

**NEW YORK STATE
HIGHWAY SAFETY
ANNUAL REPORT
2005**

Governor George E. Pataki's Traffic Safety Committee

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EXECUTIVE SUMMARY

This document describes the accomplishments of New York State's Highway Safety Program over the past year and the progress made toward the goals and objectives established in the FY 2005 Highway Safety Strategic Plan.

Statewide Highway Safety Program

The goals of New York's statewide highway safety program are to prevent motor vehicle crashes, save lives, and reduce the severity of injuries suffered in crashes occurring on the state's roadways. Governor Pataki's Traffic Safety Committee (GTSC) provides support for the attainment of the state's highway safety goals through its administration of the federal 402 program and the coordination of state and local initiatives directed toward the state's highway safety priorities. The GTSC has also been successful in securing incentive grant funds under Sections 157, 405, 411, and 2003(b) of TEA-21 and is responsible for the integration of these grant funds into the state's highway safety program.

Status of Goals

In 2004, there were 1,495 fatalities compared to 1,477 in 2003. Our goal of 1,455 fatalities in 2005 may be harder to reach, but could still be met. Although there was a small increase in the number of fatalities, the 2005 goal for the fatal crash rate per 100 million VMT (1.00) was achieved in 2004 with a fatal crash rate of 1.00.

The Mean Severity of Injury (MSI) is the average severity of motor vehicle injuries based on the KABC injury scale. This scale categorizes injuries into four levels of severity: fatal (K), serious (A), moderate (B), and minor (C). Each category of injury is assigned a number from 1 to 4 with a fatal injury equal to 4 and a minor injury equal to 1. Therefore, a decrease in the MSI represents a decrease in the average severity of the injuries suffered. Progress toward the goal of reducing the MSI to 1.23 by 2005 has not been made; this performance measure held steady at 1.26 from 2001-2003, and then increased slightly to 1.27 in 2004.

Impaired Driving

Alcohol and other drug-impaired driving continue to threaten the safety of all road users in New York State. As part of its long-term commitment to improve highway safety, New York conducts a vigorous campaign to fight impaired driving. The centerpiece of New York's program continues to be the *Special Traffic Options Program for Driving While Intoxicated (STOP-DWI)* program. The GTSC provides additional support for statewide initiatives and local programs to supplement these efforts.

Governor Pataki has continued to support legislation throughout his administration to reduce the problems associated with impaired driving. One of the most recent examples is Vasean's Law which increases the penalties for impaired drivers who kill or seriously injure

someone in a crash. Other laws taking effect in 2005 include a law increasing the penalties for hit-and-run drivers who leave the scene of an accident and the Driver Responsibility Assessment Act requiring motorists who are convicted of specific traffic violations, including alcohol or drug-related offenses, to pay an assessment to the Department of Motor Vehicles.

Status of Goals

In 2004, there were 382 impaired driving fatalities, up from 295 in the previous year. While this increase is of concern, it should be noted that New York State undertook a project in 2004 specifically designed to increase the police reporting of alcohol involvement in crashes; since the total number of fatalities increased by only 18 between 2003 and 2004, the increase in the number of alcohol-related fatalities reported by the police in 2004 is likely to reflect the success of New York's efforts to ensure alcohol reporting is complete. It remains uncertain if New York will be able to reach its 2005 goal for this program.

The 2005 goal set for the reduction in alcohol-related injuries has been met and surpassed; compared to the annual average of 9,004 for 1999-2001, there was a small decline in the number of persons injured in 2002 (8,910), followed by a much larger decline to 8,004 in 2003. In 2004, there were 8,024 alcohol-related injuries reported, well below the 2005 goal of 8,730. While the 2005 goal set for reducing the number of drivers under age 21 involved in fatal alcohol-related crashes has also been achieved, there was a substantial increase in underage drivers involved in impaired driving crashes in 2004 when compared with the numbers in 2002 and 2003. In 2002, 49 underage drivers were involved in fatal impaired driving crashes, and in 2003, the number declined to 46; however, in 2004 the number of underage drivers involved in alcohol-related crashes increased to 61, an increase of 15, but still below the goal of 65 set for 2005.

Status of Performance Objectives

The objective to increase the number of persons arrested for impaired driving has been achieved; in 2004, 46,437 persons were arrested for impaired driving, exceeding the 2005 target of 46,000. The use of enforcement strategies, such as saturation and blanket patrols, increased as a result of the State Police Impaired Driver Program and other deterrence efforts. In addition, all of the objectives related to training were met in 2005. Significant numbers of police officers received training in the detection of impaired drivers through New York's DRE and SFST programs. Prosecutors also received training on the use of breath test evidence and other information in the prosecution of impaired driving cases and a computer-assisted training course on the supervision of impaired drivers on probation was made available to probation officers. Training related to underage alcohol sales enforcement was also provided to police officers, and educational professionals received training in the detection of alcohol and drug abuse in the school environment.

2005 Program Highlights

GTSC provided funds to the state's STOP-DWI Foundation to support its statewide public information/education programs for DWI deterrence, including the "Friends Exhibit," which relays the lifetime experiences of three young women who grew up together and died together in an impaired driving crash while visiting a college campus in upstate New York. The STOP-DWI Foundation also produced a CD containing numerous impaired driving informational pamphlets

developed by county STOP-DWI programs; other STOP-DWI programs can use the CD to reproduce the materials with their own local tag. Several training programs related to the enforcement and adjudication of impaired driving were also conducted through the Foundation.

The State Liquor Authority, NYS Office of Alcoholism and Substance Abuse Services, and the State Police all conducted programs that focused on impaired driver identification and underage drinking enforcement; in addition, the Sheriffs from seven rural counties cooperated on a project to reduce underage drinking and driving in their jurisdictions. GTSC also supported and promoted training opportunities for many groups, including law enforcement, prosecutors, probation officers and educators, to improve their skills in detecting impaired drivers on the roadways, prosecuting impaired driving cases, supervising repeat offenders on probation, and detecting alcohol and drug abuse in the school environment.

A number of other state and local projects were conducted to address problems related to impaired driving. Many of these programs used an integrated approach that included activities such as public information and education programs; enforcement programs that targeted specific populations; community-based programs; training programs for police, prosecutors, and judges; and research and evaluation support activities.

