct-Dec) to 22 days in 2008 (Oct-Dec).
- ❖ The percent of citations in TSLED processed electronically rose from 58% in 2007 (Oct-Dec) to 74% in 2008 (Oct-Dec).
- ❖ The percent of dispositions in TSLED processed electronically increased from 77% in 2007 (Oct-Dec) to 84% in 2008 (Oct-Dec).

Similar to the improvements in the crash information systems, improvements in the citation and adjudication information systems are due to the increased number of police agencies and courts that collect and submit data electronically through TraCS. In addition to the more than 330 enforcement agencies that have the ability to collect and transmit ticket data electronically, approximately 900 of state's 1,400 courts are using the e-disposition process to submit data electronically to the DMV. Progress can also be attributed to the automation of a number of transactions, including reporting of disposition and arrest amendments and suspensions pending prosecution, as well as scofflaw reporting for non e-DATE courts. During FFY 2010, efforts will continue to focus on increasing the electronic submission of arrest and disposition data into TSLED through TraCS.

Although New York's other ticket system, Administrative Adjudication (AA), has the capability of receiving data electronically, only about two percent of all tickets (approximately 30,000) issued under the AA system are received electronically each year. Since the percent of tickets received electronically by the AA system is not expected to increase above two percent until the NYPD begins sending tickets electronically, the NYPD will continue to be encouraged and supported to implement the electronic reporting of ticket data.

Injury Surveillance Information Systems

Through its CODES database, the NYS Department of Health Bureau of Injury Prevention continues to expand its capabilities to integrate crash data with hospital discharge, emergency department, and emergency medical services data. The linked data are used to conduct studies that support the development of health education safety programs and training programs for specific populations, and to respond to data requests from other governmental agencies at the local, state, and federal levels and from the traffic safety research community. Currently, the data for these various files have been linked for the years up to and including 2006; linking of the 2007 data from these various files is underway. In FFY 2010, the GTSC will continue to support efforts to maintain the CODES database.

The NYS Department of Health Bureau of Emergency Medical Services (EMS) is continuing to work toward improving the timeliness and consistency of its pre-hospital care report data (PCR), as well as its ability to link the PCR data with other data systems. In FFY 2009, the Bureau of EMS implemented a multi-year project with Section 408 funding to develop a new PCR system. Although the average time lag between a crash event and the availability of data on the PCR system has decreased from 18 months in December 2007 to 15 months in December 2008, efforts in the coming year will continue to focus on reducing the time lag.

Driver Information Systems

The NYS Department of Motor Vehicles' (DMV) automated driver's license file contains approximately 29 million records, 13 million of which are active. The file provides detailed information for all drivers who are licensed in New York State and limited information for unlicensed or out-of-state drivers who have been convicted of a moving traffic violation or been involved in a motor vehicle crash in the state. Currently, 86% of the courts have on-line access to information in the driver's license file, up from 73% in December 2007. To eliminate duplicate records for the same person and provide better access to the file, DMV is continuing a project to convert address information to a relational framework.

During FFY 2009, the DMV completed its reengineering of the Article 19-A data system. Designed to capture bus driver and motor carrier information, the system is used in regulating who is eligible to drive a bus and monitoring their driving performance. The new system is available to 19-A carriers through a password-protected website.

Vehicle Information Files

The DMV and the NYS Department of Transportation (NYSDOT) are responsible for maintaining the state's major vehicle-related information systems. Although no major improvement projects were undertaken during the past year with regard to any of the systems, some small changes have been made. During the coming year, NYSDOT will initiate a project with Section 408 funding to make improvements to its automated permit system. This one-year project will involve conducting a feasibility study to determine whether COTS (Commercial Off the Shelf) software offers a good solution for providing on-line permitting (both Special Hauling and Divisible Load) and to further develop unified permitting, through the OSCAR portal, among NYSDOT, NYCDOT, TBTA, PANYNJ, NYS Thruway Authority and NYS Bridge Authority. The project will also include a component to examine the possibility of having further system development paid for by an administrative fee.

Roadway Information Systems

NYSDOT maintains a number of roadway-related information systems, all of which are critical to the tasks of identifying and prioritizing highway improvements. In addition to having good roadway data systems, it is also important to have access to advances in technology that are designed to capture roadway data more efficiently. Developing the capability to collect and analyze roadway-related data that can be used to support engineering solutions continues to be a priority of NYSDOT. This continuing effort involves the enhancement of its various roadway databases and the use of technologies such as traffic signal timing devices, GIS, and digitized crash reports to capture needed data in a timely, accurate manner. Another activity involved in this effort includes the development of highway inventory systems at the state and local levels which enable traffic safety managers to identify problem sites and make recommendations for improvements.

