

NEW YORK STATE
HIGHWAY SAFETY STRATEGIC PLAN
FFY 2011

New York State
Governor's Traffic Safety Committee

David A. Paterson, Governor
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NEW YORK STATE HIGHWAY SAFETY STRATEGIC PLAN FFY 2011

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EXECUTIVE SUMMARY

INTRODUCTION

In preparing its FFY 2011 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 FFY 2011 HSSP. A goal was set for each of the measures with a target date of December 31, 2011. Due to the delay in the availability of 2009 FARS data, data for 2008 are the most recent data available for the majority of the fatality measures.

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 FFY 2011 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.

FARS data indicate that the number of fatalities on New York State's roadways dropped to 1,156 in 2009, 75 fewer than the previous year and a 23% drop since 2004. Based on preliminary 2009 data from New York's Accident Information System (AIS), the number of serious injuries suffered in crashes declined by 7% between 2005 (13,647) and 2009 (12,708).

The fatality rate per 100 million vehicle miles traveled (VMT) has been on a downward trend in New York from 1.03 fatalities per 100 million VMT in 2004 to 0.92 in 2008. The urban fatality rate has declined steadily while the rural fatality rate was on an upward trend between 2005 and 2007 before decreasing in 2008. FARS 2009 data for these measures are not yet available.

The involvement of drivers under the age of 21 in fatal crashes is of particular concern. After increasing from 211 in 2005 to 226 in 2006, the number of drivers under 21 years of age involved in fatal crashes declined to 218 and 182 in 2007 and 2008; 2009 FARS data are not available.

FATALITY AND SERIOUS INJURY MEASURES

	2004	2005	2006	2007	2008	2009	2011 Goal
Fatalities	1,495	1,434	1,454	1,332	1,231	1,156	1,121
Serious Injuries*	13,992	13,647	13,174	13,280	12,900	12,708	12,327
Fatality Rate/100 million VMT	1.08	1.03	1.03	0.97	0.92	N/A	0.89
Urban Fatality Rate	0.93	0.82	0.79	0.64	0.60	N/A	0.58
Rural Fatality Rate	1.46	1.67	1.80	1.99	1.88	N/A	1.83
Drivers Under 21 Involved in Fatal Crashes	257	211	226	218	182	N/A	164

*AIS data for 2009 are preliminary

Sources: The source for all fatality measures is FARS; the source for injury data is the NYS AIS

GOALS

The overall goals of New York’s highway safety program are to prevent motor vehicle crashes, save lives and reduce the severity of the injuries suffered. In FFY 2011, 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

For the past three decades, New York has been a national leader in combating impaired driving on the state’s roadways. Since the passage of the state’s landmark STOP-DWI legislation in 1981, New York has continued to enact tough new laws, conduct public awareness campaigns and implement new initiatives to reduce crashes, fatalities and injuries resulting from alcohol and drug impaired driving.



In 2010, the GTSC and the New York Broadcasters’ Association launched a powerful new media campaign, “Drinking and Driving Shatters Lives”, depicting the devastation suffered by the families of drunk driving victims. The new campaign was incorporated into this year’s series of STOP-DWI Awareness nights held by the GTSC at venues such as a New York Islanders hockey game, college basketball games, a minor league baseball game and a stock car race track.

New York also strengthened its campaign against impaired driving through the passage of new legislation. Leandra’s Law requires stricter penalties for persons driving while intoxicated or under the influence of drugs with a child younger than 16 in the vehicle. The second major component of Leandra’s Law requires all drivers convicted of misdemeanor and felony DWIs to have ignition interlock devices installed in their vehicles for a minimum of six months. Over the past year, the Impaired Driving Advisory Council continued to address issues related to the various components of the system that deals with impaired drivers and to assist with the implementation of Leandra’s Law.

ALCOHOL-IMPAIRED DRIVING FATALITIES AND INJURIES

	2004	2005	2006	2007	2008	2009	2011 Goal
Alcohol-Impaired Driving Fatalities	435	417	433	377	341	N/A	324
Alcohol-Related Injuries*	8,024	7,724	7,293	7,175	6,886	6,558	6,230

Note: Alcohol-Impaired Driving Fatalities are defined as drivers and motorcycle operators with a BAC of .08% or more who are killed in crashes.

*AIS data for 2009 are preliminary

Sources: The source for all fatality measures is FARS; the source for injury data is the NYS AIS

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 driver/motorcycle operator fatalities with a BAC of .08% or higher ranged from a high of 435 in 2004 to 341 in 2008, a 22% reduction. The 2009 FARS data are not yet available. Injuries in alcohol-related crashes declined steadily from 8,024 in 2004 to 6,558 in 2009.

GOALS

Reducing the numbers of alcohol-impaired driving 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 Impaired Driving Advisory Council 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.



The Police Traffic Services program area focuses on strategies to reduce speeding and aggressive driving among New York State motorists in general, as well as enforcing violations involving specific types of vehicles such as commercial vehicles and school buses. Distracted driving is another unsafe driving behavior addressed in this program area. In fall 2009, New York was one of two states awarded contracts by the National Highway Traffic Safety Administration (NHTSA) to participate in a national demonstration project to determine the effectiveness of high visibility enforcement waves in reducing distracted driving, in particular, talking and texting on cell phones and other electronic devices.

Based on FARS data, speeding-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 speeding-related fatalities between 2004 and 2008 (from 465 to 410). FARS 2009 data are not yet available for this measure.

SPEEDING-RELATED FATALITIES							
	2004	2005	2006	2007	2008	2009	2011 Goal
Speeding-Related Fatalities	465	456	449	417	410	N/A	385
Source: FARS							

GOAL

The primary goal of the police traffic services program is to decrease speeding-related fatalities. Initiatives focusing on other unsafe behaviors, such as aggressive and distracted driving, passing stopped school buses and traffic violations involving commercial vehicles are also included under this program area. In addition to routine and selective enforcement approaches, training programs will be conducted for police officers, probation officers, judges and prosecutors. Enforcement issues related to impaired driving, occupant protection, motorcycle safety and pedestrian safety are addressed under the individual sections of the HSSP devoted to those topics.

MOTORCYCLE SAFETY



Over the past decade, the popularity of motorcycles as a mode of transportation, as well as a form of recreation, has seen consistent growth. Since 2000, the number of drivers with motorcycle licenses has increased by 25%, reaching over 653,500 in 2009. During this same time period, the number of registered motorcycles has also been on a consistent upward trend with the number increasing 67% to over 336,000.

A major component of New York's comprehensive approach to address and improve motorcycle safety in the state is the Motorcycle Safety Program (MSP) administered by the NYS Department of Motor Vehicles (DMV). In June 2009, the Motorcycle Safety Foundation (MSF) was awarded a contract to deliver the MSP.

The GTSC will continue to coordinate and administer enforcement and education programs that address motorcycle safety. With assistance from DMV's MSP, the New York State Police and GTSC's Law Enforcement Liaisons presented regional motorcycle safety training programs for law enforcement officers over the past year. The MSP also assisted DMV's Office for the Older Driver in developing a video and other informational materials promoting rider training for older motorcyclists using the theme "Learning is For Life." Through a partnership with the NYS Department of Transportation, motorcycle safety awareness will also be promoted through the use of variable message signs on high crash corridors. Another partner, the NYS Motor Truck Association, has agreed to assist in the distribution of magnetic signs with the "Watch for Motorcycles" message which will be posted on the back of trucks.

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. Between 2004 and 2008, the number of unhelmeted motorcyclist fatalities nearly doubled (from 20 to 36); 2009 FARS data to update these measures are not yet available. The number of motorcyclists injured also fluctuated up and down between 2004 and 2007; since 2007 the number of motorcyclists injured in crashes has been on a downward trend.

MOTORCYCLIST FATALITIES, UNHELMETED FATALITIES AND MOTORCYCLISTS INJURED							
	2004	2005	2006	2007	2008	2009	2011 Goal
Motorcyclist Fatalities	150	162	194	168	184	N/A	167
Unhelmeted Motorcyclist Fatalities	20	27	26	24	36	N/A	26
Motorcyclists Injured*	4,440	4,803	4,515	4,996	4,842	4,497	4,272

*AIS data for 2009 are preliminary
Sources: The source for all fatality measures is FARS; the source for injury data is the NYS AIS

GOALS

The primary goals in the area of motorcycle safety are to decrease motorcyclist fatalities, unhelmeted motorcyclist fatalities and motorcyclists injured. 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



Because of the vulnerability of pedestrians, bicyclists, in-line skaters, non-motorized scooter operators and skateboarders when they share the road with motor vehicles, programs that address the safety of these groups continue to be priorities for the GTSC. A major component of these efforts are public awareness campaigns, such as the "Be Smart. Share the Road." campaign, which emphasize the need to educate the motoring public to be cognizant of all modes of transportation and share the road safely.

Over the past year, partner agencies and organizations continued to collaborate on the presentation of symposia, workshops and training programs specific to the safety of pedestrians, bicyclists and participants in other wheel sports who use the state's roadways. The most recent event was the Walk Bike 2010 Symposium held June 7, 2010, in Hauppauge on Long Island. New York also has many educational efforts in this program area 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.

Pedestrian Safety

The core outcome measure for pedestrian safety is pedestrian fatalities. Based on FARS data, the number of pedestrian fatalities in New York State declined between 2005 and 2007 and then started on an upward trend. In 2008, 294 pedestrians were killed by motor vehicles and 306 died in 2009.



The number of pedestrians injured in crashes has varied only slightly over the five-year period, 2005-2009. The largest change occurred between 2008 and 2009 when the number of pedestrians injured decreased by 3%.

PEDESTRIAN FATALITIES AND INJURIES						
	2005	2006	2007	2008	2009*	2011 Goal
Pedestrian Fatalities	322	312	276	294	306	282
Pedestrians Injured	15,392	15,369	15,472	15,317	14,785	14,341

*AIS data for 2009 are preliminary
Sources: The source for all fatality measures is FARS; the source for injury data is the NYS AIS

A particular concern of New York's pedestrian safety program is the number of pedestrian crashes and fatalities that occur in New York City. Preliminary 2009 AIS data indicate that 69% of the pedestrian crashes and 51% of the pedestrian fatalities occurred in New York City, 22% of the crashes and 29% of the fatalities occurred in the Upstate region and 9% of the crashes and 20% of the fatalities occurred on Long Island.

Bicycle Safety

The preliminary AIS data for 2009 indicate that there has been a sizeable reduction in the number of bicyclists killed in crashes with motor vehicles. Compared to 2008, the number of bicyclist fatalities decreased by 31% in 2009. There was also a 5% reduction in the number of bicyclists injured between 2008 and 2009.



BICYCLIST FATALITIES AND INJURIES						
	2005	2006	2007	2008	2009*	2011 Goal
Bicyclist Fatalities	47	45	50	42	29	26
Bicyclists Injured	5,680	5,426	5,373	5,422	5,176	5,057

*Data for 2009 are preliminary
Source: NYS AIS

New York City is also a particular area of concern for bicycle crashes. In 2009, over half (53%) of all crashes involving bicycles and 41% of the bicyclists who died in crashes with motor vehicles 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 2010, New York’s seat belt use rate was measured at 90%, the highest level reached in New York’s statewide observation surveys. This success is largely due to 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.



In addition to the BUNY program, other interagency collaborations and strategies that focus on improving occupant restraint use for high risk groups, such as teenagers, rural populations and nighttime occupants will be encouraged in FFY 2011.

The safe transportation of children continues to be one of New York’s top priorities. In November 2009, New York strengthened the state’s child restraint laws by requiring children to remain in an appropriate child restraint system until they reach the age of eight.

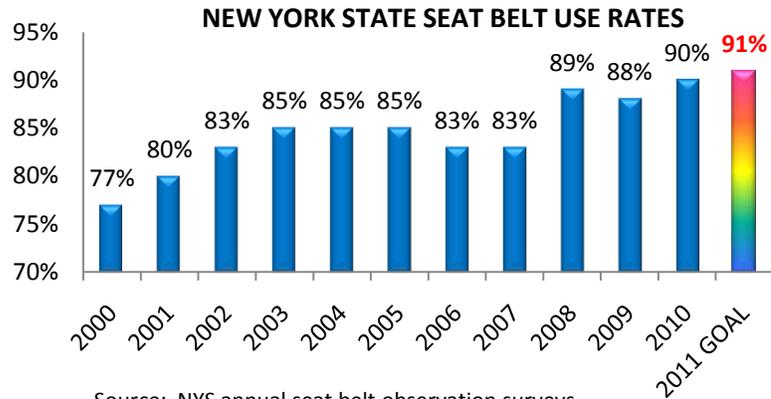


New York’s public awareness campaign conducted in conjunction with National Child Passenger Safety Week in September highlights the importance of using a child restraint that is appropriate for the child’s age and size. In 2009, New York’s “4 Steps 4 Kids” campaign focused on Step 1 which promotes the use of rear-facing seats. Step 2 of the campaign will be conducted this year and will focus on raising awareness of when it is safe for a child to ride in a forward facing child safety seat.

Each year, the GTSC supports 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. The NYS Child Passenger Safety Advisory Board is an integral part of the state’s CPS program and guides the activities of the community child passenger safety (CPS) programs across the state.

The core behavioral measure is the statewide seat belt use rate. Over the past ten years, New York’s use rate has increased from 80% in 2001 to 90% in the statewide survey completed in June 2010.

The goal is to increase the statewide observed seat belt use of front seat outboard occupants to 91% in 2011.



Source: NYS annual seat belt observation surveys

Based on FARS data, the number of unrestrained passenger vehicle occupant fatalities increased to 369 in 2006 before dropping to 280 in 2007 and 232 in 2008. This measure cannot be updated at this time due to the delay in the availability of 2009 FARS data.

UNRESTRAINED PASSENGER VEHICLE OCCUPANT FATALITIES							
	2004	2005	2006	2007	2008	2009	2011 Goal
Unrestrained Occupant Fatalities	345	330	369	280	232	N/A	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 success of the performance-based program planning processes used by New York's highway safety community depends on the availability of accurate and timely traffic records data. Identifying the nature and location of traffic safety problems presents a significant challenge to the traffic safety agencies and organizations responsible for developing 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.

New York has made significant strides in improving its various traffic records systems over the past few years, due in large part to the implementation of its 2006-2009 Traffic Safety Information Systems Strategic Plan. 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 the GTSC with assistance from the state's Traffic Records Coordinating Council (TRCC) and the Institute for Traffic Safety Management and Research (ITSMR), the plan was updated in spring 2007, 2008 and 2009. Since re-authorization has not yet occurred, SAFETEA-LU was extended in FFY 2010 which resulted in the plan being updated again in May 2010.

In recent years, substantial progress has been achieved 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 due in large part to the continuing roll out of TraCS (Traffic and Criminal Software), New York's electronic crash and ticketing system. There have also been significant improvements 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.

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. Some of the highway safety issues that counties are encouraged to integrate into their local programs stem from state level initiatives including outreach programs for diverse populations, younger drivers, older drivers and returning veterans.



Statewide and local efforts to improve the safety of young drivers have been bolstered in the past year by the strengthening of the provisions of the state's graduated license law. In addition, a coalition of stakeholders referred to as the Driver Education Research and Innovation Center (DERIC) is being formed to collaborate on the development, testing and evaluation of a cutting edge driver education curriculum.

Another important area that requires ongoing attention at the state and community level is drowsy driving. In fall 2009, a press conference was held at Hudson Valley Community College to draw attention to the issue and highlight the impact of drowsy driving on young drivers who are one of the highest at-risk groups.

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.

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 to reduce crashes, fatalities and injuries through education, enforcement, engineering, community involvement and greater access to safety-related data.

The GTSC annually processes over 800 grant applications from state, local and not-for-profit agencies. The electronic grants management system, eGrants, implemented for the first time last year, will continue to improve efficiency, reduce staff resource time and improve management of New York's Highway Safety Program.

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.

2011 HIGHWAY SAFETY PROGRAM PLANNING PROCESS

INTRODUCTION

In preparing its FFY 2011 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

The GTSC conducts outreach at meetings, conferences and workshops throughout the year to gain input from the traffic safety community on emerging issues and new countermeasures that should be included in the HSSP. The annual GTSC meeting convened by the GTSC Chair David Swarts is also used as an opportunity to review priorities and the status of initiatives undertaken by the member agencies of the GTSC. At this year's meeting held in June 2010, representatives from each agency reported on the ongoing as well as the new programs being implemented by their agencies and through partnerships with other departments. 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.

The planning process also provides for several opportunities to discuss highway safety priorities with traffic safety partners at the local level. Local grantees have the opportunity to provide input into the planning process through their designated GTSC representatives who maintain ongoing communication through monitoring visits and other forms of contact. The GTSC's program representatives frequently take part in local traffic safety board meetings to discuss local issues and assist with grant planning and management. Representatives from the GTSC's management, fiscal and program staffs also attended the quarterly meeting of the NYS Association of Traffic Safety Boards held in February 2010 where an overview of the annual planning process was presented and input for the FFY 2011 HSSP was solicited.

Local Agencies Program Planning Coordination and Assistance

The GTSC also provides guidance and various resources to assist local agencies in the preparation of grant applications. Program representatives are available during site visits or by telephone to work with local grantees. 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.

The GTSC provides crash and ticket data reports for each county and a statewide report for local agencies to use for problem identification, program planning and evaluation. The state and individual county data reports are prepared by the Institute for Traffic Safety Management and Research (ITSMR) and are posted on the website in February for use in the preparation of grant applications for submission to the GTSC in May. The reports include the most recent three years of accident and ticket data; in addition to county-wide data on all crashes and tickets, the reports include additional tables on alcohol-related crashes, speeding-related crashes and crashes involving motorcycles. Archives of the reports going back to 2001 are maintained online, for reference. The GTSC and ITSMR staffs annually review the content of the reports to assess the usefulness of the information based on feedback from local agencies. Local grant applicants are encouraged to supplement the information contained in the County Data Reports with their own crash and ticket data.

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 Governors Highway Safety Association (GHSA), were incorporated into the FFY 2011 HSSP. Due to the delay in the availability of 2009 FARS data, most of the core outcome measures could not be updated at this time; the exceptions were the number of total fatalities and the number of pedestrian fatalities which the NHTSA Regional Office was able to provide. The number of serious injuries and the state's seat belt use rate were updated from state data sources.

In addition to the core measures recommended by NHTSA, other performance measures primarily related to injuries in motor vehicle crashes are included in New York's HSSP.