Police Traffic Services

Police Traffic Services encompasses all areas of enforcement of the NYS Vehicle and Traffic Law. In addition to the area of seat belt enforcement, recent emphasis in this program area has been on enforcing the laws related to impaired driving, speeding and other aggressive driving actions, all of which contribute to a significant number of motor vehicle crashes. A combination of strategies, such as public information and education campaigns, highly visible enforcement campaigns, and adequate laws and punishment, can achieve significant reductions in offenses and behaviors that contribute to crashes.

Status of Goals

All three of the goals set for the Police Traffic Services program area in 2005 have been met and exceeded. In 2004, the number of fatal and personal injury crashes in which “unsafe speed” was reported as a contributing factor decreased for an annual average of 15,668 in 2001-2003 to 14,615 in 2004, surpassing the goal of 15,250 set for 2005. In 2004, “failure to yield the right-of-way” was a contributing factor in 21,987 fatal and personal injury crashes, compared to the goal of 22,840 and “following too closely” was a contributing factor in 18,470 fatal and personal injury crashes, compared to the goal of 18,820 set for 2005.

It should be noted that the goals in this program area were modified from those included in the 2005 Highway Safety Strategic Plan due to a change in data collection and reporting procedures instituted by DMV in 2001. Since mid-2001, police agencies are no longer required to report property damage only (PDO) crashes, resulting in a sizeable reduction in the total

number of crashes reported for 2001 and subsequent years. Consequently, the goals previously based on total crashes have been modified to include only fatal and personal injury crashes to provide a consistent measure for monitoring changes over time.

Status of Performance Objectives

Progress has been made toward the objective to increase the total number of tickets issued for traffic violations to 3.9 million in 2005. In 2004, a total of 3,874,661 TSLED and Administrative Adjudication tickets were issued, an increase of approximately 50,000 tickets over the number issued in 2003. Although there has been an overall increase in the number of traffic tickets issued, the number of tickets issued for speeding violations declined in 2004. In 2004, 747,429 speeding tickets were issued, down from the annual average of 772,618 for the three previous years, 2001-2003; this would indicate that meeting the 2005 objective of 819,000 speeding tickets may be problematic. The objectives relating to the types of enforcement activities to be conducted and training for police officers, probation officers, and court personnel have all been met.

2005 Program Highlights

The projects undertaken in 2005 included numerous Selective Traffic Enforcement Programs (STEP) conducted at both the state and local levels that targeted a specific enforcement-related traffic safety problem or a combination of related problems, such as speeding and aggressive driving. These programs typically focus on high crash areas and target the violations that are contributing to those crashes; enforcement is conducted on the specific days of the week and times of day when the crashes most often occur.

The localities implementing successful STEP projects funded under GTSC's *STEP To Reduce Unsafe Driving Behaviors* project included the Steuben County Sheriff's Office, the City of Lockport, the Town of Dewitt, Monroe County, and Dutchess County. Many of these programs focused on enforcement of speeding and aggressive driving violations. The New York City Police Department (NYPD) also conducted a highly successful STEP project, *Combat Aggressive Driving*, that resulted in the issuance of nearly 47,000 tickets, including 3,000 for exceeding the speed limit by more than 20 miles per hour, 4,000 for unsafe lane changes, and 4,000 for following too closely; in addition, 84 vehicles were seized under the NYPD's impoundment policy that applies when vehicles are involved in serious acts of aggressive driving, such as reckless driving.

The State Police also conducted a statewide STEP program targeting speeding and aggressive driving that included monthly enforcement details in each of 33 Zones statewide, focusing on high volume and high crash locations where aggressive driving is prevalent. Many of the State Police enforcement efforts were conducted jointly with other agencies; these Comprehensive Traffic Enforcement Programs (CTEPs) include the *Traffic Safety Corridor Project* and *Operation Hard Hat* conducted with the NYS Department of Transportation, and the various *Operation Brake* campaigns conducted in conjunction with the NYS Thruway Authority. Examples of noteworthy local CTEPs include programs conducted in Albany County, Chautauqua County, and the City of Schenectady.

In the area of seat belt enforcement, New York's enforcement strategy continued to be primarily accomplished through the *Buckle Up New York/ Click It or Ticket (BUNY/CIOT)* campaign. The *BUNY/CIOT* program relies on the proven model of high-visibility enforcement supported with PI&E efforts and media outreach. Impaired driving enforcement was conducted as part of routine patrols as well as through specific programs. Many of the impaired driving enforcement efforts integrated other strategies, including PI&E. Extensive training opportunities and improvements in technology also helped to increase enforcement.

Various projects related to research, problem identification, and program evaluation were also undertaken in this program area in 2005. With the assistance of the Institute for Traffic Safety Management and Research (ITSMR), highway safety information was developed and disseminated to the enforcement community, GTSC grantees, and other traffic safety partners. In addition, research and evaluation support was provided for New York's occupant protection program through a statewide observational survey of seat belt use and analysis of enforcement and other data from each seat belt enforcement mobilization.

Motorcycle Safety

Due to the increasing trend in the number of registered motorcycles and licensed motorcyclists in recent years, motorcycle safety continues to be a priority in New York State. In 2005, the cornerstone of New York's Motorcycle Safety Program continued to be the motorcycle rider safety education program, now in its seventh year of operation.

Status of Goals

Progress has been made toward the goal to reduce the number of police-reported fatal and personal injury motorcycle crashes from 4,335 in 2001 to 4,250 in 2005; in 2004, there were 4,290 fatal and personal injury motorcycle crashes. While there has been improvement in the number of fatal and personal injury motorcycle crashes, there has been an increase in the number of motorcyclists killed in crashes; in 2004, 151 motorcyclists were fatally injured, compared to an annual average of 146 for the three-year period, 2001-2003. Although there has not been a consistent upward or downward trend in fatalities over the past few years, it should be noted that there were two fewer fatalities in 2004 than in 2003 (151 versus 153).