PERFORMANCE GOALS AND MEASURES

Performance Goals

- ❖ Continue efforts to enhance DMV's AIS, TSLED, and AA records systems which will provide for the more timely and accurate capture, reporting, and access to crash and ticket data through electronic means in 2010
- ❖ Continue to assist with the coordination and direction of efforts to upgrade and link, as appropriate, the state's various traffic safety-related data systems in 2010
- ❖ Update the 2006-2009 NYS Traffic Safety Information Systems Strategic Plan in 2010 (dependent on re-authorization or the extension of SAFETEA-LU)

Performance Measures

- ❖ Proportion of crash, ticket and disposition information that is received electronically
- ❖ Data linkage capabilities developed, integrated, and operational
- ❖ Update to the 2006-2009 NYS Traffic Safety Information Systems Strategic Plan

Activity Measures

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

STRATEGIES

Statewide Coordination of Traffic Records Systems Improvements

The GTSC will continue to coordinate efforts with other agencies and sources of funding to complete projects that improve traffic records systems, files, and programs. Upon approval of New York's application for fourth-year funding under Section 408 incentive funds, implementation of Program Year 4 under the state's Traffic Safety Information Systems Strategic Plan will begin. The TSIS Coordinator will be responsible for monitoring the implementation of the plan and providing assistance to the Traffic Records Coordinating Council (TRCC).

Electronic Capture and Transmittal of Ticket and Accident Data

Efforts to expand the number of agencies that collect and transmit crash and ticket data electronically will continue in FFY 2010. Currently, more than 330 police agencies are using TraCS (Traffic and Criminal Software), including all of the State Police Troops. With the on-going support of the GTSC, the use of TraCS will continue to expand throughout the state to county and local police agencies in the coming year. In addition, discussions will continue with the New York City Police Department and other police agencies, as appropriate, to support their ability to collect and transmit data electronically through Datamax and other systems.

Using Section 402 and 408 funding, the GTSC implemented a project in FFY 2009 to provide support to local enforcement agencies for their continued participation in TraCS. The primary objectives of the project are to update the hardware and software needed to collect and transmit crash and ticket data electronically through TraCS. Support for this project will continue in FFY 2010.

In a new project to be implemented in FFY 2010 with Section 408 funding, the New York State Police will implement the two-year TDM (TraCS Data Movement) project. The project is designed to expand the data movement process to include significantly more data, more types of data, and allow data (e.g., dispositions) to be passed back to local police agencies for processing. The overall goal of the project is to better meet the functionality needed by the state's police agencies and DMV in moving crash, ticket, and disposition data quickly and efficiently between entities.

Initiatives to Improve the Accident and Citation/Adjudication Systems

During FFY 2009, many initiatives contributed to improving the DMV's accident and citation/adjudication information systems. In addition to TraCS playing a major role in those improvements, the application of other new technologies and changes in workflow processes are improving the timeliness and accuracy of the data and providing better access to the data. Since identifying the location of crashes is an important factor in improving enforcement, engineering, and EMS efforts throughout the state, the state's new accident location information system (ALIS) will continue to be rolled out in FFY 2010. Currently, the DMV and a number of the MPOs are using it for location analysis purposes. Updates to the maps in the coming year will further enhance the ability to identify crash locations quickly and accurately.

Support for the data entry of police accident reports and traffic tickets from the field and court adjudication reports directly from the courts through the use of state-of-the-art technology will be continued in the coming year. Support will also be provided for the development or modification of software for crash reports and traffic ticket systems and the purchase of equipment, such as laptop computers, printers, and bar code and magnetic strip readers.

In conjunction with Section 408 funding, support will also continue in FFY 2010 for NYSDOT's efforts to code non-reportable property damage only crashes. Under the direction of NYSDOT, this project funds the NYS Department of Corrections to process the non-reportable crash reports. As of February 2009, all of the 2004 non-reportable crash reports and approximately 50% of the 2005 reports and 25% of the 2006 reports have been processed and loaded into SIMS.

Development and Use of Data Linkages

Continuing improvements in the ability to link data and data files provides more comprehensive and complete data, enabling the traffic safety community to better identify problems and develop effective countermeasures. To support program planning initiatives, the traffic safety community needs a variety of information on crashes which reside in different data systems, including information about the driver, vehicle, type of crash, location of crash, types of injuries, types of medical care received, and the associated costs. Continued improvements in data linkages will enhance the development of program initiatives that focus on specific population sub-groups and permit the examination of costs associated with crashes. During the coming year, the GTSC will continue to support efforts to maintain the NYS DOH's CODES database.

Improve and Expand Use of Roadway Data Files

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

Use of Technology to Disseminate Information

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

Research and Evaluation

Research and evaluation are essential components of the highway safety planning process, and a variety of research and evaluation initiatives will be supported at both the state and local levels. Competing interests and finite resources make it imperative that there be a consistent, systematic process of problem identification and prioritization. Research will support the development, implementation, and evaluation of new initiatives in conjunction with the state's 402 grant program. In addition, analytical support will be provided to traffic safety agencies and organizations at all jurisdictional levels, including support for the collection, analysis, and reporting of data. Initiatives to provide training and technical assistance in the use of the state's traffic records systems will also be supported.

