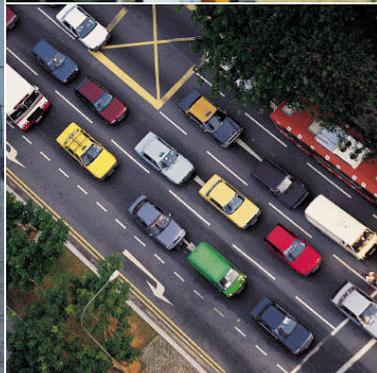




Pennsylvania Annual Report FFY 2016

Pennsylvania Annual Report

Federal Fiscal Year 2016

prepared for

National Highway Traffic Safety Administration

prepared by

Pennsylvania Department of Transportation

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Figure Data Source: Pennsylvania State Crash Record System Data and FARS.



1. Highway Safety in Pennsylvania

EXECUTIVE SUMMARY

The Highway Safety Annual Report (AR) for Federal Fiscal Year (FFY) 2016 (October 1, 2015 through September 30, 2016) documents the use of Federal grant funding administered by the National Highway Traffic Safety Administration (NHTSA) in accordance with 23 United States Code (USC), Sections 402 (Highway Safety Programs), 405(b) (Occupant Protection Incentive Grants), 405(c) (State Traffic Safety Information System Improvement Grants), 405(d) (Impaired Driving Countermeasures Grants), and 405(f) (Motorcycle Safety Programs) of MAP-21.

The following program types were funded under these sections of 23 USC: police traffic services, impaired driving programs, occupant protection programs, traffic safety information systems improvements, pedestrian safety, community traffic safety projects, mature driver safety programs, young driver safety programs, motorcycle safety programs, and commercial motor vehicle safety programs. The Highway Safety Office continues to manage partnerships with EMS, police agencies, ignition interlock providers, engineering infrastructure improvements, and the Low-Cost Safety Improvement Program (LCSIP).

This report provides the status of each program goal and performance measurement identified in the FFY 2016 Highway Safety Plan (HSP). For FFY 2016, 12 goals were identified.¹ Pennsylvania Department of Transportation (PennDOT) reports the following based on the available 2015 data:

- Six goals were met; and
- Six goals were not met.

PennDOT is confident the funded activities and projects greatly contributed to the achievement of goals met and the overall successes of the Commonwealth's highway safety program. For goals not met, projects still contributed greatly to reductions. For instance, while the 2011-2015 average did not meet the goal for the total traffic fatalities, it was the second lowest total since 1928 record keeping began. Also, we did not meet the goal for fatalities involving driver or motorcycle operators with a greater than or equal to BAC of 0.08 but there were 34 fewer in 2015 than 2014, which was a 10 percent reduction. It is important to note that goals and progress were tracked using Pennsylvania State data and measures for this report with the exception of the NHTSA Core Performance Measures found in Table 2.1. The Fatality Analysis Reporting System data for 2015 had yet to be completed during the development of this report.

INTRODUCTION

In accordance with the "U.S. Highway Safety Act of 1966" (P.L. 89-564) and any acts amendatory or supplementary thereto, PennDOT develops an annual comprehensive plan designed to reduce traffic crashes, deaths, injuries, and property damage resulting from traffic crashes. The Department's Bureau of Maintenance

¹ Please see Table 2.1, Pennsylvania FFY 2016 Goals and Results, for more detail.

and Operations (BOMO) Highway Safety and Traffic Operations Division (HSTOD), under the direction of the Deputy Secretary for Highway Administration, is responsible for the coordination of the Commonwealth's highway safety program by Executive Order 1987-10 (Amended).

A comprehensive Highway Safety Plan (HSP) is developed by HSTOD on an annual basis to document the goals and objectives related to creating safer roadways in the Commonwealth. This plan identifies current highway safety problems, defines the processes used to identify these problems, and describes the projects and activities that will be implemented to address highway safety concerns and achieve goals established in the Strategic Highway Safety Plan (SHSP). In this report, the HSP is closely referenced each year to determine our yearly status on accomplishing our highway safety goals.

This Annual Report:

- Documents the Commonwealth's progress in meeting its highway safety goals identified in the FFY 2016 Highway Safety Plan;
- Describes how the projects and activities funded during the fiscal year contributed to meeting the Commonwealth's identified highway safety goals;
- Defines our partners in the Commonwealth's Highway Safety Network; and
- Addresses the progress of programs and activities funded by the National Highway Traffic Safety Administration.

STRATEGIC PARTNERS

The Safety Advisory Committee (SAC) consists of representatives from PennDOT, Pennsylvania Department of Health, Pennsylvania State Police, Pennsylvania Liquor Control Board, National Highway Traffic Safety Administration, Federal Highway Administration, and representatives from local government and police departments. The Program Management Committee (PMC) is a PennDOT executive-level committee and approves the State's overall Highway Safety Program based on the goals and priorities established in the SHSP. The PMC has final approval on all budget changes.

The SAC members provide input on safety program areas and effective countermeasures to help achieve DHSTO's vision and mission. The SAC provides a broad perspective in the alignment of behavioral highway safety programs across all critical safety partners in Pennsylvania. They also approve funding levels for broader state and local safety programs that satisfy fund qualifying criteria and eligibility, legislative requirements, and contract coverage. Behavioral programs involve police traffic enforcement in combination with public education and information activities. Infrastructure safety programs deal with physical infrastructure improvements and are not addressed by the SAC. Infrastructure safety programs are identified by HSTOD and then federal Highway Safety Improvement Program funds are used to correct the identified issues.

To implement the highway safety plan the SAC divides state and Federal money among state-level and local grant funds.

State Safety Partners

Pennsylvania State Police

Pennsylvania State Police (PSP) has about 4,700 sworn members and has jurisdiction in all political subdivisions in the State. The PSP provides traffic enforcement on the Interstates, turnpike, and provides full-time police service for about one-half of Pennsylvania municipalities. Municipalities with full-time PSP coverage represent about 20 percent of the State population. The PSP is provided with highway safety funding to implement proven and cost-effective traffic safety enforcement strategies to address speeding and aggressive driving, distracted driving, driving under the influence (DUI), and occupant protection. All troops participate in national mobilizations and some assist local police in safety enforcement. The Pennsylvania State Police host 70 child safety seat fitting stations year-round. They participate in trainings (as instructors and as students) and seat check events during enforcement mobilizations.

Department of Education Institute for Law Enforcement Education

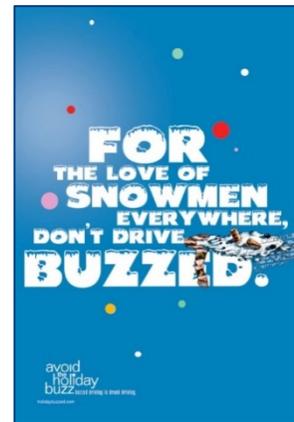
Providing and coordinating training for the police community is paramount in reaching the safety goals outlined in this Impaired Driving Plan. As a result, the police community must be trained in conducting targeted DUI enforcement to include NHTSA standardized field sobriety testing (SFST), chemical breath testing procedures, and trainings such as advanced roadside impaired driving enforcement (ARIDE) and as drug recognition experts (DRE) to detect motorists impaired by drugs. In order to participate in NHTSA grant-funded sobriety checkpoints, officers are trained in sobriety checkpoints and NHTSA SFST certified to act as a testing officer at a checkpoint. The State Highway Safety Office (SHSO) funded the Institute for Law Enforcement Education (ILEE) to perform these training needs for the police community. The Institute for Law Enforcement Education functions as a division of the Pennsylvania Department of Education and offers a broad range of training options with a focus on highway safety issues.

Pennsylvania Chapter of the American Academy of Pediatrics Traffic Injury Prevention Project

PennDOT secured a vendor to continue statewide child passenger safety project coordination. A 3-year contract was awarded to Pennsylvania Traffic Injury Prevent Project (TIPP) and was fully executed on October 1, 2014. A continuation of a long-standing educational effort in the Commonwealth, the selected vendor will, at a minimum, educate children, parents, school personnel, nurses, doctors, police, and the general public on the importance of occupant protection in vehicles, pedestrian safety, bicycle safety, school bus safety, and alcohol prevention for individuals aged birth to 21. Additional tasks include the development of highway safety materials for individuals, act as lead coordinator of the State's Child Passenger Safety Week activities, and make presentations to groups with a particular emphasis on working with pediatricians, hospitals, daycare centers, schools, and colleges to decrease the number of children injured or killed in traffic crashes.

Local Safety Partners

The Highway Safety Office has created 10 grant program areas to implement the Highway Safety Program at the local level. Eligible applicants for most grants are local governments, state-related universities and the Pennsylvania State System of Higher Education (PASSHE) universities, hospitals, and nonprofit organizations. The DUI court grant is awarded to county courts. Most of the grants require the grantee to take on responsibility for coordinating a statewide program and, in some cases, awarding sub-grants for implementation of that program. The Community Traffic Safety Project grant funds the 15 to 20 Community Traffic Safety Programs (CTSP) that work locally to implement a large part of the highway safety program. All of the grants are awarded competitively except for the Municipal Impaired Driving Enforcement and Police Traffic Services grants, which are awarded through formula based on the number of applicable crashes by municipality and the willingness and ability of a municipality to implement the program.



Community Traffic Safety Program

The Community Traffic Safety Program consists of projects that complement high-visibility enforcement efforts, address local safety problems beyond the effective reach of the State Highway Safety Office, and form a link between state and local government. General tasks include:

- Targeting programming towards local highway safety issues as identified by data review;
- Coordination of educational programs for various audiences;
- Utilization of materials/programs/projects that are appropriate and effective;
- Education of the public concerning Pennsylvania's motor vehicle laws;
- Establishment of partnerships with police departments and other traffic safety stakeholders to collaborate programming; and
- Planning of press and other earned media through collaboration with the PennDOT District Safety Press Officers to communicate standard messages to the public.

Local Police

About one-half of Pennsylvania municipalities are served by local police departments. These municipalities make up about 80 percent of the State population. Municipal police departments conduct enforcement to address occupant protection, speeding and aggressive driving, distracted driving, and DUI. They participate in high-visibility enforcement efforts, national mobilizations, and conduct local enforcement campaigns. The police departments coordinate with other safety partners and are a key part of the education and outreach programs, especially to schools.

County Courts

County courts participate in the DUI Court program, which is aimed at reducing DUI recidivism. The support of the courts during enforcement efforts is crucial in reinforcing the penalties for unsafe driver behavior.

HSTOD STAFF OVERVIEW

The Highway Safety and Traffic Operations Division (HSTOD) is committed to coordinating highway safety initiatives designed to impact our priority areas and programs that will help us reach our fatality reduction goals. Office staff members are committed to further developing partnerships with agencies statewide, including law enforcement, emergency medical services, health care professionals, businesses, educators, and private citizen organizations. It is through these vital statewide links that we believe much can be accomplished in promoting safe driving practices.

- **R. Scott Christie, P.E., Deputy Secretary for Highway Administration.** Governor’s Highway Safety Representative for Pennsylvania.
- **Richard N. Roman, P.E., Director of the Maintenance and Operations Bureau.** Manager responsible for overseeing all maintenance and traffic operations for the Department.
- **Glenn Rowe, P.E., Chief of the Highway Safety and Traffic Operations Division.** Coordinator for Pennsylvania’s Highway Safety Program.
- **Gavin E. Gray, P.E., Chief of the Highway Safety Section.** Oversees the activities of the Highway Safety Program (conducted by the Program Services Unit), Highway Safety Improvement Program, Crash Information Systems and Analysis Unit, and the Safety Engineering and Risk Management Unit.

The Program Services Unit, also referred to as the Pennsylvania Highway Safety Office, consists of 1 manager, 2 supervisors, and 4 specialists. In addition, the financial functions of the Highway Safety Program are handled by the Quality Assurance Specialist, who reports to Tom Glass, Transportation Planning Manager.

- **Tom Glass, Transportation Planning Manager (TPM).** Manages the Program Services Unit, including the planning, administration, fiscal control, and evaluation of the Commonwealth’s Highway Safety Program financed through NHTSA highway safety and other Federal and state funds. Other duties include submission of the Performance Plan, the Highway Safety Plan and Program Cost Summary required for the §402 funding, the Annual Report, and general direction of the highway safety program. This position supervises 2 TPSS and 1 TPS 1 personnel.
- **Troy Love, Transportation Planning Specialist Supervisor (TPSS).** Manages the Impaired Driving Program. Oversees the completion of §405(d) applications, collection of BAC results for FARS, implementation of impaired driving crackdowns and mobilizations, and other impaired driving programs and activities. Manages individual grants to conduct impaired driving enforcement, DUI court grants, the DUI Technical Services contract, the statewide Ignition Interlock Quality Assurance Program, the Institute of Law Enforcement Education Memorandum of Understanding (MOU) with the Pennsylvania Department of Education, and other projects. Assists with the Department’s grants management system, dotGrants,

and oversees any upgrades and enhancements as needed. This person supervises 2 Transportation Planning Specialists.

- **Christopher Swihura, Transportation Planning Specialist Supervisor (TPSS)** – Manages the Local Safety Programs, including grants administration, monitoring Community Traffic Safety Programs, Occupant Protection Program (including the annual observational seat belt survey), Child Passenger Safety Program, Pennsylvania State Police MOU, Child Seat Loaner Program, Public Information and Education contract activities, and enforcement programs. Coordinates the preparation of the Section 405b application and the Safety Advisory Committee. This position supervises two Transportation Planning Specialist-1 personnel.
- **Scott Kubisiak, Transportation Planning Specialist 1 (TPS 1)**. An Assistant Manager of the Program Services Unit. Coordinates and compiles statistical data for the Sobriety Checkpoint and Aggressive Driving Enforcement and Education Programs. Serves as Project Manager for the Ignition Interlock program, DUI courts, Enforcement and Judicial Outreach programs, and paid media activities. Manages all project activity for Highway Safety Regions 1 and 3.
- **Michael Dudrich, Transportation Planning Specialist 1 (TPS 1)**. Serves as the Quality Assurance Specialist for the highway safety program. Assists with fiscal administrative efforts in preparation of Federal voucher submissions to comptroller. Reviews and tracks grantee reimbursements for errors and noncompliant items, providing training to grantees as necessary. Conducts on-site project quality assurance audits in compliance with Federal requirements. Serves as the Bureau’s e-Grants Fiscal Manager. Assists in the management of the Commonwealth’s access to the Federal Grants Tracking System and with the day-to-day activities related to the administration of the \$18.0 million Highway Safety Grant Program. Manages all project activity for Highway Safety Region 2.
- **Emily Bremer, Transportation Planning Specialist Trainee (TPST)** – An Assistant Manager of the Program Services Unit. Oversees Mature Driver, Commercial Motor Vehicle safety programs, and all projects in Highway Safety Region 4.
- **Christine Timbrell, Transportation Planning Specialist Trainee (TPST)** – An Assistant Manager of the Program Services Unit. Oversees the Pennsylvania State Police MOU, the Pennsylvania Teen Driver Safety Program Grant, the Public Information & Education (PI&E) Grant, the Yellow Dot Program, and all projects in Highway Safety Region 6.
- **Benjamin Paulson, Transportation Planning Specialist Trainee (TPST)** – An Assistant Manager of the Program Services Unit. Oversees the Motorcycle Safety Project, the statewide Child Passenger Safety Program, and all projects in Highway Safety Region 5.

PERFORMANCE MEASURES

NHTSA Core Performance Measures

NHTSA established a new requirement in FFY 2010 for states receiving Federal traffic safety grant funds. States are now required to report on 15 performance measures that include a variety of highway safety focus areas, and specific NHTSA-funded enforcement statistics. Table 1.1 lists and describes the NHTSA identified performance measures. The results for each of these performance measures can be found in Table 2.1.

Pennsylvania also reports on 3 additional measures, including mature driver fatalities, commercial motor vehicle fatalities, and distracted driver fatalities.

Table 1.1 NHTSA Performance Measures

Measurement	Description/Objective
Traffic Fatalities	Reduce the number of traffic fatalities.
Number of Serious Injuries	Reduce the number of serious injuries related to motor vehicle crashes.
Fatalities per VMT	Reduce the number of fatalities per vehicle-mile traveled.
Unrestrained Passenger Vehicle Fatalities	Reduce the number of unrestrained passenger fatalities.
Fatalities in Crashes with a BAC of >0.08	Reduce the number of motor vehicle fatalities related to drivers with a Blood Alcohol Content of 0.08 or higher.
Speeding-Related Fatalities	Reduce the number of motor vehicle fatalities related to speeding.
Motorcycle Fatalities	Reduce the number of motor vehicle fatalities related to motorcycles.
Unhelmeted Motorcycle Fatalities	Reduce the number of motor vehicle fatalities related to unhelmeted motorcyclists.
Drivers age 20 or less in Fatal Crashes	Reduce the number of drivers aged 20 or less involved in motor vehicle crashes resulting in fatality.
Pedestrian Fatalities	Reduce the number of pedestrian fatalities related to motor vehicle crashes.
Bicycle Fatalities	Reduce the number of bicycle fatalities related to motor vehicle crashes.
Seat Belt Usage	Observe and collect, per 2008 methodology, seat belt observations to calculate the statewide seat belt usage rate.
Seat Belt Citations	Collect the amount of seat belt citations issued resulting from Federally funded local projects.
DUI Arrests	Collect the amount of DUI arrests issued resulting from Federally funded local projects.
Speeding Citations	Collect the amount of speeding citations issued resulting from Federally funded local projects.

2. Statewide Goals and Results

OVERALL TRENDS AND SHSP GOALS

Pennsylvania's long-range highway safety goal and priorities are set in the Strategic Highway Safety Plan. According to that plan, the goal is to reduce the 5-year average of total fatalities and total serious injuries by 50 percent between 2010 and 2030. The baseline 2006 to 2010 average was 1,413 fatalities. The annual goals set by the HSP represent the pace on which fatality reduction would have to remain to reach the long-term goal.

HSTO staff has been an active partner in the SHSP process since the development of the first plan in 2006 and are members of the SHSP Steering Committee. The SHSP was last updated in 2012 with HSTO actively participating in the process that involved adopting Toward Zero Deaths as a goal for the plan and the selection of seven vital safety focus areas (SFA). The behavioral goals, strategies, and action steps in Pennsylvania's SHSP reflect the activities and programs in the HSP.

The seven vital safety focus areas in the SHSP are as follows:

1. Reducing Impaired (DUI) Driving;
2. Increasing Seatbelt Usage;
3. Creating Infrastructure Improvements;
4. Reducing Aggressive Driving;
5. Reducing Distracted Driving;
6. Addressing Mature Driver Safety; and
7. Reducing Motorcycle Crashes.

In addition to these seven SFAs, nine additional focus areas were identified:

1. Teen Driver Safety;
2. Enhancing Safety on Local Roads;
3. Improving Pedestrian Safety;
4. Improving Traffic Records Data;
5. Commercial Motor Vehicle Safety;
6. Improving Emergency/Incident Response Time;
7. Improving Bicycle Safety;
8. Enhancing Safety in Work Zones; and
9. Reducing Vehicle-Train Crashes.

The SHSP was used in the development of the safety initiatives identified in the Performance Plan that defines how the Commonwealth will utilize Federal §402 highway safety funds and other NHTSA incentive and special funding sections. The SHSP document can be found at <http://www.penndot.gov/safety>.

Figure 2.1 Historic Fatalities and Goals

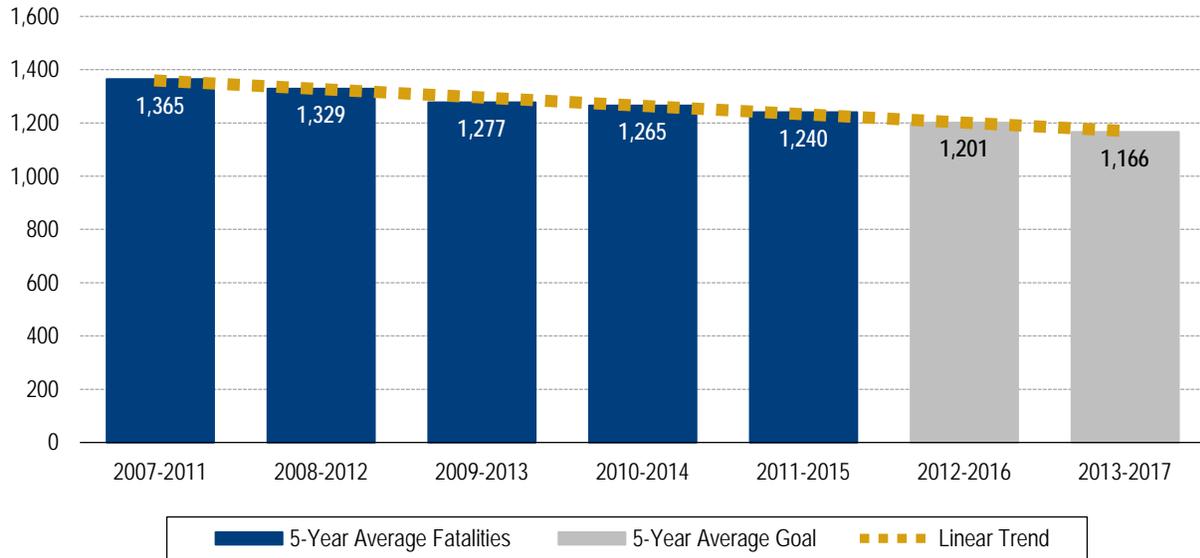


Figure 2.2 Historic Serious Injuries and Goals

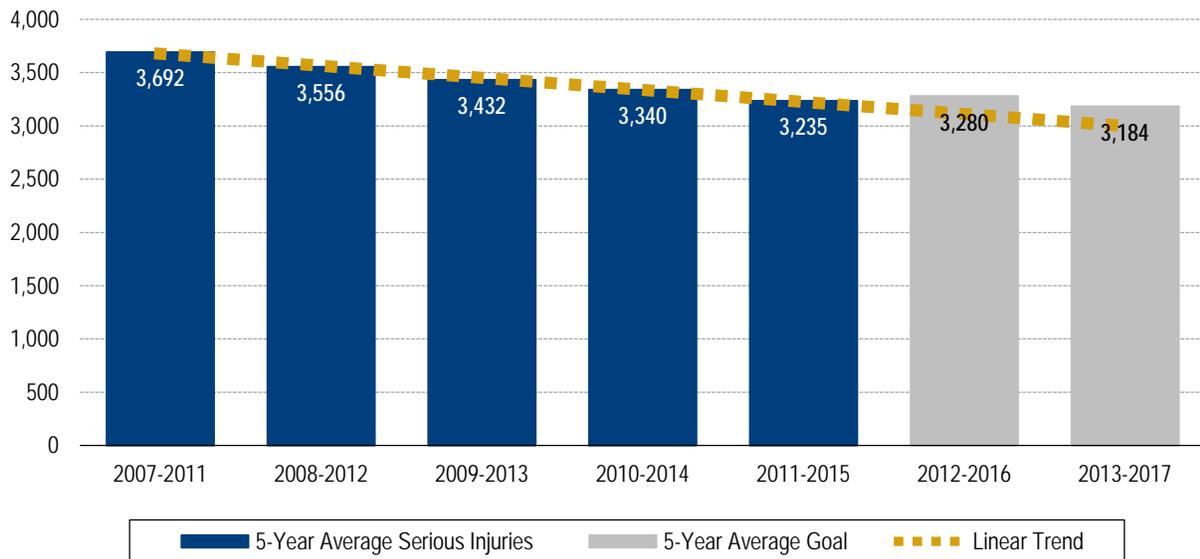
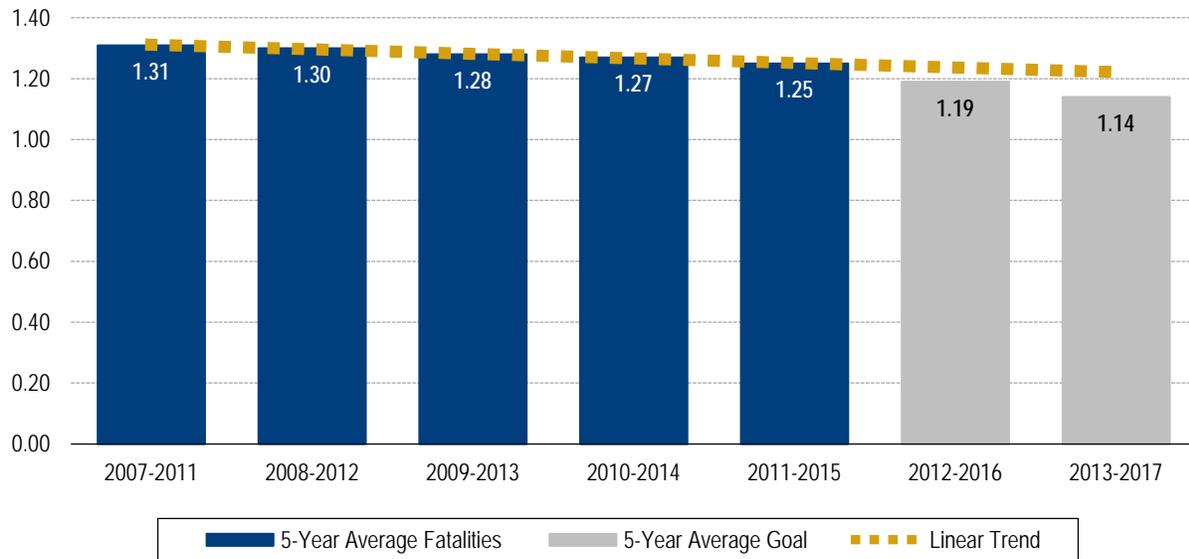


Figure 2.3 Historic Fatalities per 100 Million Vehicle Miles Traveled (MVMT) and Goals



ACCOMPLISHMENTS

Annual Traffic Safety Conference

The Pennsylvania Highway Safety Office coordinated the 2016 Traffic Safety Conference April 12-15, 2016 in Philadelphia, Pennsylvania. The conference gathered around 200 attendees across various disciplines, such as health, legal, law enforcement, media, and traffic safety education. PennDOT’s Highway Safety Plan goals are comprehensive, therefore a diverse collection of partners are needed to aid the success of the Department’s behavioral traffic safety initiatives.

The 2016 conference featured a variety of workshops designed to provide national and state program priorities, legislative and case law updates, newly proven countermeasures, Continuing Education Units (CEU), and various other sessions designed to improve efficiency and effectiveness of invested behavioral grant funding. Attendees were also provided networking opportunities to build and strengthen relationships, which reinforced the theme of collaboration and leveraging limited resources towards a shared goal of improving safety on Commonwealth’s roadways.

Ford Driving Skills for Life – Pittsburgh, PA

PennDOT partnered with the Governor’s Highway Safety Association and Ford Motor Company to bring the Ford Driving Skills for Life (Ford DSFL) program to Pittsburgh, PA on May 21-22, 2016. The basic

premise behind Ford DSFL is to provide a step in the learning process, providing new skills and information not currently shared with newly licensed drivers in the basic driver education courses. Training is conducted in both hands-on and web-based curriculum and the entire program is available at no cost. Training conducted under the Ford DSFL program addresses both the inexperience factor as well as issues surrounding distracted driving.

Despite rain during the event there was a full house for each session, with a total of 285 teens and 254 parents trained. Local media consisting of television and radio provided coverage of the event. Many stakeholders and community members contributed to the success of this event.

Pennsylvania Safety Symposium – Harrisburg, PA

Pennsylvania hosted a safety symposium on Wednesday, September 28th, 2016, in Harrisburg, PA, where panels of legislators, safety experts, researchers, and others shared their accomplishments and discussed some of the most pressing transportation safety matters in our state. Presentation topics fell under four categories: Legislative Awareness, Engineering, Technology, and Behavioral Safety. Approximately 170 individuals attended the symposium.

The symposium was a component of a multi-agency effort to revise the Pennsylvania Strategic Highway Safety Plan.

Behavioral Survey

NHTSA Core Performance Measures evaluation requires that funds to be used for an annual survey of public highway safety attitudes and behavior. The survey includes questions addressing the core measures to satisfy Federal requirements and incorporates questions related to highway safety concerns particular to Pennsylvania's state programs.

The survey included a core set of NHTSA identified questions and a few supplementary questions that were identified as specific highway safety concerns in the Commonwealth. The attitude and awareness survey covers a variety of highway safety topics such as impaired driving, seat belt use, speeding, motorcycles, and distracted driving. The survey results help PennDOT gain valuable information from drivers for use in prioritizing its highway safety efforts and will be evaluated further in the Annual Report.