It is important to note that the goals in this program area were modified from those included in the 2005 Highway Safety Strategic Plan due to a change in data collection and reporting procedures instituted by DMV in 2001. Since mid-2001, police agencies are no longer required to report property damage-only (PDO) crashes, resulting in a sizeable reduction in the total number of crashes reported for 2001 and subsequent years. Consequently, the goals previously based on total crashes have been modified to include only fatal and personal injury crashes to provide a consistent measure for monitoring changes over time.

Status of Performance Objectives

New York continues to be successful in expanding education and training opportunities for motorcycle riders. As of November 2005, approximately 12,720 students had been trained in 2005, more than five times the number trained in 1998, and approximately 1,100 more than in 2004. For 2005, MANYS capped the maximum student fee that training providers charge for the Basic RiderCourse. For varied reasons, three training sites withdrew from the program and were replaced by three other providers. Since there was no net gain in the number of public training sites, the objective to increase the number of sites by three was not met. The additional training capacity resulted from the scheduling of additional classes at the existing training sites. MANYS also established nine new training sites at military installations across New York. The new military sites have enabled the safety offices to meet the Department of Defense requirements for motorcycle training at these facilities.

2005 Program Highlights

Confirmed by recommendations in the National Agenda for Motorcycle Safety (NAMS), New York's motorcycle safety program's primary focus continues to be on rider education. Since 1996, more than 66,000 motorcyclists have participated in the beginning rider training program offered through the Motorcycle Association of New York State (MANYs). Increasing motorcycle awareness among other motorists is also an important priority of New York's motorcycle safety program. Governor Pataki proclaimed May 2005 "Motorcycle Awareness and You" month. Other efforts to raise awareness included exhibits at the International Motorcycle Show in New York City, the Americade Motorcycle Touring Rally in Lake George, and the New York State Fair in Syracuse. Other efforts to improve motorcycle safety focused on educating and encouraging motorcyclists to wear appropriate protective gear, including face and eye protection and protective clothing, in addition to a USDOT approved helmet.

In the past year, New York was also involved in promoting motorcycle safety on the regional level. On December 1 and 2, 2004, New York hosted a Motorcycle Safety Forum in Lake George for the NHTSA New England and Eastern Regions. The forum featured presentations from national and state experts in motorcycle safety. The Institute for Traffic Safety Management and Research (ITSMR) presented a regional and state overview of motorcycle crash experience. The forum provided an opportunity for each state to assess their programs and identify initiatives for improvement.

Pedestrian, Bicycle, Skateboarding, In-Line Skating and Non-Motorized Scooter Safety

Pedestrians, bicyclists, skateboarders, in-line skaters, and non-motorized scooter operators are among the most vulnerable roadway users. When involved in crashes with motor vehicles and fixed objects, these highway users almost always suffer more serious injuries than vehicle occupants.

New York State has recognized the special safety concerns associated with bicycling and other wheel sports. A new law requiring skateboarders under age 14 to wear a helmet took effect on January 1, 2005; legislation passed in previous years required helmet use for bicyclists, in-line skaters, and operators of non-motorized scooters under age 14.

Status of Goals

Progress has been made toward the goal of reducing the number of pedestrians killed in crashes from an annual average of 337 in 2001-2003 to 318 in 2005; in 2004, 328 pedestrians were fatally injured. The goal of reducing the number of pedestrians killed in traffic crashes in New York City to 155 in 2005 has been achieved; in 2004, there were 155 pedestrian fatalities in New York City compared to an annual average of 168 in 2001-2003. New York has also been very successful in reducing the number of pedestrians injured in traffic crashes; since the three-year period, 1999-2001, when an average of 17,930 pedestrians were injured each year, pedestrian injuries have been on a downward trend. In 2002, 17,214 pedestrians were injured surpassing the goal of 17,570 set for 2005; in the next two years, the number decreased further to 16,665 in 2003, and to 15,678 in 2004.

In 2004, 41 bicyclists were killed compared to a baseline annual average of 38 in 2001-2003 and the 2005 goal of 34. In New York City, however, there has been improvement; in 2004, there were 15 bicyclist fatalities, compared to an average of 16 in 2001-2003 and just one more than the goal of 14 set for 2005. The goal of reducing the number of bicyclists injured in traffic crashes from 6,749 in 2001 to 6,425 in 2005 has been far exceeded. In 2002, 5,992 bicyclists were injured in traffic crashes, followed by a further declines in 2003 (5,581) and 2004 (5,690).

Status of Performance Objectives

All but one of the performance objectives for 2005 was met. Public information and education programs on pedestrian and bicycle safety were provided to the general public and specific target groups. Several projects developed and evaluated engineering solutions to pedestrian safety problems. Research was initiated into the pedestrian crash problem in 2003, when staff from several agencies participated in a Pedestrian Scanning Tour to collect information to aid in the development of innovative strategies for improving pedestrian safety; more in-depth analysis of pedestrian crashes was not undertaken in the past year. Since data collection on the involvement of in-line skaters in traffic crashes did not begin until July 2001, sufficient crash data were not yet available to undertake research during 2005 to determine the prevalence and circumstances of crashes involving in-line skaters and scooters.

2005 Program Highlights

Education continued to be a cornerstone of New York's program for pedestrians, bicyclists, in-line skaters, skateboarders, and non-motorized scooter operators. Education has been provided to persons of all ages in these groups to increase their awareness of safety issues and ways to avoid crash involvement and injuries. In addition, heightening the awareness of the motoring public to these other roadway users has been an important tool in promoting the concept of "sharing the road." Education has also been provided to these groups on the rules of the road and the dangers of alcohol and drug impairment. Once again, New York participated in the

National Walk Our Children to School Day, a national model program established to increase public awareness of safety, health, and walkability issues.

A number of community-based programs have taken innovative approaches to improving the safety of pedestrians, bicyclists, and other vulnerable road users in communities across the state. For example, the Village of Geneseo with a large population of college students undertook a pedestrian education and enforcement project. Bicycle safety education and helmet distribution programs were also conducted by City of Corning and the SUNY Oswego Police Department.

Occupant Protection

For the past several years, a top priority of New York's highway safety program has been to increase the use of seat belts and child safety seats. New York has been very successful in increasing the statewide seat belt usage rate to 85 percent, largely as a result of the high visibility enforcement efforts undertaken through its *Buckle Up New York/Click It or Ticket* program.