COMMUNITY TRAFFIC SAFETY PROGRAMS

OVERVIEW



Similar to the National Highway Traffic Safety Administration's (NHTSA) Safe Communities, Community Traffic Safety Programs are designed to be comprehensive in nature, with opportunities for diverse program outreach. Strategies may be combined from several traffic safety program areas to address local and state highway safety problems. County Traffic Safety Boards are encouraged to cooperatively develop a strategic plan which identifies and documents the county's highway safety problems. Because of the integral role local programs play in the attainment of the statewide highway safety goals, expanding the number of counties participating in the program continues to be a priority.

NEW YORK STATE DEMOGRAPHIC AND CRASH DATA BY COUNTY, 2007												
	Population		Licensed Drivers		Fatal/PI Crashes		Pedestrian Crashes		Bicycle Crashes		Motorcycle Crashes	
STATEWIDE	19,297,729		11,369,280		140,337		15,701		5,535		5,426	
County	#	%	#	%	#	%	#	%	#	%	#	%
Albany	299,307	1.6	205,142	1.8	2,543	1.8	187	1.2	90	1.6	123	2.3
Allegany	49,637	0.3	33,476	0.3	313	0.2	13	0.1	4	0.1	22	0.4
Broome	195,973	1.0	145,893	1.3	1,321	0.9	84	0.5	42	0.8	59	1.1
Cattaraugus	80,087	0.4	58,897	0.5	559	0.4	21	0.1	15	0.3	44	0.8
Cayuga	80,066	0.4	56,653	0.5	514	0.4	21	0.1	5	0.1	35	0.6
Chautauqua	133,945	0.7	96,675	0.9	916	0.7	50	0.3	35	0.6	55	1.0
Chemung	88,015	0.5	63,189	0.6	543	0.4	19	0.1	32	0.6	23	0.4
Chenango	51,207	0.3	39,317	0.3	330	0.2	12	0.1	7	0.1	20	0.4
Clinton	82,215	0.4	57,661	0.5	517	0.4	22	0.1	14	0.3	37	0.7
Columbia	62,363	0.3	49,499	0.4	431	0.3	10	0.1	3	0.1	27	0.5
Cortland	48,369	0.3	33,271	0.3	346	0.2	14	0.1	10	0.2	24	0.4
Delaware	46,286	0.2	38,455	0.3	339	0.2	7	<0.1	4	0.1	29	0.5
Dutchess	292,746	1.5	214,028	1.9	2,258	1.6	75	0.5	30	0.5	116	2.1
Erie	913,338	4.7	654,652	5.8	7,428	5.3	463	2.9	268	4.8	285	5.3
Essex	38,119	0.2	29,384	0.3	272	0.2	9	0.1	10	0.2	34	0.6
Franklin	50,449	0.3	35,403	0.3	343	0.2	17	0.1	3	0.1	27	0.5

NEW YORK STATE DEMOGRAPHIC AND CRASH DATA BY COUNTY, 2007

County	Population		Licensed Drivers		Fatal/PI Crashes		Pedestrian Crashes		Bicycle Crashes		Motorcycle Crashes	
	#	%	#	%	#	%	#	%	#	%	#	%
Fulton	55,114	0.3	41,597	0.4	364	0.3	18	0.1	10	0.2	20	0.4
Genesee	58,122	0.3	45,296	0.4	559	0.4	23	0.1	19	0.3	28	0.5
Greene	49,246	0.3	39,237	0.3	349	0.2	8	0.1	5	0.1	31	0.6
Hamilton	5,075	<0.1	4,870	<0.1	30	<0.1	0	0.0	0	0.0	4	0.1
Herkimer	62,558	0.3	46,809	0.4	374	0.3	10	0.1	5	0.1	27	0.5
Jefferson	117,201	0.6	72,490	0.6	740	0.5	28	0.2	11	0.2	49	0.9
Lewis	26,472	0.1	20,328	0.2	144	0.1	5	<0.1	1	<0.1	13	0.2
Livingston	63,196	0.3	46,306	0.4	396	0.3	11	0.1	10	0.2	25	0.5
Madison	69,829	0.4	51,716	0.5	439	0.3	12	0.1	6	0.1	35	0.6
Monroe	729,681	3.8	522,074	4.6	5,195	3.7	305	1.9	214	3.9	219	4.0
Montgomery	48,695	0.3	36,989	0.3	363	0.3	9	0.1	4	0.1	15	0.3
Nassau	1,306,533	6.8	997,177	8.8	13,680	9.7	902	5.7	446	8.1	375	6.9
Niagara	214,845	1.1	161,720	1.4	1,403	1.0	83	0.5	56	1.0	96	1.8
Oneida	232,304	1.2	164,642	1.4	1,578	1.1	77	0.5	47	0.8	90	1.7
Onondaga	454,010	2.4	326,965	2.9	3,486	2.5	229	1.5	113	2.0	144	2.7
Ontario	103,956	0.5	79,351	0.7	710	0.5	17	0.1	17	0.3	41	0.8
Orange	377,169	2.0	252,864	2.2	3,284	2.3	131	0.8	52	0.9	175	3.2
Orleans	42,371	0.2	30,467	0.3	221	0.2	13	0.1	7	0.1	12	0.2
Oswego	121,454	0.6	88,173	0.8	821	0.6	34	0.2	14	0.3	55	1.0
Otsego	62,397	0.3	45,275	0.4	462	0.3	20	0.1	4	0.1	30	0.6
Putnam	99,489	0.5	76,988	0.7	863	0.6	12	0.1	1	<0.1	59	1.1
Rensselaer	155,318	0.8	113,668	1.0	973	0.7	63	0.4	23	0.4	64	1.2
Rockland	296,483	1.5	207,913	1.8	2,427	1.7	119	0.8	55	1.0	73	1.3
St. Lawrence	109,809	0.6	76,817	0.7	608	0.4	24	0.2	17	0.3	45	0.8
Saratoga	215,852	1.1	167,779	1.5	1,158	0.8	36	0.2	21	0.4	91	1.7
Schenectady	150,818	0.8	118,003	1.0	1,068	0.8	79	0.5	63	1.1	70	1.3
Schoharie	32,063	0.2	24,862	0.2	216	0.2	6	<0.1	6	0.1	20	0.4
Schuyler	19,027	0.1	14,375	0.1	135	0.1	4	<0.1	0	0.0	19	0.4
Seneca	34,228	0.2	24,758	0.2	240	0.2	15	0.1	5	0.1	16	0.3
Steuben	96,874	0.5	73,888	0.6	592	0.4	23	0.1	21	0.4	37	0.7
Suffolk	1,453,229	7.5	1,093,503	9.6	13,900	9.9	591	3.8	459	8.3	535	9.9
Sullivan	76,303	0.4	57,741	0.5	693	0.5	11	0.1	10	0.2	42	0.8
Tioga	50,453	0.3	39,166	0.3	296	0.2	8	0.1	6	0.1	13	0.2