Data Sources

FARS continues to be the official source of data for the core outcome fatality measures. New York's Accident Information System (AIS) is the source for all injury data in the HSSP, including the serious injuries core outcome measure. At the time this HSSP was prepared, complete 2009 FARS data were not yet available. A complete set of crash data for 2009 was available from New York's AIS; these data are considered preliminary until the final determination in the fall that the file is complete. The source for the core behavioral measure, the observed seat belt use rate, is New York's annual observation survey conducted in June; the rate from the 2010 survey was 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 (AA) systems. Although still considered preliminary, a complete year of ticket data for 2009 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 the Suffolk County STOP-DWI program and the New York City Police Department, in addition to the TSLED system. A few of the tables and graphs also include data from New York's driver's license and vehicle registration files.

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 NYS 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.

The original SHSP prepared in 2007 was updated over the past year and the 2010 SHSP was released in March 2010. As part of the update process, 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 2007 SHSP was assessed. Participants in the meeting reported on the status of the strategies included in the original 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 assisted the NYSDOT in preparing the 2010 SHSP.

Format of the Plan

The FFY 2011 Highway Safety Strategic Plan includes a description of the statewide program and the current status of the statewide motor vehicle 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 and performance goals are established with performance and activity measures to monitor progress. Each program area description also includes strategies for achieving the goals of the individual traffic safety area which will ultimately contribute to attaining the goals of statewide highway safety program.

**NEW YORK STATE
FFY 2011 HIGHWAY SAFETY STRATEGIC PLAN
CORE OUTCOME AND BEHAVIORAL MEASURES**

		2004	2005	2006	2007	2008	2009	Goal 2011
C1	Number of Fatalities	1,495	1,434	1,454	1,332	1,231	1,156	1,121
	<i>3-Year Moving Average</i>	<i>1,505</i>	<i>1,474</i>	<i>1,461</i>	<i>1,407</i>	<i>1,339</i>	<i>1,240</i>	
C2	Number of Serious Injuries	13,992	13,647	13,174	13,280	12,900	12,708*	12,327
	<i>3-Year Moving Average</i>	<i>14,731</i>	<i>14,103</i>	<i>13,604</i>	<i>13,367</i>	<i>13,118</i>	<i>12,963</i>	
C3	Fatalities per 100 Million VMT	1.08	1.03	1.03	0.97	0.92	NA**	0.89
	<i>3-Year Moving Average</i>	<i>1.11</i>	<i>1.07</i>	<i>1.05</i>	<i>1.01</i>	<i>0.97</i>		
	Rural Fatalities per 100 Million VMT	1.46	1.67	1.80	1.99	1.88	NA**	1.83
	<i>3-Year Moving Average</i>		<i>1.54</i>	<i>1.64</i>	<i>1.82</i>	<i>1.89</i>		
	Urban Fatalities per 100 Million VMT	0.93	0.82	0.79	0.64	0.60	NA**	0.58
	<i>3-Year Moving Average</i>		<i>0.90</i>	<i>0.85</i>	<i>0.75</i>	<i>0.68</i>		
C4	Number of Unrestrained Passenger Vehicle Occupant Fatalities	345	330	369	280	232	NA**	213
	<i>3-Year Moving Average</i>	<i>384</i>	<i>346</i>	<i>348</i>	<i>326</i>	<i>294</i>		
C5	Number of Alcohol-Impaired Driving Fatalities	435	417	433	377	341	NA**	324
	<i>3-Year Moving Average</i>	<i>NA</i>	<i>416</i>	<i>428</i>	<i>409</i>	<i>384</i>		
C6	Number of Speeding-Related Fatalities	465	456	449	417	410	NA**	385
	<i>3-Year Moving Average</i>	<i>478</i>	<i>468</i>	<i>457</i>	<i>441</i>	<i>425</i>		
C7	Number of Motorcyclist Fatalities	150	162	194	168	184	NA**	167
	<i>3-Year Moving Average</i>	<i>148</i>	<i>155</i>	<i>169</i>	<i>175</i>	<i>182</i>		
C8	Number of Unhelmeted Motorcyclist Fatalities	20	27	26	24	36	NA**	26
	<i>3-Year Moving Average</i>	<i>22</i>	<i>22</i>	<i>24</i>	<i>26</i>	<i>29</i>		
C9	Number of Drivers Age 20 or Younger Involved in Fatal Crashes	257	211	226	218	182	NA**	164
	<i>3-Year Moving Average</i>	<i>259</i>	<i>236</i>	<i>231</i>	<i>218</i>	<i>209</i>		
C10	Number of Pedestrian Fatalities	317	322	312	276	294	306	282
	<i>3-Year Moving Average</i>	<i>329</i>	<i>324</i>	<i>317</i>	<i>303</i>	<i>294</i>	<i>292</i>	
B1	Observed Seat Belt Use	85%	83%	83%	89%	88%	90%	91%
	<i>3-Year Moving Average</i>	<i>85%</i>	<i>84%</i>	<i>84%</i>	<i>85%</i>	<i>87%</i>	<i>89%</i>	

*Preliminary 2009 data from NYS AIS

**2009 FARS data not yet available

Sources: 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 highway safety grant program awarded to New York by the National Highway Safety Administration. The GTSC, supported by the Institute for Traffic Safety Management and Research (ITSMR), affirmed its leadership role in FFY 2010 through these initiatives and accomplishments:

- ❖ Seat belt use reached 90%, the highest level in New York State's history.
- ❖ The award-winning "Drinking and Driving Shatters Lives" public awareness campaign was launched.
- ❖ New York was selected to participate in a two-year national distracted driving enforcement demonstration project.
- ❖ STOP-DWI Awareness events were conducted at numerous sporting events and venues.
- ❖ A multi-agency work group was established to identify and implement improvements to the state's motorcycle safety program.
- ❖ An electronic grants management system was implemented.
- ❖ Under the leadership of GTSC Chair David Swarts, a group was convened to study driver education in New York and explore improvement opportunities in this area.
- ❖ Partnerships were strengthened with organizations such as the Metropolitan Planning Organizations, the New York State Motor Truck Association and the New York Association for Pupil Transportation to work cooperatively on persistent and emerging traffic safety problems such as pedestrian safety in metropolitan areas.
- ❖ The Impaired Driving Advisory Council established a work group to assist with the implementation of Leandra's Law, which requires ignition interlocks for all drivers convicted of DWI.
- ❖ New research on the scope of drinking and driving in New York State and the attitudes, perceptions and behaviors of the general population of drivers and those who have been convicted of drinking and driving was completed.



HIGHWAY SAFETY PRIORITIES FOR FFY 2011

The top priorities of the 2011 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 and improvements to New York's traffic records systems. New York will also continue to implement programs to increase seat belt and child restraint use and reduce dangerous 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 2011 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
- ❖ Study the current state of Driver Education in New York and support programs that analyze the effectiveness of various other education methods
- ❖ Continue recent initiatives undertaken to educate older drivers on the effects of aging on driving abilities and increase awareness of alternatives to driving
- ❖ Through the Impaired Driving Advisory Council, continue efforts to identify and implement measures to reduce impaired driving.
- ❖ Build on the efforts to enhance program administration and more effectively allocate resources with the 58 local STOP-DWI programs. 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 2011 Buckle Up New York program. The GTSC will continue to work with police agencies to have them adopt seat belt use policies, conduct local use observations, raise public awareness and employ enforcement strategies including night-time and multi-agency details.
- ❖ 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), aimed at dangerous driving behaviors, especially those pertaining to speeding, running red lights and aggressive driving
- ❖ Expand existing STEP efforts to include a focus on commercial motor vehicles and motorcycle operators who engage in dangerous driving behaviors

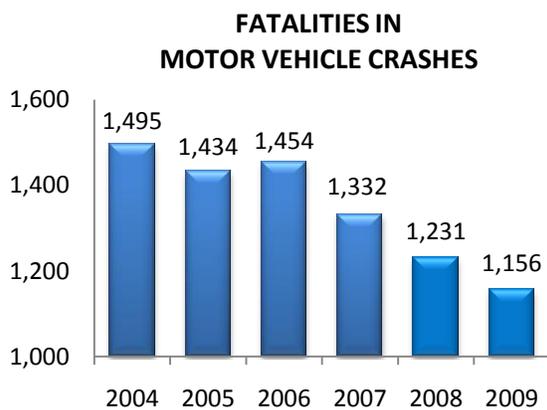
- ❖ Continue to emphasize programs and efforts that address distracted driving, including enforcement of New York’s cell phone and electronic device laws
- ❖ Continue to support state and local police agencies in adopting technology to improve in-car traffic ticket and crash report recording and transmission
- ❖ Continue to employ technology to improve traffic records systems in New York to provide better access to accurate data on the state’s drivers and highways to assist in problem identification, program implementation and evaluation
- ❖ 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 and encourage proper license endorsement by operators
- ❖ Expand training opportunities for police officers, prosecutors and the judiciary
- ❖ Provide additional training for law enforcement agencies seeking to conduct motorcycle enforcement and education
- ❖ Continue coalition building to improve pedestrian and bicycle safety across the state, with particular concentration in NYC
- ❖ Continue to actively bring highway safety programs to diverse populations in New York State
- ❖ Continue opportunities to partner with federal, state and local agencies to improve commercial vehicle safety efforts
- ❖ Encourage police agencies to consider police traffic services as an everyday priority using the “traffic enforcement is law enforcement” approach and further expand the DDACTS model

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.

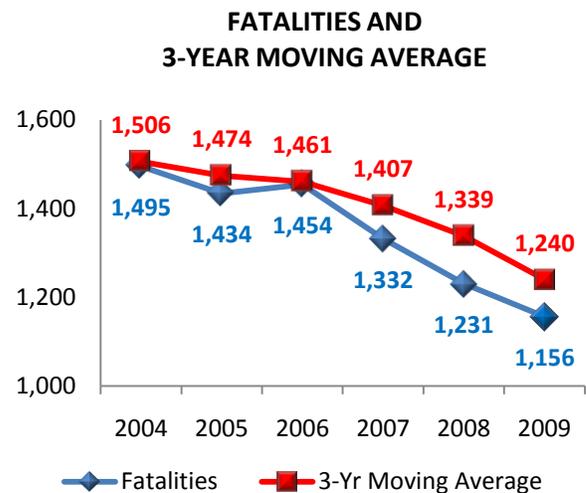
Efforts with other media associations have also enabled the GTSC to reach expanded audiences with traffic safety messages. The Outdoor Advertising Association partners with the GTSC and makes available unused billboard space for posting safety messages. New York will also distribute bilingual educational 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.

REVIEW OF DATA

Several core outcome measures based on FARS data are used to monitor the trends in motor vehicle fatalities in New York State. The state also relies on data from New York's crash data base, the Accident Information System (AIS), maintained by the NYS Department of Motor Vehicles to track serious injuries, another core outcome measure for the state's highway safety program. The 2009 FARS data indicate that the downward trend in the number of fatalities in motor vehicle crashes in New York State has continued. Since 2004, the number of fatalities has decreased by 23% (from 1,495 to 1,156).

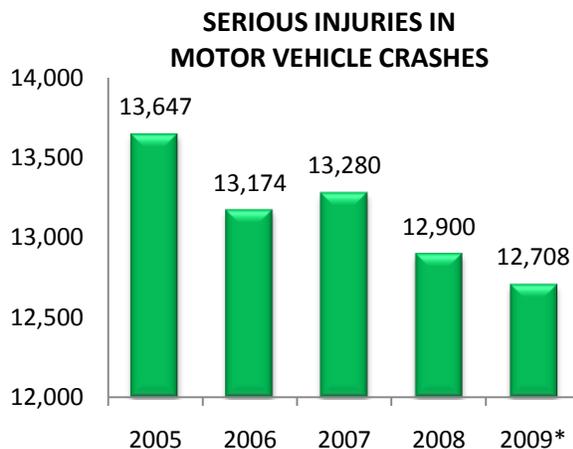


Source: FARS



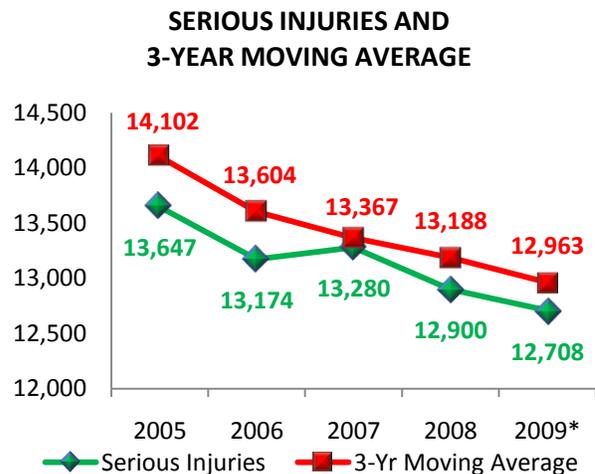
Source: FARS

Based on preliminary 2009 data from New York's AIS, the number of serious injuries suffered in motor vehicle crashes continued on a gradual downward trend in 2009; since 2005, the number of serious injuries declined by 7% from 13,647 to 12,708 in 2009. The moving three-year average shows the downward trend in the number of serious injuries over the five-year period, 2005-2009.



*Data for 2009 are preliminary

Source: NYS AIS

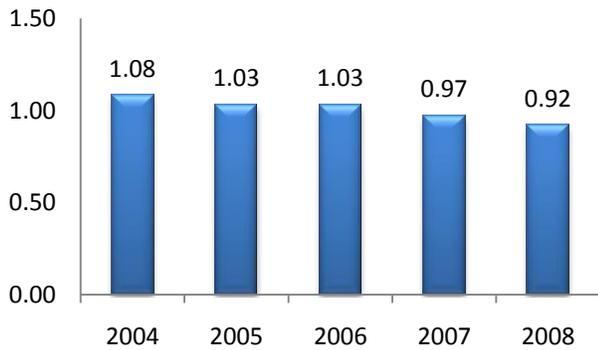


* Data for 2009 are preliminary

Source: NYS AIS

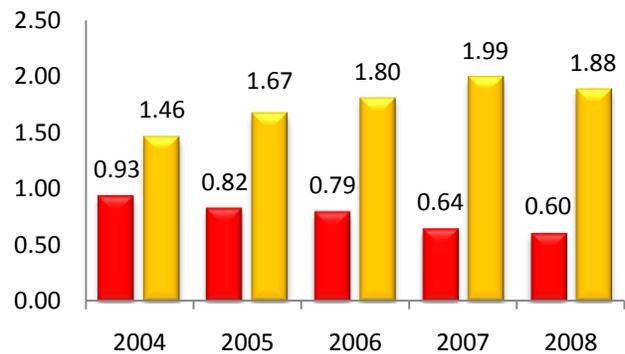
Other core measures are the statewide, urban and rural fatality rates per 100 million vehicles miles traveled (VMT). As shown in the graphs below, over the five-year period, 2004-2008, the overall fatality rate has been on a downward trend in New York from 1.08 fatalities per 100 million VMT in 2004 to 0.92 fatalities in 2008. The urban fatality rate also declined steadily over the five-year period, from 0.93 to 0.60 fatalities per 100 million VMT while the rural fatality rate was on an upward trend between 2004 and 2007 before decreasing to 1.88 fatalities per 100 million VMT in 2008. 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**



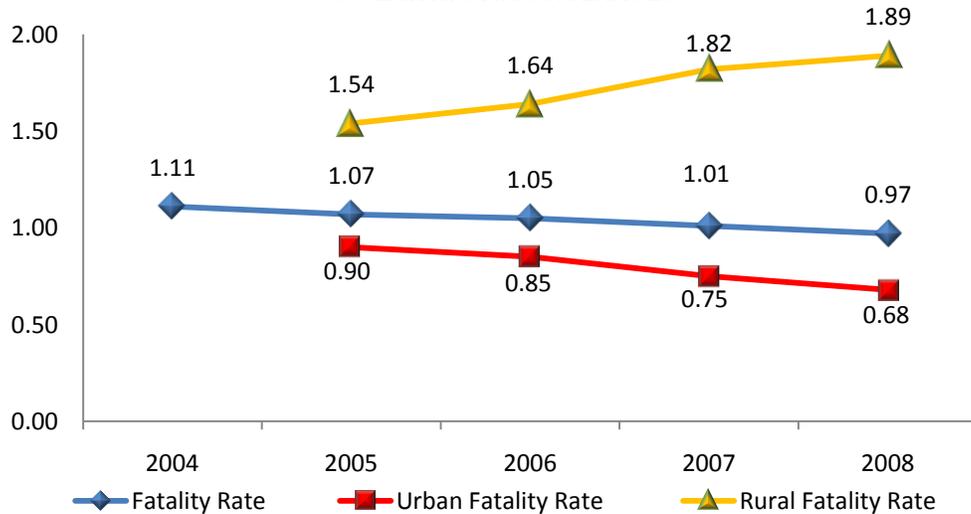
Source: FARS

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



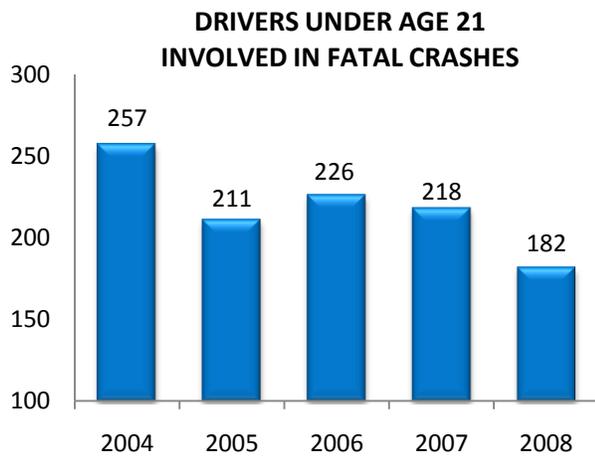
■ Urban Fatality Rate ■ Rural Fatality Rate
Source: FARS

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

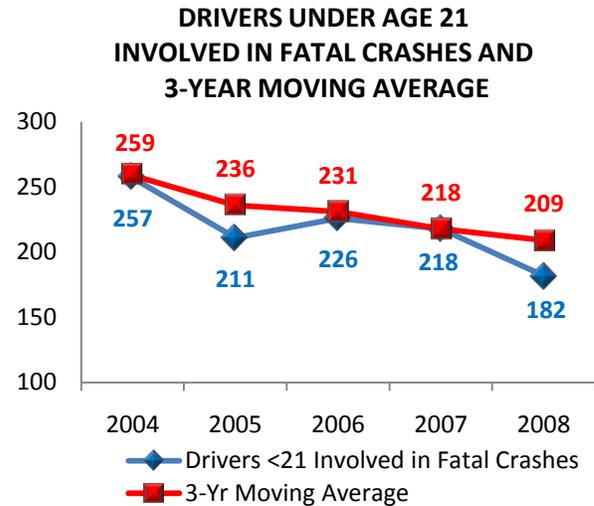


Source: FARS

The final core outcome measure associated with the overall highway safety program is drivers under age 21 involved in fatal crashes. Between 2004 and 2008, the number of drivers under 21 years of age who were involved in fatal crashes dropped by 29% (from 257 to 182). This measure cannot be updated at this time due to the delay in the availability of 2009 FARS data.