The other major focus of New York's occupant protection efforts is child passenger safety. In March 2005, a new law took effect in New York that requires all children ages four to seven to be restrained in a safety restraint appropriate for their height and weight; a booster seat is the appropriate occupant restraint for many children in this age group. Child passenger safety education and public awareness, instruction in the proper use and installation of child safety seats, and child safety seat distribution programs are also important components of the state's comprehensive child passenger safety program.

Status of Goals

In 2004, 0.22% of the occupants of vehicles covered by the seat belt law who were involved in crashes were killed, up from 0.18% in 2003. The same was true for occupants who suffered serious injuries; in 2004, 2.40% of the occupants were seriously injured compared to 2.13% in 2003. After remaining constant at 1.22 for the three years, 2001-2003, the mean severity of injury (MSI) measure for occupants in vehicles covered by the seat belt law increased slightly to 1.23 in 2004. While these measures were away from our goals, we remain optimistic that 2005 crash results will show progress toward stated goals.

Status of Performance Objectives

The objective to increase the safety restraint usage rate for front seat motor vehicle occupants from 85 percent in 2004 to 86 percent in 2005 was not met. For the third year in a row, the official statewide observational survey of seat belt use conducted annually in June resulted in a usage rate of 85 percent. Although no significant change occurred in 2005, this figure represents excellent progress since 2000 when the state's seat belt usage rate was 77 percent. Continued high levels of enforcement have been a major factor in maintaining the state's high seat belt compliance rate; over 1.6 million tickets were issued for violations of the state's occupant restraint laws from 2002-2004. Due to other research priorities, an in-depth study of the enforcement and adjudication of the seat belt law was not conducted this year.

The results of a statewide telephone survey of New York State licensed drivers conducted in summer 2005 indicate that there has been an increase in awareness of the state's occupant restraint enforcement and educational efforts. For example, the perception of risk of being stopped by the police for not wearing a seat belt has increased and two-thirds of the drivers have gone through a seat belt road block within the past three years. In addition, more than eight out of ten drivers have heard of the *Buckle Up New York* program and six out of ten are familiar with the *Click It or Ticket* slogan.

2005 Program Highlights

The *Buckle Up New York/Click It or Ticket* high visibility enforcement program continued to be the primary strategy used to increase compliance with the state's seat belt law. Every police agency in the state participated to some extent in the two enforcement waves conducted in November 2004 and May 2005. In addition, the "Expanded Efforts" component generated enforcement activity during other periods of the year. In combination, these enforcement efforts produced over 106,000 occupant restraint tickets, including more than 4,500 child restraint tickets. Seat belt enforcement efforts this year were enhanced through greater participation by the New York City Police Department and increased enforcement by the State Police in counties identified as having lower usage rates than other parts of the state.

In addition to enforcement, public information and minority outreach were also important components of New York's comprehensive occupant restraint program in 2005. As in previous years, a statewide media campaign was undertaken through GTSC's partnership with the New York State Broadcasters' Association to publicize the May 2005 enforcement mobilization; GTSC also contracted with the Cable Television Association to air spots targeting the Hispanic community. Through the efforts of GTSC's Minority Outreach Coordinator, information on seat belts and child passenger safety was also disseminated to the state's minority populations through numerous networks and community events.

Strategies to improve the safety of children riding in vehicles also continued to expand over the past year. The major activities this year included efforts to raise public awareness and educate parents and other caregivers on the proper installation and use of child safety seats, training for technicians and instructors who provide these services to the public, child safety seat distribution programs, child seat check events, and the establishment of permanent fitting stations. In 2005, more than 300 new technicians were certified, and 436 check events were conducted in 51 counties across the state. Statewide nearly 20,000 child safety seats were given away to parents and other caregivers.

Traffic Records

During the past year, New York has continued to make major improvements in the way it maintains and uses its automated traffic records systems. A number of key improvement opportunities identified in the state's *Strategic Plan for Traffic Records Improvements (1995)* with respect to the ticket and accidents records systems have been completed and additional improvements are being undertaken. In addition to the improvements in the ticket and accident records systems, a number of important changes have occurred in other traffic-safety related data systems, including the state's roadway and injury surveillance information systems.

Status of Goals

During 2005, significant progress was made toward achieving the goals established for the Traffic Records program area in the 2005 Highway Safety Strategic Plan. Over the past decade, the state's Traffic Records Advisory Committee (TRAC) has provided assistance with the coordination and direction of efforts to upgrade the state's traffic safety-related data systems. The Institute for Traffic Safety Management and Research (ITSMR) has also played a prominent role in coordinating various activities related to improving the state's traffic records systems. ITSMR continues to work with the Department of Health to facilitate the creation of a CODES database and to work with the Department of Transportation to obtain more timely information on fatal crashes involving large trucks.

In 2005, ITSMR continued to assist the DMV in developing the capability to query and retrieve information from the DMV's crash (AIS), tickets, (TSLE&D and Administrative Adjudication), and driver license files. In addition to being responsible for the verification of the crash data in the AIS, ITSMR's responsibilities include extracting and analyzing highway safety data from these systems to meet the needs of DMV and GTSC; their major state agency partners, including the Department of Transportation, the State Police, and the Department of Health; and other state and local highway safety organizations. ITSMR is also responsible for providing the data needed to support the development of the state's major planning documents, the Highway Safety Strategic Plan and the Commercial Vehicle Safety Plan, and the incentive grant applications and reports that are required for the receipt of federal funds.

The Department of Motor Vehicles continued to make improvements to its accident and ticket reporting systems in 2005. With regard to the accident information system (AIS), these improvements included establishing protocols to expedite the availability of accident reports for sale to customers and improving the timeliness of crash data. The data entry backlog of crash data is less than 10 months, down from 18 months a year ago. To further improve the operation of the AIS, DMV initiated the transfer of the AIS technical administration from an external vendor to DMV's IT office. Another major accomplishment during 2005 involved testing the interface between AIS and the state's new accident location information system (ALIS). The application of new technologies and the establishment of additional linkages continue to improve the timeliness, accuracy, and completeness of the data collected. Between January 1 and early December 2005, approximately 74,000 crash reports and 475,000 ticket reports were received by DMV in electronic form.