NEW YORK STATE DEMOGRAPHIC AND CRASH DATA BY COUNTY, 2007												
County	Population		Licensed Drivers		Fatal/PI Crashes		Pedestrian Crashes		Bicycle Crashes		Motorcycle Crashes	
	#	%	#	%	#	%	#	%	#	%	#	%
Tompkins	101,055	0.5	62,808	0.6	610	0.4	31	0.2	23	0.4	34	0.6
Ulster	181,860	0.9	137,170	1.2	1,567	1.1	68	0.4	49	0.9	110	2.0
Warren	66,143	0.3	53,207	0.5	582	0.4	19	0.1	29	0.5	79	1.5
Washington	62,743	0.3	46,185	0.4	386	0.3	3	<0.1	10	0.2	28	0.5
Wayne	91,291	0.5	70,987	0.6	477	0.3	20	0.1	8	0.1	32	0.6
Westchester	951,325	4.9	646,804	5.7	6,495	4.6	554	3.5	140	2.5	215	4.0
Wyoming	41,932	0.2	30,333	0.3	267	0.2	5	<0.1	0	0.0	19	0.4
Yates	24,557	0.1	17,305	0.2	145	0.1	5	<0.1	9	0.2	17	0.3
NYC												
Bronx	1,373,659	7.1	421,308	3.7	8,788	6.3	1,780	11.3	323	5.8	201	3.7
Kings	2,528,050	13.1	837,971	7.4	16,141	11.5	3,442	21.9	1,090	19.7	345	6.4
New York	1,620,867	8.4	707,717	6.2	10,108	7.2	3,203	20.4	1,034	18.7	387	7.1
Queens	2,270,338	11.8	1,032,168	9.1	15,046	10.7	2,273	14.5	478	8.6	362	6.7
Richmond	481,613	2.5	294,075	2.6	2,892	2.1	337	2.1	41	0.7	64	1.2

Sources: NYS AIS and Driver's License file

STRATEGIES

Community-Based Highway Safety Programs

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

Local Highway Safety Programs

The Governor's Traffic Safety Committee will work with the counties to expand the number of grants provided to community-based programs which take a comprehensive approach to addressing local traffic safety problems. The GTSC will work with local partners to recognize outstanding efforts by individuals and organizations in promoting traffic safety.

Coalition Development

The Governor's Traffic Safety Committee will continue to promote the development of broad-based coalitions that include organizations with differing perspectives on traffic safety issues, including private sector organizations, the media, and industry associations. There is also a need to establish coalitions among the organizations with common interests, including the business community, the trucking

industry, and local government associations. Efforts should focus on crash avoidance and prevention education for high risk groups within local communities. Examples of such partnerships are the New York State Partnership Against Drowsy Driving (NYPDD), the New York State Interagency Older Driver Steering Committee, the Capital Region Older Driver Assistance Network, the Capital District Safe Kids Coalition, and the New York State Partnership for Walk Our Children to School (NYSWOCs) which recently broadened its scope to include membership and representation from New York City and Long Island in programs such as Spot the Tot and Safe Routes to School described in more detail below.