Source: FARS



Source: FARS

PERFORMANCE GOALS AND MEASURES

Performance Goals

- ❖ To decrease traffic fatalities 3 percent from 1,156 in 2009 to 1,121 by December 31, 2011
- ❖ To decrease serious traffic injuries 3 percent from 12,708 in 2009 to 12,327 by December 31, 2011
- ❖ To decrease fatalities/100M VMT 3 percent from 0.92 in 2008 to 0.89 by December 31, 2011
- ❖ To decrease urban fatalities/100M VMT 3 percent from 0.60 in 2008 to 0.58 by December 31, 2011
- ❖ To decrease rural fatalities/100M VMT 3 percent from the 2006-2008 calendar base year average of 1.89 to 1.83 by December 31, 2011
- ❖ To decrease drivers age 20 or younger involved in fatal crashes 10 percent from 182 in 2008 to 164 by December 31, 2011

Performance Measures

- ❖ Number of traffic fatalities
- ❖ Number of serious injuries
- ❖ Fatalities/VMT
- ❖ Rural fatalities/100M VMT
- ❖ Urban fatalities/100M VMT
- ❖ Number of drivers age 20 or younger involved in fatal crashes

IMPAIRED DRIVING



OVERVIEW

For the past three decades, New York has been a national leader in combating impaired driving on the state's roadways. Since the passage of the state's landmark STOP-DWI legislation in 1981, New York has continued to enact tough new laws, conduct public awareness campaigns and implement new initiatives to reduce crashes, fatalities and injuries resulting from alcohol and drug impaired driving.

In 2010, the Governor's Traffic Safety Committee (GTSC) and the New York Broadcasters Association launched a powerful new media campaign, "Drinking and Driving Shatters Lives", depicting the devastation suffered by the families of drunk driving victims. The video spot produced for the campaign



tells the true story of the tragic death of seven-year-old Katie Flynn who was killed when a drunk driver going the wrong direction on the Meadowbrook Parkway on Long Island hit the limo she and her family were riding in head-on. The message of how drinking and driving shatters lives is relayed through the words of her parents, dash cam footage of the crash, crash photos and a video of Katie as a flower girl at a wedding earlier in the day.

The new campaign was incorporated into this year's series of STOP-DWI Awareness Nights held by the GTSC in cooperation with the Department of Motor Vehicles (DMV) Division of Field Investigation (DFI). These events provided the opportunity to heighten awareness of the risks and consequences of impaired driving among the thousands in attendance. The first of eight events was held at a New York Islanders hockey game, followed by events at college basketball games, a minor league baseball game and a stock car race track.

New York also strengthened its campaign against impaired driving through the passage of new legislation. One of the major actions taken in New York State in 2009 was the passage of "Leandra's Law" named for a young girl who was killed in a crash while riding in the car of a friend's mother who was intoxicated and speeding. Under Leandra's Law, persons driving while intoxicated or under the influence of drugs with a child younger than 16 in the vehicle can be charged with a Class E felony which is punishable by up to four years in jail. Drivers who are impaired by alcohol or drugs who cause the death of a child younger than 16 riding in their vehicle can be charged with a Class B felony which is punishable by up to 25 years in prison; impaired drivers who cause serious physical injury to a child in their vehicle can be charged with a Class C felony which is punishable by up to 15 years in prison. These provisions took effect December 18, 2009.



The second major component of Leandra's Law requires an expansion of the existing ignition interlock sanction. Beginning August 15, 2010, all drivers convicted of misdemeanor and felony DWIs are required to have ignition interlock devices installed in their vehicles for a minimum of six months. The GTSC has coordinated a work group formed from the membership of the Impaired Driving Advisory Council to provide input to the Governor's Office on the implementation of this legislation and to the NYS Division of Probation and Correctional Alternatives which is responsible for promulgating regulations related to the implementation.

Over the past year, the Impaired Driving Advisory Council also continued to address issues related to the various components of the system that deals with impaired drivers. The teams designated to focus on the areas of general deterrence, legislation and sanctions, enforcement, prosecution, probation, assessment, evaluation and treatment, licensing/relicensing and research continued to meet to discuss priorities and work on specific solutions. Efforts to reactivate the team designated to address issues related to the courts are underway.

In the coming year, New York will continue to address impaired driving through training programs, enforcement efforts and public information campaigns. Law enforcement officer 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 and training for prosecutors of DWI cases will continue to be provided. In addition, efforts to expand the Drug Impairment Training for Education Professionals (DITEP) will continue. With the assistance of the DMV Communications Office, a new CD promoting the program has been produced. Copies of the CD will be sent to all high schools in New York State York and all DITEP instructors. Other states with DRE programs will also receive copies.

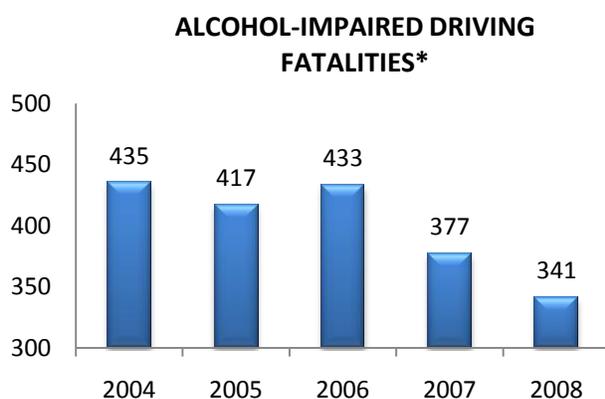


The training initiatives begun in FFY 2010 to provide drug recognition training to parole officers and probation officers will also continue. In addition to new training programs for law enforcement, prosecutors, the courts and other groups specifically related to Leandra's Law, training on the provisions of the new law will be incorporated into existing training programs, where appropriate.

Vigorous enforcement of New York's impaired driving laws is also 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.

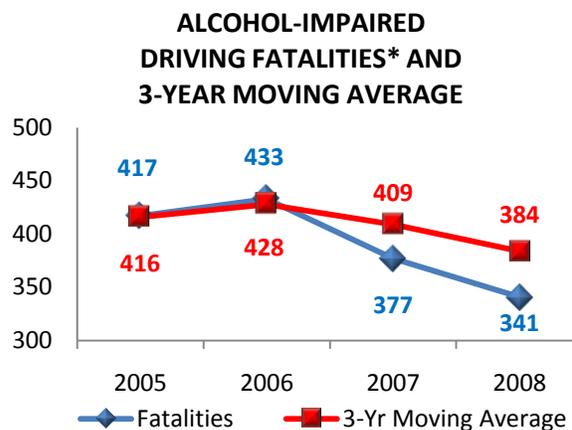
REVIEW OF DATA

The core outcome measure used to monitor progress in this area is the number of alcohol-impaired driving fatalities defined as the number of drivers and motorcycle operators killed in crashes who had a BAC of .08 or above. Based on FARS data, alcohol-impaired driving fatalities were on a general downward trend over the five-year period, 2004-2008, decreasing from a high of 435 in 2004 to 341 in 2008, a 22% reduction. This measure cannot be updated at this time due to the delay in the availability of 2009 FARS data.



*Alcohol-impaired (BAC=.08+) drivers and motorcycle operators killed in crashes

Source: FARS



*Alcohol-impaired (BAC=.08+) drivers and motorcycle operators killed in crashes

Source: FARS

Additional analyses based on data from New York's AIS crash file were conducted to provide a more comprehensive picture of the trend in alcohol-related crashes in the state. It should be noted that New York's methodology to determine alcohol-related crashes, fatalities and injuries differs from the methodology used by FARS.

Based on the state's AIS data, there has been no consistent trend in the number of alcohol-related fatal crashes or the number of fatalities in these crashes over the five-year period, 2005-2009. However, preliminary data for 2009 indicate significant improvement since 2008. The number of alcohol-related fatal crashes dropped from 355 in 2008 to 310 in 2009 and fatalities declined from 381 to 342 (reductions of 13% and 10%, respectively).

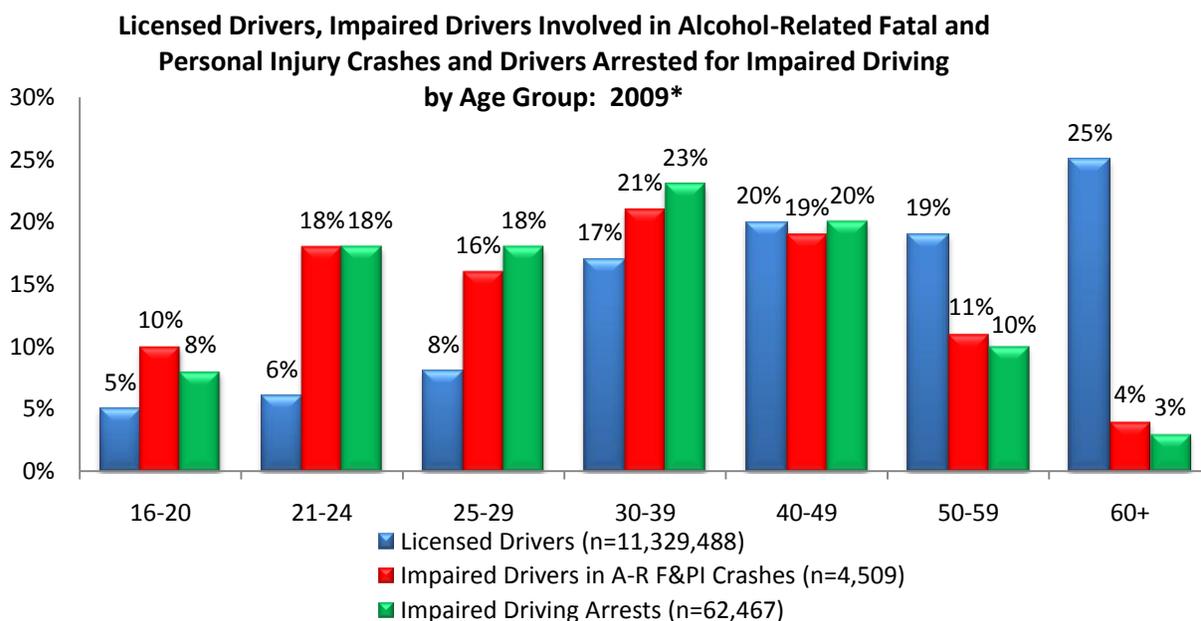
ALCOHOL-RELATED CRASHES*					
	2005	2006	2007	2008	2009**
Fatal Crashes	350	359	344	355	310
% of all fatal crashes	26.8%	27.0%	28.2%	30.6%	29.3%
Fatalities	382	397	373	381	342
Injury Crashes	5,270	5,111	4,991	4,775	4,518
% of all injury crashes	4.1%	4.2%	4.0%	3.9%	3.9%
Persons injured	7,724	7,293	7,175	6,886	6,558

*All data in this table are based on police-reported crashes
 **Data for 2009 are preliminary
 Source: NYS AIS

From 2005 to 2008, the proportion of the state's fatal crashes that involved alcohol was on a consistent upward trend (from 27% in 2005 to 31% in 2008). However, this trend was reversed in 2009; 29% of the fatal crashes in 2009 were alcohol-related compared to 31% in 2008.

The downward trends in the number of police-reported personal injury crashes involving alcohol and the number of persons injured were sustained in 2009. Over the five-year period, 2005-2009, alcohol-related injury crashes decreased by 14% and the number of persons injured in alcohol-related crashes dropped by 15%. Alcohol-related personal injury crashes consistently accounted for 4% of all police-reported personal injury crashes in New York from 2005-2009.

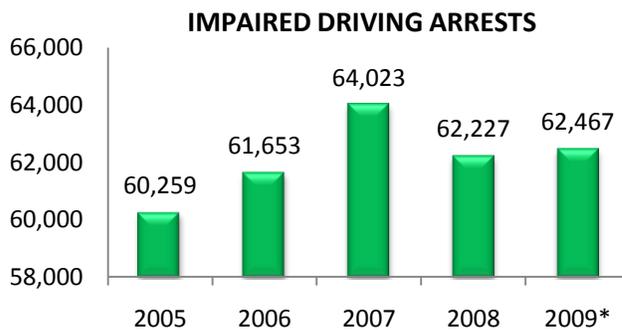
The figure below provides information on the role of the different age groups of drivers in alcohol-related fatal and personal injury (F&PI) crashes and impaired driving arrests. Impaired drivers in the three age groups under 30 years of age continued to be highly overrepresented in both alcohol-related fatal and personal injury crashes and arrests for impaired driving when compared with the proportion of licensed drivers in those age groups. In 2009, drivers under the legal drinking age of 21 represented 5% of the licensed drivers but accounted for 10% of the impaired drivers in alcohol-related fatal and personal injury crashes and 8% of the drivers arrested for impaired driving. Drivers ages 21-24 represented 6% of the licensed drivers but were involved in 18% of both the impaired driving fatal and personal injury crashes and arrests.



*Data for 2009 are preliminary
 Sources: NYS Driver's License File, AIS and TSLED system; Suffolk County STOP-DWI; and NYPD

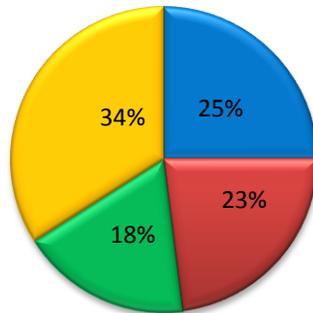
Between 2005 and 2007, the number of persons arrested for impaired driving increased from 60,259 to 64,023, an increase of 6%; in 2008, the number of arrests declined by 3%.

Preliminary data for 2009 indicate that the number of impaired driving arrests increased slightly to 62,467 compared to 62,227 in 2008.



*Data for 2009 are preliminary
 Sources: NYS TSLED system, Suffolk County STOP-DWI and NYPD

PROPORTION OF DRIVERS ARRESTED FOR IMPAIRED DRIVING BY TYPE OF ENFORCEMENT AGENCY, 2009*



■ State Police ■ County ■ NYPD ■ Other Local

*Data for 2009 are preliminary

Sources: NYS TSLED, Suffolk County STOP-DWI and NYPD

In 2009, the New York City Police Department (NYPD) and other local police agencies were responsible for more than 50% of the impaired driving arrests (18% and 34%, respectively).

The New York State Police made 25% of the arrests and county police agencies were responsible for the remaining 23% of the drivers arrested.

PERFORMANCE GOALS AND MEASURES

Performance Goals

- ❖ To decrease alcohol-impaired driving fatalities 5 percent from 341 in 2008 to 324 by December 31, 2011
- ❖ To reduce the number of persons injured in alcohol-related crashes 5 percent from 6,558 in 2009 to 6,230 by December 31, 2011

Performance Measures

- ❖ Number of alcohol-impaired driving fatalities
- ❖ Number of alcohol-impaired 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 educational professionals completing DITEP training

STRATEGIES

Statewide Coordination of Activities Targeting Impaired Driving

Impaired Driving Advisory Council

In the coming year, the Impaired Driving Advisory Council established by the GTSC in 2008 will continue to combat alcohol and drug impaired driving on the state's roadways. Membership on the Advisory Council 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 and sanctions; enforcement; prosecution; courts; probation; assessment, evaluation and treatment; licensing/relicensing and research. The teams will continue to develop, implementing and evaluate potential innovative activities, programs and countermeasures that address the problem of impaired driving. In particular, the teams will monitor the implementation of Leandra's Law enacted in November 2009 as it pertains to the various components of the impaired driving system. 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 will be held with team leaders and representatives 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 are delivered throughout 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) completed a four year 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 continue a program started in 2010 to furnish all local police departments with the latest technology in hand-held preliminary breath testing instruments to be used at the roadside; the DCJS will support and maintain these instruments. The number of instruments each department receives will be determined by the size of the agency. The DCJS will also provide SFST update training for police officers in the coming year.

The New York State Police will continue to conduct a vigorous high visibility impaired driving enforcement program that includes both road details and underage enforcement. A variety of strategies, including checkpoints, roving patrols and sting operations, will be used to detect impaired drivers. Breath testing instruments and laboratory equipment for DWI testing will be purchased to support these efforts. The State Police will also continue to conduct public information campaigns that address the issue of impaired driving. In addition, since toxicologists from the State Police toxicology lab provide expert testimony 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. Strategies to limit access to alcohol by persons under the age of 21 will continue to be supported in FFY 2011.

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 State Police maintain a toll-free number (1-866-UNDER 21) to enable 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 DMV DFI will continue to combat underage sales through a program that focuses on the prevention of fraudulent identification use. Multi-agency teams will be used in the enforcement operations.

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 the police to charge adults who provide alcohol in their homes to underage persons without having to witness the consumption.

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, one program creates mobile exhibits that focus on young people who have lost their lives due to impaired driving. Efforts to promote cooperation between colleges and off-campus establishments and communication with the surrounding communities will also be supported.

Local Interdiction at Point of Sale

The DCJS 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 agencies 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 GTSC will also 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 materials to be used in outreach programs; these materials will feature the state message while still maintaining the local identity of the county STOP-DWI programs.

The 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 these efforts 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 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 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. STOP-DWI and other organizations will continue to educate alcohol beverage sellers and servers about their legal responsibilities, as well as how to recognize fraudulent IDs. Programs to educate parents about the consequences of providing alcohol to minors will also be supported.

In addition, the GTSC will partner with the DMV DFI and the DMV Office for the Younger Driver to develop educational materials explaining the consequences of creating, purchasing and 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 detect and arrest those who operate a motor vehicle while impaired by drugs and provide testimony that will lead to a conviction.