The FFY 2016 survey was conducted by PennDOT in August 2016. To administer the survey, PennDOT developed a web-based survey tool and utilized PennDOT's web site as the host for respondent traffic. The survey was distributed through the use of various mediums, including email and social media.

In an attempt to ensure the data received was the target audience, Pennsylvania drivers, questions inquiring whether the respondent was a "licensed driver" and their County were included in the survey.

Summary Evaluation

In all, 6,619 individual responses were received from the public. This number of responses indicates that the results provide an overall picture of Pennsylvania drivers' perception of highway safety measures relative to speeding or aggressive driving, impaired driving, distracted driving, and occupant protection (seat belt use) with less than a two percent margin of error.

The counties reporting the most responses were Allegheny, Bucks, Montgomery, and York with the total number of responses received from these counties ranging from 323 to 683. Nearly 28 percent of the total responses received statewide came from residents located in these four counties.

Fewer than 12 survey responses were received from each of the following counties: Cameron, Elk, Forest, Fulton, Juniata, Snyder, Sullivan, Warren, and Union. Of these counties, Forest returned zero survey responses.

Nearly 60 percent of survey respondents noted they would support a law making it a primary offense for not wearing a seat belt in the front seat of a vehicle.

Fifty-three percent of survey respondents would support granting local police departments the ability to use radar for speed enforcement, and 57 percent would support a law permitting camera-based automated speed enforcement in roadway work zones.

The majority of motorcycle operators (nearly 64 percent) are opposed to a mandatory helmet law for all motorcycle riders.

Select individual respondent comments are presented in the final section of this report. Comments are shown exactly as given by the respondents, whenever possible. Minor edits were made when necessary to provide clarity to the issue the respondent comments were intended to address. A number of recurring themes were noted in these comments, and several methods were suggested by which the respondents indicated these services could be expanded or improved to meet the needs of Pennsylvania drivers, cyclists, and pedestrians.

Additional survey data, including the response results for each of the survey questions, can be accessed in Appendix 1 of this report.

Key Results

Overall, the survey responses suggest a high level of public awareness relative to driver safety. Respondents indicated that:

- 84 percent always use seat belts
- 84 percent* never drive within two hours after drinking alcoholic beverages
- 70 percent* rarely or never exceed the speed limit by more than 10 miles per hour
- 90 percent rarely or never drive while talking on a hand-held cell phone
- 94 percent indicated that they rarely or never text or check email while driving
- For those instances when a driver must talk on a cell phone while driving, 37 percent indicated they always use a hands-free device, while nearly 30 percent indicated they never use a hands-free device

*Indicates the combined total of motorists and motorcycle operators

FFY 2016 Performance Goals

Table 2.1 provides the results of Pennsylvania’s progress in meeting the State’s core performance measures identified in the FFY 2016 HSP. Please note, 2016 data were unavailable at the time of publication.

Table 2.1 Progress in Meeting NHTSA Core Performance Measures Identified in FFY 2016 HSP

Program Area	SHSP Performance Goal (2011-2015)	Status	Comments
Traffic Fatalities	1,237	Goal Not Met: The average number of fatalities from 2011 to 2015 was 1,240 per year.	In 2015 Pennsylvania saw the second-lowest number of traffic fatalities on record—1,200.
Serious Injuries	3,377	Goal Met: The average number of serious injuries from 2011 to 2015 was 3,235 per year.	The 5-year average has decreased every year since 1989.
Fatalities per 100,000 MVT	1.25	Goal Met: The average annual fatality rate from 2011 to 2015 was 1.25.	The 1.20 fatalities per 100 MVT rate of 2015 equaled the lowest rate over the past 5 years.
Unrestrained Passenger Vehicle Occupant Fatalities	465	Goal Met: The average number of unrestrained occupant fatalities from 2011 to 2015 was 447 per year.	The 5-year average has decreased annually since 2006.
Fatalities Involving Driver or Motorcycle Operator with ≥ 0.08 BAC	355	Goal Not Met: The average number of alcohol-impaired fatalities from 2011 to 2015 was 364 per year.	There were 34 fewer ≥ 0.08 BAC fatalities in 2015 than 2014. This resulted in a 9.9 percent reduction.
Speeding-Related Fatalities	589	Goal Met: The average number of speeding-related fatalities from 2011 to 2015 was 566 per year.	The 5-year average has decreased annually since 2008.
Motorcycle Fatalities	189	Goal Not Met: The average number of motorcyclist fatalities from 2011 to 2015 was 191 per year.	There were 6 less motorcycle fatalities in 2015 than 2014.
Unhelmeted Motorcycle Fatalities	97	Goal Met: The average number of un-helmeted motorcyclist fatalities from 2011 to 2015 was 95 per year.	There were 15 fewer un-helmeted motorcyclist fatalities in 2015 than 2014. This resulted in a 15 percent reduction.
Drivers Age 20 or Younger Involved in Fatal Crashes	224	Goal Met: The average number of teen driver fatalities from 2011 to 2015 was 161 per year.	The 5-year average young driver fatalities has decreased annually since the Graduated Driver Licensing Law took effect in 1999.
Pedestrian Fatalities	132	Goal Not Met: The average number of pedestrian fatalities from 2011 to 2015 was 157 per year.	There were 8 fewer pedestrian fatalities in 2015 than 2014.
Bicycle Fatalities	14	Goal Not Met: The average number of bicyclist fatalities from 2011 to 2015 was 15 per year.	There were 3 less bicyclist fatalities in 2015 than 2014; this recent decrease leveled the trend.
Seat Belt Usage	84.5%	Goal Not Met: The rate of seat belt use for 2015 was 83 percent.	The five year average for unrestrained fatalities has decreased annually since 2006. Survey sites will be reselected in 2017.

Areas Tracked But No Targets Set			
Program Area	2014 Data	2015 Data	2016 Data
Speeding Citations	140,467	156,773	178,461
Seat Belt Citations	17,473	15,655	21,674
DUI Arrests	8,685	9,663	11,305

Source: Pennsylvania State Crash Record System Data.

FFY 2016 Evidence-Based Enforcement Program

Evidence-based traffic safety enforcement program activities have greatly contributed to recent successes in improving safety on Pennsylvania roadways. Adhering to the guiding principles of this strategy have improved efficiency, increased funds liquidation, and strengthened collaboration among participating police departments.

Data analysis supported both the identification of targeted roadways and law enforcement agencies with associated jurisdictional coverage. Funding allocations were based on a jurisdiction’s proportion of the overall contribution or piece of the problem within each safety focus area. For example, the City of Pittsburgh accounted for almost four percent of all impaired driving crashes resulting in an injury or fatality report by local police departments. Therefore, approximately four percent of the available impaired driving enforcement funding was allocated to the City of Pittsburgh. Final award amounts were determined by considering past performance, the ability of the departments to participate, and internal contributions to serve as matching efforts.

Participating departments were provided crash data information to clearly identify and target roadways and jurisdictions where crashes were occurring. Thresholds were established to provide the level where roadways will be identified. In addition to the data provided by PennDOT, departments utilized local data and information to further refine roadway selection and shift planning. Often departments in neighboring jurisdictions participated in planning meetings prior to mobilizations to collaborate and leverage resources.

PennDOT monitored the application of evidence-based enforcement practices through participation in bimonthly planning meetings coordinated in the six Highway Safety Regions within Pennsylvania. At these meetings, team members follow up on completed mobilizations and use the results to adjust the coordination of the next effort. Pennsylvania State Police performance during scheduled mobilizations is monitored jointly with the Bureau of Patrol. Quarterly and interim enforcement reports are reviewed along with feedback from Troopers to determine corrective actions.

Interim and annual evaluation of enforcement performance and crash data helps PennDOT best utilize available resources and continuously modify planning efforts.

The following FFY 2016 Programs supported evidence-based enforcement practices:

1. PT-2016-01-00-00 PA State Police Tasks 3 & 5
2. PT-2016-02-00-00 Municipal Aggressive Driving Enforcement & Education
3. PT-2016-04-00-00 Police Traffics Services

4. M2HVE-2016-01-00-00 PA State Police Task 4
5. M2HVE-2016-02-00-00 Municipal Occupant Protection Enforcement & Education
6. M2HVE-2016-03-00-00 Police Traffic Services
7. M5HVE-2016-01-00-00 PA State Police Task 1
8. M5HVE-2016-02-00-00 Municipal DUI Enforcement

Projects awarded under these program areas were provided \$12,067,883.24 in total grant funding. This represented roughly 54% of the total federal commitments during FFY 2016. Of these commitments there were \$10,815,191.60 in expenditures during the reporting period, a 90% percent liquidation rate.

Maintaining a high liquidation rate is a direct result of implementing evidence-based enforcement practices across Pennsylvania. State and local police departments adhere to structured and organized campaign planning to maximize efficiency and leverage resources, thereby ensuring committed funds unspent during campaigns conducted early in the fiscal year are reallocated to subsequent efforts. PennDOT coordinates many high-visibility enforcement campaigns during the year, allowing participating departments multiple opportunities to conduct enforcement operations.

As noted in the below schedule for FFY 2016, Pennsylvania receives a strong commitment from state and local police towards sustained traffic safety enforcement.

FFY 2016 Pennsylvania Sustained High-Visibility Enforcement Campaign Schedule

Major Campaigns	Date(s)	Estimated Police Participation		Comments
		Local (Depts)	State	
CIOT Teen Mobilization	10/19-10/25	75	No	In coordination with National Teen Driver Safety Week. Earned Media Theme: Teen Driver Laws
Halloween Impaired Driving Campaign	10/23-10/31	153	Yes	In coordination with National Colligate Alcohol Awareness Week. Earned Media Theme: Underage Drinking
Aggressive Driving Wave	10/26-11/22	225	Yes	Earned Media Theme: Left Lane Law/Speeding/Tailgating
Fall CIOT Mobilization	11/23-11/30	266	Yes	Earned Media Theme: Operation Safe Holiday
Impaired Driving Campaign - Holiday Season	11/28-12/31	243	Yes	Earned Media Theme: Operation Safe Holiday/Drugged Driving
Super Bowl Impaired Driving	2/1-2/7	132	Yes	Earned Media Theme: Responsible Party Hosting
Impaired Driving Campaign - St. Patrick's Day	3/11-3/19	249	Yes	Earned Media Theme: Impaired Driving Myths
Aggressive Driving Wave	3/21-5/1	230	Yes	In coordination with Distracted Driving Awareness Month and National Work zone Awareness Week. Earned Media Theme: Distracted Driving and Work Zone Awareness
CIOT - Spring	5/16-6/5	336	Yes	Earned Media Theme: Border to Border Enforcement
Impaired Driving Campaign - July 4th	6/24-7/4	288	Yes	Earned Media Theme: Boating Under the Influence
Aggressive Driving Wave	7/6-8/28	230	Yes	In coordination with National Stop on Red Week. Earned Media Theme: Red Light Running, Stop Signs, and Speeding
Impaired Driving Campaign - National Crackdown	8/17 - 9/5	423	Yes	Earned Media Theme: Drugged Driving
CIOT - Child Passenger Safety Campaign	9/18-9/30	62	Yes	In coordination with Child Passenger Safety Week and Seat Check Saturday. Earned Media Theme: Proper Child Seat Usage

Other Campaigns				
Impaired Driving-Fat Tuesday	2/9	0	No	Projects and Police Departments are encouraged to participate if their local community has a celebration
Impaired Driving-Cinco de Mayo	5/5	20	No	Projects and Police Departments are encouraged to participate if their local community has a celebration

As shown in Table 2.1, speeding citations, seat belt citations, and DUI arrests have increased annually over the past few years in almost every category. These increases, although not tracked formally for performance measurement, can be attributed to efforts to continually improve evidence-based enforcement programs in Pennsylvania. The costs to conduct enforcement have increased over time due to inflation while the available federal funds for programs have remained relatively constant. The gains in productivity despite a growing gap in investment value further reinforces the effectiveness of this planning practice.

In addition to seeing results through high liquidation rates, sustained participation throughout the year, and increased productivity the historically low traffic fatality levels seen over the past few years are a testament to the success of traffic safety enforcement programs in Pennsylvania.

Project Contributions to Meeting Established Targets

In Pennsylvania, fatalities as a result of traffic crashes have reached historic lows. Table 2.1 provides an assessment of our progress in achieving identified performance targets. With the exception of Seat Belt Usage, every area where the goal was not met saw an annual decrease in fatalities from 2014 to 2015. These recent annual reductions will impact the five-year average trends over time, providing a greater opportunity to meet and exceed future targets.

The successes of Pennsylvania's traffic safety program are a result of multiple factors. In addition to incorporating evidence-based enforcement principles into our programs, factors such as enhanced communications planning, increased training opportunities, adoption of new best practices and initiatives, and improvements in fund liquidation (resulting in decreases in annual fund carry-forward amounts) all contributed to reductions in traffic fatalities occurring in Pennsylvania.

Where applicable, comments are included in the respective program area sections noting reasons projects were not implemented or did not achieve results projected in the FFY 2016 HSP metrics. Notable achievements over time which can be associated with recent traffic fatality reductions trends are also identified. The data is not available to properly assess the impact of newer countermeasures funded during FFY 2016. Assessment of these countermeasures will be limited to avoid speculation.

3. Pennsylvania Highway Safety Program

IMPAIRED DRIVING

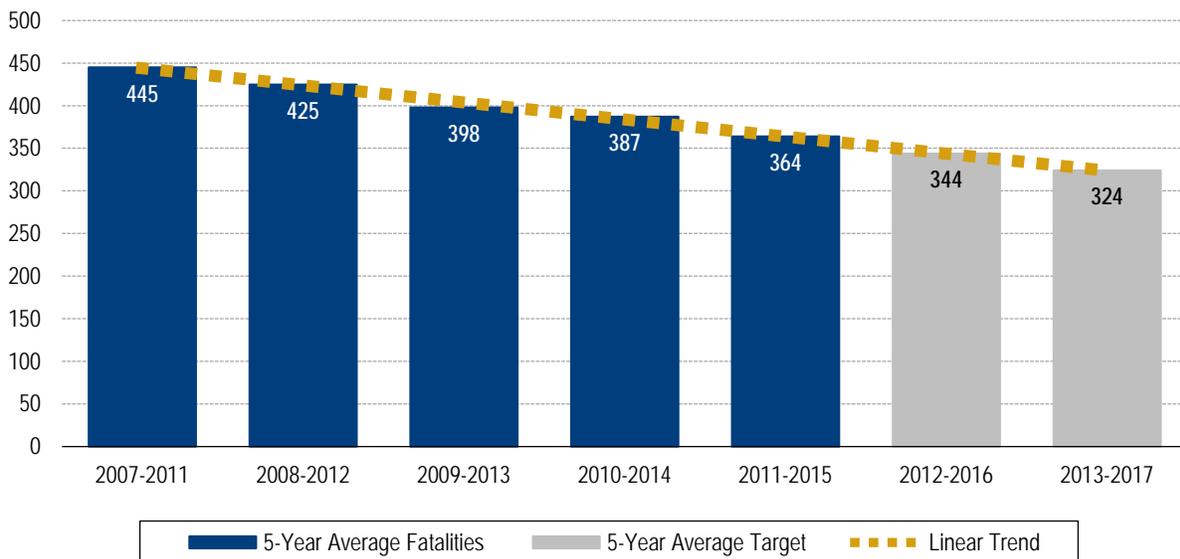
Reducing the number of impaired driving-related crashes, fatalities, and injuries occurring on the highways of the Commonwealth is a top safety focus area for Pennsylvania.

Core Performance Goals

- **SHSP Goal:** Decrease the 5-year average number of alcohol-related fatalities to 355 for the period of 2011-2015.
- **GOAL NOT MET:** The average number of alcohol-related fatalities from 2011 to 2015 was 364 per year.



Figure 3.1 Fatalities Involving Driver or Motorcycle Operator with ≥ 0.08 BAC
Historical 5-Year Averages and Goals



Annual Targets

Table 3.1 5-Year Average Annual Targets
Impaired Driving

	Alcohol-Impaired Crashes	Alcohol-Impaired Serious Injuries	Alcohol-Impaired Fatalities	Drugged Driver Crashes
2016 Target	4,676	349	268	2,976
2015 Target	4,825	369	291	3,052
2015 Actual	4,783	373	364	3,330

Countermeasures (Programs and Projects) and Results

The highway safety office and safety partners in Pennsylvania utilized a combination of proven countermeasures, including high-visibility enforcement, paid and earned media, effective court programs, and law enforcement training to reduce impaired driving. The following projects were funded in FFY 2016.

High-Visibility Enforcement of Impaired Driving

PennDOT distributed more than \$4.7 million dollars in Federal grant funds to both state and local police to conduct high-visibility impaired driving enforcement during FFY 2016. Pennsylvania’s data-driven High-Visibility Enforcement (HVE) program conducted enforcement in targeted geographic areas identified by crash data to maximize the effectiveness of limited grant funding. Coordination for the high-visibility enforcement was accomplished via our 6 Highway Safety Regions and their planning meetings held bimonthly throughout the year. At these meetings, team members reported on completed mobilizations and used the results to adjust the planning and coordination of the next effort. The data used in planning enforcement included examination of roadway corridors for high DUI crash, injury, and fatality locations, and crashes by time of day, type of vehicle, and age/sex of drivers.



The data used in planning enforcement included examination of roadway corridors for high DUI crash, injury, and fatality locations, and crashes by time of day, type of vehicle, and age/sex of drivers.

Pennsylvania State Police (M5HVE-2016-01-15-00 Federal; M5HVE-2016-01-16-00 Federal)

The Pennsylvania State Police (PSP) have implemented the Impaired Driving Enforcement and Initiatives Program to focus its efforts in the area of enforcement and training to provide high visibility, increased enforcement with emphasis on the times and locations that have a high incidence of impaired driving crashes and arrests. Utilizing grant funding from PennDOT, the PSP were able to conduct over 1,400 sobriety checkpoints and roving DUI patrols during FFY 2016. This enforcement contacted over 36,000

motorists resulting in more than 1,400 arrests for impaired driving. Part of the PSP impaired driving enforcement is Operation Nighthawk, which brings troopers together prior to a night of enforcement and includes a motivational speaker with a DUI message and a highly visible dispatch of the troopers setting off for enforcement. This is always covered by the media and raises the public perception of impaired driving enforcement. In addition to the high-visibility enforcement conducted by this program, PSP Cadets continued to receive standardized field sobriety testing certification during their academy training.

Both crashes and arrests for impaired driving due to drugs other than alcohol continue to be a growing factor in the overall DUI focus area for Pennsylvania. Increases in DUI-D crashes and arrests are most likely due to the large effort towards training law enforcement in DUI-D detection and identification. This training comes in the form of the Advanced Roadside Impaired Driving Enforcement (ARIDE) course and Drug Recognition Expert (DRE) program. The ARIDE training provides law enforcement the bridge between standardized field sobriety testing and when to call on the services of a DRE-certified officer when dealing with a driver under the influence of a drug other than alcohol. During FFY 2016, 22 ARIDE courses were conducted in conjunction with the PA DUI Association, training hundreds of law enforcement officers. Pennsylvania now has thousands of officers trained in ARIDE. The DRE program continued into its 12th year of operation and certified 9 new officers as DRE experts in FFY 2016, which brings the total number of DRE experts in Pennsylvania to just over 160. During FFY 2016, DRE officers conducted nearly 1,900 evaluations, which resulted in opinions within the 7 drug categories, non-impaired, alcohol rule-outs, medical rule-outs, and poly drug-impaired drivers.

Metric: Conduct 200 sobriety checkpoints, 1,500 roving DUI patrols.

Result: METRIC NOT MET: Conducted 148 sobriety checkpoints and 1,274 roving DUI patrols.

Metric: Certify 20 officers as Drug Recognition Experts and conduct 20 ARIDE courses.

Result: METRIC PARTIALLY MET: Certified 9 officers as Drug Recognition Experts and conducted 22 ARIDE courses. Demand for this training was lower than anticipated.

Municipal DUI Enforcement Programs (M5HVE-2016-02-15-00 Federal; M5HVE-2016-02-16-00 Federal)

PennDOT offered 48 DUI enforcement grants and two police traffic services grants, which involved approximately 700 municipal police departments during FFY 2016. Participating departments conducted DUI enforcement operations, including sobriety checkpoints, roving patrols, phantom checkpoints, and Cops in Shops operations. Enforcement was coordinated throughout the year to correspond with both national and local mobilizations. Crash, injury, and arrest data provided to the departments assisted them in identifying high-risk areas to target impaired driving enforcement. The departments also used local arrest records and crash data. At a minimum, enforcement agencies receiving grant funding were required to participate in the National Crackdown surrounding the Labor Day holiday but also include other DUI mobilizations highlighted on the NHTSA Communications Calendar. DUI law enforcement liaisons ensured participating police departments had access to the NHTSA Law Enforcement Action Kit through a password protected web site. Grant funding under this program was also utilized on a sustained basis

throughout the year to maintain the high-visibility enforcement model. This impaired driving enforcement resulted in well over 144,000 motorists contacted and more than 1,800 arrests for impaired driving.

Metric: Conduct 300 sobriety checkpoints.

Result: METRIC NOT MET: Conducted 267 sobriety checkpoints.

Metric: Conduct 1,000 roving DUI patrols.

Result: METRIC NOT MET: Conducted 883 roving DUI patrols.

Metric: Conduct 50 Cops in Shops operations.

Result: METRIC MET: Conducted 58 Cops in Shops operations.

Paid Media (M5HVE-2016-01-15-00 State; M5HVE-2016-01-16-00 State) and Earned Media

The PennDOT Central Press Office used state funds during FFY 2016 to buy media in support of the high-visibility enforcement programs targeting impaired driving. Roughly \$136,000 was spent on the Independence Day campaign and \$200,000 was spent on the Labor Day campaign. The buys both used on-line, social media and radio advertising while promoting NHTSA and Governor's Office approved messaging. Adults aged 18 to 54 were the target demographic. The campaign had a heavier focus in the 15 counties with the highest number of DUI crashes/fatalities. The campaigns combined to make over 50 million impressions.

Metric: Conduct two paid media campaigns to support high-visibility DUI enforcement.

Result: METRIC MET: Conducted two paid media purchases in support of high-visibility DUI enforcement.

Institute for Law Enforcement Education (M5TR-2016-01-15-00/PT-2016-03-15-00 Federal; M5TR-2016-01-16-00/PT-2016-03-16-00 Federal)

A contributing factor to the success of the Pennsylvania high-visibility enforcement program is the level of training support provided to law enforcement. Pennsylvania simply could not achieve its highway safety goals without enforcement conducted by highly trained law enforcement in the areas of standardized field sobriety testing, sobriety checkpoints, evidentiary breath testing, and other pertinent focus areas. The training allowed the officers to better implement enforcement strategies aimed at reducing impaired driving. PennDOT funded the training through an MOU with the Institute of Law Enforcement Education at the Department of Education.

Metric: Hold 30 breath test-related trainings.

Result: METRIC MET: Conducted 33 breath test-related trainings.

Metric: Perform 20 sobriety checkpoint-related trainings.

Result: METRIC MET: Conducted 26 sobriety checkpoint-related trainings.

Metric: Perform 30 SFST-related trainings.

Result: METRIC NOT MET: Conducted 25 SFST-related trainings. Demand for this training was lower than anticipated.

Metric: Train 4,000 law enforcement officers in highway safety-related disciplines.

Result: METRIC MET: Trained over 4,569 law enforcement officers.

DUI Courts (M5CS-2016-01-15-00 Federal; M5CS-2016-01-16-00 Federal)

During 2015 in Pennsylvania, there were more than 15,000 individuals who were convicted of a second or subsequent DUI offense. Convictions for a second or subsequent DUI offense accounted for approximately 60 percent of all DUI convictions in 2015. Subsequently, PennDOT provides counties with grants for funding DUI Courts to address recidivism amongst convicted DUI offenders. The DUI Court model is similar to the proven Drug Court model and much of the same infrastructure is used between them. The repeat offender goes through a series of parole and treatment phases until the judge decides proper progress has been made and a change in behavior has occurred. DUI Court grants from PennDOT are renewed for 3 years and are intended as start-up funds. During FFY 2016, only two counties applied for DUI Courts grant funding from PennDOT and approximately 30 repeat offenders were participants in the 2 courts. Studies and evaluations have shown that DUI courts are successful and lead to a significant reduction in DUI recidivism. DUI court programs in Pennsylvania have shared very low DUI recidivism rates amongst the graduates consistent with national studies.

Metric: Fund three DUI Courts.

Result: METRIC NOT MET: Funded two DUI Courts. Only two of three projected applicants submitted applications for funding.

Pennsylvania DUI Association Technical Services Program (M5TR-2016-01-15-00 State; M5TR-2016-01-16-00 State)

In accordance with 75 Pa.C.S. §1549(b) and 6103, and 67 Pa. Code §94, PennDOT is tasked with training and certification of Alcohol Highway Safety School Instructors and Court Reporting Network Evaluators. These programs are organized at the county level in Pennsylvania and each program has a county DUI coordinator. Every DUI offender convicted or offered an Accelerated Rehabilitative Disposition (ARD) in lieu of a conviction is required to be evaluated for a substance abuse problem and to attend a 12.5-hour alcohol highway safety class. PennDOT contracts with the Pennsylvania DUI Association who delivers these tasks. Other activities under this contract include trainings and workshops in an effort to keep the coordinators, instructors, and evaluators abreast of the latest trends and techniques in processing DUI offenders. State funds were utilized to deliver these tasks.

Metric: (Re) Certify 150 AHSS Instructors.

Result: METRIC MET: (Re) Certified 207 AHSS Instructors.

Metric: (Re) Certify 225 CRN Evaluators.

Result: METRIC MET: (Re) Certified 230 CRN Evaluators.

*DUI Law Enforcement Liaisons (M5TR-2016-04-15-00 Federal;
M5TR-2016-04-16-00 Federal)*

Three Law Enforcement Liaisons (LEL) dedicated to impaired driving support were also funded under a grant with the Pennsylvania DUI Association. These positions are funded under the NHTSA grant program using §405(d) funding. During FFY 2016, the LELs served as a technical resource for the 48 DUI enforcement grantees statewide. Nearly 700 municipal police departments and the state police receive funding under the grant program and the LELs serve as a technical resource for each one of these agencies. Their tasks included providing technical assistance to the impaired driving task forces, relaying proper case law regarding various aspects of impaired driving, providing training, and acting as an extension of PennDOT for our law enforcement partners.

*Ignition Interlock Quality Assurance (M5II-2016-01-15-00 State;
M5II-2016-01-16-00 State)*

Under a separate contract, the Pennsylvania DUI Association provided quality assurance and technical assistance to PennDOT on interlock issues. The current Pennsylvania Ignition Interlock Law requires an individual convicted of a second or subsequent DUI offense to have a device installed on each motor vehicle they own for 1 year before they are eligible to apply for an unrestricted driver's license again. Interlock devices prohibit a vehicle from being operated by a drinking driver and helps ensure that convicted offenders are not able to drive before getting their drinking abuse problem under control. However, Governor Wolf signed Senate Bill 290 into law as Act 33 of 2016 which allows for ignition interlock for first-time convicted DUI offenders. This portion of the new law does not go into effect until August 2017. Currently, there are over 6,000 Pennsylvania residents with an Ignition Interlock license. In FFY 2016, well over 53,000 vehicle ignition starts were prevented by ignition interlock devices statewide. The contractor conducted site visits to ignition interlock installation service centers, which are audited for compliance with the state ignition interlock specifications that set precedence for device specifications and installation procedures.

Metric: Perform 250 monitoring site visits of certified ignition interlock service centers.

Result: **METRIC MET:** Performed 276 site visits.