In 2005, ITSMR and GTSC, with the assistance of the TRAC, continued their efforts to conduct a comprehensive assessment of the state's various traffic records systems. The assessment involves gathering descriptive information about each system, determining its strengths and weaknesses, and identifying potential improvement opportunities. A new strategic plan for improving these systems will be developed based on the outcome of the assessment. It is expected that the plan will be completed in summer 2006.

Status of Performance Objectives

During 2005, substantial progress was made in improving New York's accident information system (AIS) and its primary ticket records system, TSLE&D. Accomplishments in 2005 include:

- ⊘ Between January 1 and December 6, 2005, approximately 74,000 crash reports were received electronically by the DMV through TraCS, representing approximately one-quarter of all crash reports received.
- ⊘ The Truck and Bus Supplemental accident report form was redesigned.
- ⊘ Development of the new GIS-based Accident Location Information System (ALIS) is ongoing. Installation of the initial prototype was completed and the interface between ALIS and the AIS was tested. When fully operational in 2006, ALIS will be a critical component in identifying high accident locations and developing measures to address problems at these sites.
- ⊘ The eDATE project to electronically accept ticket data from both enforcement agencies and courts is ongoing. In 2005, more than 2.1 million transactions were processed and added to the TSLED database electronically, including more than 935,000 electronic dispositions from 405 participating courts.
- ⊘ The project to reengineer the Administrative adjudication (AA) system was completed. The AA system was converted to a data base format and can now receive ticket data electronically. Between January and December 5, approximately 18,000 tickets were received electronically.
- ⊘ To conduct studies on injury outcomes related to the use of occupant restraints in crashes, data files from the DMV and DOH are linked on an annual basis. Updated data files from the DMV, Division of Probation and Correctional Alternatives, and the Division of Criminal Justice Services are being linked to continue a study on the involvement of high risk probationers in motor vehicle crashes.
- ⊘ Progress continues with respect to developing the capability to collect and analyze roadway-related data that can be used to support engineering solutions that seek to improve traffic flow, thereby reducing dangerous driving behaviors, and to decrease crashes, fatalities, and injuries. This effort involves the development or enhancement of DOT databases and the use of technologies such as traffic signal timing devices, GIS, and digitized crash reports to capture needed data in a timely, accurate manner. Another activity in this effort involves the development of highway safety inventory systems at the state and local levels, which enable traffic safety managers to identify problem sites and make recommendations for improvements.

2005 Program Highlights

In 2005, GTSC continued to partner with other agencies and coordinate efforts with other sources of funding to complete projects to improve traffic records systems, files, and programs. Based on input from the TRAC, this process identified and described current data systems, the input and output process flows for the technologies used, and the legal considerations that govern the operation and use of the systems.

Improvements to the DMV's accident and ticket reporting systems in 2005 included the application of new technologies and the establishment of additional linkages that will improve the timeliness, accuracy, and completeness of the data collected. New York's Traffic Records program has expanded its efforts to support the electronic capture and reporting of police accident reports and traffic tickets from the field and disposition information from the courts. This effort is supported through the purchase of equipment such as printers, bar code readers, and magnetic strip readers. As part of the ongoing development of the new GIS-based Accident Location Information System (ALIS), a prototype application to capture location coding based on a variety of geographic locators was implemented; testing of the interface between the ALIS and AIS was also conducted.

An initiative to coordinate the TSLED reengineering efforts with the eASE (electronic Adjudication System Environment) project in redesigning and automating the TVB (Traffic Violations Bureau) ticket processing operation was completed.

GTSC's "Traffic Safety Place" web site, www.safeny.com continued to be an excellent source of traffic-safety related information and statistics. A number of enhancements were made in 2005. All highway safety grant forms are now available on the website, as well as a number of new brochures and other information on the state's key traffic safety programs. In FY 2005, there were approximately 9.7 million hits on the website, up from 6.6 million in 2004.

In FY 2005, ITSMR continued to provide a wide range of services and research and evaluation support to DMV, GTSC and their partners. ITSMR provided the data needed to support the development of the state's major planning documents, the Highway Safety Strategic Plan and the Commercial Vehicle Safety Plan, and the incentive grant applications and reports that are required for the receipt of federal funds. ITSMR also continued to conduct research to support the development, implementation, and evaluation of new initiatives in conjunction with the state's 402 grant program. In addition, analytical support was provided to traffic safety agencies and organizations at all jurisdictional levels, including the collection, analysis, and reporting of data. Initiatives to provide training and technical assistance in the use of the state's traffic records systems were also supported.

ITSMR continued to be responsible for verifying the accuracy of the AIS crash data and for generating a series of statistical summary reports from the system and making them available on DMV's website. These reports are used by police agencies and other highway safety agencies across the state. ITSMR also generates custom reports on request. Additionally, ITSMR continued to be responsible for responding to special requests for ticket data from the TSLE&D and Administrative Adjudication ticket systems; these special data requests involve the writing of new code to analyze the data and the preparation of a summary report on the findings from the analyses.

During 2005, ITSMR completed its multi-year study on the effects of cell phone use and other driver distractions. Required by the legislation that established New York's cell phone law, the report was submitted to the Governor and the State Legislature on November 1, 2005. The findings of the study indicate that cell phone use while driving is a relatively minor factor in crashes; however, distracted driving in all its various forms is a factor in one out of five crashes that occur on New York's roadways each year.

Community Traffic Safety Programs

The 402 grants awarded to local jurisdictions are a major component of New York's highway safety program. These Community Traffic Safety grants provide the opportunity for local communities and counties to customize programs to address their specific highway safety priorities. As a result, this group of grants encompasses strategies from several traffic safety program areas and contributes to achievement of New York's statewide goals and objectives.

2005 Program Highlights

In 2005, GTSC funded a variety of community programs, many of which focused on occupant protection and/or pedestrian, bicycle, and child passenger safety and used public information and education as a primary strategy. Notable examples of community programs include the Westchester County Community Traffic Safety Program which addressed aggressive driving, occupant protection, and bicycle, pedestrian and school bus safety. A partnership was established with the Westchester County Offices of Hispanic and African American Affairs to promote traffic safety among the county's minority populations. The Clinton County Comprehensive Traffic Safety Program targeted aggressive driving and youth, while the Schenectady County Traffic Safety Education initiative focused on pedestrian, bicycle, work zone, railroad, and young driver safety.