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

Increased opportunities to receive training on impaired driving detection and innovative enforcement techniques will be made available to local police and prosecutors through the New York State Traffic Resource Prosecutor and with the New York Prosecutors Training Institute (NYPTI). 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 NYPTI 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 drug-impaired driver and A.R.I.D.E. training. This training provides local District Attorneys and their staffs with the latest information 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, including DWI. 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 provides funding to the Division of Probation and Correctional Alternatives (DPCA) to assist with the coordination and implementation of the state's ignition interlock program. Under a provision of Leandra's Law which takes effect August 15, 2010, the ignition interlock sanction will be expanded to all drivers convicted of DWI, estimated to be an additional 15,000 drivers. The DPCA was charged with developing the regulations governing the new law and for oversight of the implementation at the local level, in particular, the responsibility for monitoring persons on interlock which has been delegated to the counties.

DWI Victim Impact Panels

New York State continues to encourage the establishment of DWI Victim Impact Panels which many courts use 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.

Research and Evaluation

Research and evaluation studies will be conducted to support the efforts of the Impaired Driving Advisory Council and to identify specific issues that need to be addressed by policy or program initiatives. Areas for investigation may include 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. Support will also be provided for evaluation projects related to the implementation of new laws and fulfillment of the requirements of legislatively-mandated studies. The Institute for Traffic Safety Management and Research has two research projects currently underway: a study on recidivism among drinking drivers and an evaluation of the implementation and effectiveness of the Aggravated DWI law. In FFY 2011, studies will be conducted on the implementation of the two major components of Leandra's Law and impaired driving among motorcyclists.

POLICE TRAFFIC SERVICES



OVERVIEW

Police Traffic Services encompass the broad range of enforcement strategies used to address unsafe driving behaviors. Selective Traffic Safety Programs (STEP) use dedicated traffic enforcement details to address specific types of unsafe driving behaviors while Comprehensive Traffic Enforcement Programs (CTEP) take a more general approach. One of the most successful strategies has been high visibility enforcement combined with increased media publicity to raise public awareness and perceptions of the risk of getting a ticket. In addition to traffic enforcement strategies, training programs that increase knowledge and improve the skills of police officers in enforcing the law are important components of police traffic services.

The Police Traffic Services program area focuses on strategies to reduce speeding and aggressive driving among New York State motorists in general, as well as enforcing violations involving specific types of vehicles such as commercial vehicles and school buses. Enforcement strategies related to impaired driving, occupant protection, motorcycle safety and pedestrians and wheeled sports are included under their respective sections in the Highway Safety Strategic Plan.

Another unsafe driving behavior addressed in this program area is distracted driving, which is gaining more attention as a major contributing factor in crashes. In 2001, New York became the first state in the nation to ban the use of hand-held cell phones while driving and in 2009, the state enacted new legislation prohibiting the use of any portable electronic device to send text messages or e-mails while driving. In fall 2009, New York was one of two states awarded contracts by the National Highway Traffic Safety Administration (NHTSA) to participate in a national demonstration project to determine the effectiveness of high visibility enforcement waves in reducing distracted driving, in particular, talking and texting on cell phones and other electronic devices.

Speed

Since it is a contributing factor in a sizeable number of crashes on New York's highways, speeding continues to be a major traffic safety issue in New York State. Excessive speed increases both the frequency of crash events and the severity of the crashes that occur. The GTSC and its partners are working together to develop strategies that will enhance the comprehensive approach to this serious problem.

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 deployed to other high crash areas where speeding and aggressive driving offenses occur.



Aggressive Driving

Aggressive driving is a broad term used to describe a variety of unsafe and illegal driving behaviors, including 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, this unsafe behavior continues to be a serious issue, especially with the increasing traffic volume and congestion on many of the state’s highways. Enforcement strategies and new initiatives to address these dangerous driving behaviors will continue to be supported.

Distracted Driving

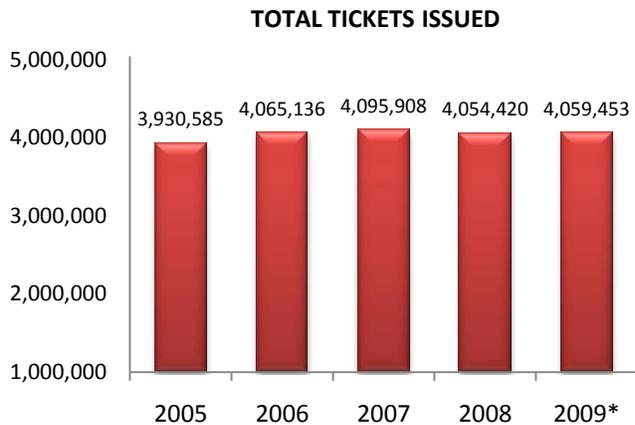
While the distracted driving behavior of talking on a hand-held cell phone while driving is illegal in and of itself, other types of distracted driving behavior can lead to a traffic violation such as an unsafe lane change, failure to keep right, following too closely or failure to yield the right-of-way. Because all the various forms of distracted driving can and do contribute to crashes, these types of unsafe driver behaviors must be addressed through various enforcement strategies.

As one of only a small number of states that prohibits the use of hand-held cell phones while driving, NHTSA invited New York to apply for funding to participate in a distracted driving enforcement demonstration project testing the effectiveness of the "Click It or Ticket" enforcement model in deterring cell phone use. The City of Syracuse in Onondaga County was selected as the demonstration site based on its population size and the Syracuse City Police Department’s proactive approach to traffic safety and emphasis on partnering with other agencies to maximize enforcement efforts. The Onondaga County Sheriff’s Office and the New York State Police Troop D agreed to join the Syracuse City Police Department in conducting a total of four high visibility cell phone enforcement waves during FFY 2010 and FFY 2011. Surveys at DMV offices and observational surveys of cell phone use will be conducted prior to and after each wave to determine if high visibility enforcement waves are effective in reducing distracted driving. The first 10-day wave was conducted in April 2010.

Other Enforcement Issues

Traffic enforcement is also used to reduce the frequency and severity of crashes in New York involving other driving behaviors or specific types of vehicles. 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 HSSP’s individual sections on those areas. Other traffic safety issues that are addressed under Police Traffic Services include motorists passing stopped school buses and traffic violations involving commercial vehicles.

REVIEW OF DATA

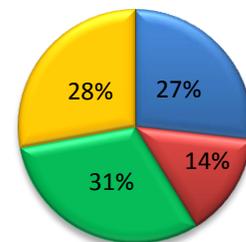


*Data for 2009 are preliminary
Sources: NYS TSLED and AA systems

New York maintains two traffic ticket systems: the Traffic Safety Law Enforcement and Disposition (TSLED) system which covers most of the state and the Administrative Adjudication (AA) system which covers the large metropolitan areas (New York City, Buffalo and Rochester) and the five western towns in Suffolk County. Analyses of the combined ticket data for 2005-2009 show relatively small changes in the number of total tickets since 2006. Between 2008 and 2009, the number of tickets issued increased by approximately 5,000 (less than 1%).

The proportions of tickets issued by the State Police, county agencies and local police agencies have remained fairly constant over time. In 2009, 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%.

PROPORTION OF TICKETS ISSUED BY TYPE OF POLICE AGENCY, 2009*

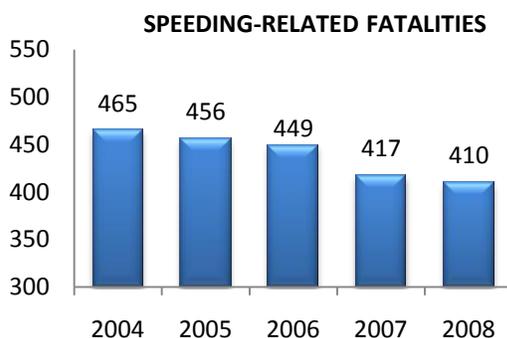


■ State Police ■ County ■ NYPD ■ Other Local

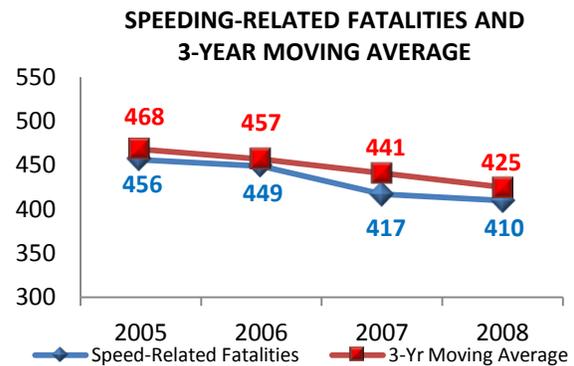
*Data for 2009 are preliminary
Sources: NYS TSLED and AA systems

Speed

The core outcome measure for this program area is speeding-related fatalities. Based on FARS data, speeding-related fatalities were on a steady downward trend over the five-year period, 2004-2008, decreasing from 465 to 410. This measure cannot be updated at this time due to the delay in the availability of 2009 FARS data.



Source: FARS



Source: FARS

SPEEDING-RELATED FATAL AND PERSONAL INJURY CRASHES*

Additional analyses were conducted using data from New York's AIS. Based on the preliminary data for 2009, speeding-related fatal crashes declined 18% from the previous year (312 versus 379 in 2008).

	2005	2006	2007	2008	2009**
Fatal Crashes	378	391	369	379	312
% of all fatal crashes	31.8%	30.9%	31.3%	32.7%	29.5%
Injury Crashes	13,884	13,048	14,405	14,207	12,826
% of all injury crashes	10.9%	10.6%	11.5%	11.7%	11.1%
# of persons injured	20,752	19,474	21,137	20,595	18,715

*All data in this table are based on police-reported crashes

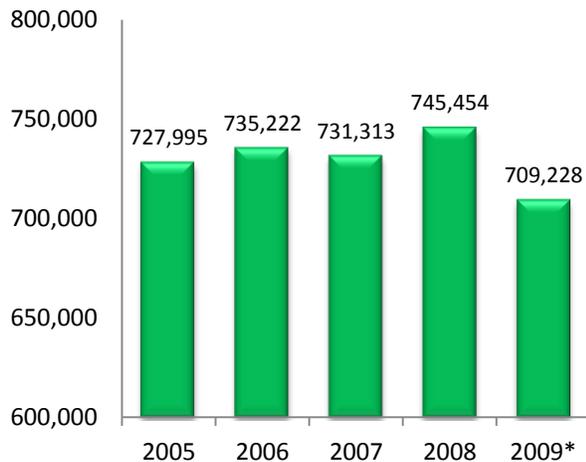
**Data for 2009 are preliminary

Source: NYS AIS

These crashes also accounted for a smaller proportion of the total fatal crashes. In 2009, 30% of the fatal crashes were speeding-related compared to 33% in 2008.

The number of injury crashes involving speed and the number of persons injured in speeding-related crashes also declined in 2009. Between 2008 and 2009, speeding-related injury crashes declined by 10% and the number of persons injured decreased by 9%.

SPEEDING TICKETS ISSUED



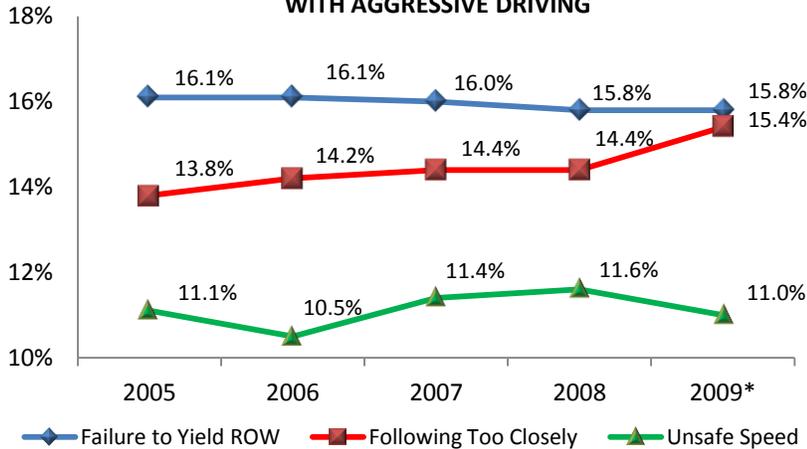
Statewide, law enforcement officers issued more than 709,000 speeding tickets in 2009. Over the five-year period, 2005-2009, speeding tickets accounted for 18%-19% of the approximately four million tickets issued annually.

*Data for 2009 are preliminary

Sources: NYS TSLED & AA systems

Aggressive Driving

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



*Data for 2009 are preliminary

Note: Many crashes have multiple factors reported

Source: NYS AIS

Analyses of the contributory factors in police-reported fatal and personal injury crashes indicate that unsafe driving behaviors associated with aggressive driving are persistent factors in crashes.

In 2009, “failure to yield the right-of-way” continued to be a factor in 16% of the crashes, “following too closely” was a factor in 15% of the crashes, and “unsafe speed” was a factor in 11% of the fatal and injury crashes.

Distracted Driving

Each year, 2005-2009, driver inattention/distraction was a factor in 9%-11% of all fatal crashes. Driver inattention/distraction was also a factor in 18%-20% of police-reported injury crashes.

**“DRIVER INATTENTION/DISTRACTION”
FATAL AND PERSONAL INJURY CRASHES***

	2005	2006	2007	2008	2009**
Fatal Crashes Involving Distracted Driving	122	143	132	118	118
% of all fatal crashes	9.3%	10.8%	10.8%	10.2%	11.2%
Fatal Crashes Involving Cell Phone Use	1	3	5	2	6
% of all fatal crashes	0.1%	0.2%	0.4%	0.2%	0.6%
Injury Crashes Involving Distracted Driving	23,211	22,729	23,244	22,985	22,475
% of all injury crashes	18.2%	18.5%	18.6%	18.9%	19.5%
Injury Crashes Involving Cell Phone Use	240	252	252	257	287
% of all injury crashes	0.2%	0.2%	0.2%	0.2%	0.2%

*All data in this table are based on police-reported crashes

**Data for 2009 are preliminary

Source: NYS AIS

Over the five-year period, 2005-2009, 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 (118); in 2009, the number of fatal crashes involving distracted driving remained at 118. During the same period, the number of injury crashes involving driver inattention/distraction fluctuated between 22,000 and 24,000; in 2009, distracted driving was reported as a factor in nearly 22,500 injury crashes.

Cell phone use was reported as a factor in six or fewer fatal crashes (less than 1% of all fatal crashes) each year. The number of injury crashes involving cell phone use has been on an upward trend since 2006 reaching 287 in 2009; however, the reported involvement of cell phones as a factor in crashes resulting in injury has remained at a consistently low level (0.2%) over the five-year period, 2005-2009.

PERFORMANCE GOALS AND MEASURES

Performance Goal

- ❖ To decrease speeding-related fatalities 6 percent from 410 in 2008 to 385 by December 31, 2011

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) offer law enforcement agencies throughout the state funding opportunities to address local traffic safety issues through the use of dedicated traffic enforcement patrols. Participating enforcement agencies are required to analyze local crash and ticket data to identify the most frequent locations for crashes, the days of the week, and hours of the day where these crashes occur, as well as the contributing factors associated with these crashes. The police agencies are then tasked with designing and implementing an enforcement and education program to address these issues with the goal of reducing the frequency of crashes in the targeted areas.

In FFY 2011, the primary emphasis in Police Traffic Services will continue to be STEP projects which focus on unsafe speed and aggressive driving behaviors. STEPs use a variety of enforcement techniques such as stationary or moving patrols, low visibility (low profile) patrol cars for better detection and apprehension, high visibility patrol cars for prevention and deterrence, and safety checkpoints. Over 300 local police agencies are expected to participate in the STEP program in FFY 2011.

In addition to the STEP programs, police agencies in New York State implement specialized programs to address particular traffic-related problems identified by crash data.

Speed Enforcement Programs

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. 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 State Police speed enforcement program focuses on conducting enforcement details at high crash areas on non-interstate highways. 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.



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.

Operation Safe Stop

Operation Safe Stop is an education and enforcement program designed to protect school children when boarding and exiting school buses. In past years, Operation Safe Stop's one day enforcement event occurred at the beginning of the school year; however, to foster greater law enforcement participation the New York Association for Pupil Transportation and GTSC decided to hold the event in the spring. The GTSC, in cooperation with school bus safety partners and law enforcement agencies will select one day during FFY 2011 to emphasize this important program. This one day event will be a statewide education through enforcement event. GTSC also continues to recognize passing a stopped school bus as dangerous driving behavior and provides support for enforcement of these violations through the Selective Traffic Enforcement Program (STEP) grant program.

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.

Rural Traffic Law Enforcement

The GTSC will continue to support the traffic law enforcement efforts of 11 rural county Sheriff's Offices through a comprehensive grant to the New York State Sheriffs' Association. This ongoing project funds overtime for selective traffic enforcement efforts, equipment and project related travel and training. In addition to the enforcement efforts, the project also engages the local educational and engineering community in a coordinated effort to reduce the frequency and severity of rural crashes.

The Data Driven Approaches to Crime and Traffic Safety (DDACTS) aspects of the NYS Sheriffs' Association's Rural Traffic Law Enforcement Initiative will continue with GTSC support. Burglary has been selected as the targeted crime due to the number investigated by the Sheriffs in the participating counties and because the vast majority of burglaries that occur in rural settings require a vehicle for transportation to and from the scene. The analysis of 131 burglaries in five selected townships in Livingston County has demonstrated that burglaries cluster around major local and state roads which are also high crash and traffic violation areas. Specific tactical crime analysis studies in support of the DDACTS project will continue to be provided by the Sheriffs' Association for the five participating counties. In addition, an "Introduction to DDACTS" training program has been developed and will be offered to the personnel of the five Sheriff's Offices involved in the project.

Statewide Law Enforcement Liaison Program

A key component to the success of GTSC's highway safety plan is the continued partnership and engagement of the law enforcement community in the overall traffic safety program. The Statewide Law Enforcement Liaison (LEL) Program supports this essential element and goal through dedicated members from the New York State Police, NYS Sheriffs' Association, and the NYS Association of Chiefs of Police who are uniquely integrated and work in cooperation with GTSC and DMV staff on a daily basis. The LELs provide additional resources, communication networks, and other opportunities that are available through their organizations to further engage and promote a statewide coordinated response to traffic safety issues. The LELs solicit active participation and involvement by police agencies across the state in all enforcement mobilizations, crackdowns, training programs and other initiatives taking place throughout the year. The expanded roles of the LELs have led to their involvement in a variety of statewide programs and their assignment to numerous committees with GTSC, DMV, NYSDOT, NHTSA and with other traffic safety partners. The LELs also administer and are the points of contact for the core GTSC enforcement programs Buckle Up New York/Click It or Ticket and the Selective Traffic Enforcement Program. In addition, the LELs are responsible for coordinating programs with the NHTSA Law Enforcement Liaison for Region II.