Spot the Tot

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

Safe Routes to School

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

Slow-Moving Vehicle Campaign

On July 21, 2008, Governor Paterson signed Chapter 350 of the Laws of 2008 which modifies the New York State Vehicle and Traffic Law pertaining to slow-moving vehicles. The law, which took effect



January 1, 2009, was created in reaction to a 2004 fatal crash in Otsego involving a motorist and farm equipment. The law required the Governor's Traffic Safety Committee to create a slow-moving vehicle public outreach campaign. The agencies and organizations participating in the campaign include the GTSC, the NYS Department of Motor Vehicles, the NYS Department of Transportation, the NYS Department of Agriculture and Markets, the NYS Police and the New York Center for Agricultural Medicine and Health. The purpose of the campaign is to inform the general public on the proper use of the slow-moving vehicle emblem and educate motorists on how to operate their vehicles safely when encountering agricultural equipment on roadways.

NYSATSB's Multi-Cultural Education Committee

The Multi-Cultural Education Committee operates under the auspices of the New York State Association of Traffic Safety Boards' (NYSATSB) Education Committee. The committee consists of representatives from the NYS Department of Health Bureau of Injury Prevention, NYS Mothers Against Drunk Driving (MADD), Mid-Hudson Health and Safety Institute at SUNY Ulster, Rockland County Traffic Safety Board, Oneida Nation Health Center, Orange County STOP-DWI and Traffic Safety Program, NHTSA and GTSC. The objectives of the committee are to promote the development of culturally-sensitive programs to more effectively reach the state's minority populations and to build a collection of tools and resources for use by traffic safety professionals who work with minority groups around the state. Among the activities planned for the coming year are two regional meetings to assist in the development of new community outreach programs and the development and distribution of a pamphlet for law enforcement highlighting successful multi-cultural programs. In addition, a list serve will be created to facilitate information exchange.

Younger Driver Outreach

Young Driver Awareness Campaigns

In FFY 2008, the GTSC developed a media campaign for younger drivers incorporating the theme of young lives lost due to crashes. The campaign encouraged young drivers to "Be smart, drive smart. Turn off your phone, obey the speed limit, buckle up, and never drive under the influence". The GTSC will continue to work with the DMV's new Office for Younger Drivers on additional outreach and awareness initiatives.



NYSATSB Youth Committee

The New York State Association of Traffic Safety Boards Youth Committee will hold its "Save Your Friends Over the Airwaves" PSA contest for the fifth year. The winning PSAs are aired on radio stations and school stations throughout the state.

New York Partnership Addressing Teen Driver Safety

The Department of Health Bureau of Injury Prevention has organized a committee to focus on issues related to young drivers. The Department of Motor Vehicles, the GTSC, the Institute for Traffic Safety Management and Research and other partners will participate on the committee and work cooperatively to identify problems and find effective solutions to improve the safety of this high risk driving population.

One Second, Everything Changes

This successful project involves the creation of portable displays that include multiple panels with photos and personal items of young persons who were involved in fatal motor vehicle crashes. These displays personalize the tragedy of impaired driving for the peer group of the victims. The "One Second, Everything Changes" project continues to expand as more counties develop displays.

Older Driver Outreach

Capital Region Older Driver Assistance Network



The Capital Region Older Driver Assistance Network is a working group whose members provide various levels of assistance to older drivers and to those seeking assistance to help older drivers. Members include the GTSC, the Institute for Traffic Safety Management and Research, the NYS Office for the Aging, the NYS Department of Motor Vehicles, the NYS Department of Health Bureau of Injury Prevention, Albany County Department for the Aging, Rensselaer County Department for the Aging, Schenectady County Office for the

Aging, Sunnyview Rehabilitation Hospital, AAA, AARP and the New York State Association of Traffic Safety Boards. The Capital Region Older Driver Assistance Network is committed to assisting the older driver to drive safely and remain mobile longer and to raise awareness about programs and services that are available to assist and support older individuals who are no longer able to drive.

The New York State Interagency “Older Driver” Steering Committee

The Older Driving Interagency Steering Committee was established to support a mutual commitment to encourage mobility independence among New York’s ever-growing older population by assisting seniors in driving safely and by identifying transportation alternatives. Member organizations include DMV, GTSC, DOH, the State Police, DOT, the Commission on Quality of Care and Advocacy for Persons with Disabilities, the NYS Division of Veterans Affairs, and the NYS Office for the Aging. This committee strives to strengthen New York State’s leadership role as a model state for older drivers by influencing safety outcomes and alternative transportation options; to link state agencies with a client base of older citizens through strategic planning and information sharing; to promote the interests of older drivers and their families and to encourage senior mobility and independence and promote safety in this target age group.

Car Fit

This program is designed to help older drivers find out how they currently fit their personal vehicle, to highlight actions they can take to improve their fit and to promote conversations on driver safety and community mobility. A proper fit can increase the safety of the driver as well as the safety of others in the vehicle and on the roadway. Trained technicians are presently available in the Capital Region and the goal is to expand the program statewide.