The New York City Department of Transportation conducted a Safety Education for Diverse Communities program to provide educational services and materials about pedestrian, bicycle, in-line skating, and vehicle occupant safety issues. The specific target group includes persons with a wide range of sensory, physical, cognitive, and communication disabilities who make up 20 percent of the city's population.

In addition to the local projects that were funded by GTSC, the NYS Sheriffs' Association conducted a project to raise public awareness of the likelihood and consequences of car/deer crashes. An educational brochure providing tactics for avoiding crashes with deer was developed, printed and disseminated to the county sheriffs for distribution statewide. Each year between 37,000 and 50,000 car/deer collisions occur in New York State resulting in motorist fatalities, personal injuries, and millions of dollars in property damage.

Program Management

The Governor's Traffic Safety Committee (GTSC) is responsible for the coordination and implementation of New York State's comprehensive highway safety program, including the administration of the National Highway Traffic Safety Administration (NHTSA) and the Federal Highway Administration (FHWA) 402 program, as well as the extension of TEA-21 incentive grants. Within this framework, GTSC works with its partners and networks to identify highway safety problems in New York and collectively develop strategies and programs to address these areas of concern.

Status of Goals

GTSC was successful in meeting all of the goals related to the management of the state's 402 and incentive grant programs presented in the 2005 Highway Safety Strategic Plan. The first group of goals related to identifying traffic safety problems, setting goals and priorities, expanding technology as a means of disseminating traffic safety information, and providing guidance in improving traffic safety. These goals were met through GTSC's continued efforts in implementing a performance-based planning approach to the statewide traffic safety program. Training opportunities were coordinated and/or provided by the GTSC for its many partners and grantees throughout New York State.

The integration of evaluation into the statewide program has been an ongoing process and the incorporation of evaluation into local programs is a natural outcome of the training initiatives. Furthermore, GTSC's partnership with the Institute for Traffic Safety Management and Research ensures rigorous evaluations of major programs, thus providing for the effective and economical operation of the program. The expanded use of the GTSC web site to disseminate traffic safety information and communicate with customers met the goal of expanding the use of technology as a means of communication. Another goal for 2005 was to maintain the timeliness of grant approvals and the allocation and liquidation of funding. All of these goals were met and GTSC was very successful in bringing the liquidation rate under one for the first time in several years.

2005 Program Highlights

The GTSC prepared and submitted New York State's Highway Safety Strategic Plan for FFY 2006. The GTSC also supported and participated with the NYS Department of Transportation and other partners in the development of a New York State Comprehensive Highway Safety Plan for the state. GTSC was also responsible for the planning and delivery of several training and educational programs. The GTSC also provided opportunities for members of its staff and its partners to attend conferences such as the Lifesavers Annual Conference, the Traffic Records Forum, and the World Traffic Safety Symposium. In Fall 2005, the GTSC co-hosted the Annual NYS Highway Safety Conference.

Fiscal management continued to be the focus of much of the GTSC's planning and administrative activities. The GTSC staff manages the federal letter of credit, including the accounting, vouchering, contracting, claiming, evaluating, and reporting tasks required by the federal highway safety program. In addition to the 402 program, the GTSC manages and provides administrative support for 403 project activities, the state's Safety Management System, and STOP-DWI, as well as the Section 157, 405, 410, 411, and 2003(b) incentive grant programs and Section 163 and 164 transfer funds. During the year, New York applied for and received incentive funds under Sections 157 and 405; 220 new projects and 536 continuation projects were awarded, for a total of 756 grants; 2,118 vouchers and 66 state claims were also processed. FFY 2004 was closed out in January 2005; a record \$28.2 million was expended in FY 2004, more than a 50 percent increase over last year's record.

The Department of Motor Vehicles and the GTSC conducted successful public information and education campaigns in 2005 to raise public awareness of traffic safety issues in New York State. This year's campaign, *Sober and Restrained*, included both radio and television spots and emphasized four traffic safety issues: seat belt use, impaired driving, speeding, and work zone safety. The GTSC also joined with several of its partners to conduct additional PI&E activities.

GTSC continued to use its web site (www.safeny.com) to communicate with its partners and the public. In the past year, numerous enhancements were made to the GTSC web site accessed at www.safeny.com. For example, DRE/SFST resources for members of the statewide steering committee were added to the web site and surveys were conducted on the web to assist in collecting information from partners on TraCS. The responses were used to assist in decision making and resource management.

In 2005, the web site was also used more extensively to reduce program administration costs. The call letter for 2006 grant applications announced that application forms would be available for downloading from the safeny.org web site and would be mailed only when requested by partners who did not have Internet access. All highway safety forms used by partners are available on-line, including the forms used in the STOP-DWI program. The county and statewide crash and ticket data reports were also made available exclusively through the web site. Electronic delivery of these documents saved both staff hours and mailing costs and made the items available to a broader audience.

STATEWIDE HIGHWAY SAFETY PROGRAM

The goals of New York's statewide highway safety program are to prevent motor vehicle crashes, save lives, and reduce the severity of injuries suffered in crashes occurring on the state's roadways. Governor Pataki's Traffic Safety Committee (GTSC) provides support for the attainment of the state's highway safety goals through its administration of the federal 402 program and the coordination of state and local initiatives directed toward the state's highway safety priorities. The GTSC has also been successful in securing incentive grant funds under Sections 157, 405, 411 and 2003(b) of the federal TEA-21 legislation and is responsible for the integration of these grant funds into the state's highway safety program.

For more than three decades New York has made significant strides in highway safety. The success of the comprehensive statewide program is the cumulative result of progress in many individual areas of traffic safety. This Annual Report highlights the achievements of New York State's 2005 highway safety program and documents the status of the performance goals and objectives established in the 2005 Highway Safety Strategic Plan.

Following this overview of New York's statewide program, reports summarizing each of the individual program areas are presented. The goals and performance objectives included in the 2005 Highway Safety Strategic Plan for each area are provided and the status of these goals and performance objectives is described. Finally, significant programs and accomplishments in each program area are highlighted.