Statewide Traffic Law Enforcement Recognition Program

Law enforcement agencies across the state set 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. Designed to further these goals and supported by the GTSC, the New York Law Enforcement Challenge is an innovative award program designed to annually recognize outstanding performance by New York's law enforcement community and other partners in traffic safety. This unique program provides an excellent opportunity for an agency to receive and establish itself as a leader in highway safety enforcement and education.



The areas of concentration for the Law Enforcement Challenge include efforts to enforce laws and to educate the public in the areas of occupant protection, impaired driving and speeding. Winning safety programs are those that combine officer training, recognition, public information and education, policies and enforcement to reduce crashes and injuries in their jurisdictions. A Law Enforcement Challenge Awards Ceremony is held annually at the Empire State Law Enforcement Traffic Safety Conference. All state Challenge winners are also entered into competition at the national level in the National Law Enforcement Challenge. NHTSA, the International Association of Chiefs of Police and the National Sheriffs' Association sponsor this program.

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 2011. 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:

Empire State Law Enforcement Traffic Safety (ESLETS) Training Symposium

Hosted by the New York State Police, ESLETS is a very successful and popular traffic safety enforcement training symposium. Held annually since 2000, the symposium provides a forum for addressing current highway safety issues specifically related to law enforcement. ESLETS presents information on the latest technologies and traffic safety programs and is a networking opportunity for police officers to share ideas and experiences in highway safety. Designed "by law-enforcement for law enforcement", the symposium 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 who are the backbone of many GTSC and NHTSA programs. The LELs from the NYS Association of Chiefs of Police and NYS Sheriffs' Association and other GTSC staff participate on the symposium 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 and updates on racial profiling and ways to ensure that stops are made as a result of probable cause without regard to the race, gender or ethnic background of the driver or occupants.

Older Driver Awareness Training – Confronting Issues & Solutions for Law Enforcement

The Older Driver Awareness Training—Confronting Issues and Solutions for Law Enforcement was developed by the GTSC's LELs. The program identifies the primary concerns for law enforcement as they relate to an aging population and provides specific responses to those concerns. The course provides information on identifying at risk driving behaviors, the physical conditions that affect driving, appropriate enforcement actions and the DMV referral process. The training also includes information on resources and other networks for the law enforcement community to use when addressing older driver issues. The LELs from the NYS Sheriffs' Association and the NYS Association of Chiefs of Police instruct the course which is now available statewide.

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.

School Resource Officer Tool Kit

A key element to any traffic safety program is education. Law enforcement officers assigned as School Resource Officers (SRO) are in a key position to deliver education to the general public and more importantly to impact the at-risk group of teen drivers. Recognizing the importance of this aspect of law enforcement, in 2010, the GTSC's LELs partnered with the Department of Motor Vehicles (DMV) Office for the Younger Driver to develop traffic safety resources for School Resource Officers. The SRO tool kit provides relevant DMV brochures, traffic safety educational Power Point presentations, links to Teen Driver websites, listings of New York State County STOP-DWI Coordinators and Traffic Safety Board Chairs, and information on accessing the county data reports and traffic safety fact sheets available on the GTSC website www.SafeNY.com. Requests for public information and educational materials (PI&E) and the use of the Department of Motor Vehicles driving simulator can also be submitted via the website. In 2011, the SRO tool kit will be updated with new presentations, brochures and PI&E materials as they become available.

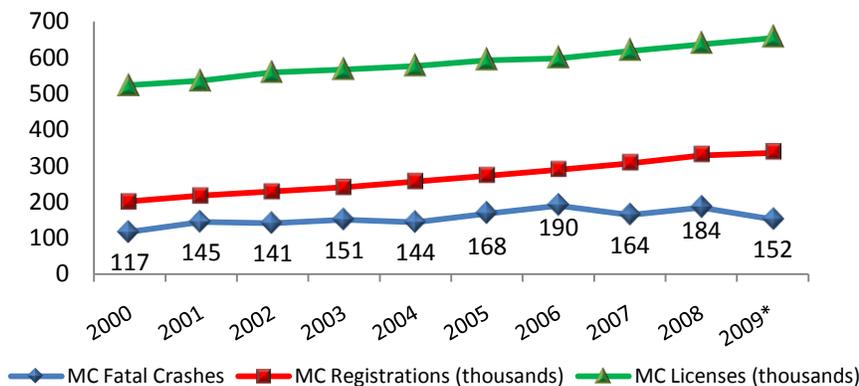
MOTORCYCLE SAFETY

OVERVIEW



Over the past decade, the popularity of motorcycles as a mode of transportation, as well as a form of recreation, has seen consistent growth. Since 2000, the number of drivers with motorcycle licenses has increased by 25%, reaching over 653,500 in 2009. During this same time period, the number of

**MOTORCYCLE LICENSES, REGISTRATIONS AND FATAL CRASHES
2000-2009**



registered motorcycles has also been on a consistent upward trend with the number increasing 67% to over 336,000.

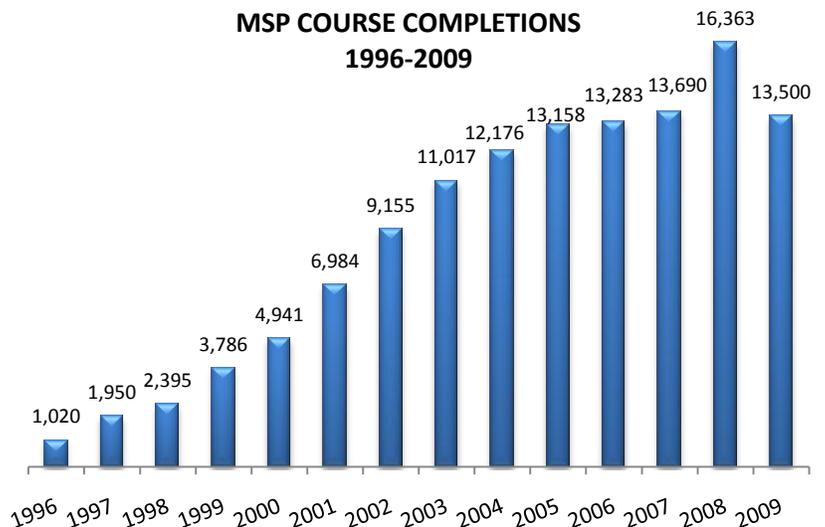
Fatal motorcycle crashes have been on a general upward trend over the past decade consistent with the increase in motorcycle licenses and registrations. In 2009, however, the number dropped to 152, the lowest number since 2004.

*Fatal crash data for 2009 are preliminary
Sources: NYS AIS, NYS Vehicle Registration and Driver's License Files

A major component of New York's comprehensive approach to address and improve motorcycle safety in the state is the Motorcycle Safety Program (MSP) administered by the NYS Department of Motor Vehicles (DMV). In existence since 1996, the MSP provides instruction and field training to improve the riding skills of motorcyclists.

In June 2009, the Motorcycle Safety Foundation (MSF) was awarded a contract to deliver the MSP. While the number of course completions did not grow in 2009 due to the transition to a new contractor, the MSF program is fully operational in 2010 and is being delivered at an expanded number of sites. It is anticipated that 16,000-18,000 motorcyclists will complete the training program in 2010.

**MSP COURSE COMPLETIONS
1996-2009**



Source: NYS DMV Motorcycle Safety Program

During the past year, the Motorcycle Safety Program Technical Assessment Advisory Group was created to respond to the New York State motorcycle safety program technical assessment performed by the National Highway Traffic Safety Administration (NHTSA) in 2008. The technical assessment included a comprehensive overview of the Motorcycle Safety Program as it existed in 2008. It provided recommendations to strengthen areas relating to program management, personal protective gear, operator licensing, rider education and training, operating under the influence of alcohol and drugs, legislation and regulations, law enforcement, highway engineering and rider conspicuity and motorist awareness programs. While many of the recommendations have already been addressed, there is a need to monitor progress, evaluate efforts and address remaining issues. The Core Group's agenda is to review the recent changes in the MSP, prioritize the remaining technical assessment recommendations and discuss any additional motorcycle safety issues. The Core Group will continue to meet periodically during FFY 2011.

In March 2010, DMV and GTSC hosted a meeting with motorcycle trainers and educators, rider groups and law enforcement to obtain input on the most critical issues affecting motorcycle safety and possible recommendations regarding the priorities that should be established for the state's MSP. The group's input will be applied to DMV's motorcycle safety agenda and GTSC's strategic initiatives. The meeting was also intended to encourage positive relationships among the groups represented.

A new law enforcement training initiative was also undertaken in the past year. The New York State Police and the Law Enforcement Liaisons from the NYS Association of Chiefs of Police and the NYS Sheriffs' Association with assistance from DMV's MSP presented regional motorcycle safety training programs for law enforcement officers. More than 250 law enforcement officers and motorcycle safety advocates attended these programs which were held at eight locations around the state. The hands-on instruction provided officers, especially those assigned to patrol duties, with the knowledge and skills to educate motorcyclists and the public on motorcycle safety and to enhance enforcement efforts in New York State.

Motorcycle safety awareness was promoted through a number of channels and at a number of events. The NYSDOT has agreed to increase the use of the "Watch for Motorcycles" slogan on the agency's variable message signs (VMS) and to station the signs on high crash corridors. In addition, 4,000 magnetic signs with the "Watch for Motorcycles" message have been produced for posting on the back of trucks. The signs are being distributed through the NYS Motor Truck Association and other channels. Through the State Police, "Be Smart. Share the Road" kits have been distributed to 92 school resource officers. Bumper stickers, kickstand pads and key chains with motorcycle safety messages are being produced for distribution at public outreach events later in the year.

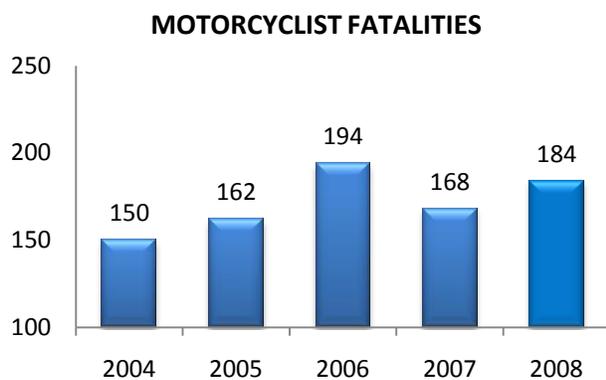


The MSP also assisted DMV's Office for the Older Driver in developing a video and other informational materials promoting rider training for older motorcyclists using the theme "Learning is For Life."

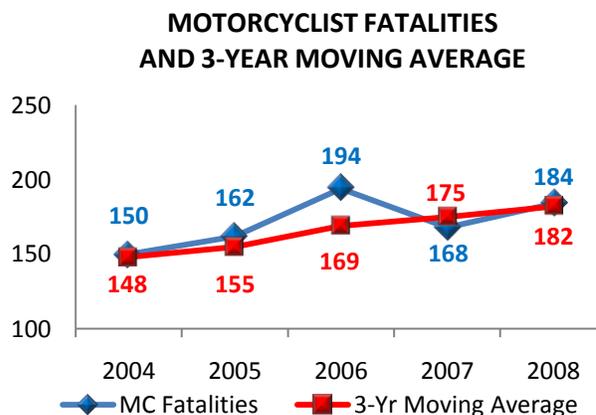
In the coming year, the GTSC will continue to coordinate, support and administer enforcement initiatives and education and awareness programs that are key components of New York's comprehensive motorcycle safety program. These initiatives augment the MSP and enhance New York's efforts to reduce motorcycle crashes, fatalities and injuries.

REVIEW OF DATA

One of the core outcome measures for tracking the performance of New York's motorcycle safety program is motorcyclist fatalities. 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. This measure cannot be updated at this time due to the delay in the availability of 2009 FARS data.



Source: FARS



Source: FARS

MOTORCYCLE FATAL AND PERSONAL INJURY CRASHES					
	2005	2006	2007	2008	2009*
Fatal Crashes	168	190	164	184	152
% of all fatal crashes	12.8%	14.3%	13.4%	15.9%	14.4%
Injury Crashes	4,515	4,272	4,727	4,593	4,258
% of all injury crashes	3.1%	3.1%	3.4%	3.4%	3.3%
# of motorcyclists injured	4,803	4,515	4,996	4,842	4,497

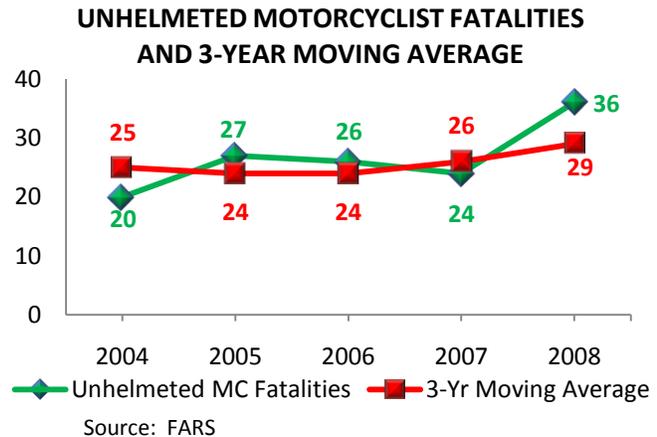
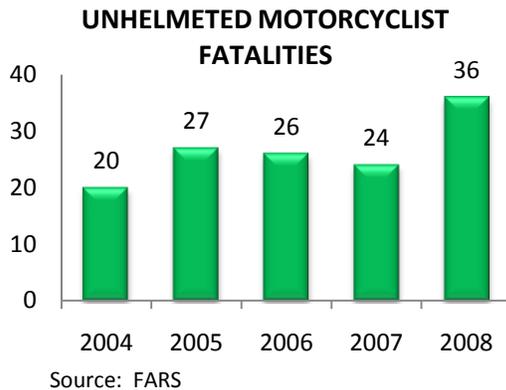
*Data for 2009 are preliminary
Source: NYS AIS

Additional analyses based on data from New York's AIS were also conducted. The number of fatal crashes involving motorcycles fluctuated over the five-year period, 2005-2009, from a high of 190 in 2006 to a low of 152 in 2009.

In addition to the drop in the number of fatal motorcycle crashes in 2009, these crashes accounted for a smaller proportion of the total fatal crashes in the state; 14% of the fatal crashes in 2009 involved motorcycles compared to 16% in 2008.

The number of motorcycle crashes involving personal injuries also fluctuated between 2005 and 2007. Since 2007, the number of personal injury crashes involving motorcycles and the number of motorcyclists injured in crashes have been on downward trends. In all five years, 2005-2009, motorcycles were involved in 3% of the personal injury crashes.

The second core outcome measure used in monitoring motorcycle safety is the number of motorcyclists who died and were not wearing a helmet. Based on 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. This measure cannot be updated at this time due to the delay in the availability of 2009 FARS data.



PERFORMANCE GOALS AND MEASURES

Performance Goals

- ❖ To decrease motorcyclist fatalities 8 percent from the 2006-2008 calendar year average of 182 to 167 by December 31, 2011
- ❖ To decrease unhelmeted motorcyclist fatalities 10 percent from the 2006-2008 calendar base year average of 29 to 26 by December 31, 2011
- ❖ To decrease the number of injured motorcyclists 5 percent from the 4,497 in 2009 to 4,272 by December 31, 2011

Performance Measures

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

Activity Measures

- ❖ Number of MSP course completions
- ❖ Number of new training sites
- ❖ Number of motorcycle enforcement initiatives implemented
- ❖ Number of motorcycle safety educational and public awareness efforts conducted

STRATEGIES

Educational Programs and Public Awareness

Motorcycle Rider Training Program

New motorcyclists will continue to be encouraged to complete a motorcycle safety education course and to become licensed operators. The MSP will continue to foster the statewide availability of rider education programs and to increase the number of sites providing training based on criteria established by the MSF. A portion of the motorcycle license and registration fees is set aside to fund this initiative. The public will be informed of the benefits, availability and location of motorcycle rider education courses throughout the state. Experienced Rider Course (ERC) programs will continue to be offered as well. The provision of courses designed for specific categories of motorcycle operators, such as the MSF Advanced Rider–Sport Bike Techniques course, will continue to be explored. Where opportunities exist, New York will attempt to expand the network of providers to reach new geographic areas and supplement the availability in high demand locations.

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 that stress the proper use of approved safety equipment, especially helmets, are important for improving motorcycle safety. 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 Safety Awareness month; the use of variable message signs promoting motorcycle safety; and public awareness campaigns and PI&E materials designed to heighten the awareness of the motoring public regarding the need to share the road safely with motorcycles.

Partners

The GTSC will work with its partners, including the NYS Department of Motor Vehicles, the NYS Traffic Safety Boards Association, the New York State Police and the NYS Association of 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. 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.

Motorcycle Enforcement Training

The New York State Police and the Law Enforcement Liaison from the NYS Association of Chiefs of Police will again partner in presenting the Practical Guidelines for Motorcycle Enforcement training program. This innovative and specialized training curriculum was designed to present practical and comprehensive information on motorcycle safety and motorcycle laws. The hands-on instruction provides officers, especially those assigned to patrol duties, with the knowledge and skills to educate motorcyclists and the public on motorcycle safety and to also enhance the enforcement of motorcycle laws in New York State. In addition to law enforcement, instructors from the MSF and other traffic safety partners will benefit from this training. The training program is supported by the GTSC and the MSP.

Research and Evaluation

Evaluation of Motorcycle Safety Program Initiatives

Because of the increase in motorcycle crashes and fatalities in recent years, motorcycle safety continues to be a top priority of New York's highway safety program. As New York expands its efforts to address this issue through enforcement, public awareness and rider education programs, studies to evaluate the impact on motorcycle crashes, fatalities and injuries 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, ticket and vehicle registration 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

Because of the vulnerability of pedestrians, bicyclists, in-line skaters, non-motorized scooter operators and skateboarders when they share the road with motor vehicles, programs that address the safety of these groups continue to be priorities of the Governor's Traffic Safety Committee (GTSC). A major component of these efforts are public awareness campaigns, such as the "Be Smart. Share the Road." campaign, which emphasize 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 that frequently participate in collaborative efforts. For example, for many years the GTSC, Federal Highway Administration (FHWA), NYS Department of Transportation (NYSDOT), New York City Department of Transportation (NYCDOT) and New York Metropolitan Transportation Committee (NYMTC) have worked together to reduce motorist and pedestrian fatalities and injuries through training, capital improvement projects, public information and education, and enforcement. Since pedestrian fatalities make up approximately 25% of the total motor vehicle-related fatalities in New York State, and half of those are in New York City, efforts continue to be concentrated in New York City in order to have the greatest impact. In 2010, the NYCDOT will be releasing a study on pedestrian fatalities and injuries, as well as the agency's Pedestrian Action Plan. These two documents will outline specific engineering, enforcement and educational countermeasures for those locations with the highest number of pedestrian crashes to reduce the overall pedestrian fatality and injury rates.