*Traffic Safety Resource Prosecutor (TSRP) (M5TR-2016-02-15-00 Federal;
M5TR-2016-02-16-00 Federal)*

Proper prosecution and adjudication of DUI arrests supports and strengthens the effectiveness of high-visibility enforcement efforts. The TSRP provided training ranging from case law to case presentation. In addition, the TSRP served as a legal expert on DUI matters for law enforcement officers and prosecutors statewide and provided on-demand resource for legal issues in DUI cases. Throughout the growth of the TSRP program in Pennsylvania, the most beneficial byproduct to both law enforcement and prosecutors has been the technical assistance provided by the TSRP. This technical assistance ranges from questions on proper charges for prescription drug-impaired driving arrests to aiding in impaired driving case reviews with county prosecutors. More than 500 instances of technical assistance were provided by the TSRP during FFY 2016. The TSRP also provided timely opinions on changes in case law stemming from recent DUI court cases. Another extremely beneficial portion of the TSRP program is the training, particularly "Cops in

Court.” This training places police and prosecutors in the same classroom to discuss courtroom practices, evidence, and rules of criminal procedure. Expanding on this topic is the mock trial training conducted by the TSRP, which uses a simulated impaired driving case and follows each step from arrest to prosecution.

Metric: Fund 1 full-time Traffic Safety Resource Prosecutor.

Result: **METRIC MET:** Funded 1 full-time TSRP.

Judicial Outreach Liaison (JOL) (M5TR-2016-03-15-00 Federal; M5TR-2016-03-16-00 Federal)

Since implementing a state-sanctioned Judicial Outreach Liaison with funding from NHTSA Headquarters several years ago, the JOL program has substantially evolved. While serving as a liaison between the judiciary and the rest of the highway safety community. Activities conducted by the JOL included hours dedicated to the CRN revision project, the DDAP county assessment project, DUI court promotion and support, and participation in meetings amongst the highway safety office, stakeholder groups. In addition, the JOL also presented material to stakeholder groups. These groups included, the statewide DUI task force, the DUI oversight committee, state legislative commissions and task forces, as well as national groups such as the National Center for DWI Courts. The JOL has also dedicated hours towards the DUI intervention project where his experience and expertise has been used to examine each county’s DUI program and how DUI offenders are assessed for treatment purposes.

Metric: Fund 1 Judicial Outreach Liaison.

Result: **METRIC MET:** Funded 1 JOL position.

DDAP/PennDOT DUI Intervention Project (AL-2016-01-15-00 Federal; AL-2016-01-16-00 Federal)

Pennsylvania statute requires individuals who are convicted or plead guilty for an impaired driving offense must undergo a full drug and alcohol assessment prior to sentencing if any of the following apply; the individual has a prior DUI offense, or if indicated by the pre-screening evaluation, or if the BAC at time of arrest was 0.16 or greater. This allows for individuals with an alcohol and/or drug dependence to be properly assessed and gives the judge an opportunity to included treatment as a component of the DUI sentence. There has been variance amongst the counties in Pennsylvania in how this statute has been applied to DUI offenders and has had a potentially negative impact on recidivism.

This project is the first time a statewide study of DUI criminal justice and treatments systems at the county level has been conducted. The objective has been to ensure that quality assessments and treatments services with clinical integrity are being required and provided to DUI offenders. By the end of FFY 2016, more than 50 of Pennsylvania’s 67 counties have been assessed through site-visits. Approximately half of those counties were in near full compliance with the statute, while the remaining counties where found to be in need of changes in procedures to become fully compliant. By the close of FFY 2016, more than half of those non-compliant counties brought themselves into compliance through the guidance of this project. A byproduct of this project has been the formation of a “DUI Treatment Compliance Oversight Committee”

including membership from PennDOT, DDAP, AOPC, the JOL, the TSRP, PA Sentencing Commission, PA Probation and Parole, and a few other stakeholders.

Metric: Evaluate 25 County Court DUI Programs.

Result: **METRIC MET:** 55 County Court DUI Programs.

Summary

The fairly strong DUI laws in Pennsylvania coupled with a high-visibility enforcement program have been the greatest contributing factors in staying ahead of our fatality reduction goals in the reducing impaired (DUI) driving safety focus area. Other programs adding to the reduction are specialized police training, highway safety liaison projects (law enforcement, prosecution, and adjudication), DUI court support, advances in DUI-D training, as well as other educational and comprehensive outreach projects. Even as we see overall fatality numbers continue to decline, 1 out of every 3 highway deaths are due to impaired driving. If we are to achieve our overarching fatality reduction goals, Pennsylvania must continue a high-visibility enforcement program to reduce impaired (DUI) driving.

Metrics not met related to the number of projected sobriety checkpoints and roving patrols conducted by state and local police can be attributed to less available funding for the enforcement projects. Initial projections for these metrics were established prior to final project negotiations. With roughly 90% of the committed enforcement funds liquidated during FFY 2016 and an increase in DUI arrests from 2015 to 2016 it can be reasonably argued the projects were successful towards influencing the recent reductions in crash data.

OCCUPANT PROTECTION

Proper and consistent use of seat belts and child safety seats is known to be the single most effective protection against death and a mitigating factor in the severity of traffic crashes.

Core Performance Goals

- **SHSP Goal:** Increase seat belt usage from 84 percent in 2014 to 84.5 percent in 2015.
- **GOAL NOT MET:** The 2015 seat belt usage rate was 82.7 percent.
- **SHSP Goal:** Decrease the 5-year average number of unrestrained passenger vehicle occupant fatalities to 465 for the period of 2011-2015.
- **GOAL MET:** The average number of unrestrained passenger vehicle occupant fatalities from 2011 to 2015 was 447 per year.

Figure 3.2 **Seat Belt Usage**
Historical Annual Trend and Goals

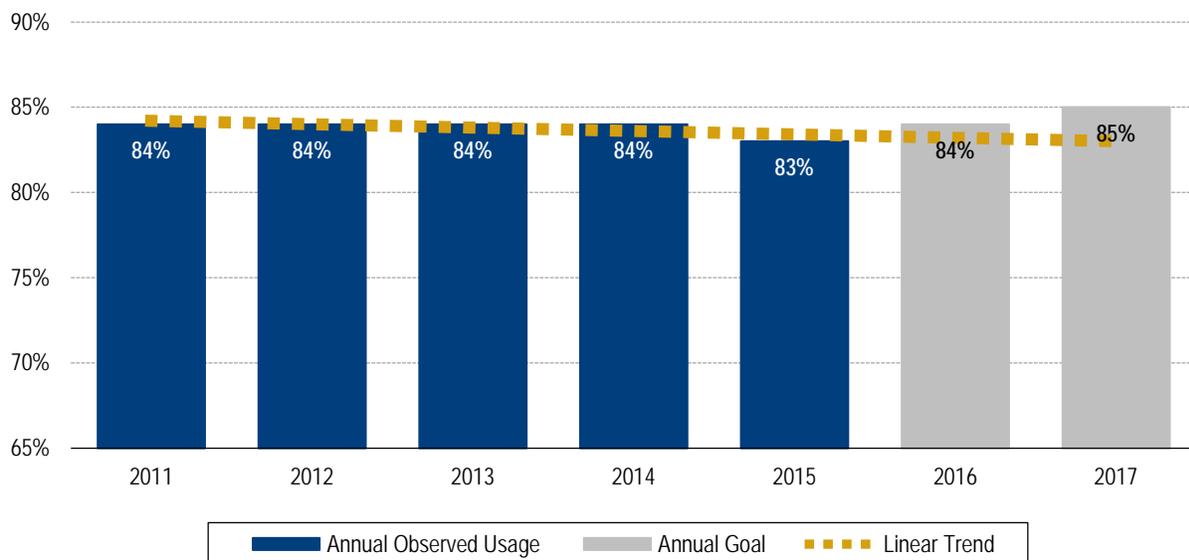


Figure 3.3 Unrestrained Passenger Vehicle Occupant Fatalities
Historical 5-Year Averages and Goals

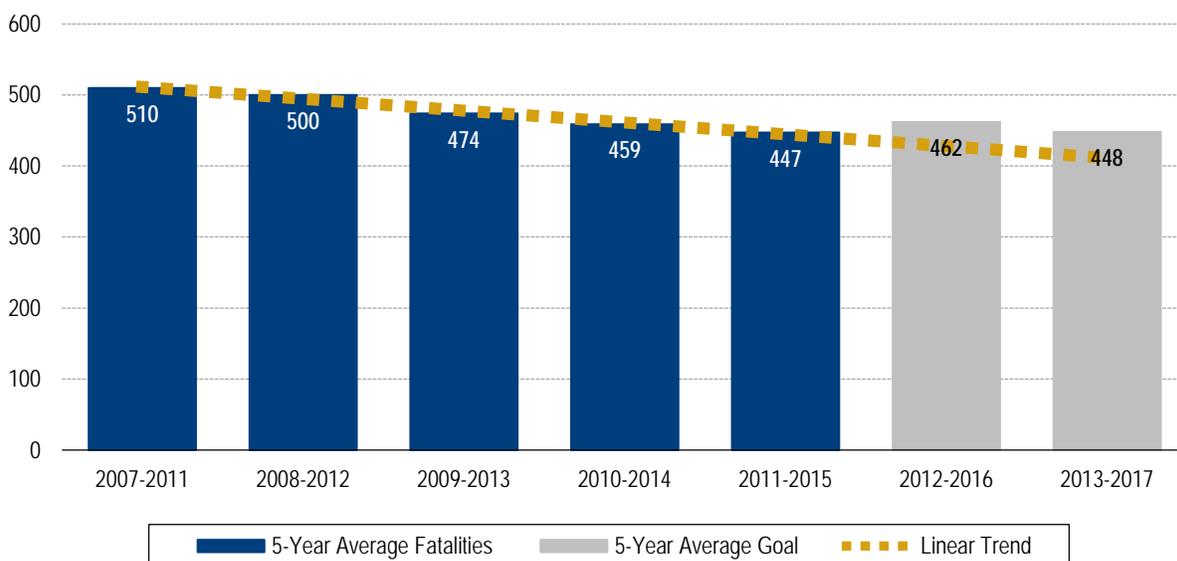


Table 3.2 5-Year Average Annual Targets
Unrestrained Passenger Vehicle Occupant

	Crashes	Serious Injuries	Fatalities
2016 Target	14,187	755	424
2015 Target	14,579	805	442
2015 Actual	14,685	833	447

Countermeasures (Programs and Projects) and Results

High-Visibility Seat Belt Law Enforcement

Publicized seat belt law enforcement programs, using specially trained officers and equipment, have been proven effective in increasing seat belt use and reducing occupant protection-related fatal, injury, and property damage crashes. A comprehensive approach using both periodic and sustained enforcement operations to address general and high-risk populations provides a greater opportunity for long-term program impact.

Periodic High-Visibility Belt Law Enforcement

The PennDOT Highway Safety Office facilitates the creation, implementation, and monitoring of a statewide strategic seat belt plan covering every county for the Thanksgiving 2015 and May 2016 Click It or Ticket (CIOT) mobilizations, and for the targeted Teen Seat Belt and Child Passenger Safety Week

mobilizations. The occupant protection enforcement program conducts enforcement in areas identified by crash data while also addressing rural areas, which may have low usage rates but do not have the traffic volume to score high in the data analysis. Individual police department budgets are determined based on crash data, population, willingness to participate, and past performance. Additionally, the State Police receive funding to conduct occupant protection enforcement where there are no full-time municipal police departments to meet the population coverage requirement of 405(b).

The Thanksgiving CIOT mobilization ran from November 23 to November 30, 2015 as part of the larger Operation Safe Holiday campaign that also includes aggressive driving and impaired driving enforcement. Enforcement focused on high unbuckled crash roadways and nighttime. Grantee law enforcement agencies scheduled enforcement patrols, seat belt check minicade details, traffic enforcement zones, and informational sites. 266 operations were funded with \$400,000 and conducted 6,893 hours of enforcement. Grantees contributed an additional 380 hours of in-kind enforcement. The mobilization resulted in 9,982 total citations including 919 occupant protection citations. Agencies funded during the Thanksgiving campaign were required to provide in-kind enforcement during the May/June mobilization equal to 10 percent of their funded hours.

The Memorial Day CIOT mobilization included 336 funded agencies, totaling \$860,550 for 14,722 enforcement hours including 566 in-kind enforcement hours. The mobilization was kicked off with participation in the NHTSA-coordinated Border to Border campaign. Strategies used for the May/June wave included traffic enforcement zone details, safety checkpoints, and roving patrols. The CIOT mobilization resulted in 29,387 contacts and 23,946 citations, including 2,569 occupant protection citations.

Sustained Belt Law Enforcement

The sustained enforcement strategy is aimed at getting police departments to do seat belt enforcement outside of the funded mobilizations. Departments receiving grant money will be required to conduct in-kind overtime enforcement during a designated month. The months are scheduled so that seat belt enforcement is conducted in every month of the year. The 12-month enforcement in FFY 2016 totaled 5,714 hours and produced 15,124 contacts resulting in 1,337 occupant protection citations.

Nighttime (10 p.m. to 5 a.m.) Seat Belt Enforcement

All municipal police departments that receive grant funding for mobilizations are required to conduct at least 50 percent of those enforcement hours at night. The result was 59 percent, or 9,176 hours of nighttime enforcement.

Teen Seat Belt Enforcement

The Teen Seat Belt Mobilization was conducted October 19-25, 2015. 75 Law Enforcement Agencies (LEA) from across Pennsylvania participated in the mobilization that reached over 100 secondary schools.

The mobilization's focus was primarily on youth drivers (under 18) on school campuses, targeted youth events, or roadways around their high schools. Each participating LEA conducted various youth driving-oriented activities, including at least 1 Seat Belt Informational Site detail (distributing an estimated 75,000 enforcement handouts) on or around high school campuses; they generated earned media, completed seat

belt surveys, and seat belt minicades details. Additional activities included Buckle Up PA's educational seat belt programs, Survival 101, and 16 Minutes. When the education and student awareness activities were completed, officers then completed Teen Seat Belt Enforcement. Buckle Up PA's message is simple – law enforcement will be writing seat belt tickets to save lives, so buckle up.

Participating LEA grantees completed at least 75 Informational Seat Belt Details on high school campuses, made 24,672 student contacts and wrote 556 seat belt citations.

Buckle Up PA LELs also completed pre and post Teen Mobilization seat belt surveys at 24 secondary schools across the State. Surveys were completed at 12 (treatment) schools where enforcement and PI&E activities were completed, and compared against 12 control schools. Seat belt use in treatment schools increased from 77.9 percent to 82.3 percent compared to the control schools with pre surveys at 73 percent and post surveys at 73.6 percent.

Evidence-Based Traffic Safety Enforcement Program

Coordination for the events is done via our 6 Highway Safety Regions and their planning meetings held bimonthly throughout the year. At these meetings, team members follow up on completed mobilizations and use the results to adjust the planning and coordination of the next effort. The data used in planning enforcement includes examination of roadway corridors for high unrestrained crash, injury, and fatality locations, crashes by time of day, type of vehicle, and age/sex of drivers. Data related to high-risk areas and demographics also is provided to target the NHTSA paid media buy for Memorial Day Mobilization and other identified campaigns.

Pennsylvania State Police Occupant Protection Enforcement and Education Program (M2HVE-2016-01-15-00 Federal; M2HVE-2016-01-16-00 Federal)

The Pennsylvania State Police (PSP) participated in seat belt enforcement programs targeting roadway segments with relatively high occurrences of unrestrained crashes. Activities include saturation patrols, regulatory checkpoints, conducting press releases, conducting pre- and post-action safety belt surveys, and reporting results of enforcement and educational efforts.

Metric: Participation from all 16 Pennsylvania State Police Troops in periodic and ongoing enforcement campaigns, including Child Passenger Safety Week.

Result: METRIC MET: Received participation from all 16 PSP Troops, as planned.

Municipal Occupant Protection Enforcement and Education Programs (M2HVE-2015-02-15-00 Federal; M2HVE-2015-02-16-00 Federal)

Municipal police participation in occupant protection enforcement operations is coordinated, supported, and administrated through a statewide project offered by PennDOT. Enforcement sub-grants utilized an allocation formula based on occupant protection-related data. Eligible governmental units were identified based on police jurisdictional coverage of high-crash areas, population density, and other data.

Metric: Provide funding to municipal police departments based on number and severity of crashes to participate in Thanksgiving 2015 and May Click It or Ticket 2016 enforcement campaigns.

Result: METRIC PARTIALLY MET: Methodology for determining departments was changed to better show evidence-based enforcement. In addition to the Pennsylvania State Police, 351 Municipal Police Departments participated in the campaigns, covering 80.8 percent of the state population.

Metric: Dedicate 50 percent of funded enforcement hours to nighttime enforcement.

Result: METRIC MET: 59 percent of all occupant protection enforcement was completed at night.

Metric: Provide funding for 200 municipal police departments to participate in the Teen Seat Belt Mobilization.

Result: METRIC NOT MET: Funded 101 Law Enforcement Agencies to conduct the Teen Seat Belt Mobilization. Less available funding resulted in fewer participating police departments.

Paid and Earned Media (M2HVE-2016-01-15-00 State; M2HVE-2016-01-16-00 State)

NHTSA evaluated the effects of the May 2002, 2003, and 2004 CIOT campaigns on belt use in the states. In 2002, seat belt use increased by 8.6 percentage points across 10 states that used paid advertising extensively in their campaigns. Belt use increased by 2.7 percentage points in 4 states that used limited paid advertising, and increased by 0.5 percentage points in 4 states that used no paid advertising. These results show that highly visible CIOT campaigns have a greater effect on seat belt use than campaigns that used limited or no advertising.

- **Paid Media Plans** –PennDOT used state funds for paid advertising during the May CIOT mobilization in the form of radio messages, on-line ads, and gas/convenience store advertising targeting males 18 to 54, nighttime drivers, and pickup truck drivers. Statistics have shown these demographics are the least likely to buckle up. .
- **Earned Media Plans** – The PennDOT Central Press Office provided Earned Media Plans for all occupant protection enforcement campaigns, including Child Passenger Safety Week, to generate earned media statewide. Some suggested activities to generate earned media included press releases, public service announcements, and enforcement advisories.

Metric: Conduct 1 paid media campaigns to support high-visibility enforcement during the May Click It or Ticket mobilization.

Result: METRIC MET: Completed a media campaign to support the May Click It or Ticket mobilization.

Child Occupant Protection Programs

State laws addressing young children in vehicle restraints are different than those for adults in all states, as young children require restraints appropriate to their size and weight. In addition to enforcement operations targeting compliance with child restraint laws, communication and educational programs designed to educate motorists on the proper installation and usage of child restraints have been shown to reduce the likelihood of injury due to improperly secured children in a crash.

PennDOT contracts with the Pennsylvania Chapter of the American Academy of Pediatrics (AAP) to implement the child occupant protection program under its Traffic Injury Protection Program. TIPP was tasked with delivering hospital education, managing the statewide child seat loaner program, maintaining a network of certified car seat technicians, conducting school programs, promoting and publicizing child passenger safety, and serving as PennDOT liaison for child passenger safety.

The hospital education program consists of an annual review of maternity ward discharge procedures related to passenger safety through a survey. The survey results are used to see that hospitals are implementing best practices, and to collect requests for training or informational materials. TIPP assists in offering courses in child passenger safety for Continuing Medical Education (CME) credits and in noncredit classes for hospital staff. TIPP also offers trainings and informational materials to pediatrician offices and conducts an annual teleconference for pediatricians.

The child safety seat loaner program is funded through state legislation and is unique in the country. Pennsylvania has 147 loaner programs that provide safety seats to low-income caregivers. TIPP is PennDOT's liaison in managing the loaner programs. Annually, the loaner programs are surveyed to determine needs in trainings, materials, and to monitor program activity. Loaner program staff is kept up to date on recalls and on their CPS technician certification. In 2016, 10,333 seats were purchased by the State and delivered to loaner programs for distribution.

Pennsylvania State Police Child Passenger Safety Fitting Stations (OP-2016-01-15-00 Federal; OP-2016-01-16-00 Federal)

These Pennsylvania State Police child passenger safety fitting stations are staffed by trained technicians who provide hands-on instruction to parents and caregivers to address misuse of child passenger safety restraints. Proper use of child restraints provide better protection from injury or death in an accident; studies have demonstrated those who have received instruction are likely to continue using the restraints. Pennsylvania State Police will continue to operate a fitting station in each PSP station statewide. Other fitting stations will be staffed by certified CPS technicians.

Metric: Perform at least 2,100 car seat checks total during the fiscal year.

Result: METRIC NOT MET: Checked 1,751 child safety seats. This is a demand-based metric.

Metric: Conduct at least 70 separate check-up events during each seat belt mobilization event; inspect at least 500 child restraints during each mobilization period.

Result: METRIC MET: Completed 186 events and checked 1,377 child restraints during 3 mobilization periods.

Child Passenger Safety Coordination (CP-2016-02-15-00 Federal/State; CP-2016-02-16-00 Federal/State)

A primary component of the Pennsylvania Child Passenger Safety Project is training and educational activities designed to increase usage of child restraints, including:

- **Child Passenger Safety Technician Certification Training:**

Implement and oversee the administration and the credibility of NHTSA’s 32-hour Child Passenger Safety Technician courses, taught statewide. The technicians staff the 153 Child Restraint Inspection Stations statewide, which instruct the public on the proper installation and use. Administer the update/ refresher courses, special needs classes, and medical staff trainings. Outreach to recruit new technicians and establish Inspection Stations is based on current population data and recommended levels of service originally established by NHTSA as recommended follow-up from the Occupant Protection for Children Assessment conducted in 2005.

- **Public Education and Outreach Training:**

Provide educational and training programs to raise awareness of the benefits of using seatbelts and proper child restraints and of the penalties possible for not using them. The outreach is proved to the general public, hospitals, and other private health care provider.

- **Car Seat Loaner Programs:**

The cost of obtaining child restraints can be a barrier to some families in using them. A Child Seat Loaner Fund was established by legislation in the Pennsylvania Vehicle Code. According to this law, any fines associated with convicted violations of child passenger laws are collected in a fund that is used solely to purchase child restraints for Loaner Programs. There currently are 145 Loaner Programs in 55 of the 67 Pennsylvania counties. The Child Passenger Safety Project conducts outreach to establish new Loaner Programs based on population and poverty-level data. The project maintains a Loaner Program Directory and distributes it to hospitals and the Injury Prevention Coordinators from the Department of Health. The directory is available to the general public also on the project’s web site.

Metric: Conduct 10 NHTSA Child Passenger Safety Technician Certification Training Courses, certify 100 new technicians.

Result: METRIC MET: Conducted 23 NHTSA CPS Technician Courses, certifying 263 new technicians.

Metric: Conduct 36 renewal and refresher courses for technicians.

Result: METRIC MET: Conducted 11 renewal courses and 35 techs had their certifications renewed.

Metric: Conduct Hospital Educational Trainings: CME/CMU – 30 courses, 300 participants; non-CME – 30 courses, 300 participants.

Result: METRIC MET: Conducted 37 refresher courses with 367 participants.

Metric: Conduct 55 programs for school staff, caregivers and school transportation providers.

Result: METRIC PARTIALLY MET: Conducted 50 CME/CEU courses with 209 participants and 10 non-CME courses with 184 participants. There was less demand for programs than was originally anticipated.

Metric: Distribute 3,500 child restraints to established Car Seat Loaner Programs.

Result: METRIC MET: Conducted 960 programs reaching 53,751 participants.

Statewide Child Passenger Safety Technician Assistance Program (OP-2016-02-15-00 Federal; OP-2016-02-16-00 Federal)

This program made grant funds available to promote and provide technical and scholarship fund assistance to Pennsylvania's network of certified Child Passenger Safety Technicians and Instructors, Child Seat Loaner Programs, and Fitting Stations. Funded activities under this program included providing scholarships for CPS Technicians and Instructors to attend the 2016 NHTSA Region 2 Child Passenger Safety Conference. Additionally, funds were made available to purchase the LATCH Manual for fitting stations across the state.

Metric: Certify 50 members of identified agencies as Child Passenger Safety Technicians.

Result: METRIC NOT MET: This metric was removed from the final agreement.

Metric: Recertify 50 Child Passenger Safety Technicians from identified agencies.

Result: METRIC NOT MET: This metric was removed from the final agreement.

Metric: Provide funding for 40 CPS Technicians and Instructors to attend Region 2 CPS Conference.

Result: METRIC NOT MET: This program paid for 32 CPS Technicians and Instructors to attend the Region 2 CPS Conference. This was a demand-based metric. There were fewer applications for scholarships than originally anticipated.

Summary

Occupant protection efforts were enhanced during FFY 2016. Efforts in this grant year included a Thanksgiving and Memorial Day CIOT mobilization along with a Teen Driver Mobilization. Additionally, a Child Passenger Safety mobilization was developed to support these efforts. Pennsylvania continued efforts in sustained seat belt law enforcement by requiring all funded departments to provide in-kind enforcement hours during the mobilization that they did not receive funding. Additionally, 59 percent of all enforcement was conducted during nighttime hours. Since Pennsylvania still has a secondary law in place, outreach to law enforcement regarding the importance of writing the secondary seat belt ticket will continue along with media and outreach efforts to increase Pennsylvania's seat belt usage rate and lower unrestrained fatalities.

Despite seeing a decrease in observed seat belt usage from 2014 to 2015 unrestrained passenger vehicle occupant fatalities have decreased annually over the past decade. Additional focus has been directed towards increasing the seat belt usage rate, which can be seen in the rate increase from 2015 (82.7%) to 2016 (85.2%).

POLICE TRAFFIC SERVICES

Aggressive Driving and Distracted Driving are traffic safety issues that affect all motorists. Aggressive driving behavior typically includes a combination of speeding, tailgating, red light running, frequent lane changes, failing to yield to the right-of-way, and passing improperly. Distracted driving is defined by any action that either takes a motorist’s attention away from driving, their eyes off the road, or their hands off the wheel. It is believed that crash data relating to both factors is unintentionally underreported and does not truly grasp the scope of the problem. PennDOT is constantly trying to bring both issues to the forefront through outreach via enforcement and public awareness.

Performance Goals

- **SHSP Goal:** Decrease the 5-year average number of speeding-related fatalities to 589 for the period of 2011-2015.
- **GOAL MET:** The average number of speeding-related fatalities from 2011 to 2015 was 566 per year.

Figure 3.4 Speeding-Related Fatalities
Historical 5-Year Averages and Goal

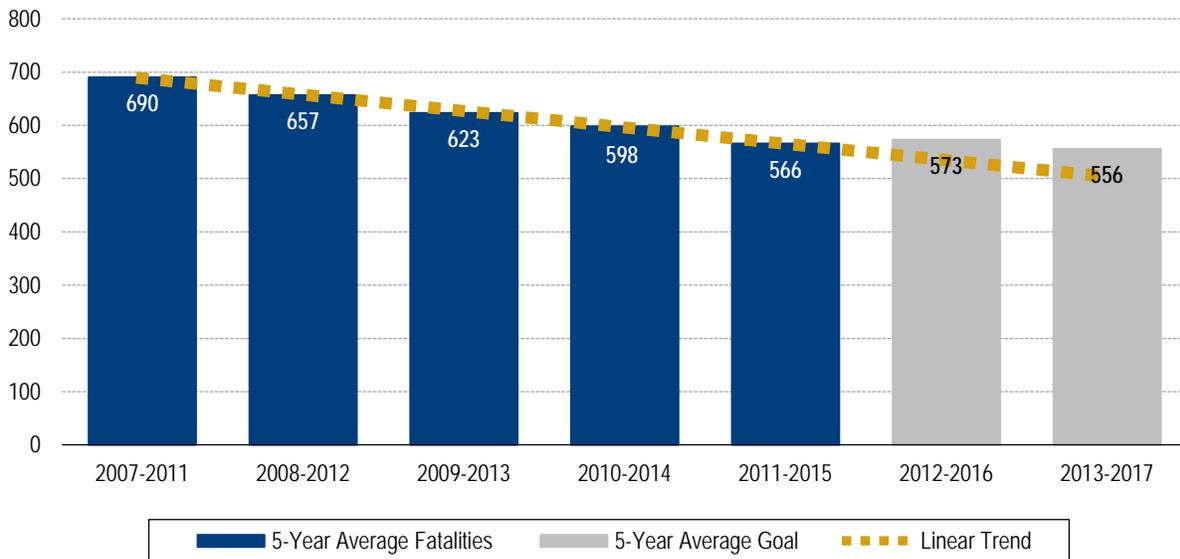


Table 3.3 5-Year Average Annual Targets
Speed-Related

	Crashes	Serious Injuries	Fatalities
2016 Target	28,872	910	535
2015 Target	29,451	975	564
2015 Actual	30,814	1,030	566

Table 3.4 5-Year Average Annual Targets
Distracted Driving

	Crashes	Serious Injuries	Fatalities
2016 Target	13,368	208	56
2015 Target	13,782	214	58
2015 Actual	14,412	220	60

Countermeasures (Programs and Projects) and Results

The basic behavioral strategy used to control speeding and aggressive driving traffic law violations is high-visibility enforcement operations. Using the same principles as high-visibility impaired driving or occupant protection enforcement programs, locations for enforcement are directed towards high-crash or high-violation geographical areas. The following projects were funded in FFY 2016.