Veterans Safe Driving Initiative: “HOME SAFE – DRIVE SAFE – STAY SAFE”

Motor vehicle crashes have been identified as a leading cause of death among veterans in the early years after returning from deployment. The U.S. Department of Veterans Affairs, in developing strategies and looking for ways to reduce motor vehicle crashes and their consequences among veterans, is seeking assistance from the Department of Motor Vehicles in this nationwide endeavor.

To this end, the Governor’s Traffic Safety Committee will partner and coordinate its programs and initiatives with the Veterans Administration Medical Centers across New York State and will provide resources and venues to further communicate traffic safety messages to returning veterans.

Training

Training for Community Program Personnel

Training and other educational programs will be made available to local project personnel to increase their knowledge of traffic safety issues and help them to become more effective program managers. Specific types of training that may be offered include presentation skills, project management, and performance assessment.

Motorist Education to Prevent Passing of Stopped School Buses

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

Safety Programs for New York's Children

According to the National Highway Traffic Safety Administration, motor vehicle traffic crashes are the leading cause of death for ages three to 34 and in 2006, children 14 years of age and younger accounted for eight percent of all persons injured in motor vehicle crashes. Projects aimed at reducing traffic-related injuries and fatalities among children will be encouraged. Programs that could be made available regionally addressing traffic safety topics such as pedestrian safety, bicycle/in-line skating/non-motorized scooter/skateboard safety, school bus and school zone safety, and railroad crossing safety will be supported.

Drowsy Driving

New York's Partnership Against Drowsy Driving (NYPDD)

The NYPDD is a joint effort to raise awareness and educate the public and high-risk groups about the dangers of drowsy driving and promote the adoption of prevention strategies. The NYS Department of Health Bureau of Injury Prevention is responsible for facilitating the efforts of the partnership which consists of representatives of a number of state agencies and other organizations.

Distracted Driving

The GTSC will continue to support state and local efforts that raise awareness of the dangers of distracted driving. The GTSC will work with the state agency partners to identify strategies for reducing the behaviors that distract drivers and divert their attention from the task of driving.

PROGRAM MANAGEMENT

OVERVIEW

The level of Federal Highway Safety funding has increased over the last several years and as a result, the Governor's Traffic Safety Committee (GTSC) has increased the number of grants awarded each year. This increase in grant funding requires additional demands on grant reviews, monitoring, reporting and processing. The GTSC annually processes over 800 grant applications, representing \$31 million in funding to state, local and not-for-profit agencies. The GTSC grant application and management system was largely manual and paper-based through FFY 2009. To address this ever-increasing demand on GTSC and as a means to improve efficiency, reduce staff resource time, and improve management of New York's Highway Safety Program, the GTSC will begin implementing an electronic grants management system, eGrants, in FFY 2010.

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

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

- ❖ Ensure that highway safety resources are allocated in the most efficient manner to effectively address the highway safety problems that have been identified and prioritized
- ❖ Coordinate multiple programs and partners to enhance the efficient and effective use of resources
- ❖ Assess training needs to ensure the delivery of relevant and high-quality training programs
- ❖ Make appropriate, up-to-date, and adequate public information and education materials available to the traffic safety community
- ❖ Monitor grant projects to assess performance and accountability
- ❖ Provide for the timely and efficient approval of county funding proposals and the allocation and liquidation of funds
- ❖ Strengthen existing public/private partnerships and build new coalitions to support highway safety efforts

PERFORMANCE GOALS

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

STRATEGIES

New York's Highway Safety Strategic Plan

The GTSC is committed to continuing and strengthening planning at the state and local levels and to promoting the use of the Highway Safety Strategic Plan (HSSP) as the principal document for setting priorities, directing program efforts, and assigning resources. The GTSC will also continue to support the NYS Department of Transportation (NYSDOT) and participate in the development of a NYS Strategic Highway Safety Plan (SHSP) based on the requirements of SAFETEA-LU. New York has again prepared a Traffic Records strategic plan to meet the application requirements for Section 408 funding under SAFETEA-LU and will use this document to guide the advancement of the state's traffic records systems.

Training Opportunities

Training has been identified as a valuable tool to meet the needs of grantees, partners, and staff. The GTSC will continue to assess the training needs of its highway safety partners, coordinate these needs with the priorities outlined in the HSSP, and provide appropriate training opportunities. Training will be delivered in a variety of formats as appropriate, including workshops, seminars and classroom settings.

Planning and Administration

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

to address these problems and provides support services for the general administration of the highway safety program.

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

The member agencies of the Governor's Traffic Safety Committee will continue to meet in FFY 2010 to help set New York State's highway safety priorities and to support efforts to achieve those priorities.

The GTSC has established or participated in a number of subcommittees and task forces to address the increasingly complex issues of traffic safety. The groups that are currently active include the: Task Force on Impaired Driving; NYS Child Passenger Safety Advisory Board; DRE & SFST Steering Committee; Highway Safety Conference Planning Committee; NYS Partnership Against Drowsy Driving; Capital Region Older Driver Assistance Network; Traffic Records Coordinating Council; Metropolitan Planning Organizations (MPOs); the Interagency Motor Carrier Credentialing & Safety Task Force; Motor Carrier Safety Assistance Program; Capital District Safe Kids Coalition; Operation Lifesaver; Safe Stop; and Walk Our Children to School committees. The GTSC has also become an active member of the national organization, the Governors Highway Safety Association (GHSA).