Over the past year, partner agencies and organizations continued to collaborate on the presentation of symposia, workshops and training programs specific to the safety of pedestrians, bicyclists and participants in other wheel sports who use the state's roadways. The purpose of these educational and training opportunities is to promote the safe and healthy use of the state's transportation systems by people walking and bicycling. The most recent event was the one-day Walk Bike 2010 Symposium held June 7, 2010 in Hauppauge on Long Island. Due to the success of this program, the GTSC may sponsor another one-day event in 2011. The GTSC is also working with the FHWA on an upcoming two-day workshop entitled Designing for Pedestrian Safety which will focus on addressing pedestrian safety issues through design and engineering solutions.

New York also has many ongoing educational efforts in this program area. For instance, Walk Our Children to School Day in October each year is a program designed to increase safety for New York's children. The New York State Partnership for Walk Our Children to School (NYSWPCS) continues to work towards expanding this program statewide. The NYSWPCS partnership also supports the Walking

School Bus program. The program was piloted at the Hillside Elementary School in Niskayuna and is now in its third year of implementation in Schenectady County. The NYSWOCS committee will continue to expand this program to other localities across the state.

New York State law has required helmet use 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 (DOH) 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.

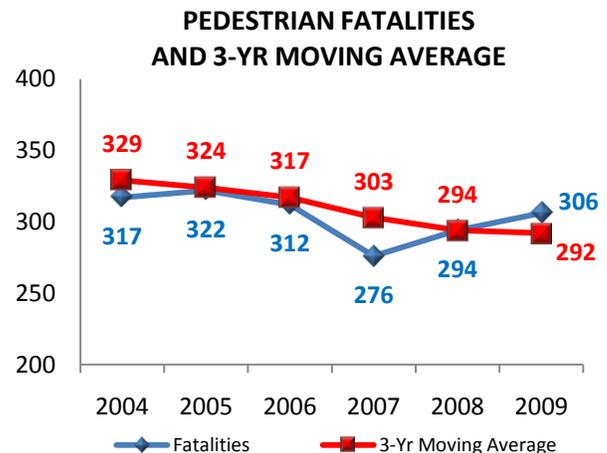
REVIEW OF DATA

Pedestrian Safety

The core outcome measure for pedestrian safety is pedestrian fatalities. Based on FARS data, the number of pedestrian fatalities in New York State declined between 2005 and 2007 and then started on an upward trend. In 2008, 294 pedestrians were killed by motor vehicles, an increase of 7% over the number of fatalities in 2007. FARS data for 2009 indicate that the upward trend in pedestrian fatalities has continued; in 2009, 306 pedestrians were killed in crashes.



Source: FARS



Source: FARS

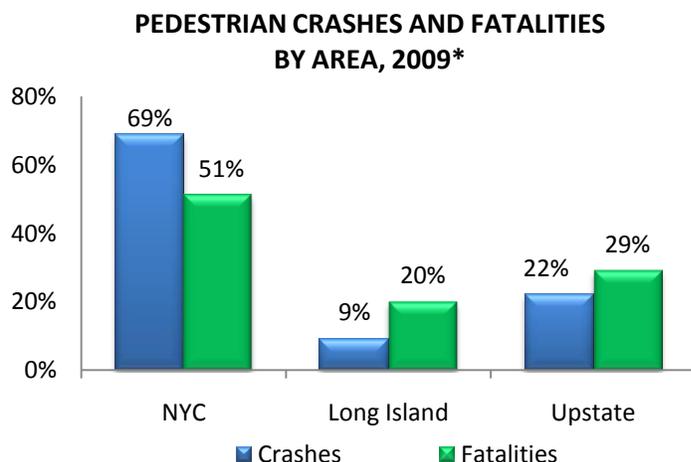
Additional analyses were conducted based on data from New York’s crash system. While the number of pedestrian fatal crashes in 2009 was consistent with the previous year (301 and 302), these crashes accounted for an increased proportion of the total fatal crashes that occurred in New York State. In 2009, 28% of the fatal crashes involved pedestrians compared to 26% in 2008 and 23% in 2007.

PEDESTRIAN FATAL AND PERSONAL INJURY CRASHES					
	2005	2006	2007	2008	2009*
Fatal Crashes	327	312	277	302	301
% of all fatal crashes	25.0%	23.5%	22.7%	26.0%	28.4%
Injury Crashes	15,349	15,355	15,402	15,291	14,849
% of all injury crashes	10.5%	11.1%	11.1%	11.3%	11.4%
# of pedestrians injured	15,392	15,369	15,472	15,317	14,785

*Data for 2009 are preliminary
Source: NYS AIS

The number of injury crashes involving pedestrians and the number of pedestrians injured in crashes have varied only slightly over the five-year period, 2005-2009. The largest change occurred between 2008 and 2009 when both injury crashes and the number of pedestrians injured decreased by 3%. In each of the years 2005-2009, 11% of the crashes resulting in injuries involved pedestrians.

A particular concern of New York’s pedestrian safety program is the number of pedestrian crashes and fatalities that occur in New York City. In 2009, 69% of the pedestrian crashes and 51% of the pedestrian fatalities occurred in New York City, 22% of the crashes and 29% of the fatalities occurred in the Upstate region and 9% of the crashes and 20% of the fatalities occurred on Long Island.



*Data for 2009 are preliminary
Source: NYS AIS

The GTSC member agencies have been asked to consider the issue of the high numbers of pedestrian fatalities in New York City and to make recommendations for new strategies and programs. The GTSC 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.

Bicycle Safety

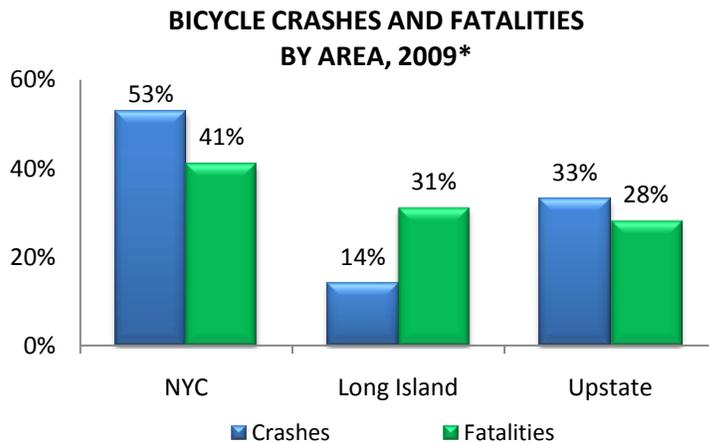
The preliminary AIS data for 2009 indicate that there has been a sizeable reduction in the number of fatal crashes involving bicycles and the number of bicyclists killed in crashes with motor vehicles. Compared to 2008, the number of fatal bicycle crashes and bicyclist fatalities decreased by 29% and 31%, respectively. These reductions continued the downward trends that began between 2007 and 2008.

BICYCLE FATAL AND PERSONAL INJURY CRASHES					
	2005	2006	2007	2008	2009*
Fatal Crashes	48	45	51	41	29
% of all fatal crashes	3.7%	3.4%	4.2%	3.5%	2.7%
# of bicyclists killed	47	45	50	42	29
Injury Crashes	5,735	5,484	5,451	5,563	5,317
% of all injury crashes	3.9%	4.0%	3.9%	4.1%	4.1%
# of bicyclists injured	5,680	5,426	5,373	5,422	5,175

*Data for 2009 are preliminary
Source: NYS AIS

The proportion of the state's fatal crashes that involved bicycles also declined slightly between 2007 and 2009. In 2009, less than 3% of the fatal crashes involved bicycles compared to 4% in 2007.

In each of the five years, 2005-2009, 4% of all injury crashes involved a bicycle. Between 2008 and 2009, the number of injury crashes involving bicyclists and the number of bicyclists injured in personal injury crashes both declined by approximately 4%.



New York City is also a particular area of concern for bicycle crashes. In 2009, over half (53%) of all crashes involving bicycles and 41% of the bicyclists who died in crashes with motor vehicles occurred in New York City.

Nearly one-third (31%) of the bicycle fatalities occurred on Long Island but only 14% of the total bicycle crashes were in this region. While one-third of bicycle crashes occurred in the upstate region, this region had the smallest proportion of the bicycle fatalities (28%).

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 sport 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 8 percent from 306 in 2009 to 282 by December 31, 2011
- ❖ To reduce the number of pedestrians injured in traffic crashes 3 percent from 14,785 in 2009 to 14,341 by December 31, 2011
- ❖ To reduce the number of bicyclist fatalities 10 percent from 29 in 2009 to 26 by December 31, 2011
- ❖ To reduce the number of bicyclists injured in traffic crashes 5 percent from an annual average of 5,323 in 2007-2009 to 5,057 by December 31, 2011

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

New York State Bicycle and Pedestrian Safety Advisory Council

The NYSDOT proposes to reconvene the New York State Bicycle and Pedestrian Safety Advisory Council. Addressing the unique safety and mobility needs of non-motorized highway users often requires non-traditional strategies. The Council will provide a forum for open communication and information exchange between the NYSDOT and other state agencies, federal agencies and not-for-profit advocates as a proven strategy to reduce bicycle and pedestrian crashes, fatalities and injuries. The Council will provide advice and ideas for consideration by NYSDOT and its partners.

Public Information and Education

Pedestrians, bicyclists and other 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 2011 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 these special groups of roadway users 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.

Pedestrian and Bicycle Safety Action Plans

The GTSC will collaborate with the DOH Bureau of Injury Prevention, FHWA, NYSDOT, NYCDOT, NYS Office for the Aging (NYSOFA), DMV, NYS Department of State (DOS), Metropolitan Planning Organizations (MPOs), American Association of Retired Persons (AARP), New York State Association of Traffic Safety Boards (NYSATSB), Wellness Institute, New York Bicycling Coalition (NYBC), State Police, NYS Association of Chiefs of Police, NYS Sheriffs' Association and Cornell Local Programs to develop statewide pedestrian and bicycle action plans.

New York City Department of Transportation (NYCDOT) Pedestrian Safety Marketing Campaign

The NYCDOT plans to initiate a large scale marketing and advertising campaign to raise driver awareness concerning the dangers of speeding and failure to yield in order to improve driver behavior and reduce pedestrian crashes and injuries.

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

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

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

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

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

Training

Various training programs in the areas 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 may sponsor a one-day pedestrian and bicycle training in spring 2011 and will continue to support programs that address these issues.

Research and Evaluation

These projects will include research and evaluation efforts undertaken to assess program effectiveness, identify trends and potential new problem areas, and assist in defining future program directions 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 2010, New York's seat belt use rate was measured at 90%, the highest level reached in New York's statewide observation surveys. This success is largely due to 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. On May 25, 2010, New York State kicked off the 27th Buckle Up New York/Click It or Ticket enforcement mobilization with a multi-agency press event held at the Windsor High School in Broome County. The kick-off featured a "Battle of the Belts" contest hosted by the Broome County Traffic Safety Board. This fast-moving competition involves two vehicles and two teams of four students who race to see who can buckle up the quickest, rotating through each occupant position. The event also offered students the opportunity to watch a demonstration of the "rollover" simulator that shows the dangers unrestrained occupants face during a rollover crash. Motor vehicle crashes continue to be the leading cause of death for the 16-18 age group and this event reinforced the message with this high risk group that buckling up can save your life.

In addition to the BUNY program, other interagency collaborations and strategies that focus on improving occupant restraint use for high risk groups, such as teenagers, rural populations and nighttime occupants will be encouraged in FFY 2011.



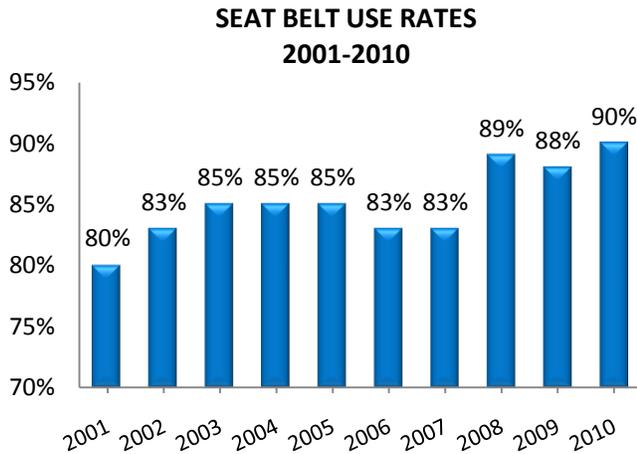
Efforts to ensure the safe transportation of children also continue to be a major component of New York's occupant protection program. In November 2009, New York strengthened the state's child restraint laws by requiring children to remain in an appropriate child restraint system until they reach the age of eight.

New York's public awareness campaign conducted in conjunction with National Child Passenger Safety Week in September highlights the importance of the use of a child restraint that is appropriate for the child's age and size. In 2009, New York's "4 Steps 4 Kids" 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 the need to keep infants rear-facing longer than a year which was previously considered safe. Step 2 of the campaign will be conducted this year and will focus on raising awareness of when it is safe for a child to ride in a forward facing child safety seat. 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.

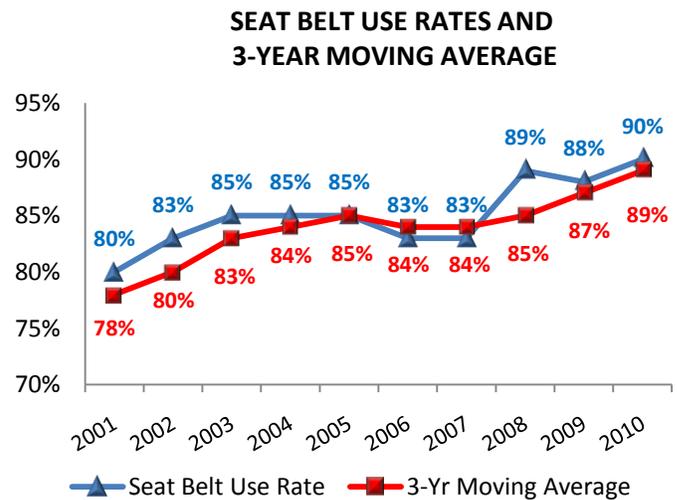
Each year, the GTSC supports approximately 180 local programs that offer child safety seat education including permanent fitting stations, car seat check events and awareness training classes, as well as car seat distribution programs for low-income families. The NYS Child Passenger Safety Advisory Board is an integral part of the state's CPS program and guides the activities of the community child passenger safety (CPS) programs across the state.

REVIEW OF DATA

The core behavioral measure in the occupant protection program area is the observed seat belt use rate. Over the past ten years, New York's statewide seat belt use rate has increased from 80% in 2001 to 90% in the statewide survey completed in June 2010.



Source: NYS annual seat belt observation surveys

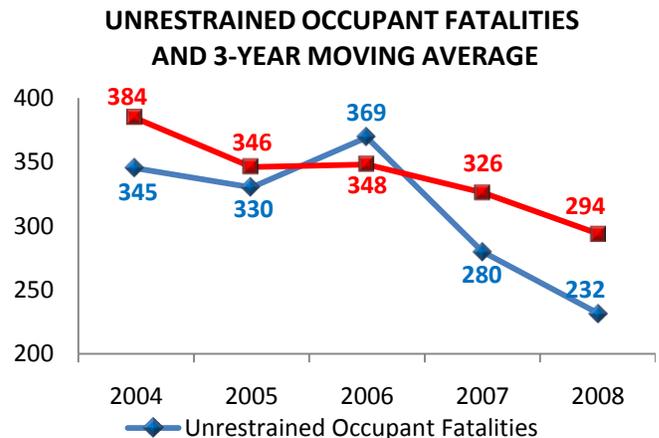


Source: NYS annual seat belt observation surveys

The core outcome measure for tracking progress in occupant protection is unrestrained passenger vehicle occupant fatalities. Based on FARS data, the number of unrestrained passenger vehicle occupant fatalities increased to 369 in 2006 before dropping to 280 in 2007 and 232 in 2008. This measure cannot be updated at this time due to the delay in the availability of 2009 FARS data.



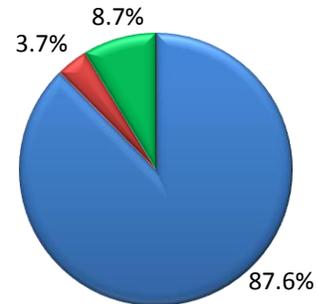
Source: FARS



Source: FARS

Further analyses based on the state's AIS data provide additional information to consider in planning effective programs. Although reported restraint use in crashes is considered less reliable than observed use, the reported use rate in crashes is similar to the rate of use observed in traffic during New York's statewide surveys. In 2009, 88% of all occupants in police-reported crashes were restrained while 4% were not restrained.

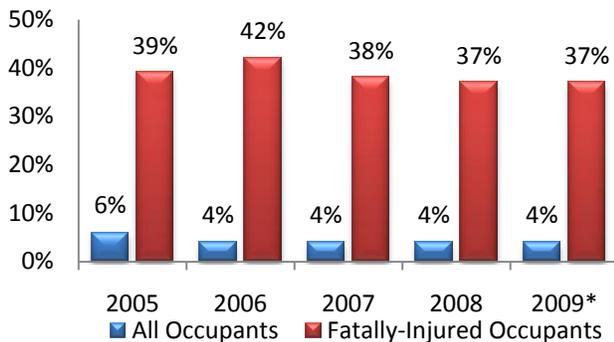
REPORTED RESTRAINT USE IN ALL POLICE-REPORTED CRASHES, 2009*



■ Restraint Used ■ No Restraint Used ■ Unknown

*Data for 2009 are preliminary
Source: NYS AIS

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

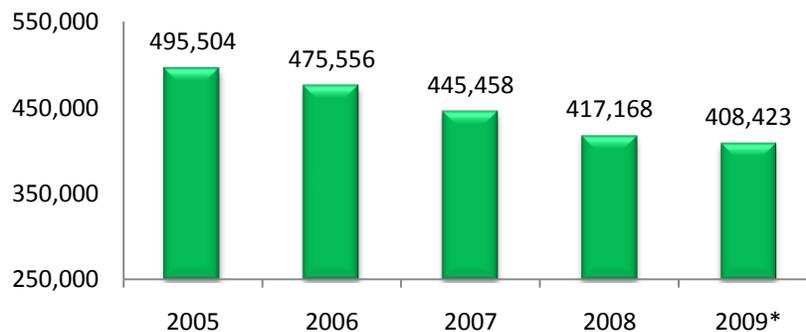


*Data for 2009 are preliminary
Source: NYS AIS

Reported restraint use among vehicle occupants who were killed in crashes is substantially lower than among all occupants in crashes. From 2006 to 2009, the proportion of occupant fatalities in crashes who were not restrained was on a downward trend from 42% to 37% in 2008 and 2009. In comparison, only 4% of all occupants in police-reported crashes that occurred between 2006 and 2009 were unrestrained.