The following priorities were listed for the statewide highway safety program in the 2005 Highway Safety Strategic Plan:

- ⊗ Continued active enforcement and related public information and education to increase seat belt use in New York State
- ⊗ Increased outreach in the proper use and correct installation of child safety seats
- ⊗ PI&E for occupant restraint issues, including child passenger safety, targeted toward minority communities
- ⊗ Increased enforcement of the laws relating to impaired driving
- ⊗ Continued implementation of the new laws targeting recidivist drunk drivers and the lower BAC *per se* limit of .08%
- ⊗ Increased public awareness and enforcement of the underage-youth law, the open container law, and the law prohibiting the use of fraudulent identification to purchase alcohol
- ⊗ Passage of legislation to increase the penalties for aggravated unlicensed operation and operating a vehicle without proper insurance
- ⊗ Increased education and enforcement relating to the Vehicle and Traffic Laws pertaining to speeding, running red lights, and other unsafe and aggressive driving behaviors

- ⊗ Increased training and education for motorcycle operators through expanded participation in New York's Motorcycle Rider Education program
- ⊗ Increased efforts to improve pedestrian safety, particularly in the state's largest metropolitan areas

Goals

- ⊗ Reduce the number of motor vehicle-related fatalities from 1,477 in 2003 to 1,455 in 2005
- ⊗ Reduce the fatal crash rate per 100 million VMT from an annual average of 1.07 in 2000-2002 to 1.00 in 2005
- ⊗ Reduce the Mean Severity of Injury (MSI) from an annual average of 1.26 in 1999-2001 to 1.23 in 2005

Status of Goals

In 2004, there were 1,495 fatalities compared to 1,477 in 2003. Our goal of 1,455 fatalities in 2005 may be harder to reach, but could still be met. Although there was a small increase in the number of fatalities, the 2005 goal for the fatal crash rate per 100 million VMT (1.00) was achieved in 2004 with a fatal crash rate of 1.00.

The Mean Severity of Injury (MSI) is the average severity of motor vehicle injuries based on the KABC injury scale. This scale categorizes injuries into four levels of severity: fatal (K), serious (A), moderate (B), and minor (C). Each category of injury is assigned a number from 1 to 4 with a fatal injury equal to 4 and a minor injury equal to 1. Therefore, a decrease in the MSI represents a decrease in the average severity of the injuries suffered. Progress toward the goal of reducing the MSI to 1.23 by 2005 has not been made; this performance measure held steady at 1.26 from 2001-2003, and then increased slightly to 1.27 in 2004.

IMPAIRED DRIVING PROGRAM

Alcohol and other drug-impaired driving continue to threaten the safety of all road users in New York State. As part of its long-term commitment to improve highway safety, New York conducts a vigorous campaign to fight impaired driving. The centerpiece of New York's program continues to be the Special Traffic Options Program for Driving While Intoxicated (STOP-DWI). By allowing for the return of fines to the counties where the violations occurred, the STOP-DWI program has made significant contributions to local efforts to reduce impaired driving.

Governor Pataki has continued to support legislation throughout his administration to reduce the problems associated with impaired driving. Perhaps the most notable piece of impaired driving legislation enacted in recent years is the law reducing the *per se* BAC for driving while intoxicated from .10% to .08%; this law went into effect in July 2003. Also taking effect in 2003 was the DWI Repeat Offender legislation which increased the penalties for persons convicted of DWI who had a prior DWI conviction within five years; the stricter penalties include sentencing to jail or community service and the requirement that an ignition interlock device be installed on the person's vehicle. Other legislation enacted in 2003 included a beer keg registration law and a bill encouraging retail establishments that sell and serve alcoholic beverages to attend a certified alcohol awareness training program.

One of the most recent impaired driving initiatives signed into law by Governor Pataki is Vasean's Law, named for eleven-year-old Vasean Alleyne who was killed by a drunk driver in Queens in October 2004. This law increases the penalties for drivers who kill or seriously injure someone while driving under the influence of drugs or alcohol. Vasean's Law was signed into law on May 17, 2005 and took effect June 3, 2005. On June 3, Governor Pataki also signed legislation that increases the penalties for hit-and-run drivers who leave the scene of an accident that results in serious physical injury or death. These hit-and-run drivers can now be charged with a Class D felony that carries a maximum sentence of two and one-third to seven years in prison.

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

Goals

- ⊘ Reduce the number of alcohol-related traffic fatalities from 295 in 2003 to 274 in 2005
- ⊘ Reduce the number of alcohol-related traffic injuries from an annual average of 9,004 in 1999-2001 to 8,730 in 2005
- ⊘ Reduce the number of drivers under 21 years old involved in alcohol-related fatal crashes from 72 in 2001 to 65 in 2005

Status of Goals

In 2004, there were 382 impaired driving fatalities, up from 295 in the previous year. While this increase is of concern, it should be noted that New York State undertook a project in 2004 specifically designed to increase the police reporting of alcohol involvement in crashes; since the total number of fatalities increased by only 18 between 2003 and 2004, the increase in the number of alcohol-related fatalities reported by the police in 2004 is likely to reflect the success of New York's efforts to ensure alcohol reporting is complete. It remains uncertain if New York will be able to reach its 2005 goal for this program.

The 2005 goal set for the reduction in alcohol-related injuries has been met and surpassed; compared to the annual average of 9,004 for 1999-2001, there was a small decline in the number of persons injured in 2002 (8,910), followed by a much larger decline to 8,004 in 2003. In 2004, there were 8,024 alcohol-related injuries reported, well below the 2005 goal of 8,730. While the 2005 goal set for reducing the number of drivers under age 21 involved in fatal alcohol-related crashes has also been achieved, there was a substantial increase in underage drivers involved in impaired driving crashes in 2004 when compared with the numbers in 2002 and 2003. In 2002, 49 underage drivers were involved in fatal impaired driving crashes, and in 2003, the number declined to 46; however, in 2004 the number of underage drivers involved in alcohol-related crashes increased to 61, an increase of 15, but still below the goal of 65 set for 2005.