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

Plan for Public Information & Education

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

Survey on Driver Attitudes

Beginning in FFY 2010, the GTSC, with the assistance of the Institute for Traffic Safety Management and Research, will conduct an annual driver attitudinal survey as called for by NHTSA and GHSA. The survey will include questions on occupant protection, impaired driving and speeding.

Highway Safety Presentations and Workshops

Assistance in the form of grants, program expertise, and/or human resources may be provided to our partners, such as the Institute for Traffic Safety Management and Research, the Greater New York Automobile Dealers' Association, the media, and other not-for-profit groups, for the presentation of innovative highway safety topics. Topics will be presented through forums, symposia, roundtable discussions, and other venues as appropriate.

STATE CERTIFICATIONS AND ASSURANCES

Failure to comply with applicable Federal statutes, regulations and directives may subject State officials to civil or criminal penalties and/or place the State in a high risk grantee status in accordance with 49 CFR §18.12.

Each fiscal year the State will sign these Certifications and Assurances that the State complies with all applicable Federal statutes, regulations, and directives in effect with respect to the periods for which it receives grant funding. Applicable provisions include, but not limited to, the following:

- 23 U.S.C. Chapter 4 - Highway Safety Act of 1966, as amended;
- 49 CFR Part 18 - Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments
- 49 CFR Part 19 - Uniform Administrative Requirements for Grants and Agreements with Institutions of Higher Education, Hospitals and Other Nonprofit Organizations
- 23 CFR Chapter II - (§§1200, 1205, 1206, 1250, 1251, & 1252) Regulations governing highway safety programs
- NHTSA Order 462-6C - Matching Rates for State and Community Highway Safety Programs
- Highway Safety Grant Funding Policy for Field-Administered Grants

Certifications and Assurances

The Governor is responsible for the administration of the State highway safety program through a State highway safety agency which has adequate powers and is suitably equipped and organized (as evidenced by appropriate oversight procedures governing such areas as procurement, financial administration, and the use, management, and disposition of equipment) to carry out the program (23 USC 402(b) (1) (A));

The political subdivisions of this State are authorized, as part of the State highway safety program, to carry out within their jurisdictions local highway safety programs which have been approved by the Governor and are in accordance with the uniform guidelines promulgated by the Secretary of Transportation (23 USC 402(b) (1) (B));

At least 40 per cent of all Federal funds apportioned to this State under 23 USC 402 for this fiscal year will be expended by or for the benefit of the political subdivision of the State in carrying out local highway safety programs (23 USC 402(b) (1) (C)), unless this requirement is waived in writing;

The State will implement activities in support of national highway safety goals to reduce motor vehicle related fatalities that also reflect the primary data-related crash factors within the State as identified by the State highway safety planning process, including:

- National law enforcement mobilizations,

- **Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits,**
- **An annual statewide safety belt use survey in accordance with criteria established by the Secretary for the measurement of State safety belt use rates to ensure that the measurements are accurate and representative,**
- **Development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources.**

The State shall actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect.

This State's highway safety program provides adequate and reasonable access for the safe and convenient movement of physically handicapped persons, including those in wheelchairs, across curbs constructed or replaced on or after July 1, 1976, at all pedestrian crosswalks (23 USC 402(b) (1) (D));

Cash drawdowns will be initiated only when actually needed for disbursement, cash disbursements and balances will be reported in a timely manner as required by NHTSA, and the same standards of timing and amount, including the reporting of cash disbursement and balances, will be imposed upon any secondary recipient organizations (49 CFR 18.20, 18.21, and 18.41). Failure to adhere to these provisions may result in the termination of drawdown privileges);

The State has submitted appropriate documentation for review to the single point of contact designated by the Governor to review Federal programs, as required by Executive Order 12372 (Intergovernmental Review of Federal Programs);

Equipment acquired under this agreement for use in highway safety program areas shall be used and kept in operation for highway safety purposes by the State; or the State, by formal agreement with appropriate officials of a political subdivision or State agency, shall cause such equipment to be used and kept in operation for highway safety purposes (23 CFR 1200.21);

The State will comply with all applicable State procurement procedures and will maintain a financial management system that complies with the minimum requirements of 49 CFR 18.20;

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of race, color or national origin (and 49 CFR Part 21); (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. §§ 1681-1683, and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. §794), which prohibits discrimination on the basis of handicaps (and 49 CFR Part 27); (d) the Age Discrimination Act of 1975, as amended (42U.S.C. §§ 6101-6107), which prohibits discrimination on the basis of age; (e) the Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (f) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970(P.L. 91-616), as

amended, relating to nondiscrimination on the basis of alcohol abuse or alcoholism; (g) §§ 523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. §§ 290 dd-3 and 290 ee-3), as amended, relating to confidentiality of alcohol and drug abuse patient records; (h) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§ 3601 et seq.), as amended, relating to nondiscrimination in the sale, rental or financing of housing; (i) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and, (j) the requirements of any other nondiscrimination statute(s) which may apply to the application.