Although the number of seat belt tickets issued annually has decreased in recent years, the level of seat belt enforcement remains high; more than 408,000 tickets were issued for seat belt violations in 2009.

TICKETS ISSUED FOR VIOLATIONS OF THE SEAT BELT LAW



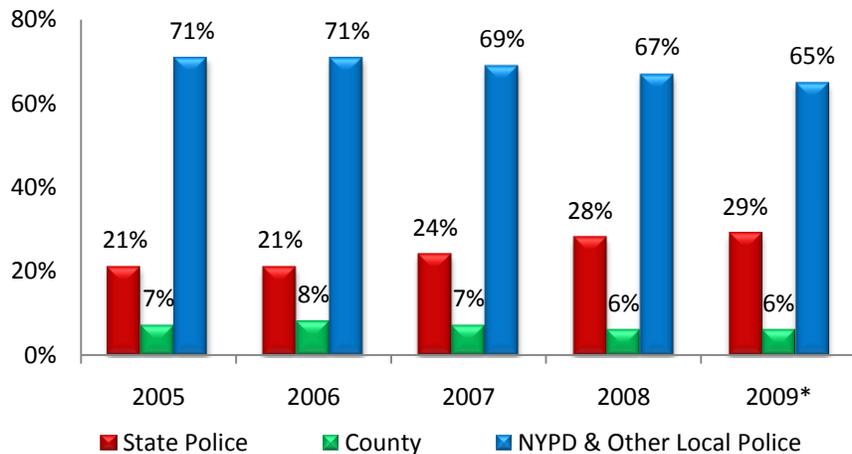
*Data for 2009 are preliminary
Sources: NYS TSLED and AA systems

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

Between 2005 and 2009, the proportion of tickets issued by local agencies decreased from 71% to 65% while the proportion issued by the State Police has increased from 21% to 29%.

Over the five-year period, 2005-2009, county police agencies issued 6%-8% of the seat belt tickets.

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



*Data for 2009 are preliminary
Sources: NYS TSLED and AA systems

PERFORMANCE GOALS AND MEASURES

Performance Goals

- ❖ To increase the statewide observed seat belt use of front seat outboard occupants in passenger vehicles 1 percentage point from 90% in 2010 to 91% by December 31, 2011
- ❖ To decrease unrestrained passenger vehicle occupant fatalities in all seating positions 8 percent from 232 in 2008 to 213 by December 31, 2011

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 additional law enforcement agencies to apply for grants in FFY 2011.



In FFY 2011, the BUNY campaign will feature two enforcement wave periods, November 15-28, 2010 and the national mobilization May 23-June 5, 2011. All police agencies receiving BUNY grants are required to participate in the May wave; the November wave is optional. Grant funded agencies will be allowed to use BUNY funding to conduct occupant restraint enforcement during the "expanded efforts" enforcement period from October 1, 2010 to April 1, 2011 at their discretion. The 2011 BUNY program requires agencies to:

- ❖ have a mandatory seat belt use policy and perform roll-call video training
- ❖ conduct high-visibility, zero tolerance enforcement using checkpoints, saturation patrols, and when possible include nighttime enforcement and collaborative inter-agency efforts
- ❖ focus on low-use groups based on geography, demographics and other factors

Child Passenger Safety Revisions to Police Accident Report

In 2010, Department of Motor Vehicles (DMV) form MV-104, the police accident report, was updated to include information concerning the use of child restraints in crashes. The current report only provides space for the officer to report the occupant's age, if a safety belt or a child restraint was used and the seating position. The new MV-104 allows for the reporting of the child's age, seating position in vehicle AND the type of child safety seat used (rear facing, forward facing or a booster seat). This information will greatly enhance the ability to determine whether children are restrained in seats that are appropriate for their age and the extent to which these seats are effective in reducing fatalities and mitigating injuries in crashes. The revised form will be available for use early in 2011.

Public Information and Education (PI&E)

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 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 also continue to participate in media events to raise public awareness of this issue.



Occupant Restraint Campaign

Each year, the DMV and the New York State Police provide an occupant restraint display at the New York State Fair which draws nearly one million visitors annually. In addition to the PI&E materials displayed and disseminated, the State Police provide “Rollover” and “Convincer” demonstrations. Occupant protection is also one of the programs highlighted by the State Police at the annual Empire State Law Enforcement Traffic Safety (ESLETS) Conference attended by more than 200 local police agencies. The New York State Association of Chiefs of Police also promotes occupant protection at their semi-annual Vendor Expo, which draws hundreds of local 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. Press releases stressing the importance of wearing seat belts will be issued by the Superintendent of State Police during holiday periods and BUNY mobilizations.

The New York State Sheriffs’ Association will also use the three safety belt Convincer trailers it has purchased to raise awareness of the importance of safety restraints. 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, New York State Police and New York City Police Department will engage in collaborative interagency initiatives including press events, public service announcements for specific minority communities and a display/presentation at the New York City Auto Show. The GTSC will also continue to raise awareness about the significance of safety restraint use through the dissemination of public information materials at events and online at www.SafeNY.com.

Child Restraint Programs

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

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 “New York’s 4 Steps 4 Kids” public awareness campaign statewide. This year, the campaign focuses on “Step 2”, educating the



public on the proper use of forward-facing seats. The slogan for Step 2 is “Looking Forward “2” a Safe Ride”. Step 2 emphasizes keeping children facing forward longer in a five-point harness system since these seats are now being manufactured to accommodate higher weights. The GTSC will also continue last year’s campaign which advocates keeping infants facing the rear for as long as possible based on the weight allowance of the rear-facing seat rather than the age of the child.

In 2011, the campaign will focus on Step 3 which will promote moving the child into a booster seat, according to the child’s size, not just age. The new law passed in

November 2009 requires children to remain in an appropriate “Child Restraint System” until their eighth birthday. This can be a child safety seat that accommodates a higher weight or a booster seat. Step 4 of the campaign will be conducted in 2012 and will promote when it is safest to allow the child to ride using the adult seat belt system available in the vehicle.

The GTSC’s child passenger safety program will continue to promote keeping all children riding in child restraints, regardless of age, until they are 4’9” tall and weigh 100 pounds or more. The importance of having children age 12 and under ride in the back seat of the vehicle will also continue to be stressed in the program’s educational efforts.

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:

- ❖ Public information and education that promotes keeping children in higher weight child restraint systems before moving them into a booster seat, as well as an educational campaign promoting the use of booster seats up to age eight 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 age 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
- ❖ 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
- ❖ 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 program, “Spot the Tot”, emphasizing the importance for drivers to walk around their vehicle before getting into their vehicles and backing up
- ❖ Continue with the 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 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. CPS Technicians play a crucial role in CPS outreach programs. Their technical skills, experience and knowledge on the proper installation and use of child safety seats are necessary for the conduct of child safety seat inspections at check events and permanent fitting stations, special clinics and mobile inspection stations.

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 GTSC 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 meetings, the annual Regional Child Passenger Safety Technical Workshop, 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.

The Child Passenger Advisory Board has developed a new program “Best Practice and Beyond” which has been approved by Safe Kids Worldwide to be used as a training program for technicians to earn Continuing Educational Units (CEUs) for recertification. The program incorporates the best of today’s updated technologies and the installation of the newest seats on the market. The curriculum has been copied by the GTSC and distributed to all regional representatives from the Advisory Board to share with instructors in their counties.

The Advisory Board’s Education Committee is in the process of developing an Instructor Development Seminar that will be held next year or offered at the next regional conference. The goal of the seminar is to keep all New York State CPS Instructors current and to provide resources, including new LATCH manuals.

A special program is also being planned for those technicians who want advanced training in providing for the proper and safe transportation of children with special needs. There is a great need for technicians trained in this special skill.

The annual Regional Child Passenger Safety Technical Workshop was postponed until 2011 to allow technicians to attend this year’s National Life Savers Conference which was held in Philadelphia, Pennsylvania. The location of this year’s Life Savers Conference in nearby Pennsylvania provided a rare opportunity for CPS technicians from New York to attend a national conference with a major focus on child passenger safety.

The next annual Regional CPS Workshop will be hosted by New York State and is scheduled to be held in Lake Placid, May 11-13, 2011. Holding the conference in New York offers the state’s technicians and instructors who were unable to attend the previous out-of-state conferences an opportunity to obtain credits and training 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 regional trainings the 2011 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 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 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 also 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.

A new awareness program is currently being developed for Emergency Medical Technicians as well as police officers who are not certified as CPS Technicians but need to be knowledgeable in child passenger safety when faced with situations occurring at the scene of a crash. The program will emphasize the proper way to handle and transport the child as well as the importance of advising the parent or caregiver about the need to destroy any safety seat that has been involved in a crash.

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 safety seat 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.



The newly updated "Don't Risk Your Child's Life" video and brochures will be available this year for grantees to purchase for use at child safety seat distribution programs as well as awareness classes.

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. The establishment of permanent fitting stations staffed by bilingual certified technicians in culturally diverse communities will continue to be emphasized. 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. This year, national Car Seat Check Week is scheduled for September 19-25 and



national Seat Belt Saturday will be September 25. In 2011, national Car Seat Check Week will be September 18 -24 with national Seat Belt Saturday held on September 24. All grantees with car seat check programs will be encouraged to participate in this event.

Seat Belt Use 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 school buses. One venue where information will be available is during a special session on school bus safety that is planned for the 2011 Regional CPS Conference.

Research and Evaluation

In FFY 2011, 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. Research on child restraint programs and policies will also continue.

TRAFFIC RECORDS

OVERVIEW



The success of the performance-based program planning processes used by New York's highway safety community depends on the availability of accurate and timely traffic records data. Identifying the nature and location of traffic safety problems presents a significant challenge to the traffic safety agencies and organizations responsible for developing 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.

New York has made significant strides in improving its various traffic records systems over the past few years, due in large part to the implementation of its 2006-2009 Traffic Safety Information Systems Strategic Plan in 2006. 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. Since re-authorization has not yet occurred, SAFETEA-LU was extended in FFY 2010 which resulted in the plan being updated again in May 2010.

In recent years, substantial progress has been achieved 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 System

- ❖ The median number of days from the date a crash occurs until the information is entered into the AIS (Accident Information System) database decreased from 39 days in 2008 (July-Dec) to 36 days in 2009 (July-Dec).
- ❖ The percent of police crash reports received electronically by the DMV increased from 45% in 2008 (July-Dec) to 50% in 2009 (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 Traffic and Criminal Software (TraCS). Currently, more than 360 police agencies use TraCS to collect and submit crash and/or ticket data electronically, up from 330 in spring 2009. The further expansion of electronic reporting, especially by the New York City Police Department (NYPD), will continue to be supported.

Citation/Adjudication Information Systems

- ❖ The median number of days from the date a citation is issued until the information is entered into the TSLED database dropped from 14 days in 2008 (Oct-Dec) to 11 days in 2009 (Oct-Dec).
- ❖ The median number of days from the date a citation is adjudicated until the disposition information is entered into TSLED dropped from 16 days in 2008 (Oct-Dec) to 12 days in 2009 (Oct-Dec).
- ❖ The percent of citations in TSLED processed electronically rose from 74% in 2008 (Oct-Dec) to 78% in 2009 (Oct-Dec).
- ❖ The percent of dispositions in TSLED processed electronically increased from 84% in 2008 (Oct-Dec) to 88% in 2009 (Oct-Dec).

As with 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 360 enforcement agencies that have the ability to collect and transmit ticket data electronically, more than 950 of the 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 2011, 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, currently only three percent of all tickets (approximately 47,000) issued under the AA system are received electronically. Since the NYPD is in the process of testing the capability of transmitting its ticket data electronically to the AA system, it is hoped that the percent of tickets received electronically will increase substantially in FFY 2011.

Injury Surveillance Information Systems

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 2010, the Bureau of EMS continued its multi-year project to develop a new electronic PCR system with Section 408 funding. Although efforts in the coming year will continue to focus on reducing the time lag between a crash event and the availability of data on the PCR system, no significant progress is expected to occur until the project is further along.

Through its Crash Outcome Data Evaluation System (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 2007; linking of the 2008 data from these various files is underway. In FFY 2011, the GTSC will continue to support efforts to maintain the CODES database.

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, almost 90% of the courts have on-line access to information in the driver's license file, up from 86% in spring 2009. To eliminate duplicate license records and provide better access to the file, DMV will complete a project to convert address information to a relational framework early in FFY 2011.

In the coming year, with Section 408 funding, the DMV will undertake a project to increase the integrity and accuracy of linking records in the department's registration, VIN and insurance files to records in the driver's license file. The project, known as the Registration/VIN/Insurance Single Client Conversion project, will enable the DMV to implement standardized edits across these various systems, provide enhanced search capabilities, and make the data more accessible in a more timely manner.

Vehicle Information Systems

The DMV and the NYS Department of Transportation (NYSDOT) are responsible for maintaining the state's major vehicle-related information systems. Two Section 408 projects to be conducted in FFY 2011 are designed to improve the vehicle information systems. One of the projects is the Registration/VIN/Insurance Single Client Conversion project noted above. In accomplishing its objectives, this project is expected to reduce the potential for fraudulent activities. For example, the project is expected to limit the opportunity for individuals and organizations to obtain multiple identifying records. Having more accurate vehicle registration information will also support the implementation of the section of Leandra's Law that requires the expanded use of ignition interlocks for drivers convicted of DWI after August 15, 2010. It will enable the judicial system to more easily and accurately identify the vehicles owned or operated by convicted DWI offenders.

The second project is the continuation of a project that was initiated in FFY 2010 by NYSDOT to make improvements to its automated permit system. This project involved 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). Work will continue in FFY 2011 with the objective of connecting the NYSDOT's Special Hauling system with that of NYCDOT.

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 (geographic information system), 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 locations 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 FFY 2011
- ❖ 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 FFY 2011
- ❖ Update the 2006-2009 NYS Traffic Safety Information Systems Strategic Plan in FFY 2011 (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 fifth-year funding under Section 408 incentive funds, implementation of Program Year 5 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 Crash and Ticket Data

Efforts to expand the number of agencies that collect and transmit crash and ticket data electronically will continue in FFY 2011. Currently, more than 360 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, the New York City Police Department will be supported in its efforts to implement an electronic data collection and transmittal system in FFY 2011. The GTSC will also continue discussions with other police agencies, as appropriate, to support their ability to collect and transmit data electronically through other systems.

In FFY 2010, through Section 402 and 408 funding, the GTSC continued to support a project to provide support to local enforcement agencies participating in TraCS. Support for this project will continue in FFY 2011. 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.

During FFY 2010, the New York State Police were supported with a Section 408 grant to implement its 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 users. Support for this project will continue in FFY 2011.

Initiatives to Improve the Crash and Citation/Adjudication Systems

Many initiatives contributed to improving the DMV's crash and citation/adjudication information systems in FFY 2010. 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.

In FFY 2011, with Section 408 funding, the DMV will initiate a two-year project to expedite the receipt of motorist crash reports. Currently, about 300,000 motorist reports are received annually by the DMV, all in paper format. This new project, known as the Electronic Filing and Revision of Motorist Accident Reports Project, will 1) streamline and modify the existing motorist accident report in both paper and electronic format, 2) establish a method by which the motorist report can be submitted electronically and 3) modify the AIS to accept the new format. This project should dramatically improve the accuracy and completeness of the submitted motorist reports, and provide access to the data through AIS in a more timely manner.

In FFY 2010, the state's new accident location information system (ALIS) was rolled out to all interested users. ALIS is instrumental in identifying the location of crashes which is an important factor in improving enforcement, engineering, and EMS efforts throughout the state. NYSDOT, DMV and a number of the MPOs are using it for location analysis purposes. Updates to the maps in FFY 2010 have further enhanced the ability to identify crash locations quickly and accurately. With Section 408 funding, a new two-year project will be undertaken by NYSDOT in FFY 2011 to upgrade the hardware and software associated with ALIS.

The data entry of police crash 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 continue to be supported 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.

With Section 408 funding, support will also continue in FFY 2011 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 2010, all of the 2005 and 2006 non-reportable crash reports and approximately 95% of the 2007 reports and 60% of the 2008 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 Systems

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

Community Traffic Safety Programs are designed to be comprehensive in nature, with opportunities for outreach to a broad spectrum of groups within local areas. These programs may combine strategies from several traffic safety program areas to address local and statewide 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.

Some of the highway safety issues that counties are encouraged to integrate into their local programs stem from state level initiatives including outreach programs for diverse populations, younger drivers, older drivers and returning veterans. Statewide and local efforts to improve the safety of young drivers have been bolstered in the past year by the strengthening of the provisions of the state's graduated license law. Effective November 1, 2009, the limited-use junior license has been eliminated, the practice requirement has been increased from 20 to 50 hours (15 of which must be after sunset) and only one non-family passenger under age 21 is permitted in a vehicle operated by a junior driver. In addition, a coalition of stakeholders referred to as the Driver Education Research and Innovation Center (DERIC) is being formed to collaborate on the development, testing and evaluation of a cutting edge driver education curriculum. This initiative was one of the critical recommendations of the Temporary Special Advisory Panel on Driver Education Availability and Curriculum Enhancement.



Another important area that requires ongoing attention at the state and community level is drowsy driving. In fall 2009, a press conference was held at Hudson Valley Community College to draw attention to the issue. The purpose of the press conference which featured Dr. Ramez J. Awwad, a certified sleep medicine physician from Capital Region Sleep Wake, was to alert motorists to the dangers of drowsy driving and highlight the impact of drowsy driving on young drivers who are one of the highest at-risk groups.