Pennsylvania State Police Traffic Services (PT-2016-01-15-00 Federal; PT-2016-01-16-00 Federal)

Every State Police troop participated in Pennsylvania’s Aggressive Driving Enforcement and Education Program. Data-driven enforcement and earned media efforts occurred in all 67 counties and reached motorists in over 1,200 municipalities. The PSP assisted in joint operations with local police departments; especially with those that need the use of radar (local police cannot use radar in Pennsylvania). See further description of the program under Municipal Aggressive Driving Enforcement and Education Program.

The Special Traffic Enforcement Program (STEP) is a State Police program designed to increase traffic safety and reduce the number of crashes through innovative traffic enforcement operations. The enforcement occurred statewide in data-driven locations. Many of the STEP locations overlapped with “Fines Doubled” Highway Safety Corridors. Over 247,000 traffic citations were written during STEP details in FFY 2016. It is hoped that innovative aggressive driving enforcement programs, such as STEP, help deter speeding and aggressive driving as well as other traffic offenses. (CTW, Chapter 3: Sections 2.2, 2.3)

Metric: Participation from all 16 Pennsylvania State Police Troops in periodic and ongoing enforcement campaigns, providing support to participating municipal police departments.

Result: METRIC MET: Every troop participated in aggressive driving enforcement during FFY 2016. The State Police completed 4,211 overtime enforcement hours.

Metric: Perform over 6,000 hours of STEP overtime enforcement.

Result: METRIC MET: 14,074 hours of STEP overtime enforcement was completed

Metric: Perform 1 weekend-long enforcement blitz.

Result: METRIC MET: Over the course of 3 Aggressive Driving Waves, each PSP Troop participated in a weekend enforcement blitz.

Municipal Aggressive Driving Enforcement and Education Program (PT-2016-02-15-00 Federal; PT-2016-02-16-00 Federal)

The State Police and 235 municipal departments conducted enforcement over the course of 3 separate waves. The police departments were chosen by identifying the municipalities with the most aggressive driving and speeding crashes over the past five years. Serious injury and fatality data also weighed heavily into department selection. Press events and public awareness outreach helped reinforce the impact of the enforcement efforts. The themes of the earned media tied aggressive driving and speeding into other initiatives happening during the same time of the year. For example, the outreach during the enforcement wave in April tied in Work Zone Safety and Distracted Driving. Local district judges were informed when enforcement was occurring so they could help support the program.

Coordination for the events was completed via our 6 Highway Safety Regions and their bimonthly planning meetings. At these meetings, team members followed up on completed mobilizations and used the results to adjust the planning and coordination of the next effort. In addition to the bimonthly meetings, special aggressive driving subcommittee meetings were also conducted regionally. At these meetings local data was incorporated and collaborative efforts among neighboring police departments were planned (CTW, Chapter 3: Sections 2.2, 2.3, 4.1).

Metric: Mobilize 350 local police departments to provide enforcement on 400 high aggressive driving crash corridors in collaboration with the PSP.

Result: METRIC NOT MET: Methodology for determining departments was changed to better show evidence-based enforcement, resulting in less participating police departments. In FFY 2016, 235 local departments participated in Aggressive Driving Enforcement Waves. The selected departments were encouraged to address their high crash locations based upon maps provided by PennDOT. No corridors were officially selected at the state wide level.

Metric: Conduct 1 enforcement campaign with a distracted driving theme during FFY 2016.

Result: METRIC MET: The earned media and enforcement theme of April's Aggressive Driving Enforcement Wave was Distracted Driving. Distracted drivers unknowingly commit actions that can be perceived as aggressive.

Police Traffic Services Program (PT-2016-04-15-00 Federal; PT-2016-04-16-00 Federal)

PennDOT offered a single enforcement grant to the City of Philadelphia and the City of Pittsburgh in FFY 2016. Each grant provided for municipal police participation in impaired driving, occupant protection, and aggressive driving countermeasures. Funding distribution for the 3 safety focuses utilized an allocation formula based on local crash data. This new centralized structure gave both the Philadelphia and Pittsburgh Police Department more flexibility to conduct evidence-based and data-driven enforcement during major national safety campaigns and local initiatives.

Metric: Provide a Police Traffic Service Program opportunity to the City of Pittsburgh and the City of Philadelphia.

Result: METRIC MET: FFY 2016 marked year two of the Philadelphia Police Traffic Service Grant and year one for the City of Pittsburgh. Preliminary results of both programs are positive. Over 16,000 motorists were contacted through overtime enforcement efforts under these grants.

Directional Radar for Enforcement of Aggressive Driving (DREAD) Installation Costs (PT-2016-05-16-00 Federal)

PennDOT provided funding to the PA State Police in FFY 2014 and FFY 2015 to purchase and install dual-antenna radar units that can be permanently mounted inside the front and rear of patrol vehicles. Adjustments to vehicle specifications and delays in equipment purchases resulted a supplemental agreement for FFY 2016 to complete the installation of purchased radar units.

Speed Trailers PT-2016-01-15-00 State; PT-2016-01-16-00 State)

Speed trailers are deployed on high-crash corridors where speeding-related crashes remain a problem. The trailers are also used in work zones, school zones, and upon special request so motorists are visually reminded to stay within the posted speed limit. It is hoped that when motorists see their actual speed posted on the visual display, they will adjust their speed accordingly.

Metric: Supply each PennDOT District with a new speed trailer in 2016.

Result: METRIC NOT MET: This initiative was discontinued as a yearly practice in FY 2016. The funding previously used on speed trailers was used to supplement Paid Media buys for Distracted Driving, Occupant Protection, and Impaired Driving instead. Speed trailers can still be purchased on an as needed basis.

Paid Media (PT-2016-01-15-00 State; PT-2016-01-16-00 State)

PennDOT Central Press Office used state funds to conduct a media campaign on distracted driving during the month of April. On-line and radio, advertising were featured aspects of the campaign. The tagline of the campaign was “Just Drive-Distractions Can Wait”. Texting while driving was the main theme and adults age 18-54 were the primary demographic. Harmelin Media, PennDOT’s subcontractor for paid media, reported that close to 44 million impressions were made during the campaign. Many of these impression came from approximately 6,600 radio spots that ran during the month.

Metric: Run 1 paid media campaign during Distracted Driving Month (April), incorporating a Distracted Driving message using resources from Distraction.gov.

Result: METRIC MET: The campaign ran during the month of April. A total of \$375,000 in state funds were spent on the media buy.

Summary

In an effort to combat dangerous driving habits, the Department of Transportation funds various enforcement and education programs to address aggressive driving, distracted driving, speeding crashes, and other behavioral highway safety concerns. The programs each consist of data-driven enforcement and strategically placed media. All enforcement and education campaigns fall in line with established time periods based on NHTSA's communication calendar. Crash data is constantly analyzed and municipalities that make up a larger percentage of the crash picture receive an applicable dedication of resources.

MATURE DRIVER

Pennsylvania has over 1.9 million licensed drivers aged 65 and older who make up 21 percent of the driving population. Mature citizens constitute the fastest growing segment of the population. Pennsylvania State Data Center’s 2014 report *Pennsylvania Population Projections 2010-2014*, indicate that residents aged 65 and older will increase from 15.4% (2010, actual) to 23.1% (2040, projected) of the total Pennsylvania population. Mature drivers are overrepresented in multiple vehicle crashes, due in part to the reduction of physical and cognitive abilities.

Table 3.5 5-Year Average Annual Targets
Mature (Aged 65 and Older) Driver

	Crashes	Serious Injuries	Fatalities
2016 Target	17,107	457	225
2015 Target	17,636	462	232
2015 Actual	18,660	473	275

Mature Driver Safety Program (DL-2016-01-15-00 Federal; DL-2016-01-16-00 Federal)

The Mature Driver Safety initiative, undertaken by the Bureau of Driver Licensing, focused on understanding mature driver needs and avenues to better reach our mature drivers and their families with law changes, driving tips, and training opportunities. The research was used to create the Mature Driver Safety Series, consisting of four brochures that will be used to better educate mature drivers, their friends and family and the healthcare community. We anticipate that these brochures will be available for public distribution during FY17. Law enforcement was provided with tools to aid in detection of a possible medical condition(s) that may be interfering with a driver’s ability to safely operate a motor vehicle. Additional focus on driver referral and screening was also included. The Bureau of Licensing’s Contrast Sensitivity Project is underway and is expected to be complete by April 30, 2018.

Metric: Determine the needs of mature drivers, analyze mature driver crashes to determine commonalities which can be addressed through safety materials or other avenues, provide additional training and tools to law enforcement regarding mature drivers, and explore Contrast Sensitivity Screening.

Result: **METRIC MET**

Summary

Throughout the past several years, PennDOT has made an effort to engage Pennsylvania’s mature driver population. Unfortunately, multiple highway safety regions in the State have experienced an increase in mature driver-related crashes and fatalities. These increases are reflected in the amount of mature driver safety programs performed by the Pennsylvania Highway Safety Network as a whole.

It is anticipated the results of the FFY 2016 Mature Driver Safety Program project will provide a foundation for curbing concerning data trends within this focus area over the next few years.

MOTORCYCLE

Over the last decade, Pennsylvania saw a 9 percent increase in motorcyclists and an 18 percent increase in registered motorcycles. Because of their size, motorcycles can be easily hidden in blind spots and are easily overlooked by other drivers. Over the past 5 years, the majority of multivehicle crashes involving a motorcycle have had a vehicle other than the motorcycle cited as the prime contributing factor in the crash. Therefore, it is important that drivers be aware of motorcycles sharing the road.

Performance Goals

All Motorcycle

- **SHSP Goal:** Decrease the 5-year average number of motorcycle fatalities to 189 for the period of 2011-2015.
- **GOAL NOT MET:** The average number of motorcycle fatalities from 2011 to 2015 was 191 per year.

Unhelmeted Motorcycle

- **SHSP Goal:** Decrease the 5-year average number of unhelmeted motorcycle fatalities to 97 for the period of 2011-2015.
- **GOAL MET:** The average number of unhelmeted motorcycle fatalities from 2011 to 2015 was 95 per year.

Figure 3.5 **Motorcycle Fatalities**
Historical 5-Year Averages and Goals

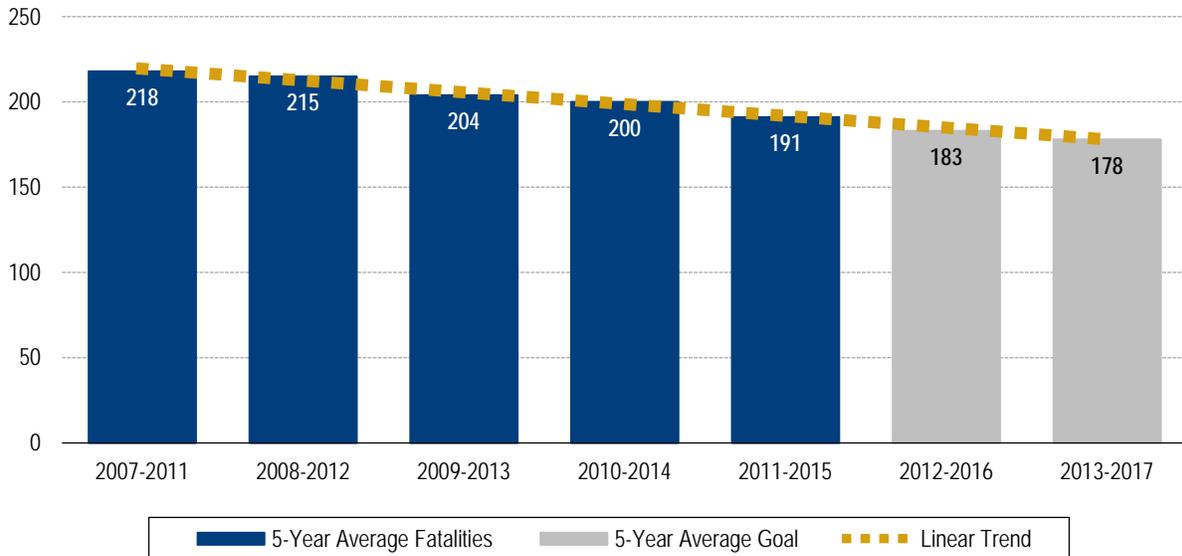


Figure 3.6 **Unhelmeted Motorcycle Fatalities**
Historical 5-Year Averages and Goals

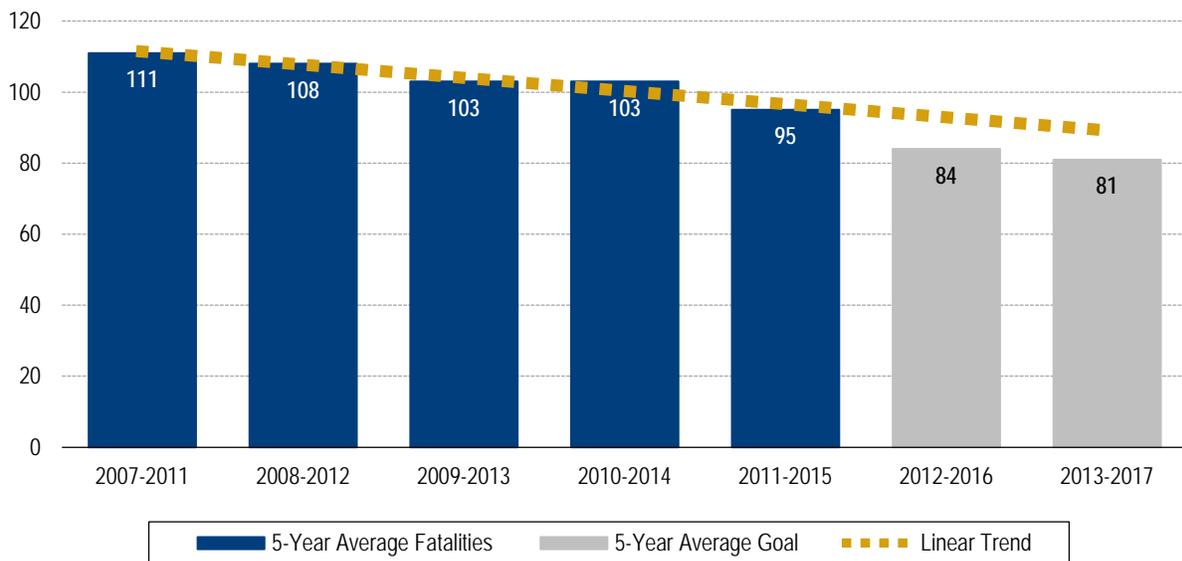


Table 3.6 **5-Year Average Annual Targets**
Motorcycle

	Crashes	Serious Injuries	Fatalities
2016 Target	3,516	505	184
2015 Target	3,602	520	189
2015 Actual	3,549	502	191

Countermeasures (Programs and Projects) and Results

Motorcycle Rider Training

Motorcycle rider education and training is a vital strategy for ensuring both novice and experienced riders learn basic and advanced skills necessary to operate a motorcycle safely. Training should be made available on a timely basis to all who wish to take it.

The Pennsylvania Motorcycle Safety Program (MSP – <http://www.pamsp.com>) was established to teach riders of all skill levels the basic fundamentals needed in order to safely operate a motorcycle. The MSP was created from legislation in 1984 and began 1 year later. The Motorcycle Safety Program is free to all Pennsylvania license holders.

Pennsylvania Motorcycle Safety Program Trainings (M9MA-2016-01-15-00 State; M9MA-2016-01-16-00 State)

Pennsylvania offers 4 training courses free of charge at many sites across the State. The training provides new riders with skills needed to operate a motorcycle more safely and provides opportunity for more advanced riders to refresh and refine their skills. There are 3 levels of motorcycle training (Basic Rider Course, Basic Rider Course 2, and Advanced Rider Course) and a Three-Wheeled Basic Rider Course. The advanced course was started with the help of Section 2010 funds in 2012 and is modeled after a military training course.

Metric: Increase, by 10 percent, the overall number of students trained in all MSP training courses from 18,180 in 2014 to 19,998 in 2015.

Result: METRIC NOT MET: Enrolled 18,230 students in motorcycle training courses. This is a demand-based metric. Additional outreach efforts to promote advanced rider courses are expected to increase awareness of and participation in MSP training courses in the future.

Motorcycle Safety Communications and Outreach

Motorcycles are smaller vehicles and are often unseen by other motorists due to low conspicuity. Many states rely on communications and outreach campaigns to increase drivers’ awareness of motorcyclists. These campaigns often coincide with the summer riding season and include motorcyclist organizations to promote peer-to-peer safety outreach. PennDOT supports motorcycle awareness programs through its Motorcycle Safety Program.

Pennsylvania Share the Road Program (M9MA-2016-01-15-00 Federal; M9MA-2016-01-16-00 Federal/State)

Share the Road and Watch for Motorcycles is a public outreach program aimed at raising awareness of motorcycles. Crashes involving motorcycles are often the fault of the other driver, and it is believed the drivers often times do not see the motorcycle. By raising awareness and reminding drivers that motorcycles are on the road, some of these crashes may be avoided. Through the program “Watch for Motorcycles,” materials were produced and distributed. Paid media with a safety message was deployed during Motorcycle Safety month in May. PennDOT districts also displayed motorcycle safety messages on fixed and variable message boards.

LiveFreeRideAlive.com is Pennsylvania’s motorcycle themed interactive web site. It is designed to educate riders on important aspects of motorcycle safety such as being properly licensed and use of protective gear. The site also carries messages promoting sober driving. The site was promoted at motorcycle events statewide to encourage riders to use the web site and practice safe riding habits.

Metric: Develop, produce and distribute a “Watch for Motorcycles” video.

Result: METRIC NOT MET: Production was delayed to after the grant year ended. Deferred to FFY 2017.

Metric: Media buys in the form of billboards to reach motorists with the Share the Road message in the 12 counties with the highest number of motorcycle crashes.

Result: METRIC MET: Awareness message billboards placed in all 12 of the top motorcycle crash counties.

Metric: Develop and print 30,000 full color folders inserted with Share the Road information to ship to driver education students.

Result: METRIC NOT MET: Deferred to FFY 2017.

Summary

Pennsylvania continues to maintain a robust and highly popular Motorcycle Training Program. The program has recently seen a decline in the number of riders trained. We will continue to promote the training program while also looking at ways to improve it for riders. The Pennsylvania Motorcycle Steering Committee will continue to work with the Highway Safety Office to increase peer-to-peer and dealership outreach efforts, enhance localized problem identification, and establish focus groups to aggressively approach this focus area. Impaired riding awareness will continue to be included in both training and outreach efforts.

YOUNG DRIVER

In 2015, 1,200 persons died on Pennsylvania roadways, including 145 drivers and passengers aged 20 or younger. Also in 2015, approximately 454 passengers under the age of 20 were seriously injured in a crash. Young drivers are overrepresented in 2015 multivehicle crashes when comparing age groups, as 61.4 percent of drivers aged 16 to 21 were involved in crashes whereas only 54.6 percent of all drivers were involved

in crashes. Of particular concern is the involvement of drinking drivers under the age of 21. Sixteen percent of the driver deaths in the 16 to 20 age group were drinking drivers, up from 13 percent in 2014. Driver inexperience and less cautious driving often are attributed characteristics given to the reason all young driver ages have higher rates.

Performance Goals

- **SHSP Goal:** Decrease the 5-year average number of fatalities in crashes involving a young driver to 224 for the period of 2010-2015.
- **GOAL MET:** The average number of drivers age 20 or younger involved in fatal crashes from 2011 to 2015 was 161 per year.

Figure 3.7 Young Driver (Age 20 or Younger) Fatalities
Historical 5-Year Averages and Goals

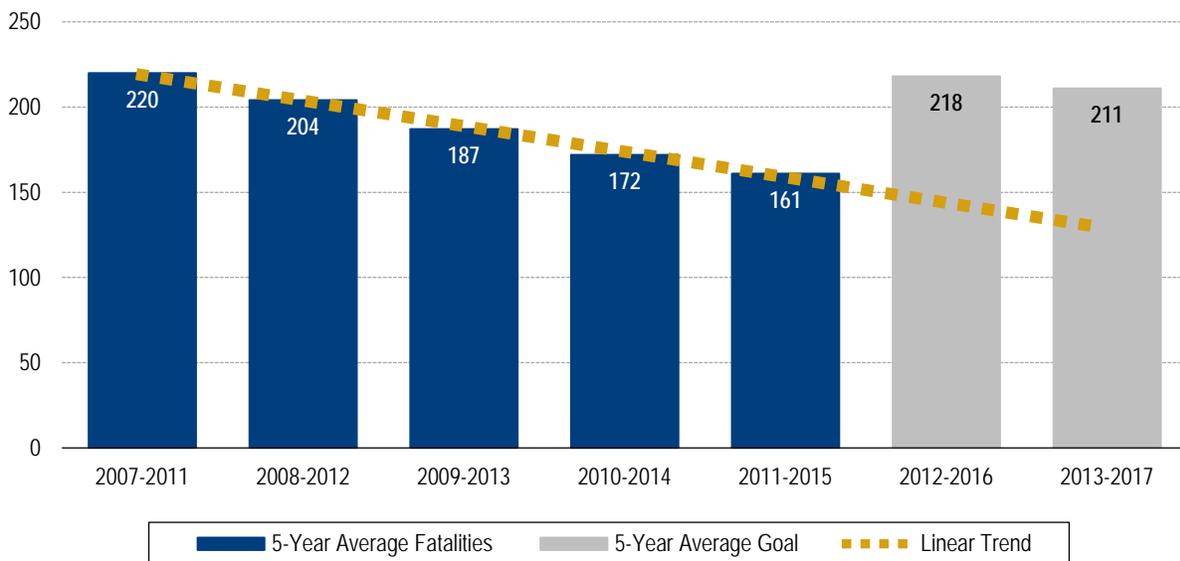


Table 3.7 5-Year Average Annual Targets
Drivers Age 20 or Younger

	Crashes	Serious Injuries	Fatalities
2016 Target	21,822	460	144
2015 Target	23,050	532	158
2015 Actual	24,872	570	161

Countermeasures (Programs and Projects) and Results

Young Driver Education

As evaluations of formal driver education programs to date have found that driver education does not decrease crash rates, new strategies to promote safe driving habits by young drivers are being explored. Authorized under 23 USC 402(m), Teen Traffic Safety Programs are structured to implement statewide efforts to improve traffic safety for teen drivers. It is anticipated that using peer-to-peer education and prevention strategies will prove effective over time to address emerging trends.

Additional strategies for young driver traffic safety will continue to be evaluated for potential effectiveness in reducing crashes involving young drivers.

Teen Driver Safety Program (TSP-2016-01-15-00 Federal; TSP-2016-01-16-00 Federal)

In FFY 2016, grant funds were again made available for a dedicated Teen Driver Safety Program. The requirements for the funds included an assessment and evaluation of current programs in Pennsylvania targeted to education and awareness of teen driver safety, promoting partnerships and coordination between existing programs and stakeholders, providing mini-grant opportunities to high schools, school groups, and community groups for peer-to-peer teen driver education and prevention strategies, and performing educational outreach to parents/caregivers on all aspects of the graduated driver licensing (GDL) law.

Metric: Conduct 20 parent caregiver workshops.

Result: METRIC MET: Goal was exceeded. Ninety-three workshops were conducted in FFY2016.

Metric: Conduct 6 Train the Trainer workshops on the “What Do You Consider Lethal?” program.

Result: METRIC MET: There were 6 “Train the Trainer” workshops conducted for FFY 2016.

Metric: Provide at least 50 mini-grants, make 8,000 contacts with parents/guardians.

Result: METRIC PARTIALLY MET: The project provided 16 mini-grants and made over 22,000 contacts with parents/guardians.

School Outreach Evaluation Extension (CP-2016-05-15-00 Federal; CP-2016-05-16-00 Federal)

Grant funds were made available to extend this project from FFY15. In this second year of the project, grant funds were used to identify universal school-based program outcome measures and develop an evaluation protocol for the highway safety office and partners to use.

Metric: Provide a comprehensive work plan to benefit traffic safety professionals with school outreach programs in Pennsylvania.

Result: METRIC MET: The Pennsylvania Teen Driver Safety Program & Planning Evaluation Guidebook was completed and received by PennDOT to be distributed to Pennsylvania CTSP's. Metric was exceeded as the project also produced videos delivered via flash drive and YouTube links to accompany

the guidebook. PennDOT will also provide a place to host these videos on their safety page so they are accessible to all.

Summary

Young Driver Safety was a vital safety focus area for all drivers. Programs conducted in FFY 2016 ultimately reduced crashes and fatalities of young drivers in Pennsylvania. Educational programs conducted helped to get safety messages directly to the students as well as caregivers. A program and planning evaluation guide for CTSP's was produced that provides Pennsylvania CTSP's with a comprehensive guide to Teen Driver Safety Planning and evaluation. Pennsylvania has created new programs, along with expanding and updating old ones, to continue pushing the message of young driver safety and will continue to do so in coming grant years.

PEDESTRIAN AND BICYCLE

Pedestrian and bicycle safety are emerging highway safety focus areas. Fatalities in both focus areas have remained steady over the past several years, with small decreases from 2014 to 2015.

Performance Goals

Pedestrian Safety

- **SHSP Goal:** Decrease the 5-year average number of pedestrian fatalities to 132 for the period of 2011-2015.
- **GOAL NOT MET:** The 5-year average number of pedestrian fatalities from 2011 to 2015 was 157 per year.

Figure 3.8 Pedestrian Fatalities
Historical 5-Year Averages and Goals

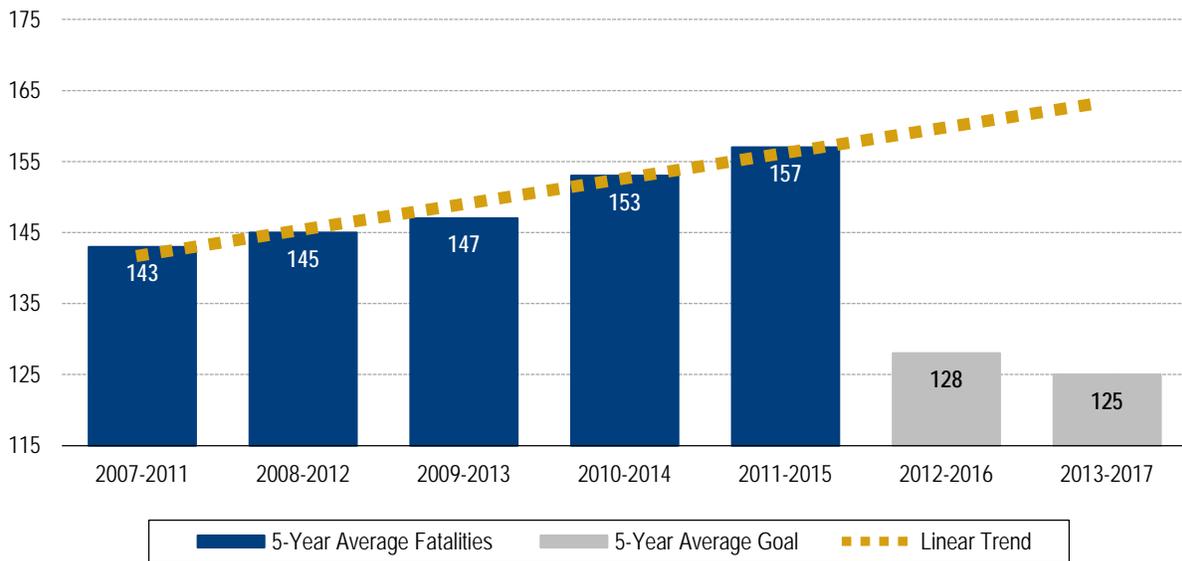


Table 3.8 5-Year Average Annual Targets
Pedestrian Safety

	Crashes	Serious Injuries	Fatalities
2016 Target	4,115	313	125
2015 Target	4,242	321	129
2015 Actual	4,284	328	157

Performance Goals

Bicycle Safety

- **SHSP Goal:** Decrease the 5-year average number of bicycle fatalities to 14 for the period of 2011-2015.
- **GOAL NOT MET:** The 5-year average number of bicycle fatalities from 2011 to 2015 was 15 per year.