The Drug-free Workplace Act of 1988(49 CFR Part 29 Sub-part F):

The State will provide a drug-free workplace by:

- a. Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;
- b. Establishing a drug-free awareness program to inform employees about:
 1. The dangers of drug abuse in the workplace.
 2. The grantee's policy of maintaining a drug-free workplace.
 3. Any available drug counseling, rehabilitation, and employee assistance programs.
 4. The penalties that may be imposed upon employees for drug violations occurring in the workplace.
- c. Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a).
- d. Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will --
 1. Abide by the terms of the statement.
 2. Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.
- e. Notifying the agency within ten days after receiving notice under subparagraph (d) (2) from an employee or otherwise receiving actual notice of such conviction.
- f. Taking one of the following actions, within 30 days of receiving notice under subparagraph (d) (2), with respect to any employee who is so convicted -
 1. Taking appropriate personnel action against such an employee, up to and including termination.
 2. Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency.
- g. Making a good faith effort to continue to maintain a drug-free workplace through implementation of paragraphs (a), (b), (c), (d), (e), and (f) above.

BUY AMERICA ACT

The State will comply with the provisions of the Buy America Act (23 USC 101 Note) which contains the following requirements:

Only steel, iron and manufactured products produced in the United States may be purchased with Federal funds unless the Secretary of Transportation determines that such domestic purchases would be inconsistent with the public interest; that such materials are not reasonably available and of a satisfactory quality; or that inclusion of domestic materials will increase the cost of the overall project contract by more than 25 percent. Clear justification for the purchase of non-domestic items must be in the form of a waiver request submitted to and approved by the Secretary of Transportation.

POLITICAL ACTIVITY (HATCH ACT).

The State will comply with the provisions of 5 U.S.C. §§ 1501-1508 and implementing regulations of 5 CFR Part 151, concerning "Political Activity of State or Local Offices, or Employees".

CERTIFICATION REGARDING FEDERAL LOBBYING

Certification for Contracts, Grants, Loans, and Cooperative Agreements

The undersigned certifies, to the best of his or her knowledge and belief, that:

1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.
2. (2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
3. The undersigned shall require that the language of this certification be included in the award documents for all sub-award at all tiers (including subcontracts, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

RESTRICTION ON STATE LOBBYING

None of the funds under this program will be used for any activity specifically designed to urge or influence a State or local legislator to favor or oppose the adoption of any specific legislative proposal pending before any State or local legislative body. Such activities include both direct and indirect (e.g., "grassroots") lobbying activities, with one exception. This does not preclude a State official whose salary is supported with NHTSA funds from engaging in direct communications with State or local legislative officials, in accordance with customary State practice, even if such communications urge legislative officials to favor or oppose the adoption of a specific pending legislative proposal.

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION

Instructions for Primary Certification

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.
4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms *covered transaction*, *debarred*, *suspended*, *ineligible*, *lower tier covered transaction*, *participant*, *person*, *primary covered transaction*, *principal*, *proposal*, and *voluntarily excluded*, as used in this clause, have the meaning set out in the Definitions and coverage sections of 49 CFR Part 29. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.
6. The prospective primary participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.

7. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.
8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the list of Parties Excluded from Federal Procurement and Non-procurement Programs.
9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

Certification Regarding Debarment, Suspension, and Other Responsibility Matters-Primary Covered Transactions

- (1) The prospective primary participant certifies to the best of its knowledge and belief, that its principals:
 - (a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded by any Federal department or agency;
 - (b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of record, making false statements, or receiving stolen property;
 - (c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or Local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and

(d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.

(2) Where the prospective primary participant is unable to certify to any of the Statements in this certification, such prospective participant shall attach an explanation to this proposal.

Instructions for Lower Tier Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.
2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.
3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
4. The terms *covered transaction*, *debarred*, *suspended*, *ineligible*, *lower tier covered transaction*, *participant*, *person*, *primary covered transaction*, *principal*, *proposal*, and *voluntarily excluded*, as used in this clause, have the meanings set out in the Definition and Coverage sections of 49 CFR Part 29. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.
5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.
6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions. (See below)
7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required

to, check the List of Parties Excluded from Federal Procurement and Non-procurement Programs.

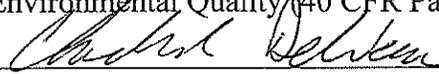
8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transactions:

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.
2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

ENVIRONMENTAL IMPACT

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year 2010 highway safety planning document and hereby declares that no significant environmental impact will result from implementing this Highway Safety Plan. If, under a future revision, this Plan will be modified in such a manner that a project would be instituted that could affect environmental quality to the extent that a review and statement would be necessary, this office is prepared to take the action necessary to comply with the National Environmental Policy Act of 1969 (42 USC 4321 et seq.) and the implementing regulations of the Council on Environmental Quality (40 CFR Parts 1500-1517).



Governor's Representative for Highway Safety

8/6/09

Date