REVIEW OF DATA

The table below provides 2009 population and licensed driver data for New York State and each county within the state. Preliminary 2009 data on the number of fatal and personal injury crashes and the number of pedestrian, bicycle and motorcycle crashes that occurred in New York and within each individual county are also provided. The data in this table can be used to identify counties that are overrepresented in specific types of crashes based on the population and number of licensed drivers in the county.

NEW YORK STATE DEMOGRAPHIC AND CRASH DATA BY COUNTY, 2009*												
	Population		Licensed Drivers		Fatal/PI Crashes		Pedestrian Crashes		Bicycle Crashes		Motorcycle Crashes	
NEW YORK STATE	19,541,453		11,329,488		131,244		15,182		5,388		5,055	
County	#	%	#	%	#	%	#	%	#	%	#	%
Albany	298,284	1.5	201,466	1.8	2,469	1.9	198	1.3	78	1.4	130	2.6
Allegany	49,157	0.3	32,892	0.3	280	0.2	15	0.1	4	0.1	29	0.6
Broome	194,630	1.0	142,961	1.3	1,256	1.0	89	0.6	46	0.9	65	1.3
Cattaraugus	79,689	0.4	57,541	0.5	498	0.4	25	0.2	15	0.3	46	0.9
Cayuga	79,526	0.4	55,706	0.5	522	0.4	20	0.1	12	0.2	31	0.6
Chautauqua	133,503	0.7	95,239	0.8	794	0.6	45	0.3	26	0.5	47	0.9
Chemung	88,331	0.5	61,870	0.5	472	0.4	26	0.2	26	0.5	28	0.6
Chenango	50,620	0.3	38,723	0.3	282	0.2	15	0.1	7	0.1	27	0.5
Clinton	81,618	0.4	56,936	0.5	422	0.3	32	0.2	14	0.3	36	0.7
Columbia	61,618	0.3	48,385	0.4	419	0.3	19	0.1	7	0.1	26	0.5
Cortland	47,996	0.2	32,655	0.3	308	0.2	12	0.1	9	0.2	10	0.2
Delaware	45,514	0.2	37,360	0.3	315	0.2	13	0.1	1	<0.1	22	0.4
Dutchess	293,562	1.5	212,341	1.9	2,082	1.6	86	0.6	35	0.6	119	2.4
Erie	909,247	4.7	649,778	5.7	7,149	5.4	550	3.6	332	6.2	279	5.5
Essex	37,686	0.2	28,953	0.3	249	0.2	12	0.1	7	0.1	37	0.7
Franklin	50,274	0.3	34,771	0.3	292	0.2	12	0.1	5	0.1	20	0.4
Fulton	55,053	0.3	40,609	0.4	391	0.3	21	0.1	9	0.2	33	0.7
Genesee	57,868	0.3	44,759	0.4	492	0.4	16	0.1	24	0.4	36	0.7
Greene	48,947	0.3	38,212	0.3	341	0.3	15	0.1	6	0.1	26	0.5
Hamilton	4,923	<0.1	4,848	<0.1	32	<0.1	1	<0.1	0	0.0	6	0.1
Herkimer	62,236	0.3	45,977	0.4	344	0.3	22	0.1	5	0.1	24	0.5
Jefferson	118,719	0.6	72,566	0.6	739	0.6	45	0.3	18	0.3	63	1.2
Lewis	26,157	0.1	20,156	0.2	130	0.1	4	<0.1	0	0.0	14	0.3
Livingston	62,871	0.3	45,547	0.4	364	0.3	6	<0.1	5	0.1	30	0.6
Madison	69,954	0.4	50,952	0.4	392	0.3	9	0.1	11	0.2	38	0.8
Monroe	733,703	3.8	514,601	4.5	5,163	3.9	340	2.2	261	4.8	212	4.2
Montgomery	48,616	0.2	36,212	0.3	301	0.2	19	0.1	6	0.1	12	0.2
Nassau	1,357,429	6.9	993,449	8.8	13,198	10.1	968	6.4	458	8.5	329	6.5

NEW YORK STATE DEMOGRAPHIC AND CRASH DATA BY COUNTY, 2009*

County	Population		Licensed Drivers		Fatal/PI Crashes		Pedestrian Crashes		Bicycle Crashes		Motorcycle Crashes	
	#	%	#	%	#	%	#	%	#	%	#	%
Niagara	214,557	1.1	160,470	1.4	1,353	1.0	88	0.6	60	1.1	88	1.7
Oneida	231,044	1.2	162,445	1.4	1,460	1.1	84	0.6	42	0.8	82	1.6
Onondaga	454,753	2.3	322,876	2.8	3,425	2.6	196	1.3	143	2.7	143	2.8
Ontario	105,650	0.5	79,363	0.7	707	0.5	29	0.2	21	0.4	46	0.9
Orange	383,532	2.0	251,196	2.2	3,201	2.4	138	0.9	48	0.9	173	3.4
Orleans	42,051	0.2	29,774	0.3	220	0.2	8	0.1	9	0.2	18	0.4
Oswego	121,377	0.6	86,330	0.8	618	0.5	27	0.2	15	0.3	41	0.8
Otsego	61,602	0.3	44,387	0.4	374	0.3	9	0.1	7	0.1	24	0.5
Putnam	99,265	0.5	76,763	0.7	726	0.6	20	0.1	8	0.1	42	0.8
Rensselaer	155,541	0.8	111,845	1.0	930	0.7	48	0.3	23	0.4	77	1.5
Rockland	300,173	1.5	205,880	1.8	2,292	1.7	157	1.0	56	1.0	68	1.3
St. Lawrence	109,715	0.6	75,626	0.7	581	0.4	32	0.2	11	0.2	47	0.9
Saratoga	220,069	1.1	168,124	1.5	1,241	0.9	49	0.3	41	0.8	124	2.5
Schenectady	152,169	0.8	116,363	1.0	1,062	0.8	76	0.5	60	1.1	60	1.2
Schoharie	31,529	0.2	24,412	0.2	193	0.1	5	<0.1	2	<0.1	15	0.3
Schuyler	18,720	0.1	14,166	0.1	117	0.1	3	<0.1	1	<0.1	13	0.3
Seneca	34,049	0.2	24,274	0.2	241	0.2	9	0.1	1	<0.1	12	0.2
Steuben	96,552	0.5	72,654	0.6	554	0.4	17	0.1	17	0.3	40	0.8
Suffolk	1,518,475	7.8	1,088,071	9.6	10,969	8.4	411	2.7	302	5.6	330	6.5
Sullivan	75,828	0.4	56,174	0.5	574	0.4	22	0.1	6	0.1	38	0.8
Tioga	50,064	0.3	38,750	0.3	242	0.2	8	0.1	3	0.1	17	0.3
Tompkins	101,779	0.5	62,551	0.6	561	0.4	27	0.2	22	0.4	38	0.8
Ulster	181,440	0.9	134,720	1.2	1,481	1.1	68	0.4	29	0.5	98	1.9
Warren	66,021	0.3	52,770	0.5	533	0.4	19	0.1	22	0.4	64	1.3
Washington	62,753	0.3	45,745	0.4	352	0.3	15	0.1	8	0.1	40	0.8
Wayne	91,291	0.5	70,051	0.6	492	0.4	17	0.1	12	0.2	32	0.6
Westchester	955,962	4.9	644,210	5.7	6,016	4.6	518	3.4	124	2.3	192	3.8
Wyoming	41,398	0.2	29,996	0.3	243	0.2	4	<0.1	4	0.1	21	0.4
Yates	24,482	0.1	17,060	0.2	119	0.1	5	<0.1	2	<0.1	11	0.2
NYC												
Bronx	1,397,287	7.2	422,270	3.7	8,713	6.6	1,730	11.4	285	5.3	167	3.3
Kings	2,567,098	13.1	861,853	7.6	16,291	12.4	3,526	23.2	1,098	20.4	354	7.0
New York	1,629,054	8.3	714,288	6.3	8,309	6.3	2,574	17.0	872	16.2	347	6.9
Queens	2,306,712	11.8	1,039,603	9.2	14,282	10.9	2,264	14.9	556	10.3	327	6.5
Richmond	491,730	2.5	295,017	2.6	2,667	2.0	308	2.0	45	0.8	75	1.5

*2009 AIS data are preliminary

Sources: U.S. Census Bureau, NYS Driver's License File and NYS AIS

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 (GTSC) 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 GTSC 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, approximately 2,500 children between the ages of one and 14 are treated in emergency rooms each year for non-fatal injuries suffered when hit by a motor vehicle backing up. Nearly half of the children injured in this manner are under the age of five. Most backovers occur either in home driveways or parking lots. 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 NYSWOCS and Safe Kids programs have adopted and will expand upon Utah's successful initiative. The partnerships will identify and implement strategies to increase public awareness in New York State.

Safe Routes to School

The goals of the Safe Routes to School 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. Participation in the program will continue to be encouraged.

Slow-Moving Vehicles

The GTSC plans to continue to support educational efforts regarding sharing the road with slow-moving vehicles. The GTSC will continue to work with the NYS Department of Motor Vehicles (DMV), the NYS Department of Transportation (NYSDOT), the NYS Department of Agriculture and Markets, the State Police and the New York Center for Agricultural Medicine and Health. The goal 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.



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 risk to children boarding and departing buses. The DMV and the GTSC, with its member agencies, have been very active in addressing this issue through Operation Safe Stop. The GTSC will continue to work with the New York Association for Pupil Transportation (NYAPT) to unite the school transportation and law enforcement communities in this highway safety initiative to protect our children. In addition to Operation Safe Stop, other efforts to increase public awareness of the importance of stopping for school buses when their red lights are flashing will continue to be supported.

Safety Programs for New York's Children

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 safety; in-line skating, non-motorized scooter and skateboard safety; school bus and school zone safety; and railroad crossing safety will be supported.

NYSATSB's Multicultural Traffic Safety Education Outreach Committee

The New York State Association of Traffic Safety Boards' (NYSATSB) Multicultural Traffic Safety Education Outreach Committee is continuing its statewide project for the third year. The goals of the committee have been to increase the state's effectiveness in meeting the traffic safety educational needs of New York's diverse cultural groups and promote the creation of multicultural traffic safety programs where needed. As in prior years, the committee is planning to hold at least two Building Bridges for Traffic Safety events in local and regional venues as a means of bringing together traffic safety professionals and multicultural community leaders to address the particular traffic safety needs of their region or community. It is through these networking and dialoging events that new and effective traffic safety programs are established in the state's diverse communities. Additionally, this

year the committee plans to partner with federal, state and local agencies to engage the Native American communities across New York State in a first-of-its-kind east of the Mississippi statewide Traffic Safety Summit. Discussions are underway with representatives from the Federal Highway Administration and representatives from the Indian Nations to select a suitable venue and develop a list of topics to be addressed during the summit.



The committee also plans to support SUNY IT and the NYS Association of Chiefs of Police in addressing the high crash and fatality risks of returning veterans. The committee will explore holding a summit meeting for returning veterans, similar to the Building Bridges summits, and will share its findings with other traffic safety professionals at the annual NYS Highway Safety Conference.

The Power Point presentation and booklet developed in FFY 2010 for law enforcement personnel is being distributed to local police agencies to encourage their involvement in multicultural outreach. The committee will continue to identify and distribute resources and strategies that can be used by local programs when developing traffic safety initiatives for their diverse communities.

Younger Driver Outreach

NYSATSB Youth Committee

The NYSATSB Youth Committee will hold its “Save Your Friend’s Life Over the Airwaves” PSA contest for the sixth year. The winning PSAs are aired on radio stations and school stations throughout the state.

New York Partnership Addressing Teen Driver Safety

The NYS Department of Health (DOH) Bureau of Injury Prevention has organized a committee to focus on issues related to young drivers. The NYS Department of Motor Vehicles (DMV), the GTSC, the American Automobile Association (AAA) and other partners participate on the committee and work cooperatively to identify problems and effective solutions to improve the safety of this high risk driving population.

Young Driver Awareness Campaigns

In FFY 2011, the GTSC will again conduct a media campaign to raise awareness of traffic safety risks among younger drivers. The campaign encourages 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 also continue to work with the DMV’s Office for the Younger Driver on additional outreach and awareness initiatives.



Driver Education Research and Innovation Center (DERIC)

Efforts that focus on providing educational tools and resources to improve the driving skills and knowledge of young and inexperienced drivers will be supported. One such effort is the development,

implementation and evaluation of a new state-of-the-art driver education curriculum. The Driver Education Research and Innovation Center (DERIC) was recently created to undertake this initiative which was a key recommendation of the Temporary Special Advisory Panel on Driver Education Availability and Curriculum Enhancement.



One Second, Everything Changes Project

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, NYS Office for the Aging, DMV, DOH 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, American Association of Retired Persons (AARP) and NYSATSB. 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 Interagency Older Driver Steering Committee was established to support a mutual commitment to encourage mobility independence and safety among New York’s ever-growing older population. Member organizations include DMV, GTSC, DOH, the State Police, NYSDOT, Commission on Quality of Care and Advocacy for Persons with Disabilities, NYS Division of Veterans Affairs, and NYS Office for the Aging. The goals of the committee are to link state agencies with a client base of older citizens through strategic planning and information sharing; promote the interests of older drivers and their families; and encourage senior mobility and independence and promote safety in this target age group.

Federal Highway Administration (FHWA) Older Driver Design Workshops

Since the late 1980s, the FHWA has sponsored a high priority research program with the goals of improving safety and mobility for older drivers. The results and findings of that program have been synthesized in the Older Driver Highway Design Handbook which provides assistance to practitioners in accommodating the special needs of older drivers in highway design. Older Driver Highway Design workshops will be presented and coordinated by the FHWA, GTSC, Metropolitan Planning Organizations (MPOs), State and Regional DOT offices and the DOH Bureau of Injury Prevention. The workshops will be aimed at practicing highway and traffic engineers who are responsible for highway design and operations; traffic safety educators and law enforcement will also be invited to participate.

Car Fit

This program is designed to help older drivers find out how they currently fit their personal vehicle, highlighting actions they can take to improve their fit and promoting 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.

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 DOH Bureau of Injury Prevention is responsible for facilitating the efforts of the partnership which consists of representatives from a number of state agencies and other organizations.



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 has asked for the assistance of the motor vehicles departments around the country in developing strategies, networks and outreach programs to reduce motor vehicle crashes and their consequences among veterans. The GTSC will continue to provide resources for this effort by integrating this initiative into its existing traffic safety messages and programs and by partnering and coordinating new initiatives and activities with the Veterans Administration Medical Centers and the traffic safety community across the state.

PROGRAM MANAGEMENT

OVERVIEW

The electronic grants management system, eGrants, implemented for the first time last year, will continue to improve efficiency, reduce staff resource time and improve management of New York's Highway Safety Program. The Governor's Traffic Safety Committee annually processes over 800 grant applications, representing approximately \$31 million in funding to state, local and not-for-profit agencies.

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 GTSC Chair; 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 2011 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 Impaired Driving Advisory Council; 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; NYSDOT Pedestrian and Bicycle Advisory Council; Capital District Safe Kids Coalition; Operation Lifesaver; Safe Stop and the NYS Partnership for Walk Our Children to School.

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

The GTSC, with the assistance of the Institute for Traffic Safety Management and Research, will continue to 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
- 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

Section 402 Requirements

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

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State in carrying out local highway safety programs (23 USC 402(b) (1) (C)), unless this requirement is waived in writing;

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));

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.**

(23 USC 402 (b)(1)(E));

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. (23 USC 402(I)).

Other Federal Requirements

Cash drawdowns will be initiated only when actually needed for disbursement. 49 CFR 18.20

Cash disbursements and balances will be reported in a timely manner as required by NHTSA. 49 CFR 18.21.

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 18.41.

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;

Federal Funding Accountability and Transparency Act

The State will report for each **sub-grant** awarded:

- Name of the entity receiving the award;
- Amount of the award;
- Information on the award including transaction type, funding agency, the North American Industry Classification System code or Catalog of Federal Domestic Assistance number (where applicable), program source;
- Location of the entity receiving the award and the primary location of performance under the award, including the city, State, congressional district, and country; , and an award title descriptive of the purpose of each funding action;
- A unique identifier (DUNS);
- The names and total compensation of the five most highly compensated officers of the entity if-- of the entity receiving the award and of the parent entity of the recipient, should the entity be owned by another entity;

(i) the entity in the preceding fiscal year received—

(I) 80 percent or more of its annual gross revenues in Federal awards; and(II) \$25,000,000 or more in annual gross revenues from Federal awards; and(ii) the public does not have access to information about the compensation of the senior executives of the entity through periodic reports filed under section 13(a) or 15(d) of the Securities Exchange Act of 1934 (15 U.S.C. 78m(a), 78o(d)) or section 6104 of the Internal Revenue Code of 1986;

- Other relevant information specified by the Office of Management and Budget in subsequent guidance or regulation.

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) and the Americans with Disabilities Act of 1990 (42

USC § 12101, *et seq.*; PL 101-336), which prohibits discrimination on the basis of disabilities (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 of 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; The Civil Rights Restoration Act of 1987, which provides that any portion of a state or local entity receiving federal funds will obligate all programs or activities of that entity to comply with these civil rights laws; and, (k) the requirements of any other nondiscrimination statute(s) which may apply to the application.

The Drug-free Workplace Act of 1988(41 U.S.C. 702;):

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 (49 U.S.C. 5323(j)) 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, as applicable, with provisions of the Hatch Act (5 U.S.C. §§1501-1508 and 7324-7328) which limit the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.

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. 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.

POLICY TO BAN TEXT MESSAGING WHILE DRIVING

In accordance with Executive Order 13513, Federal Leadership On Reducing Text Messaging While Driving, and DOT Order 3902.10, Text Messaging While Driving, States are encouraged to:

- (1) Adopt and enforce workplace safety policies to decrease crashes caused by distracted driving including policies to ban text messaging while driving—
 - a. Company-owned or –rented vehicles, or Government-owned, leased or rented vehicles; or
 - b. Privately-owned when on official Government business or when performing any work on or behalf of the Government.
- (2) Conduct workplace safety initiatives in a manner commensurate with the size of the business, such as –
 - a. Establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving; and

- b. Education, awareness, and other outreach to employees about the safety risks associated with texting while driving.

ENVIRONMENTAL IMPACT

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year 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

New York
State

2011
For Fiscal Year

8/30/2010
Date