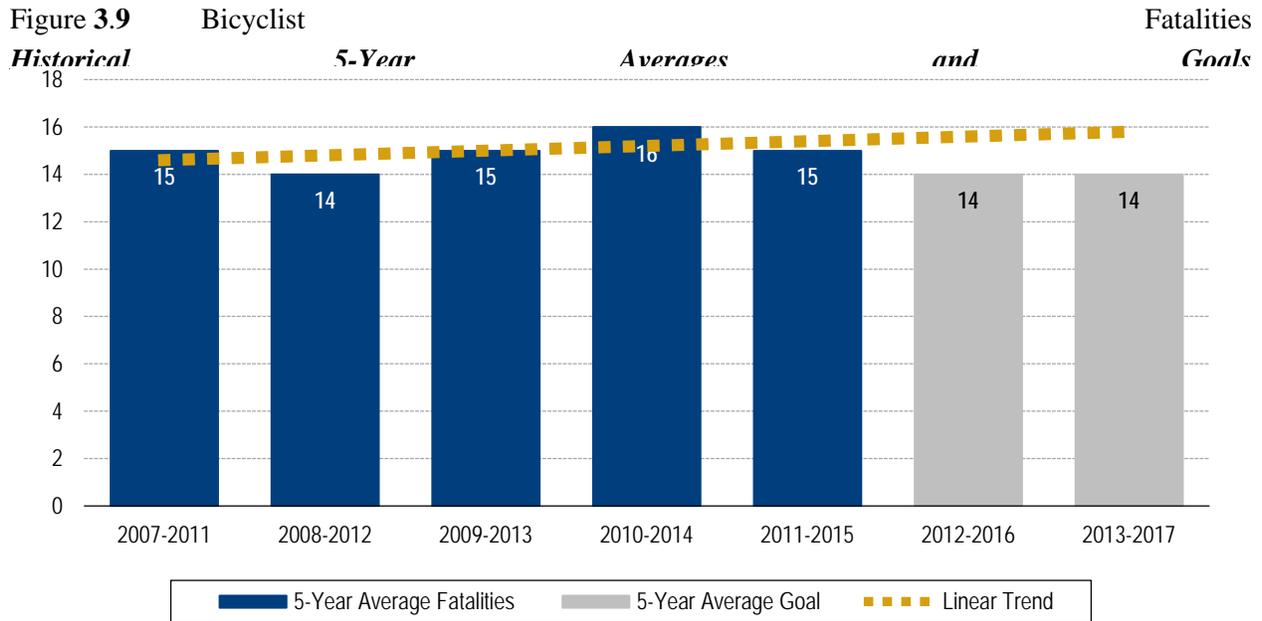


Table 3.9 5-Year Average Annual Targets
Bicycle Safety

	Crashes	Serious Injuries	Fatalities
2016 Target	1,329	52	13
2015 Target	1,350	57	14
2015 Actual	1,331	58	15

Countermeasures (Programs and Projects) and Results

All Pedestrians and Bicyclists

Countermeasures for pedestrian and bicycle safety are primarily aimed at improving behaviors of pedestrians, bicyclists, and drivers through education and enforcement measures. Targeted enforcement campaigns focusing on law violations and raising awareness are vital components of a comprehensive approach to increasing safety. Training engineers and land use planners to incorporate these focus areas into their efforts ensures all transportation system users can travel safely. Countermeasures are tailored to urban and rural locations based on many factors specific to each location.

PennDOT supports a Safe Routes to School Program and maintains a variety of pedestrian and bicycle safety information on its penndot.gov/safety web site. Pedestrian and bicycle safety videos were developed for PennDOT’s YouTube channel and are available to the public. Programs for school age children are

administered through the Pennsylvania Child Passenger Safety Program and Community Traffic Safety Programs.

*Education and Enforcement Efforts in Pedestrian Focus Cities
(Philadelphia, Pennsylvania) (N/A, DTNH22-14-H-00446)*

During FFY 2016 the project has implemented campaign targeted social media, bus/bus shelter advertising, utilized an “It’s Road Safety Not Rocket Science” campaign web site, offered several trainings and materials at schools and communities near high-crash intersections, and the City’s police has provided in-kind enforcement. The Philadelphia Police Department issued 1,525 warnings inside the pedestrian enforcement zones. A pre-/post-outcome and intercept evaluation of the program’s activity is ongoing and concluded during the summer of 2016.

Metric: Facilitate and support the pedestrian safety campaign in the City of Philadelphia.

Result: METRIC MET: Facilitated and supported Philadelphia’s pedestrian safety campaign.

*Walkable Community Programs (RS-2016-01-15-00 Federal; RS-2016-01-16-00
Federal/State)*

These funds were dedicated towards supporting low-cost safety improvements at high pedestrian and bicycle crash locations.

Metric: Implement 6 Walkable Communities Programs.

Result: METRIC NOT MET: The dedicated funding for Walkable Communities under this program was unallocated as the strategy is now funded through alternate sources. No programs were implemented during the reporting period.

Metric: Distribute 100 Yield-to-Pedestrian Channelizing Devices.

Result: METRIC MET: PennDOT Engineering Districts were provided 415 devices for distribution during the reporting period.

*Pedestrian Education and Enforcement Program (PS-2016-01-15-00 Federal; PS-2016-
01-16-00 Federal)*

These funds were dedicated towards supporting localized High Visibility Enforcement (HVE) operations and community outreach to increase compliance with appropriate traffic laws by both pedestrians and drivers.

Metric: Conduct pedestrian enforcement and education programs in two high pedestrian crash municipalities.

Result: METRIC NOT MET: There were no applicants for this funding and as a result no programs conducted.

Summary

Pedestrian and bicycle safety countermeasures rely on enforcement and education measures to modify the behaviors of pedestrians, bicyclists, and drivers. Efforts conducted in FFY 2016 are likely to help curb the recent increases observed in fatality data. Developing a strong relationship with the new PennDOT Bike/Pedestrian Program Coordinator will be a top priority moving forward to collaborate and identify new program opportunities.

As new best practices and strategies are identified, reflecting the results of countermeasures in Pennsylvania and across the country, PennDOT will adapt its efforts to ensure the safest roadways possible for all users. In the interim, PennDOT will continue to actively promote pedestrian and bicycle safety through education, enforcement, and engineering activities. Additional focus will be placed towards raising awareness of funding opportunities for pedestrian safety activities. PennDOT will promote the lessons learned from the City of Philadelphia Focus City demonstration project in addition to proactive solicitation of applicants for future funding opportunities.

COMMERCIAL VEHICLE

In conjunction with the Pennsylvania State Police (PSP) and other law enforcement agencies, PennDOT has helped enhance enforcement efforts that target aggressive driving by, and around, heavy trucks. To further help address these behavioral safety concerns, it is critical to reach out to commercial motor vehicle (CMV) communities and the driving public to better educate a safer interaction on the roads. Pennsylvania has one of the largest trucking industries in the nation with large trucks traveling approximately 78.3 million miles daily on state roadways Pennsylvania Highway Statistics, 2015.

Table 3.10 5-Year Average Annual Targets
Heavy Truck

	Crashes	Serious Injuries	Fatalities
2016 Target	5,939	194	140
2015 Target	5,964	202	145
2015 Actual	6,373	210	152

Countermeasures (Programs and Projects) and Results

Driver Education and Training

In addition to incorporating commercial motor vehicles into enforcement planning, countermeasures designed to increase awareness of commercial motor vehicle safety issues and to train vehicle operators greatly contribute to increasing overall roadway safety. PennDOT partners with the Pennsylvania Motor Truck Association and coordinates the Pennsylvania Motor Carrier Safety Advisory Committee to establish training programs and activities supporting commercial motor vehicle safety.

Commercial Motor Vehicle Safety Symposium (DE-2016-01-15-00 Federal; DE-2016-01-16-00 Federal)

These funds were to be dedicated to assisting Pennsylvania's commercial motor vehicle operators, companies, and other relevant transportation entities with safety outreach. Funding was to be provided for supporting a statewide Commercial Motor Vehicle Safety Symposium and other pertinent costs to make the symposium/outreach event successful.

Metric: Conduct 1 Commercial Motor Vehicle Safety Symposium.

Result: METRIC NOT MET: No entity applied for this grant opportunity and subsequently no symposium was conducted.

Summary

Each year our CTSP program assists with implementing CMV safety programs and community educational outreach events. These partners conducted CMV safety programs in schools, community centers, and public locations throughout the State. Some examples of these events include "No Zone" educational demonstrations, safe driving competitions (partnership with Pennsylvania Motor Truck Association), and Marcellus shale industry outreach.

The HSO also partners with the Pennsylvania State Police (PSP) to address many commercial motor vehicle safety efforts. Each year the HSO assists the PSP's Commercial Motor Vehicle Safety Division with the analysis and identification of overrepresented CMV crash corridors in the State. Additionally, the PSP's Commercial Motor Vehicle Safety Division oversees the State's Motor Carrier Safety Assistance Program (MCSAP) and provides status updates on driver and vehicle safety compliance for the State. The State Police conducted MCSAP trainings for police and conducted further enforcement to address intrastate trucks and DOT number compliance.

TRAFFIC SAFETY INFORMATION SYSTEMS

Pennsylvania’s traffic safety information system provides the basic information necessary for efficient and successful highway safety efforts at the local, state, and Federal levels of government. The traffic safety information system is used to perform problem identification, establish goals, set performance measures, allocate resources, determine the progress of specific programs, and support the development and evaluation of highway and vehicle safety countermeasures.

Crash record management is divided into 3 sections. The Reports section sorts, categorizes, batches, prepares paper crash reports from the field, and ensures that the reports are scanned into the Crash Report System (CRS). This section is also responsible for tracking all information about fatal crashes from various parties to ensure it is timely and complete. The Analysis section uses the CRS to validate crash information coming in from police crash reports and checks the incoming data against a set of 400 edits. The Information Systems section is responsible for providing crash data to end users using the Crash Data Analysis and Retrieval Tool (CDART). Those requesting data include engineers, media, the Attorney General’s office, program managers, police officers, and the general public. The data is used to help create the Strategic Highway Safety Plan, set safety targets, determine safety focus areas, and develop implementation strategies.

Projects that will be implemented to improve the traffic safety information system are outlined in the Traffic Records Strategic Plan, which was created under the direction of the technical Traffic Records Coordinating Committee (TRCC). The plan includes identified deficiencies in the system, crash records performance measures, updates on ongoing projects, and any new projects.

Table 3.11 5-Year Average Annual Targets
Traffic Safety Information Systems

	Completeness	Accuracy	Timeliness
2016 Target	0.88	0.45	10.00
2015 Target	0.82	0.49	10.25
2015 Actual	0.87	0.53	10.47

Countermeasures (Programs and Projects) and Results

Philadelphia TraCS Implementation (M3DA-2016-01-13-01 Federal/State; M3DA-2016-01-14-01 Federal/State)

The City of Philadelphia is aware of our need to transition to electronic reporting in order to accommodate the next version of the crash data standard and the corresponding changes to the crash report form. A pilot project using a small unit within their police department was undertaken using the Crash Reporting System web site. It was determined that transitioning the entire police department would not meet their needs so other options needed to be considered. Budgetary restrictions made developing in-house software unworkable. Multiple vendors were considered, including a version of TraCS that was made available to local law enforcement. The decision was made to pilot the TraCS citation software using a handful of divisions. The City of Philadelphia decided to implement TraCS but needs assistance.

Metric: Transition 100 percent of the police districts in the City of Philadelphia to entirely electronic submission of crash reports during FFY 2016.

Result: METRIC NOT MET: The City of Philadelphia did not fully implement the TraCS system during FFY 2016 and will subsequently continue to submit paper-based crash reports. Deferred to FFY 2017.

Crash Reporting Law Enforcement Liaison (LEL) (M3DA-2016-01-13-02 Federal; M3DA-2016-01-14-02 Federal)

Without an effective traffic safety information system, it is impossible to make effective decisions to help prevent traffic crashes and save lives. The success of traffic safety and highway improvement programs hinges on the analysis of accurate and reliable traffic crash data. There is a need for better information of the circumstance of collisions to guide programs related to enforcement, education, maintenance, vehicle inspection, emergency medical services, and engineering to improve streets and highways.

The success of the Pennsylvania Department of Transportation Crash Reporting System relies on the data received from law enforcement agencies (LEA) throughout the State. Enforcement agencies, if they do submit data, do so through a combination of both paper and electronic mediums. The hope of collecting all crash reports electronically may never be realized if we continue to allow the status quo. Interventions must be established to target local LEAs to significantly improve timeliness, accuracy, and completeness, and eliminate the manual data entry process. This project continues to provide the LEA community with a Crash Reporting Law Enforcement Liaison (CR LEL) as a point of contact between PennDOT's Crash Information Systems and Analysis, Bureau of Maintenance and Operations, and 1,200 municipal police agencies across the State. This grant period marks the end of the seventh year of the Crash Records (CR) project.

Metric: Increase the electronic submission of Law Enforcement Agency crash reports from 92 percent to 100 percent of agencies, including the City of Philadelphia in FFY 2016.

Result: METRIC NOT MET: The City of Philadelphia did not fully implement the TraCS system during FFY 2016 and subsequently continue to submit paper-based crash reports.

Crash Architecture and Public/Partner Data Interface (M3DA-2016-01-13-03 Federal; M3DA-2016-01-13-03 Federal)

Our hope is to provide our partners and the public with fast, user-friendly access to available crash data. The public currently has access through our annual Crash Facts and Statistics Book, but this document only covers high-level crash data. Additionally, data can be requested by contacting PennDOT's Crash Information Management Section, but neither of these options provide the user quick and easy access to detailed crash information. The goal is to create an on-line system that has an easy-to-use interface and allows the general user access to easily digestible information. This includes using mapping capabilities and eventually the ability to query other system's data in combination with the crash data. This project was finally publically released just days before the end of FFY 2015. The interface is now formally known as the Pennsylvania Crash Information Tool (PCIT) and is located at <https://www.dotcrashinfo.pa.gov/PCIT/welcome.html>.

Metric: Provide links to data, querying and mapping capability by September 30, 2015.

Result: METRIC MET: The Pennsylvania Crash Information Tool was deployed during FFY 2015, although mapping will be deployed in FFY 2017.

Traffic Counters (M3DA-2016-01-13-04 Federal/State; M3DA-2016-01-14-04 Federal/State)

PennDOT Bureau of Planning and Research (BPR) currently has 91 permanent traffic counting devices that collect data 24 hours a day, 7 days a week, 365 days a year. Forty-one Automatic Traffic Recorders (ATR) only collect volume and speed data, 37 continuous automatic vehicle classification (CAVC) devices collect 13 vehicle classifications and speed data, and 13 weigh-in-motion (WIM) devices collect 13 vehicle classifications, speed data, and vehicle weight data. To make the program more complete and benefit additional departmental areas, the installation of additional CAVC and WIM sites are necessary. The locations of the additional sites have been identified by the PennDOT Safety Management Unit. The vehicle miles traveled (VMT) and speed data from the sites will benefit the crash program. Additionally, the Pennsylvania State Police (PSP) have identified locations for the installation of WIM sites to benefit the additional data needed for truck weight enforcement and commercial motor vehicle safety.

Metric: Install traffic counters at 5 CAVC/WIM identified locations.

Result: METRIC NOT MET: Only 3 CAVC/WIM locations were installed.

Development of Safety Performance Functions (M3DA-2016-01-13-05 Federal/State; M3DA-2016-01-14-05 Federal/State)

The use of SPFs developed using the Empirical Bayes (EB) method to identify high-priority locations is a more-sophisticated crash analysis approach that is more accurate than using crash frequencies or crash rates because they account for the effect of regression to the mean. The use of SPFs also provides a rigorous analytical approach that is objective and consistent. The development and use of SPFs can assist agencies to shift the analysis approach from all crashes to fatal and severe crashes, from basic to more advanced analytical methods, and from congested roadways to a broader range of roadways. The modified process

will help allocate limited safety dollars to areas with the greatest need to continue to significantly reduce fatal and severe crashes in Pennsylvania. The regionalized SPF's were built into the Highway Safety Manual spreadsheet tool which was delivered in March, 2016.

Metric: Develop a set of regionalized Safety Performance Functions.

Result: METRIC MET: A set of regionalized Safety Performance Functions were created.

TraCS Supplement for Local Police Department (M3DA-2016-01-14-06 Federal/State)

The objective of this project was to transition 10 additional new law enforcement agencies to the TraCS program for electronic reporting of both traffic crash and citation data to PennDOT and the Administrative Office of PA Courts prior to September 30, 2016. This project was done in conjunction with the SHSO, PSP, and the Technology Enterprise Group, Inc. (TEG) to provide additional services related to deploying, implementing, and supporting TraCS in local PA law enforcement agencies. The Crash Records Liaison project was also heavily involved in the effort by providing initial training and technical resources during the LEAs transition to TraCS.

Metric: Install and transition 10 new LEAs to the TraCS program.

Result: METRIC MET: 16 new LEAs were brought in the TraCS program.

Summary

Projects that were implemented in FFY 2016 were outlined in the 2015 Traffic Records Strategic Plan, which was created under the direction of the technical Traffic Records Coordinating Committee (TRCC). This evolving plan includes identified deficiencies in the system, crash records performance measures, as well as updates on ongoing projects. Pennsylvania's traffic safety information system provides the basic information necessary for efficient and successful highway safety efforts at the local, state, and Federal levels of government. The statewide safety information system is used to perform problem identification, establish goals and performance measures, allocate resources, determine the progress of specific programs, and support the development and evaluation of highway and vehicle safety countermeasures.

The TRCC routinely solicits and reviews proposals for funding throughout the fiscal year, as liquidating traffic records funds is a common challenge among the States. PennDOT is currently working with the TRCC to encourage proposal development. PennDOT is also working with the TRCC to implement certain recommendations from the NHTSA Traffic Records Assessment as a way of improving the overall effectiveness of the TRCC.

COMMUNITY TRAFFIC SAFETY PROJECTS

The Pennsylvania Highway Safety Office funds a network of Community Traffic Safety Projects to serve as outreach to local communities across the Commonwealth. Pennsylvania is a large state with 67 counties and approaching 13 million citizens. Due to the size and local diversity of each community, it is necessary to maintain these projects that have expertise at the local level. Outreach methods and focus on different safety focus areas is successfully completed by the CTSP Coordinators who maintain extensive contact networks in their coverage area.

Projects annually submit proposals to the Highway Safety Office for review and funding approval. Data analysis and problem identification is the foundation for each project and will determine the structure and accuracy of the goals, activities, measures, and evaluation efforts for the duration of the project. Analysis might include years of crash, injury, and fatality data, license, registration, and conviction data and other data from various sources. Data included in agreements identify safety problems and support the subsequent development of goals and activities. Broad program area goals must be tied to the specific countermeasures selected, including clear articulation of how and why specific tasks were chosen.

Countermeasures (Programs and Projects) and Results

Educational and Outreach Programs

Education and outreach programs are a vital component of statewide traffic safety efforts. Activities supporting enforcement efforts greatly increase the effectiveness and ability to change driver behavior. Educational programs, targeted to all age groups, raises awareness of traffic safety laws, available resources and training, and general driver instruction. Outreach programs to schools, community groups, businesses, police departments, EMS providers, and the judicial community increase knowledge of traffic safety campaigns throughout the year and provide opportunities for collaboration to enhance program effectiveness, gathering feedback for future program modifications, and to standardize messaging among safety partners.

Community Traffic Safety Program (CP-2016-01-15-00; CP-2016-01-16-00)

The Community Traffic Safety Program involves identifying enforcement training needs, partnering with local organizations to address identified safety focus areas, assisting enforcement agencies to target local problems based on crash data, serving as a local contact for the general public acting on PennDOT's behalf in the development of local safety action plans and safety efforts, providing educational programs to schools and local employers, and providing outreach and education on a variety of traffic safety issues to Magisterial District Justices (MDJ).

Metric: Fund 15 to 20 Community Traffic Safety Projects.

Result: METRIC MET: Funded 18 CTSPs.

Metric: Coordinate 100 educational programs to the public addressing identified priority safety focus areas specific to geographic areas.

Result: METRIC MET: Conducted 173 identified priority safety focus area programs.

Metric: Contact 100 percent (estimated 550 total) of the Magisterial District Judges in Pennsylvania by September 30, 2016.

Result: METRIC MET: Achieved 100 percent direct contacts through District Judge outreach.

Metric: Coordinate 6 regional Law Enforcement Seminars/Trainings by September 30, 2016.

Result: METRIC MET: Conducted 46 Law Enforcement Seminars/Trainings.

Metric: Coordinate 16 regional and 1 statewide Teen Safe Driving Competition in partnership with the Pennsylvania Motor Truck Association.

Result: METRIC MET: Conducted 16 regional Teen Safe Driving Competitions and 1 statewide competition.

Summary

Community Traffic Safety Projects in Pennsylvania completed a variety of programs and outreach efforts in FFY 2016. A key feature of these projects is their localized outreach expertise. Pennsylvania covers a large geographic area and offers challenges to outreach projects that are not built for individual areas. We have recognized these challenges and work to provide CTSPs with the tools they need for their specific region.

COMMUNICATIONS

PennDOT's central press office and regional safety press officers (SPO) manage the media for the highway safety program directly and through partnerships with safety partners and law enforcement. Press and social media announcements promoting enforcement activities, law-enforcement trainings, safety initiatives and community events are reviewed, sent out and tracked year-round. SPOs send press releases, hold school and community outreach programs, and organize safety media events to help educate the public through our safety messages.

Central press staff also helped by promoting national mobilizations, announcing the State's second lowest fatality number, and continuing to promote the State's Crash Information Tool, which allows the public to query crash data and databases themselves on www.dotcrashinfo.pa.gov.

PennDOT's social media presence continues to grow, with safety messages frequently appearing on our digital assets. The department's Facebook and Twitter followers have grown by the thousands, and Instagram has been added to the department's social media foot print. All channels add more opportunity for our target audiences to receive our safety messages beyond the targeted paid media periods.

The department continues to build on its yearlong Safety Communications Plan, which includes state, national and industry safety initiatives throughout the calendar year, with suggested and required media activities. The plan includes PSAs, school messages, social media posts, templates for media announcements and partnership ideas. Central office continues to maintain and require quarterly safety activity reports, which are shared with executive staff.

Paid marketing buys were purchased for the following campaigns:

Distracted Driving – “Just Drive – Distractions Can Wait”

PennDOT used approximately \$375,000 in state funds to conduct a media campaign on distracted driving. The campaign featured radio, Pandora radio, mobile display, and social advertisements which yielded over 44 million total impressions. The demographic was adults 18-54. The advertising ran statewide during National Distracted Driving Awareness Month in April with more focus on counties with higher distracted-driving crash data. “Just Drive – Distractions Can Wait” and “One Text or Call Could Wreck It All” were the taglines for the campaign. Ads were also created in Spanish to further spread the message.

Click it or Ticket – “Just Buckle Up – A Click Can Save Your Life”

In May, on-line, radio and lifestyle advertising were used to target adults 18-54, in the top nine Pennsylvania media markets. The purpose of the campaign was to help reduce the number of unrestrained crashes and increase awareness of the consequences associated with not wearing a seat belt. The campaign used \$250,000 in state funds to support the national CIOT mobilization. Nearly 13 million impressions and thousands of new Facebook page likes were generated from the Pandora ads. This shows our message not only during the seat belt enforcement period, but allows users to hear our safety messages throughout the year.

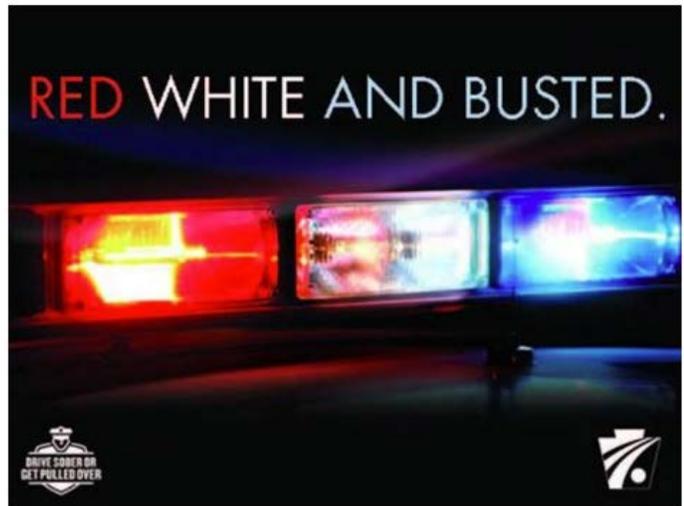
DUI- “Red, White and Busted”

The PennDOT central press office used state funds to purchase media in support of the high-visibility enforcement program. PennDOT bought “Red, White and Busted” paid media messages for the Independence Day and Labor Day crackdowns. Roughly \$336,000 was spent on the campaign that included on-line, social media and radio advertising. Adults age 18 to 34, including minority groups, were the target demographic. The campaigns were most heavily focused in the top nine Pennsylvania media markets. The targeting was based on department crash data, and the digital ads yielded over 19 million impressions combined. On Facebook, Pandora and Twitter, the ads continue to expand our reach.

The DUI Labor Day media campaign ran throughout the month of September. The top digital performer, Pandora, generated more than eight million impressions alone. Twitter garnered over 4,500 new account followers and Facebook more than 4,900 new page likes.



One of the common misconceptions that impacts people when they are drinking is how much alcohol they are actually consuming. Whether it is a 12-ounce beer, a 5-ounce glass of wine, or a 1.5-oz shot, they each constitute one drink.



134,817 people reached
Boost Unavailable
801 Likes 71 Comments 135 Shares

Countermeasures (Programs and Projects) and Results

Public Information and Education (CP-2016-03-15-00 Federal; CP-2016-03-16-00 Federal/State)

The Public Information and Education line is used for brochures and other free educational pieces to address safety focus areas and other safety issues. These publications are typically available for download and in some cases printed. This line was not used in FFY16.

Summary

PennDOT is constantly evaluating the effectiveness of its media messages. Each year we try to diversify the reach of our messages by both expanding coverage areas and addressing different demographics. Taglines are adjusted and updated to remain relevant to current NHTSA suggestions. When deployed properly, our media messages should work seamlessly with coinciding enforcement waves to saturate a market with positive highway safety messages. It is hoped these messages act as a deterrent and ultimately result in a reduction of crashes and fatalities.

Planning and Administration

Public law 89-564 (Highway Safety Act) requires that a Highway Safety Program be approved by the Federal government. To adequately perform this task and ensure the program is activated in accordance with the NHTSA/FHWA orders, directives, regulations, policies, etc., the Bureau of Maintenance and Operations, Program Services Unit, is responsible for Pennsylvania's Highway Safety Program.

Countermeasures (Programs and Projects) and Results

Grant Program Training Needs (CP-2016-04-15-00 Federal; CP-2016-04-16-00 Federal)

The Program Services Unit established this project to address training needs necessary to support the objectives of the Highway Safety Plan which are not otherwise included in established projects. This project also provides funding for trainings needs for the PennDOT District Safety Press Officers.

Metric: Conduct 1 planning and training workshop for PennDOT and Community Traffic Safety Project outreach coordinators during FFY 2016.

Result: **METRIC NOT MET:** This workshop was canceled due to travel restrictions during Pennsylvania's budget impasse.

Metric: Conduct 1 planning and training workshop for PennDOT grantees, partners during FFY 2016.

Result: **METRIC MET:** The PennDOT/Grantee training workshop was conducted April 12 – 15, 2016.

Planning and Administration (PA-2016-01-15-00 Federal; PA-2016-01-16-00 Federal)

The Program Services Unit is responsible for planning and implementing Pennsylvania's Highway Safety Program. The objectives of this project cannot be measured in quantifiable terms related to other projects which can reflect a measure of accomplishment; however, the objectives of this project do provide for the planning and administration which are efforts readily identifiable and directly attributable to the overall development and management of the Commonwealth's Highway Safety Plan.

Metric: Implement 90 statewide and local projects addressing highway safety during FFY 2016.

Result: **METRIC MET:** Pennsylvania implemented 96 statewide and local projects during FFY 2016.

Metric: Perform approximately 100 site evaluations and 50 fiscal audits of highway safety projects by September 30, 2016.

Result: **METRIC NOT MET:** 38 site evaluations were completed along with 161 fiscal audits. Travel restrictions due to a state budget impasse limited on-site visits. Assistant Managers continued to conduct fiscal audits via electronic reports.

Metric: Prepare Annual Report submission to NHTSA no later than December 31, 2016

Result: **METRIC MET:** The Annual Report submission to NHTSA was completed by December 31, 2016.

Metric: Prepare Highway Safety Plan and 405 applications for submission to NHTSA no later than July 1, 2016.

Result: **METRIC MET:** The Highway Safety Plan and 405 applications were completed before the deadline.

4. Program Funding

FUNDING OVERVIEW

Section 402 Program (State and Community Highway Safety Grant Program)

Section 402 funding supports state highway safety programs designed to reduce traffic crashes and resulting deaths, injuries, and property damage. A state may use these grants funds only for highway safety purposes. At least 40 percent of these funds are to be used to address local traffic safety problems.

BOMO awarded 34 grants in FY 2016 totaling \$8,671,669.79 under this program.

\$7,642,629.37 of committed §402 funds (88 percent) has been spent during the fiscal year, including \$4,453,283.57 share to local (58 percent).

Section 405b Program (Occupant Protection Incentive Grants)

Section 405b funding provides incentive grants to encourage states to adopt and implement effective programs to reduce highway deaths and injuries resulting from individuals riding unrestrained or improperly restrained in motor vehicles. These funds must be used for implementation and enforcement of occupant protection programs.

BOMO awarded 4 grants in FY 2016 totaling \$3,500,225.89 under this program.

\$3,144,557.61 of committed §405b funds (90 percent) has been spent during the fiscal year.

Section 405c Program (State Traffic Safety Information System Improvement Grants)

Section 405c provides incentive grants to encourage states to adopt effective programs to improve traffic data systems by improving timeliness, accuracy, data integration, and availability to end users.

BOMO awarded 6 grants in FY 2016 totaling \$3,214,737.96 under this program.

\$1,709,233.53 of committed §405c funds (53 percent) has been spent during the fiscal year.

Section 405d Program (Alcohol-Impaired Driving Countermeasures)

Section 405d provides incentive grants to states to implement programs that reduce driving under the influence of alcohol and/or drugs. A state may use these grant funds only to implement and enforce impaired driving programs.

BOMO awarded 57 grants in FY 2016 totaling \$6,185,480.07 under this program.

\$5,573,141.21 of committed §405d funds (90 percent) have been spent during the fiscal year.

Section 405f Program (Motorcyclist Safety Programs)

Section 405f provides incentive grants to states for motorcyclist safety training and motorcyclist awareness programs.

BOMO awarded 1 grant in FY 2016 totaling \$195,000.00 under this program.

\$102,439.96 (53 percent) of committed §405f funds have been spent during the fiscal year.

HIGHWAY SAFETY PROGRAM EXPENDITURES (PROJECT LIST)

Table 4.1 Federal Fiscal Year 2016 Highway Safety Program Expenditures

Program Area	CFDA	Program Description	Obligated Funds	Expended Funds
PA-2016-01-00-00	20.600	Planning and Administration	\$344,774.07	\$344,774.07
OP-2016-01-00-00	20.600	PA State Police – Task 2 (CPS)	\$65,000	\$21,214.04
OP-2016-02-00-00	20.600	CPS Program Efforts	\$31,998.50	\$13,094.32
PT-2016-01-00-00	20.600	PA State Police – Tasks 3 & 5	\$1,950,000.00	\$1,624,281.49
PT-2016-02-00-00	20.600	Municipal Aggressive Driving Enforcement and Education Program	\$1,649,999.46	\$1,556,296.74
PT-2016-03-00-00	20.600	Dept. Ed Institute for Law Enforcement Training (402)	\$187,420.47	\$187,220.64
PT-2016-04-00-01	20.600	Police Traffic Services - Philadelphia	\$199,864.10	\$199,439.99
PT-2016-04-00-02	20.600	Police Traffic Services – Pittsburgh	\$64,010.00	\$44,797.72
PT-2016-05-00-00	20.600	Pennsylvania State Police Radar	\$65,840.00	\$31,135.50
CP-2016-01-00-01	20.600	CTSP-G-2016-York-00001	\$249,952.04	\$233,235.39
CP-2016-01-00-02	20.600	CTSP-G-2016-Washington City-00002	\$138,538.86	\$111,365.62
CP-2016-01-00-03	20.600	CTSP-G-2016-SPRING-00003	\$78,795.02	\$70,087.91
CP-2016-01-00-04	20.600	CTSP-G-2016-Lackawanna-00004	\$31,044.00	\$17,133.83
CP-2016-01-00-05	20.600	CTSP-G-2016-Erie-00005	\$120,089.10	\$113,528.56
CP-2016-01-00-06	20.600	CTSP-G-2016-Delaware-00006	\$79,694.52	\$65,740.66
CP-2016-01-00-07	20.600	CTSP-G-2016-Bethlehem City-00007	\$72,154.79	\$69,285.05
CP-2016-01-00-08	20.600	CTSP-G-2016-Chester-00008	\$108,739.00	\$100,196.70
CP-2016-01-00-09	20.600	CTSP-G-2016-Cumberland-00009	\$144,999.90	\$141,900.60
CP-2016-01-00-10	20.600	CTSP-G-2016-Philadelphia-00010	\$441,853.59	\$402,935.11
CP-2016-01-00-11	20.600	CTSP-G-2016-Northumberland-00011	\$83,235.52	\$78,165.14
CP-2016-01-00-14	20.600	CTSP-G-2016-Frackville Boro-00014	\$218,108.95	\$207,506.15
CP-2016-01-00-17	20.600	CTSP-G-2016-Cambria-00017	\$87,410.70	\$75,853.61
CP-2016-01-00-18	20.600	CTSP-G-2016-Allegheny-00018	\$141,854.64	\$78,589.75
CP-2016-01-00-19	20.600	CTSP-G-2016-Luzerne-00019	\$86,791.29	\$85,200.14
CP-2016-01-00-20	20.600	CTSP-G-2016-Lycoming-00020	\$92,477.60	\$92,095.41

Program Area	CFDA	Program Description	Obligated Funds	Expended Funds
CP-2016-01-00-22	20.600	CTSP-G-2016-Bucks-00022	\$84,022.43	\$73,558.98
CP-2016-01-00-23	20.600	CTSP-G-2016-Indiana University-00023 (MOU #471112)	\$125,000	\$117,995.08
CP-2016-02-00-00	20.600	Child Passenger Safety Coordination	\$928,260.13	\$926,637.64
CP-2016-03-00-00	20.600	PennDOT-BOMO-Public Information and Education	\$50,000	\$0.00
CP-2016-04-00-00	20.600	PennDOT-BOMO-Grant Program Training Needs	\$30,000	\$649.84
CP-2016-05-00-00	20.600	Teen Outreach Evaluation-CHOP	\$220,217.21	\$213,873.29
RS-2016-01-00-00	20.600	PennDOT-BOMO-Walkable Communities	\$500,000	\$0.00
TSP-2016-01-00-00	20.600	Teen Driver Safety Program	\$199,523.90	\$126,008.15
DL-2016-01-00-00	20.600	PennDOT-BDL-Mature Driver Safety Program	\$200,000.00	\$144,185.63
AL-2016-01-00-00	20.600	DDAP – Reducing DUI Recidivism	\$100,000.00	\$74,646.62
DE-2016-01-00-00	20.600	CMV Edu Outreach Seminar	\$25,000	\$0.00
Subtotal CFDA #20.600 (\$402)				\$7,642,629.37
M2HVE-2016-01-00-00	20.616	PA State Police Occupant Protection Enforcement and Education Program	\$1,500,000.00	\$1,279,848.62
M2HVE-2016-02-00-00	20.616	Municipal Occupant Protection Enforcement and Education Program	\$1,909,999.39	\$1,806,566.78
M2HVE-2016-03-00-01	20.616	Police Traffic Services - Philadelphia	\$50,242.50	\$47,169.57
M2HVE-2016-03-00-02	20.616	Police Traffic Services – Pittsburgh	\$39,984.00	\$10,992.64
Subtotal CFDA #20.616 (\$405b)				\$3,144,557.61
M3DA-2016-01-00-01	20.616	M3DA-2016-01-00-01 (Philadelphia TraCS Implementation)	\$1,300,000.00	\$0.00
M3DA-2016-01-00-02	20.616	M3DA-2016-01-00-02 (Crash Reporting Law Enforcement Liaison)	\$717,987.96	\$673,939.92
M3DA-2016-01-00-03	20.616	M3DA-2016-01-00-03 (Crash Arch & Public/Partner Data Interface)	\$515,000.00	\$440,629.11
M3DA-2016-01-00-04	20.616	M3DA-2016-01-00-04 (Traffic Counters)	\$495,000.00	\$458,111.40
M3DA-2016-01-00-05	20.616	M3DA-2016-01-00-05 (Development of Safety Performance Functions)	\$101,650.00	\$101,650.00
M3DA-2016-01-00-06	20.616	M3DA-2016-01-00-06 (TraCS Supplement for Local Police Departments)	\$85,100.00	\$34,903.10
Subtotal CFDA #20.616 (\$405c)				\$1,709,233.53
M5HVE-2016-01-00-00	20.616	PA State Police – S.405d Impaired Driving Program	\$2,115,000.00	\$1,948,435.55
M5HVE-2016-02-00-01	20.616	IDP-G-2016-York-00001	\$274,958.64	\$240,646.50
M5HVE-2016-02-00-02	20.616	IDP-G-2016-West Deer Township-00002	\$49,987.13	\$48,204.95
M5HVE-2016-02-00-03	20.616	IDP-G-2016-Peters-00003	\$29,999.56	\$29,396.56
M5HVE-2016-02-00-04	20.616	IDP-G-2016-Old Lycoming Township-00004	\$45,000.00	\$36,531.85
M5HVE-2016-02-00-05	20.616	IDP-G-2016-Northumberland-00005	\$300,003.28	\$289,838.17
M5HVE-2016-02-00-06	20.616	IDP-G-2016-Moon Township-00006	\$55,000.00	\$52,174.58
M5HVE-2016-02-00-07	20.616	IDP-G-2016-Montgomery Township-00007	\$49,996.00	\$49,372.62
M5HVE-2016-02-00-08	20.616	IDP-G-2016-Lower Merion-00008	\$34,949.00	\$34,399.00
M5HVE-2016-02-00-09	20.616	IDP-G-2016-Hopewell-00009	\$34,944.20	\$25,914.21
M5HVE-2016-02-00-10	20.616	IDP-G-2016-Chester-00010	\$69,633.60	\$66,589.57
M5HVE-2016-02-00-11	20.616	IDP-G-2016-Bucks-00011	\$87,264.00	\$65,979.51
M5HVE-2016-02-00-12	20.616	IDP-G-2016-Latrobe City-00012	\$35,000.00	\$34,216.00

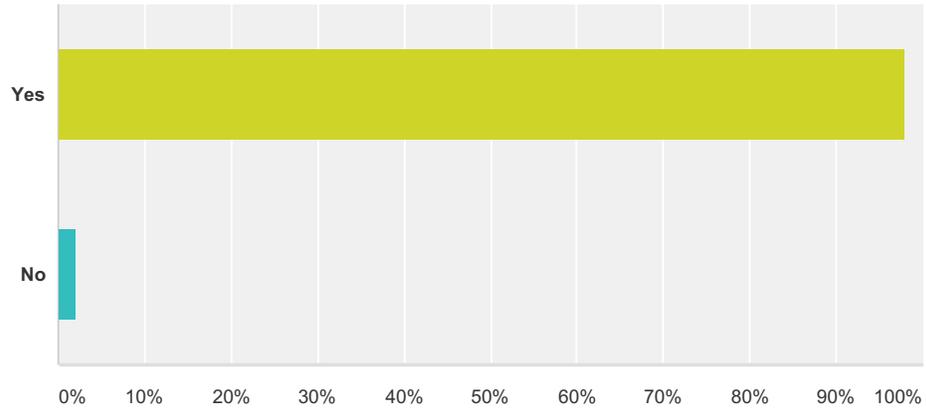
Program Area	CFDA	Program Description	Obligated Funds	Expended Funds
M5HVE-2016-02-00-13	20.616	IDP-G-2016-Venango-00013	\$15,000.00	\$13,167.73
M5HVE-2016-02-00-14	20.616	IDP-G-2016-Lackawanna-00014	\$60,000.00	\$46,872.54
M5HVE-2016-02-00-15	20.616	IDP-G-2016-Kiski Township-00015	\$24,992.00	\$23,343.70
M5HVE-2016-02-00-16	20.616	IDP-G-2016-Cambridge Springs-00016	\$25,000.00	\$23,515.87
M5HVE-2016-02-00-17	20.616	IDP-G-2016-Butler-00017	\$25,000.00	\$24,399.97
M5HVE-2016-02-00-18	20.616	IDP-G-2016-Cambria-00018	\$39,998.00	\$30,245.35
M5HVE-2016-02-00-19	20.616	IDP-G-2016-Ferguson Township-00019	\$42,615.30	\$35,391.00
M5HVE-2016-02-00-20	20.616	IDP-G-2016-Mifflin-00020	\$9,910.81	\$9,644.56
M5HVE-2016-02-00-21	20.616	IDP-G-2016-Bethlehem Township-00021	\$15,009.40	\$11,893.34
M5HVE-2016-02-00-22	20.616	IDP-G-2016-Cumberland-00022	\$49,410.00	\$45,944.77
M5HVE-2016-02-00-23	20.616	IDP-G-2016-Indiana-00023	\$10,000.00	\$9,228.88
M5HVE-2016-02-00-24	20.616	IDP-G-2016-Lebanon-00024	\$30,000.00	\$18,165.74
M5HVE-2016-02-00-25	20.616	IDP-G-2016-Lower Burrell-00025	\$43,774.00	\$36,124.97
M5HVE-2016-02-00-26	20.616	IDP-G-2016-Lower Saucon-00026	\$24,984.75	\$24,311.33
M5HVE-2016-02-00-27	20.616	IDP-G-2016-Mt. Lebanon Township-00027	\$49,999.38	\$48,896.99
M5HVE-2016-02-00-28	20.616	IDP-G-2016-S Whitehall-00028	\$45,000.00	\$39,204.84
M5HVE-2016-02-00-29	20.616	IDP-G-2016-Warren-00029	\$15,000.00	\$14,994.27
M5HVE-2016-02-00-30	20.616	IDP-G-2016-Luzerne-00030	\$69,181.00	\$65,339.12
M5HVE-2016-02-00-31	20.616	IDP-G-2016-Lehigh-00031	\$40,000.00	\$38,639.48
M5HVE-2016-02-00-32	20.616	IDP-G-2016-Haverford-00032	\$46,520.00	\$42,803.05
M5HVE-2016-02-00-33	20.616	IDP-G-2016-Blair-00033	\$40,000.00	\$37,254.89
M5HVE-2016-02-00-34	20.616	IDP-G-2016-Baldwin-00034	\$44,894.00	\$40,470.44
M5HVE-2016-02-00-35	20.616	IDP-G-2016-Abington*-00035	\$45,000.00	\$42,614.23
M5HVE-2016-02-00-36	20.616	IDP-G-2016-Allentown-00036	\$14,948.70	\$12,646.00
M5HVE-2016-02-00-37	20.616	IDP-G-2016-Clearfield-00037	\$14,997.00	\$6,234.63
M5HVE-2016-02-00-38	20.616	IDP-G-2016-Easton-00038	\$20,000.00	\$9,821.91
M5HVE-2016-02-00-39	20.616	IDP-G-2016-Hermitage-00039	\$30,000.00	\$27,846.57
M5HVE-2016-02-00-40	20.616	IDP-G-2016-Plum-00040	\$49,982.00	\$38,988.53
M5HVE-2016-02-00-41	20.616	IDP-G-2016-Pottstown-00041	\$49,980.00	\$47,884.00
M5HVE-2016-02-00-42	20.616	IDP-G-2016-Towanda Boro-00042	\$15,000.00	\$13,633.10
M5HVE-2016-02-00-43	20.616	IDP-G-2016-Washington Township-00043	\$19,860.00	\$18,846.77
M5HVE-2016-02-00-44	20.616	IDP-G-2016-Hatfield-00044	\$39,990.00	\$27,944.26
M5HVE-2016-02-00-45	20.616	IDP-G-2016-Bethlehem City-00045	\$40,011.64	\$37,951.04
M5HVE-2016-02-00-46	20.616	IDP-G-2016-23111 (Upper Darby)-00046	\$40,136.00	\$43,843.80
M5HVE-2016-02-00-47	20.616	IDP-G-2016-Dauphin-00047	\$60,000.00	\$33,611.10
M5HVE-2016-02-00-48	20.616	IDP-G-2016-West Norriton-00048	\$29,995.00	\$29,759.98
M5HVE-2016-02-00-50	20.616	PTS-G-2016-Pittsburgh-00002	\$85,966.00	\$54,341.87
M5HVE-2016-02-00-49	20.616	PTS-G-2016-Philadelphia*-00001	\$199,893.40	\$199,530.52

Program Area	CFDA	Program Description	Obligated Funds	Expended Funds
M5CS-2016-01-00-04	20.616	HSGP-G-2016-Clinton County-00004	\$70,816.00	\$68,813.84
M5CS-2016-01-00-02	20.616	HSGP-G-2016-Potter Co-00002	\$49,416.00	\$41,583.34
M5TR-2016-01-00-00	20.616	Dept. Ed Institute for Law Enforcement Training (405d)	\$642,579.53	\$641,910.42
M5TR-2016-02-00-00	20.616	PA District Attorneys Institute -Traffic Safety Resource Prosecutor	\$183,718.98	\$154,750.62
M5TR-2016-03-00-00	20.616	Judicial Outreach Liaison	\$52,571.80	\$35,660.91
M5TR-2016-04-00-00	20.616	Pennsylvania DUI Association – DUI LELs	\$514,907.00	\$383,371.87
Subtotal CFDA #20.616 (\$405d)				\$5,573,141.21
M9MA-2016-01-00-00	20.616	PennDOT-BDL-Motorcycle Safety Initiatives	\$195,000.00	\$102,439.96
Subtotal CFDA #20.616 (\$405f)				\$102,439.96
Total NHTSA				\$18,172,021.68

5. Appendix 1

Q1 Are you a licensed Pennsylvania driver?

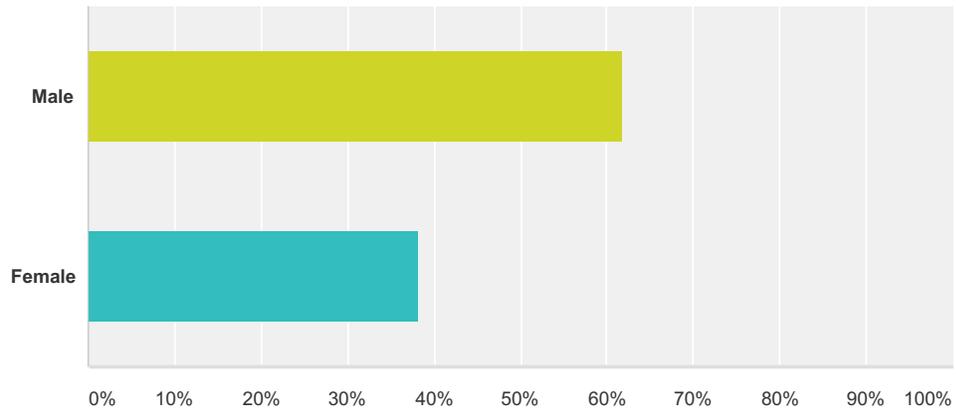
Answered: 6,619 Skipped: 0



Answer Choices	Responses
Yes	97.90% 6,480
No	2.10% 139
Total	6,619

Q2 What is your gender?

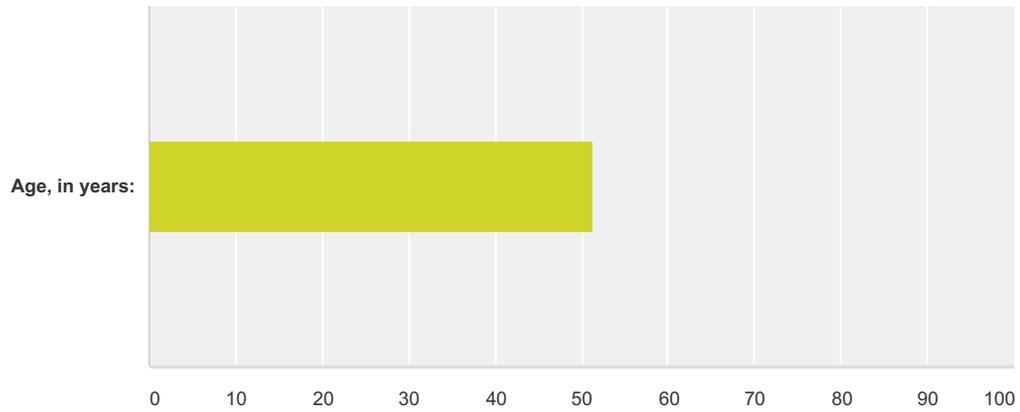
Answered: 6,619 Skipped: 0



Answer Choices	Responses
Male	61.90% 4,097
Female	38.10% 2,522
Total	6,619

Q3 What is your age?

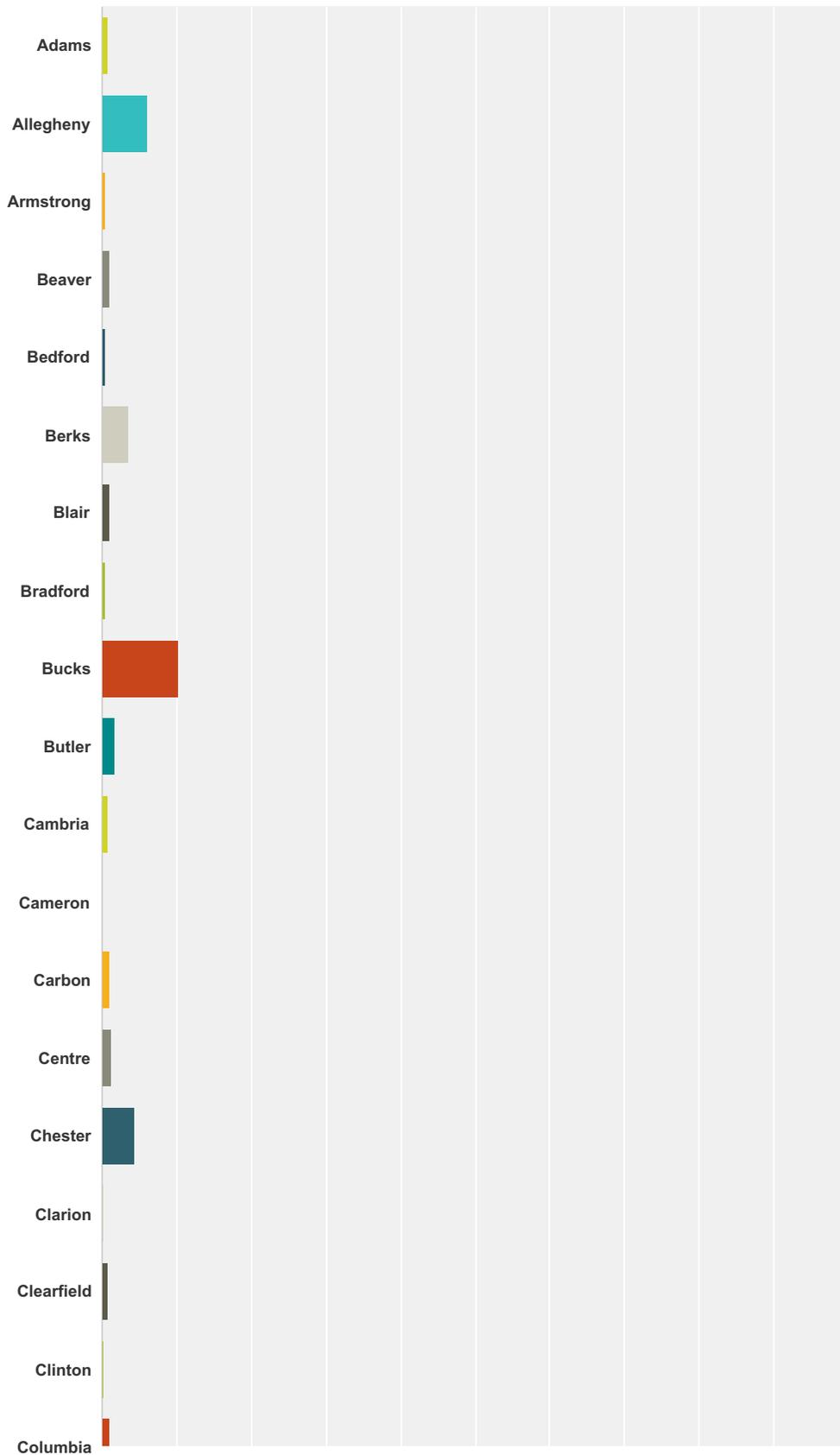
Answered: 6,619 Skipped: 0

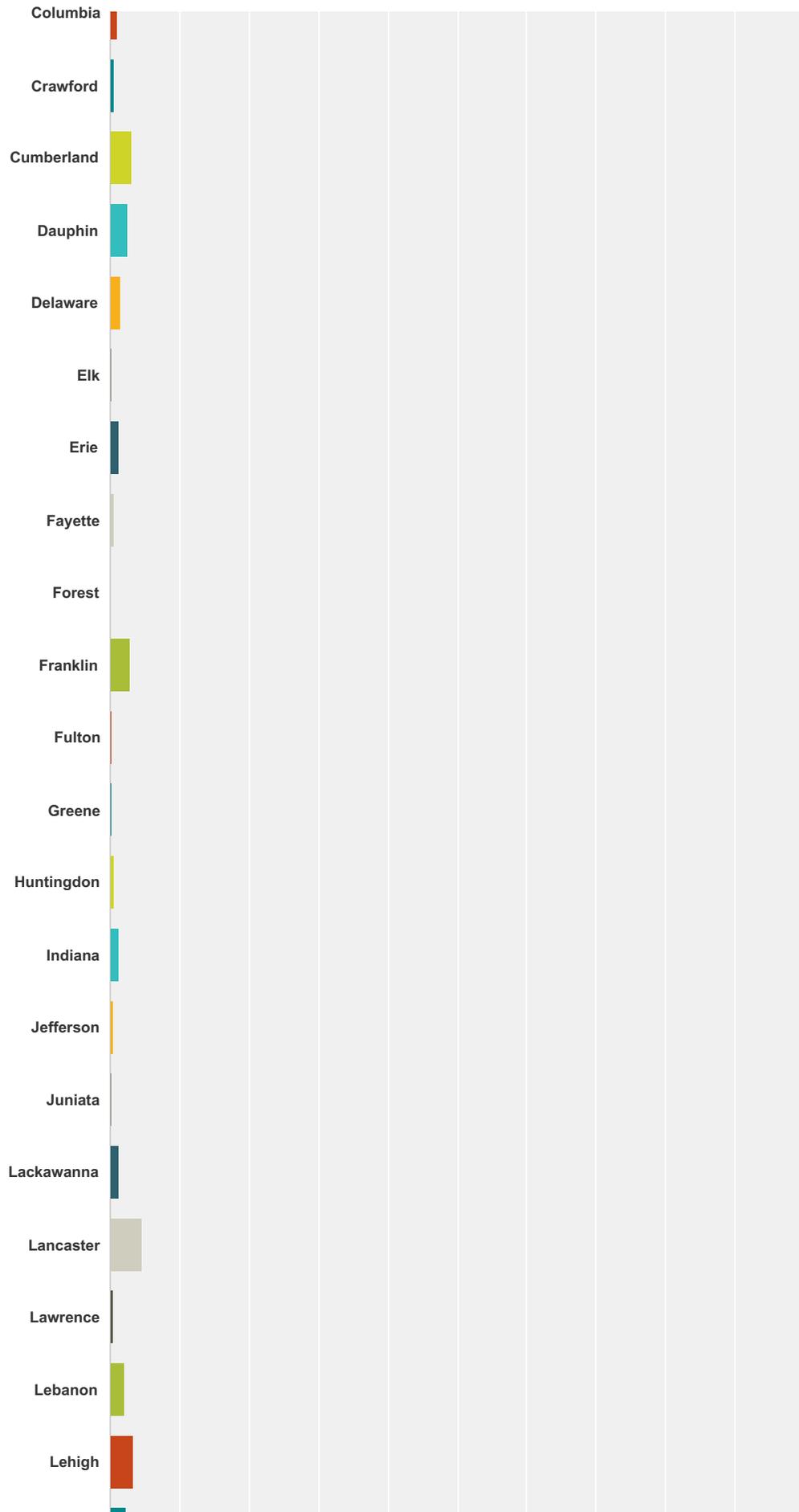


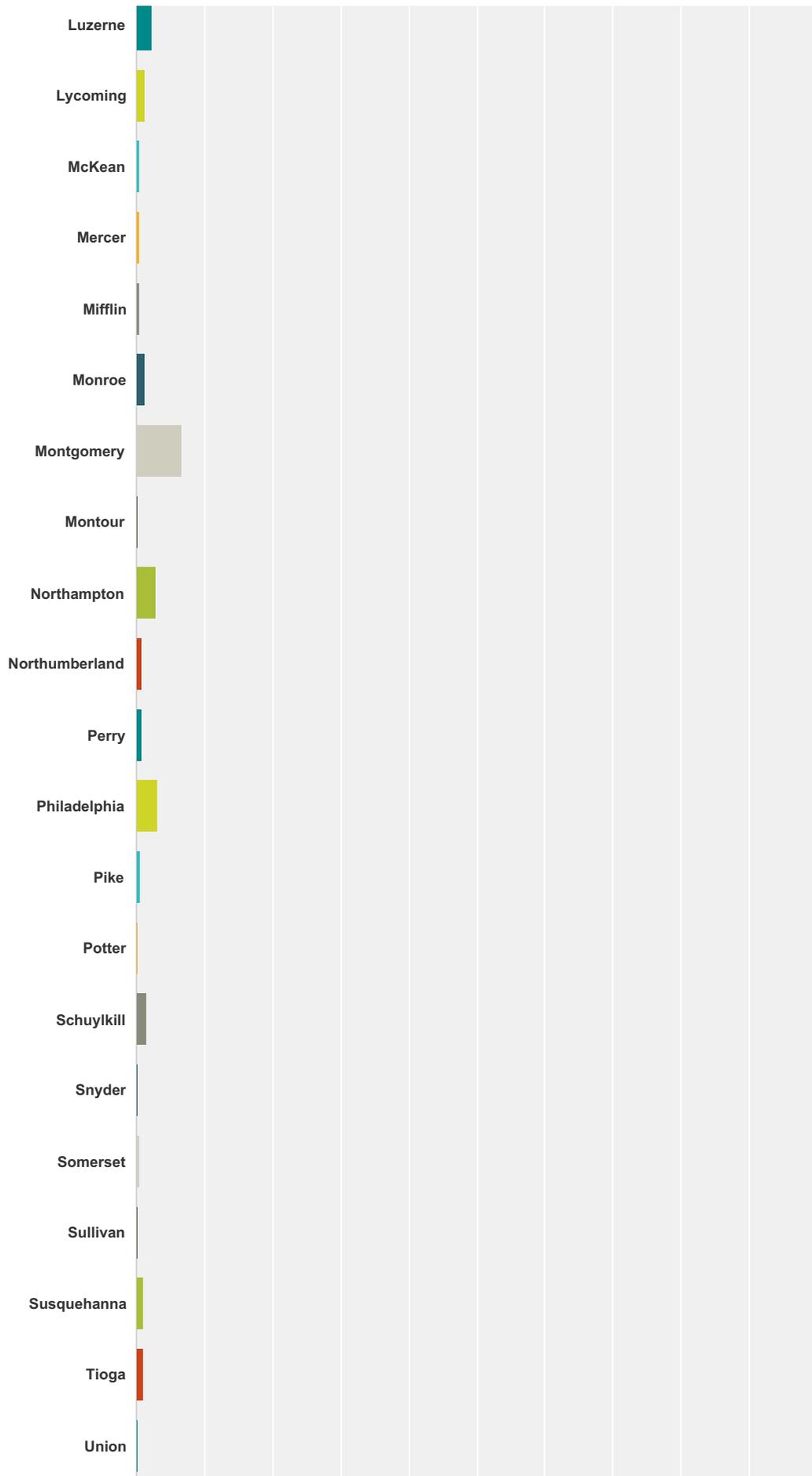
Answer Choices	Average Number	Total Number	Responses
Age, in years:	51	339,824	6,619
Total Respondents: 6,619			

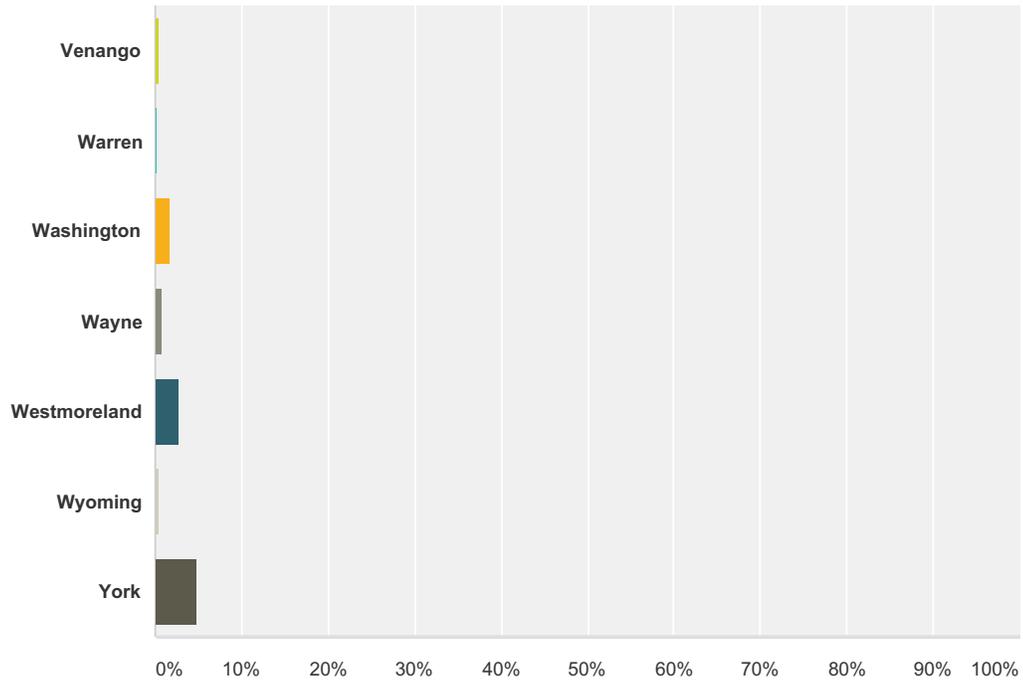
Q4 What Pennsylvania County do you reside in?

Answered: 6,619 Skipped: 0









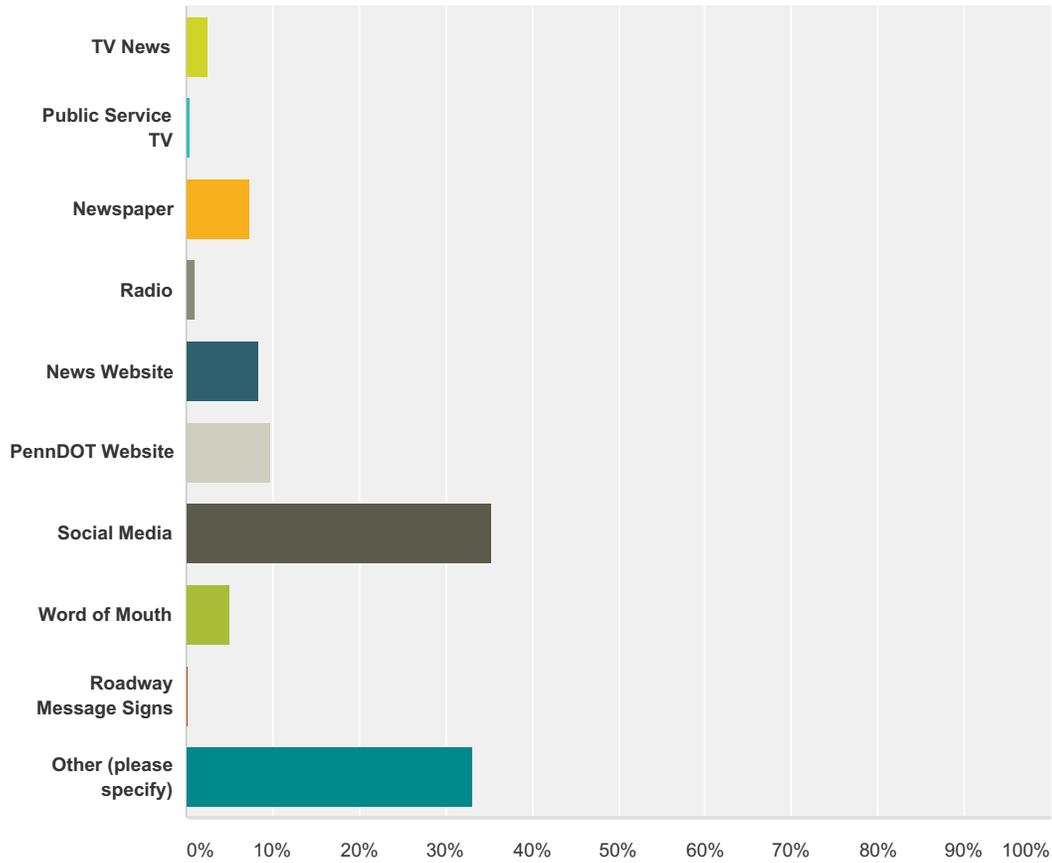
Answer Choices	Responses
Adams	0.79% 52
Allegheny	6.15% 407
Armstrong	0.38% 25
Beaver	1.06% 70
Bedford	0.33% 22
Berks	3.63% 240
Blair	1.00% 66
Bradford	0.48% 32
Bucks	10.32% 683
Butler	1.77% 117
Cambria	0.85% 56
Cameron	0.06% 4
Carbon	1.01% 67
Centre	1.33% 88
Chester	4.44% 294
Clarion	0.30% 20
Clearfield	0.74% 49
Clinton	0.24% 16
Columbia	1.03% 68

Crawford	0.69%	46
Cumberland	3.19%	211
Dauphin	2.46%	163
Delaware	1.42%	94
Elk	0.18%	12
Erie	1.19%	79
Fayette	0.69%	46
Forest	0.00%	0
Franklin	2.90%	192
Fulton	0.11%	7
Greene	0.24%	16
Huntingdon	0.60%	40
Indiana	1.30%	86
Jefferson	0.38%	25
Juniata	0.18%	12
Lackawanna	1.24%	82
Lancaster	4.50%	298
Lawrence	0.35%	23
Lebanon	2.19%	145
Lehigh	3.35%	222
Luzerne	2.36%	156
Lycoming	1.30%	86
McKean	0.50%	33
Mercer	0.44%	29
Mifflin	0.32%	21
Monroe	1.19%	79
Montgomery	6.65%	440
Montour	0.23%	15
Northampton	3.01%	199
Northumberland	0.83%	55
Perry	0.76%	50
Philadelphia	3.10%	205
Pike	0.63%	42
Potter	0.18%	12

Schuylkill	1.50%	99
Snyder	0.15%	10
Somerset	0.45%	30
Sullivan	0.12%	8
Susquehanna	1.06%	70
Tioga	0.97%	64
Union	0.12%	8
Venango	0.38%	25
Warren	0.18%	12
Washington	1.65%	109
Wayne	0.85%	56
Westmoreland	2.69%	178
Wyoming	0.45%	30
York	4.88%	323
Total		6,619

Q5 How did you hear about this survey?

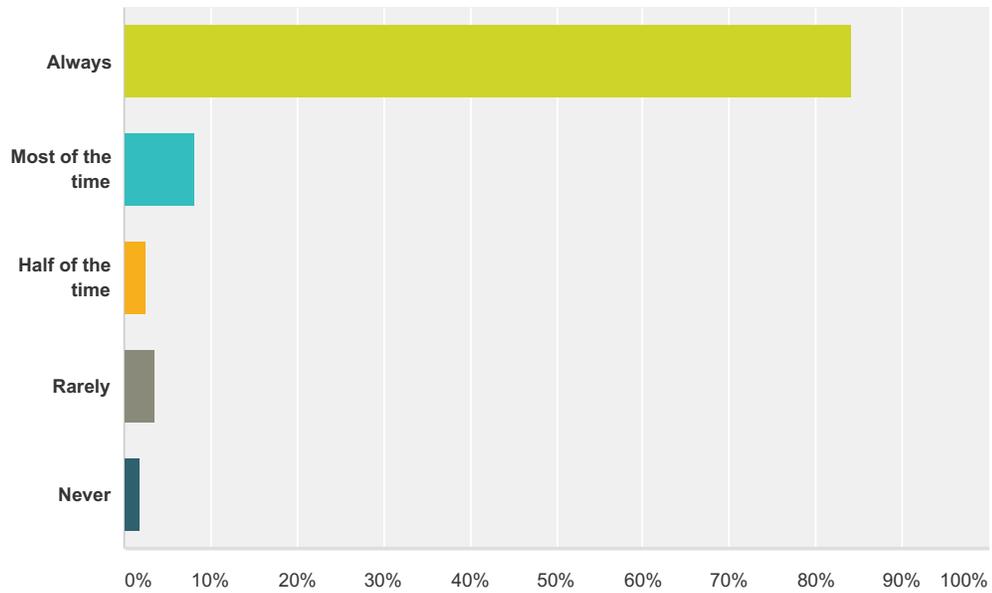
Answered: 6,619 Skipped: 0



Answer Choices	Responses
TV News	2.45% 162
Public Service TV	0.35% 23
Newspaper	7.28% 482
Radio	1.07% 71
News Website	8.31% 550
PennDOT Website	9.88% 654
Social Media	35.19% 2,329
Word of Mouth	5.08% 336
Roadway Message Signs	0.15% 10
Other (please specify)	33.21% 2,198
Total Respondents: 6,619	

Q6 How often do you use seat belts when you drive or ride in a car, van, sport utility vehicle or pickup truck?

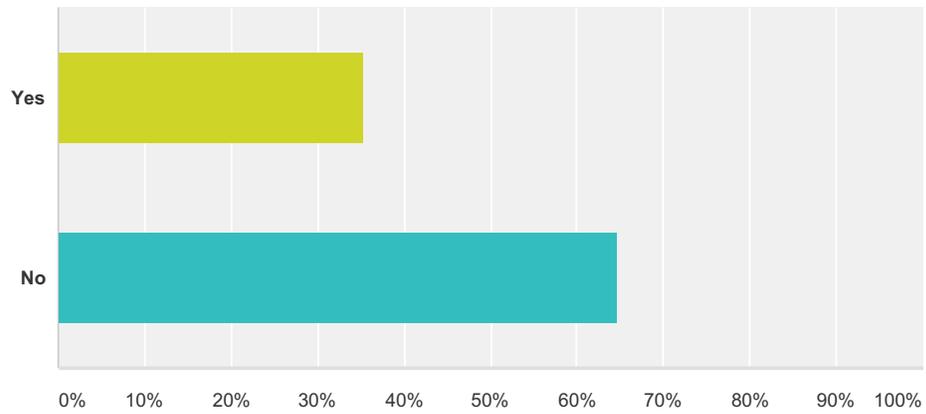
Answered: 6,552 Skipped: 67



Answer Choices	Responses
Always	84.05% 5,507
Most of the time	8.12% 532
Half of the time	2.52% 165
Rarely	3.46% 227
Never	1.85% 121
Total	6,552

Q7 In the past 60 days, have you read, seen or heard anything about seat belt law enforcement by police?

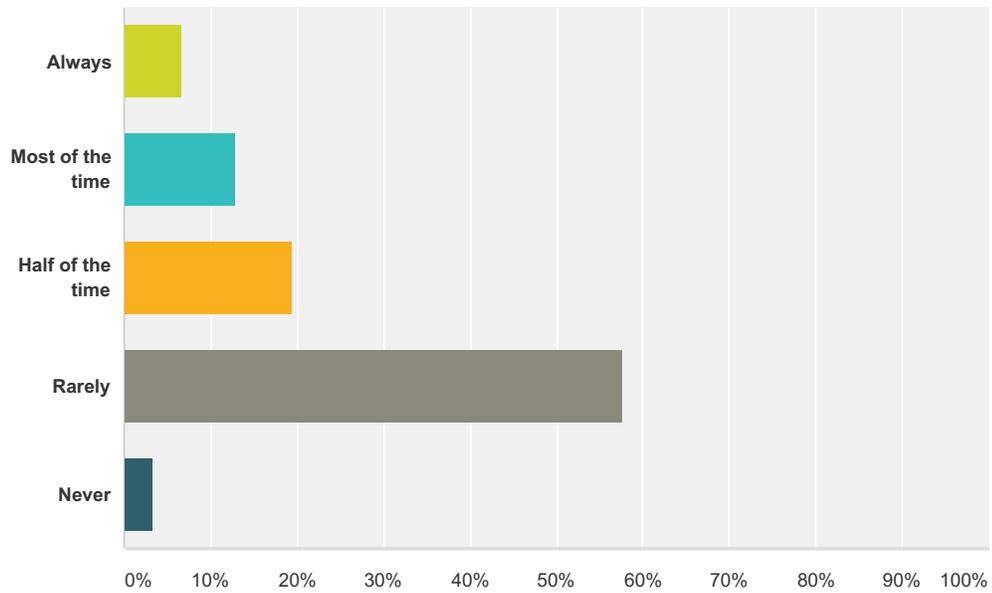
Answered: 6,552 Skipped: 67



Answer Choices	Responses	
Yes	35.24%	2,309
No	64.76%	4,243
Total		6,552

Q8 What do you think the chances are of someone getting a ticket if they don't wear their seat belt?

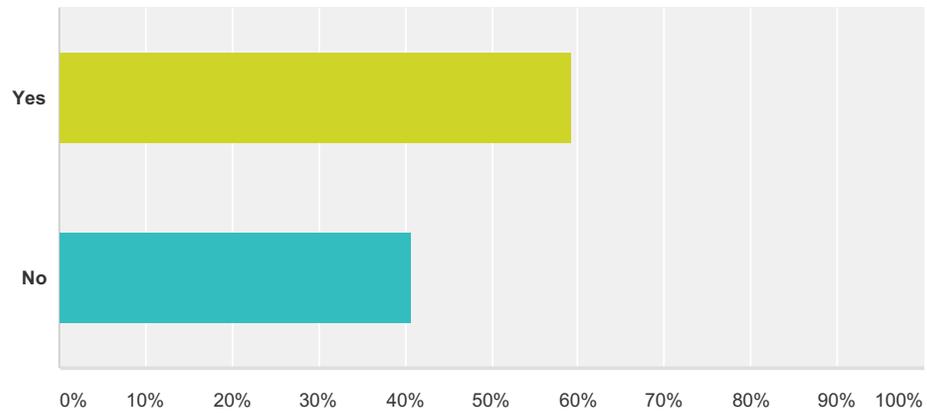
Answered: 6,552 Skipped: 67



Answer Choices	Responses
Always	6.68% 438
Most of the time	12.99% 851
Half of the time	19.41% 1,272
Rarely	57.62% 3,775
Never	3.30% 216
Total	6,552

Q9 Would you support a law requiring adults in the front seat of a vehicle to wear a seat belt (making it a primary offense)?

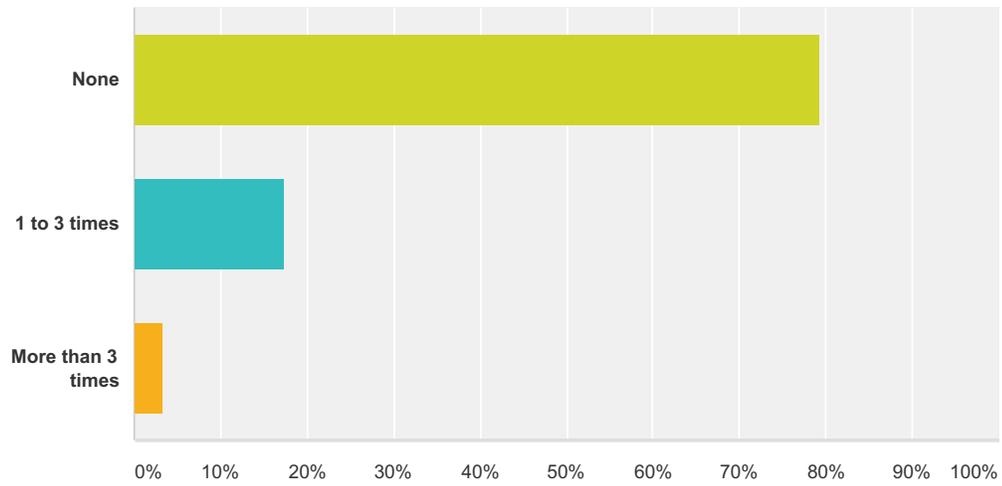
Answered: 6,552 Skipped: 67



Answer Choices	Responses	
Yes	59.37%	3,890
No	40.63%	2,662
Total		6,552

Q10 In the past 60 days, how many times have you driven a motor vehicle within 2 hours after drinking alcoholic beverages?

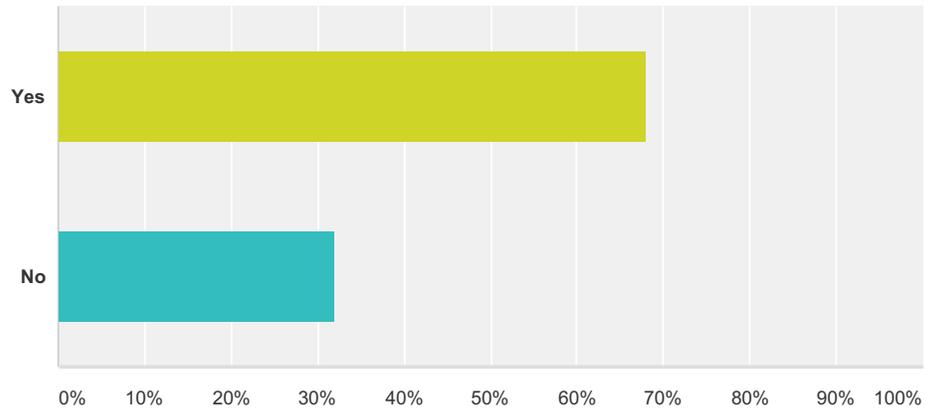
Answered: 6,485 Skipped: 134



Answer Choices	Responses
None	79.26% 5,140
1 to 3 times	17.33% 1,124
More than 3 times	3.41% 221
Total	6,485

Q11 In the past 30 days, have you read, seen or heard anything about alcohol impaired driving (or drunk driving) enforcement by police?

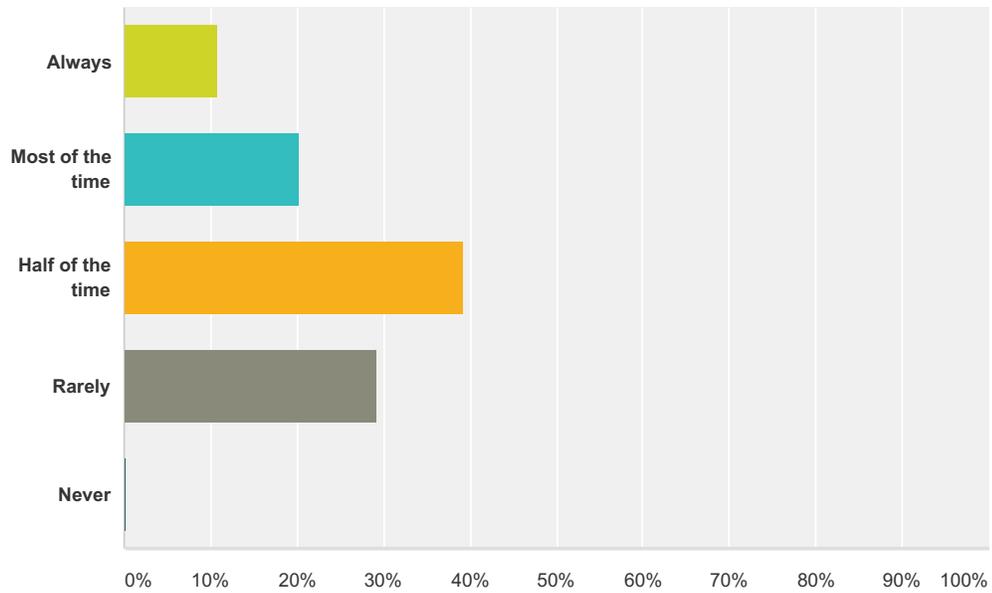
Answered: 6,485 Skipped: 134



Answer Choices	Responses
Yes	68.08% 4,415
No	31.92% 2,070
Total	6,485

Q12 What do you think the chances are of someone getting arrested if they drive after drinking?

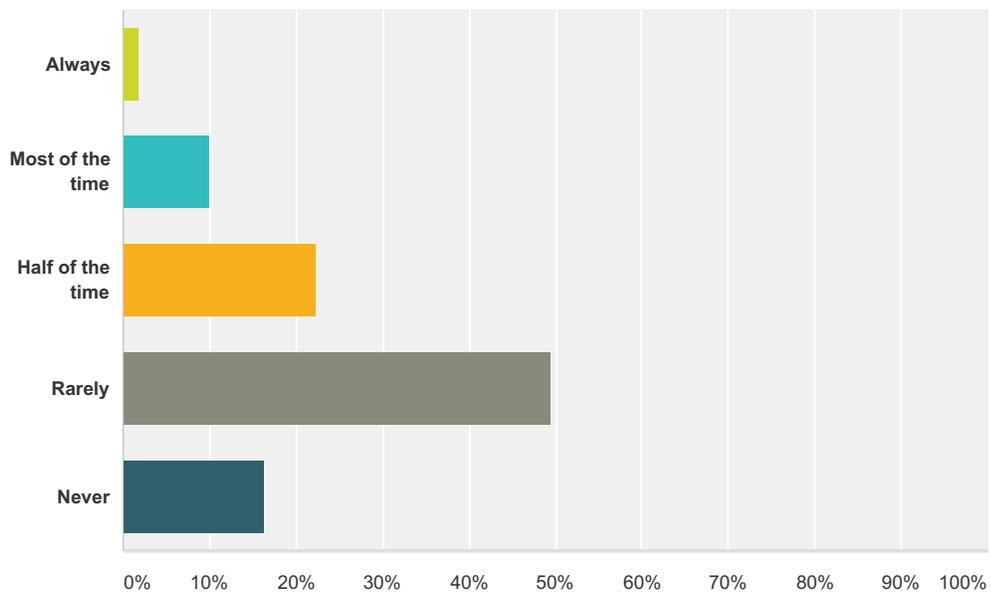
Answered: 6,485 Skipped: 134



Answer Choices	Responses
Always	10.93% 709
Most of the time	20.34% 1,319
Half of the time	39.15% 2,539
Rarely	29.33% 1,902
Never	0.25% 16
Total	6,485

Q13 On a road with a speed limit of 25 mph, how often do you drive faster than 35 mph?

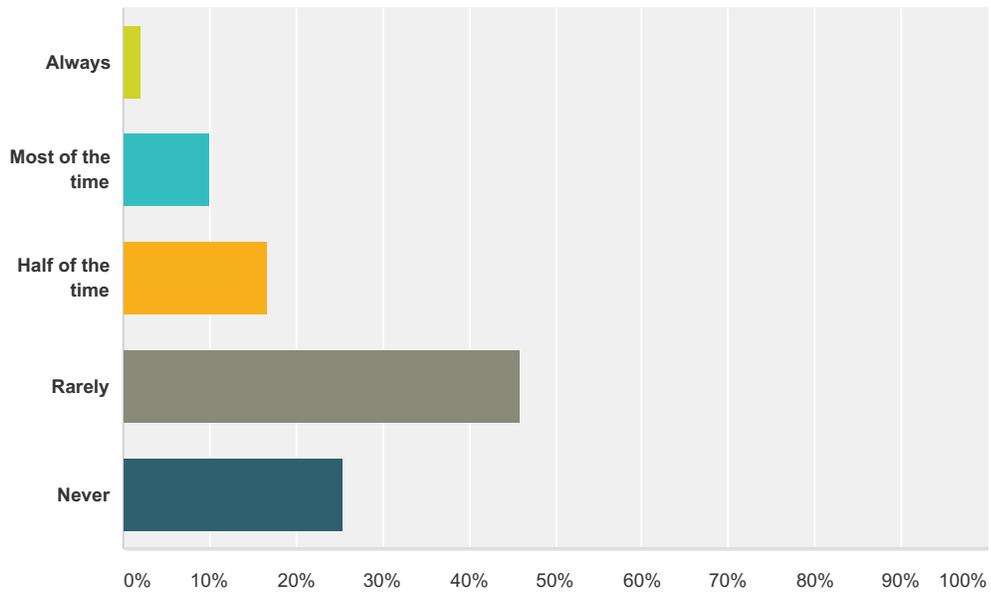
Answered: 6,409 Skipped: 210



Answer Choices	Responses	Count
Always	1.87%	120
Most of the time	10.03%	643
Half of the time	22.25%	1,426
Rarely	49.51%	3,173
Never	16.34%	1,047
Total		6,409

Q14 On a road with a speed limit of 65 mph, how often do you drive faster than 75 mph?

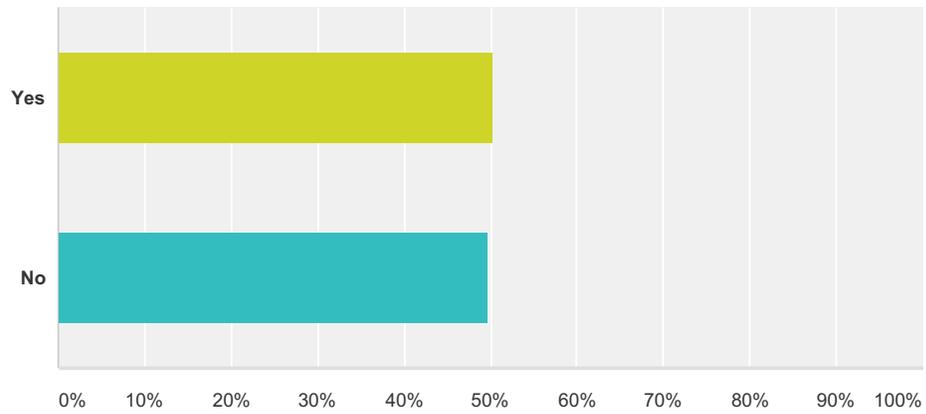
Answered: 6,409 Skipped: 210



Answer Choices	Responses
Always	2.03% 130
Most of the time	9.94% 637
Half of the time	16.68% 1,069
Rarely	45.95% 2,945
Never	25.40% 1,628
Total	6,409

Q15 In the past 30 days, have you read, seen or heard anything about speed enforcement by police?

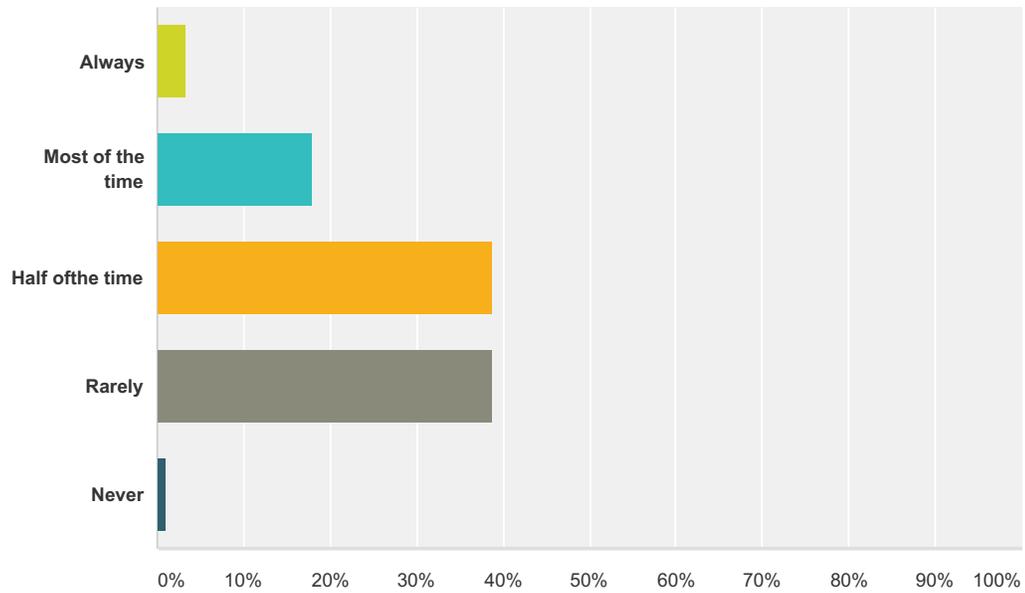
Answered: 6,409 Skipped: 210



Answer Choices	Responses
Yes	50.32% 3,225
No	49.68% 3,184
Total	6,409

Q16 What do you think the chances are of someone getting a ticket if they drive over the speed limit?

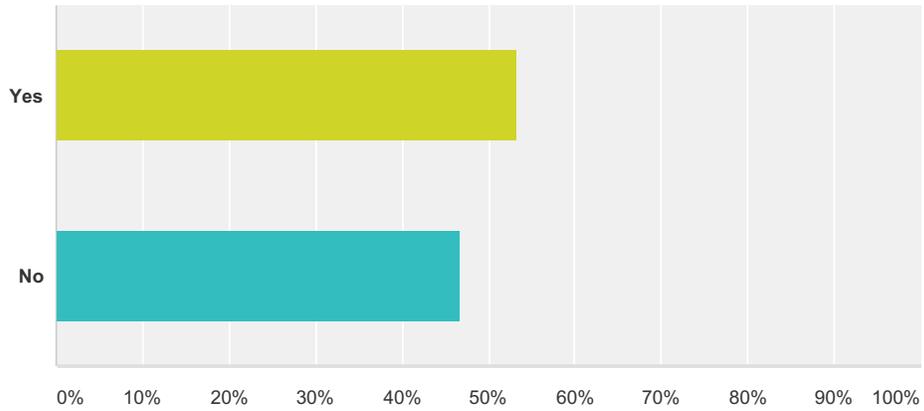
Answered: 6,409 Skipped: 210



Answer Choices	Responses
Always	3.42% 219
Most of the time	17.85% 1,144
Half of the time	38.84% 2,489
Rarely	38.84% 2,489
Never	1.06% 68
Total	6,409

Q17 Currently, the Pennsylvania State Police only have the ability to utilize radar technology to help decrease speeding on our roadways. Would you support granting local police departments the ability to use radar for speed enforcement?

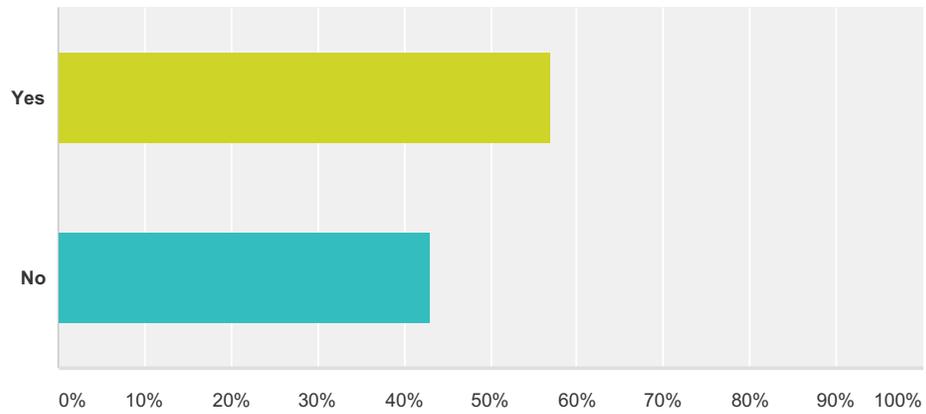
Answered: 6,409 Skipped: 210



Answer Choices	Responses	
Yes	53.32%	3,417
No	46.68%	2,992
Total		6,409

Q18 Would you support a law that permits camera-based automated speed enforcement in roadway work zones?

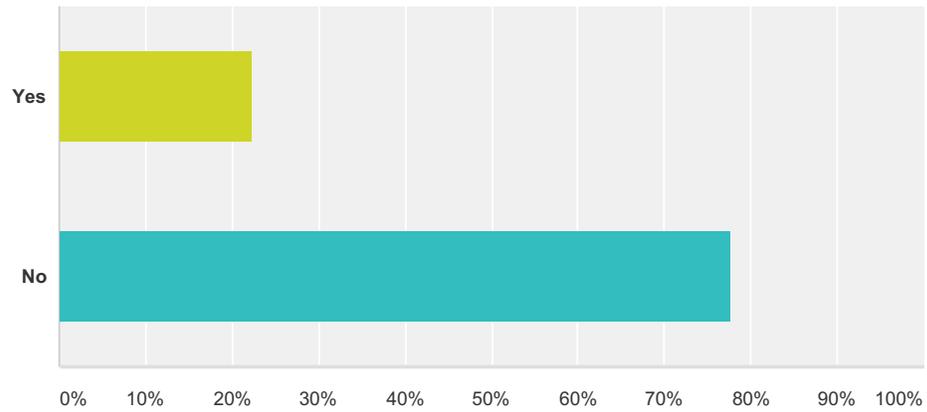
Answered: 6,409 Skipped: 210



Answer Choices	Responses	
Yes	56.98%	3,652
No	43.02%	2,757
Total		6,409

Q19 Do you regularly operate a motorcycle?

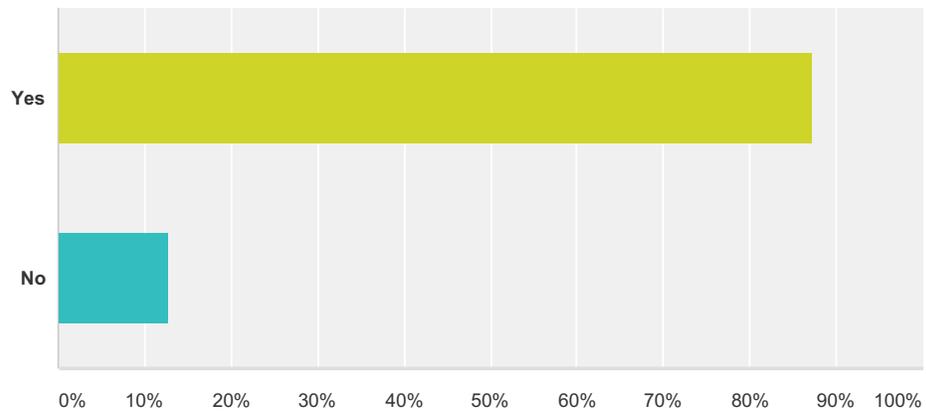
Answered: 6,405 Skipped: 214



Answer Choices	Responses
Yes	22.30% 1,428
No	77.70% 4,977
Total	6,405

Q20 Do you have a current motorcycle license?

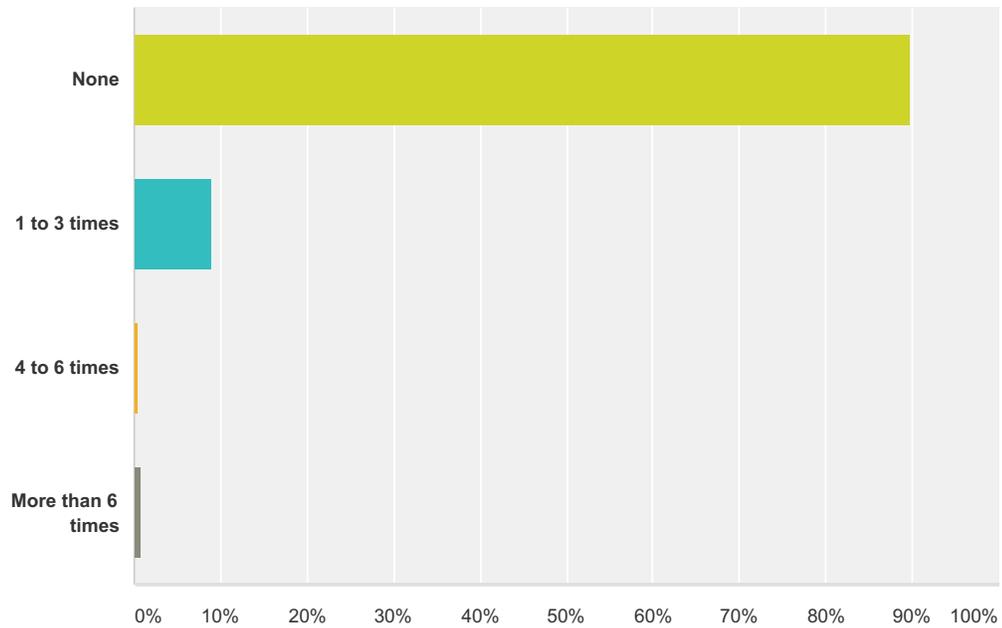
Answered: 1,401 Skipped: 5,218



Answer Choices	Responses	
Yes	87.29%	1,223
No	12.71%	178
Total		1,401

Q21 In the past 60 days, how many times have you driven a motorcycle within two hours after drinking alcoholic beverages?

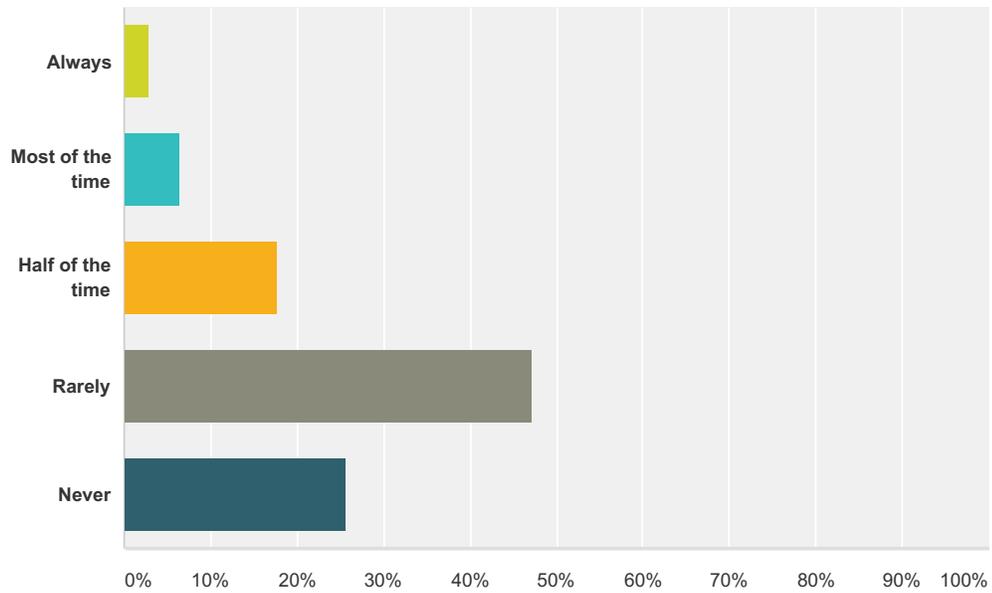
Answered: 1,401 Skipped: 5,218



Answer Choices	Responses
None	89.86% 1,259
1 to 3 times	8.99% 126
4 to 6 times	0.36% 5
More than 6 times	0.79% 11
Total	1,401

Q22 While riding your motorcycle, how often do you speed (10 miles per hour or more over the posted speed limit)?

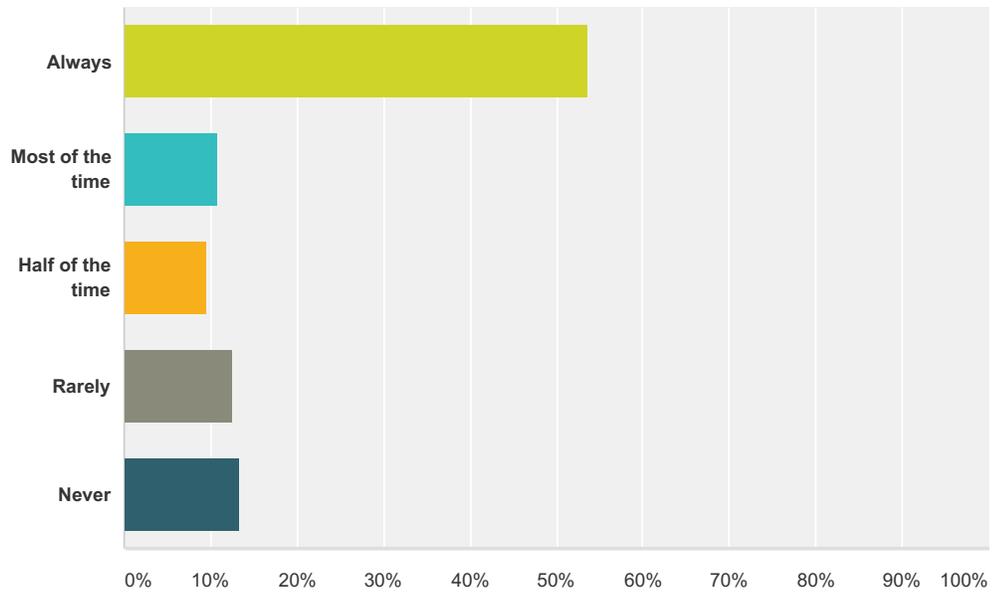
Answered: 1,401 Skipped: 5,218



Answer Choices	Responses	Count
Always	2.86%	40
Most of the time	6.42%	90
Half of the time	17.77%	249
Rarely	47.25%	662
Never	25.70%	360
Total		1,401

Q23 How often do you and your passengers wear helmets and other protective gear while riding on a motorcycle?

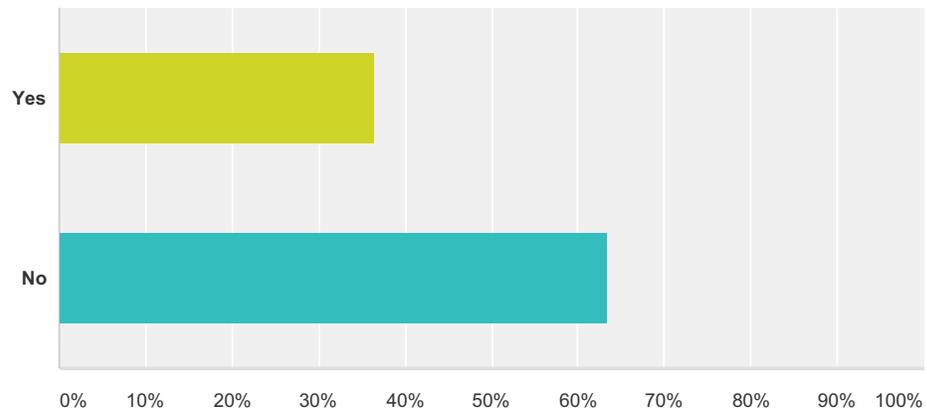
Answered: 1,401 Skipped: 5,218



Answer Choices	Responses	Count
Always	53.60%	751
Most of the time	10.92%	153
Half of the time	9.64%	135
Rarely	12.56%	176
Never	13.28%	186
Total		1,401

Q24 Would you support a mandatory helmet law for all motorcycle riders?

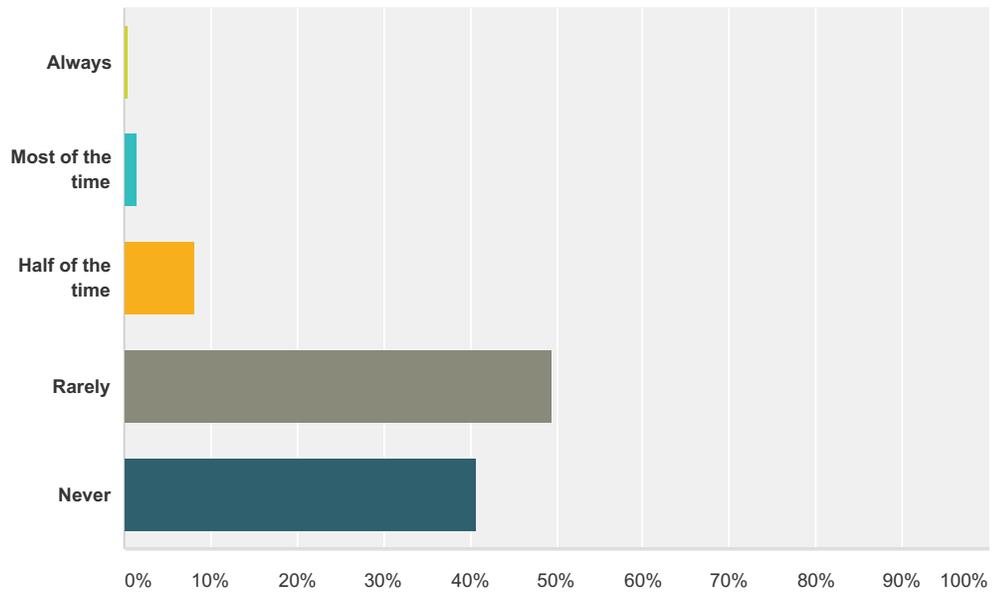
Answered: 1,401 Skipped: 5,218



Answer Choices	Responses
Yes	36.47% 511
No	63.53% 890
Total	1,401

Q25 How often do you drive while talking on a hand-held cell phone?

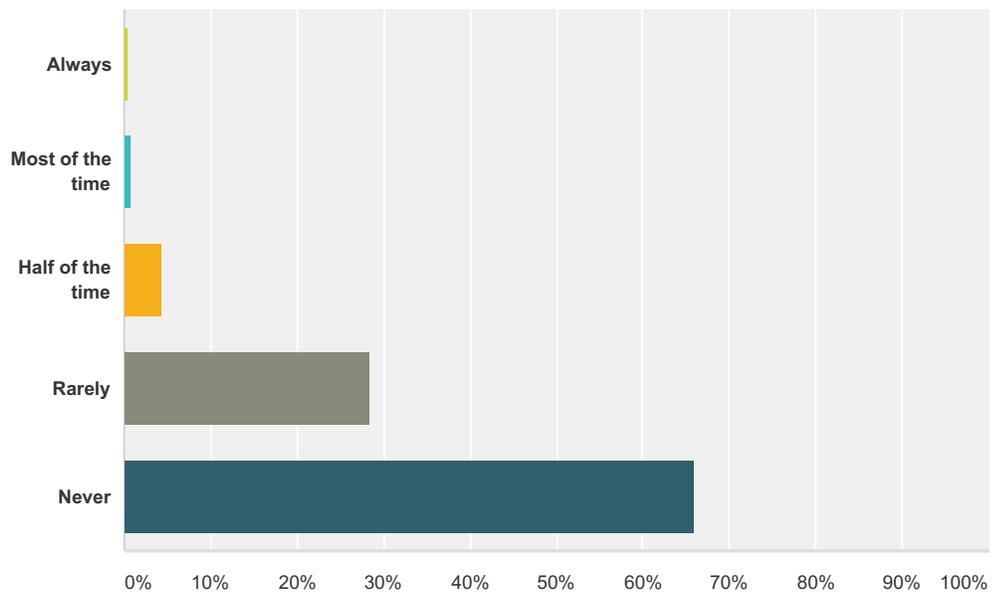
Answered: 6,352 Skipped: 267



Answer Choices	Responses
Always	0.39% 25
Most of the time	1.39% 88
Half of the time	8.06% 512
Rarely	49.50% 3,144
Never	40.66% 2,583
Total	6,352

Q26 How often do you text or check email while driving?

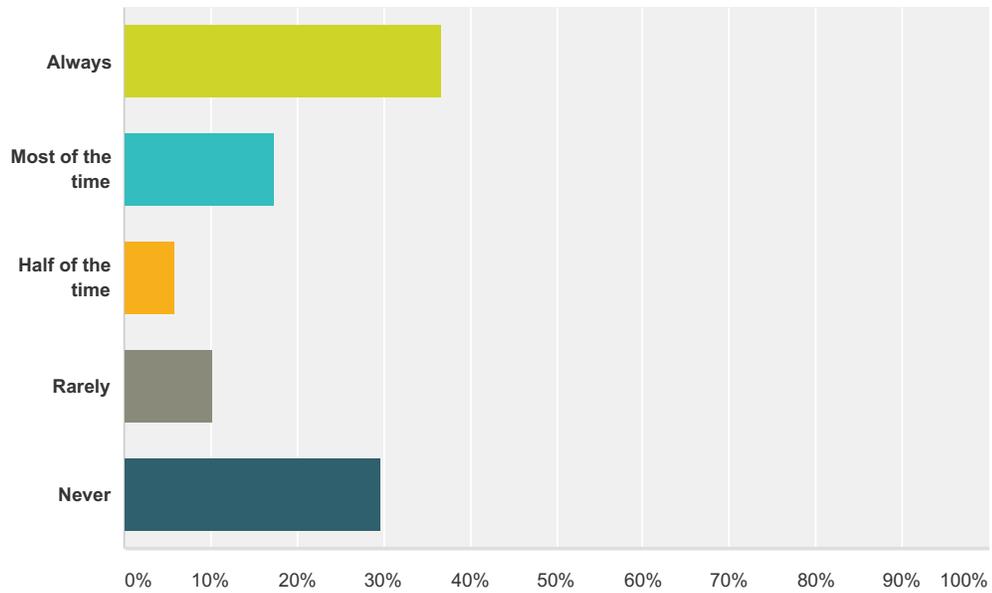
Answered: 6,342 Skipped: 277



Answer Choices	Responses	Count
Always	0.35%	22
Most of the time	0.85%	54
Half of the time	4.45%	282
Rarely	28.48%	1,806
Never	65.88%	4,178
Total		6,342

Q27 If you must talk on a cell phone while driving, how often do you use a hands-free device?

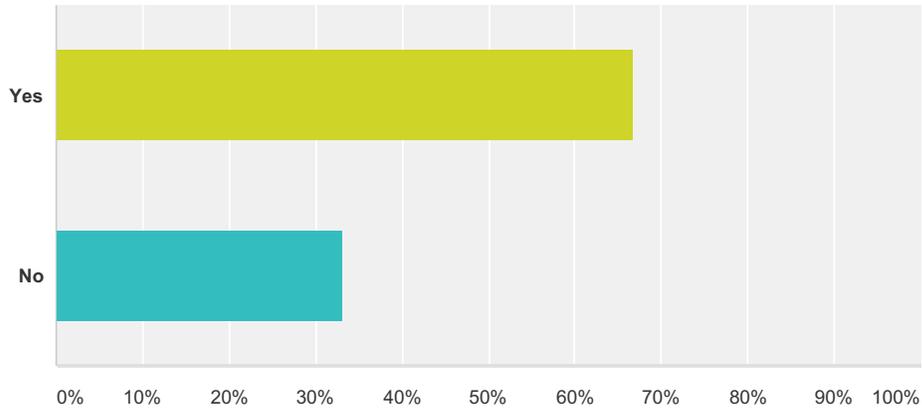
Answered: 6,352 Skipped: 267



Answer Choices	Responses	Count
Always	36.82%	2,339
Most of the time	17.43%	1,107
Half of the time	5.84%	371
Rarely	10.22%	649
Never	29.69%	1,886
Total		6,352

Q28 In Pennsylvania, drivers under the age of 18, within the first 6 months of a junior license, cannot drive with more than one non-family passenger under 18. Would you support a law that extended this passenger restriction to all drivers under the age of 18?

Answered: 6,352 Skipped: 267



Answer Choices	Responses
Yes	66.73% 4,239
No	33.27% 2,113
Total	6,352

Q29 Please rank the four highway safety focus areas you just answered questions about in the order of most important to least important to address on Pennsylvania's roads. Select one number per focus area, with 1 being the highest importance and 4 being the lowest.

Answered: 6,109 Skipped: 510

	1	2	3	4	Total	Score
Speeding & Aggressive Driving	23.38% 1,428	26.09% 1,594	40.09% 2,449	10.44% 638	6,109	2.62
Impaired Driving	29.99% 1,832	35.96% 2,197	28.92% 1,767	5.12% 313	6,109	2.91
Distracted Driving	42.27% 2,582	33.21% 2,029	20.49% 1,252	4.03% 246	6,109	3.14
Occupant Protection (Seat Belt Use)	4.37% 267	4.73% 289	10.49% 641	80.41% 4,912	6,109	1.33

Q30 Do you have any other safety-related comments that you would like to share with us?

Answered: 3,404 Skipped: 3,215