Performance Objectives

- ⊗ Increase the number of persons arrested for impaired driving under the TSLED system from an annual average of 45,431 in 2001-2003 to 46,000 in 2005
- ⊗ Conduct training for police officers on underage alcohol sales enforcement in 2005
- ⊗ Conduct training for prosecutors, probation officers, and judges in 2005
- ⊗ Increase number of SFST and DRE-trained officers
- ⊗ Expand use of enforcement approaches such as saturation and blanket patrols

Status of Performance Objectives

The 2005 objective to increase the number of persons arrested for impaired driving under the TSLED system to 46,000 has been met; in 2004, 46,437 persons were arrested for impaired driving offenses. The use of saturation and blanket patrols increased in 2005 as a result of the State Police Impaired Driver Program and other general deterrence efforts. On average, Troopers conducted one sobriety checkpoint and one roving saturation detail each month, in addition to underage drinking details that resulted in approximately 400 arrests for violations of the state's liquor laws.

All of the objectives related to training were met in 2005. Significant numbers of police officers received training in the detection of impaired drivers through New York's DRE and SFST programs; 19 new Drug Recognition Experts graduated in 2005 and seven recertification training courses were held for DRE instructors. The State Police provided SFST training to 300 new Troopers in 2005 and conducted three refresher courses for SFST instructors. GTSC provided the police training academies with funding for manuals and breath test equipment used

in their SFST classes. Prosecutors also received training on presenting breath test results as evidence in impaired driving cases and prosecuting DRE arrests.

Other training programs included a computer-assisted training program developed by the NYS Division of Probation and Correctional Alternatives for use by probation officers responsible for the supervision of repeat offenders. Underage alcohol sales enforcement training was provided as part of an underage drinking project conducted by the Sheriffs in seven rural counties. In addition, OASAS, in conjunction with the NYS Division of Criminal Justice Services, conducted other underage enforcement training for police officers. In another effort to reduce underage drinking and driving, education professionals were trained to recognize and evaluate the abuse of drugs or alcohol in the school environment.

2005 Program Highlights

Statewide Programs

STOP-DWI

New York's unique self-funded impaired driving deterrence program has attracted the attention of NHTSA. A team visited New York to review the STOP-DWI program and evaluate the feasibility of replicating it elsewhere in the nation. The team met with representatives from county STOP-DWI programs, GTSC, ITSMR, enforcement, probation, rehabilitation, and prosecution to assess the program's impact on those agencies' efforts to prevent impaired driving.

GTSC provided funds to the state's STOP-DWI Foundation to support its statewide public information and education programs to deter impaired driving. This is the second year the GTSC supported the Friends Exhibit that provides a unique perspective on the consequences of underage drinking and driving. It consists of a traveling exhibit that relays the lifetime experiences of three young women who grew up together and died together in an impaired driving crash while visiting a college campus in upstate New York. The exhibit has been displayed at a number of college campuses around the state.

A new initiative this year was the production of a CD that includes numerous impaired driving informational pamphlets collected from the various DWI programs in the state. Each county STOP DWI program can use the disk to reproduce brochures with their own local tag. This CD includes the .08 BAC public information campaign that was developed in 2004.

GTSC also provided funding to the statewide STOP-DWI program to sponsor impaired driving law enforcement training programs throughout the state. The training programs included SFST refresher courses and DRE Recertification Courses. In addition, a 72-hour DRE training was conducted resulting in the certification of 19 new DRE officers. GTSC also sponsored eight-hour "Drugs that Impair" driving courses for police officers, prosecutors, and probation officers across the state.

Probation Department Program

The NYS Division of Probation and Correctional Alternatives targeted the repeat offender with the following projects. A protocol guide on ignition interlock and re-licensing was developed in the agency's role as a member of the interagency interlock committee. Presentations were made at the Westchester County STOP-DWI Symposium and the American Probation and Parole Association (APPA) Training Institute to promote the GTSC-funded computer assisted training entitled "Probation Supervision of the Repeat Offender." In addition, ITSMR and the Division of Criminal Justice Services (DCJS) are assisting with a study to determine whether probationers in New York State represent a traffic safety problem (other than impaired driving). A chemical dependency cross training manual for probation officers and treatment providers was also developed.

State Liquor Authority

The State Liquor Authority grant entitled "Sales To Intoxicated Reduction" identified licensed on-premise drinking establishments that are repeatedly named as the last place alcoholic beverages were consumed by drivers arrested for impaired driving. Once these establishments have been identified through data provided by DCJS, various approaches are used to reduce these occurrences, including education (a letter and meeting), licensed establishment policy changes (including possible training programs), and follow-up enforcement compliance checks.

Sheriffs' Underage Drinking Project

The "Sheriffs' Multi-County Underage Drinking and Driving Initiative" continued its third year of operation with the participation of the Sheriffs' offices from seven rural counties (Delaware, Fulton, Greene, Montgomery, Schoharie, Warren and Washington). In addition to the ongoing training, prom/graduation saturation patrols, controlled buys using underage operatives, surveillances, and mock crashes at high schools, this year's special project included the development of two radio public service announcements stressing parental responsibility and liability related to underage drinking and driving. A special feature of this project was the building of cooperation and communication among the seven contiguous counties concerning their mutual problem of underage drinking.

Training Programs

DITEP (Drug Impairment Training for Education Professionals)

DITEP is an important part of New York's Drug Evaluation Classification (DEC) program that continues to be in great demand throughout the state. DITEP provides a systematic approach to recognizing and evaluating those who are abusing drugs or alcohol in the school environment. The goal is to provide early intervention that will lead to reductions in motor vehicle fatalities and injuries through training for education professionals. The DITEP training module was derived from the International Drug Evaluation and Classification Program, a law enforcement procedure that has proven effective in detecting drug and alcohol impaired drivers.

GTSC provided funding for a six-minute DVD to describe and introduce the DITEP training to education and law enforcement professionals. This DVD will be sent to the forty states that participate in the DEC program. In addition, all New York State STOP-DWI Coordinators will be receiving a copy of the DVD.

Prosecutor Training

The New York Prosecutors' Training Institute (NYPTI) continued efforts to educate prosecutors about impaired driving issues by conducting training sessions around the state. The NYPTI updated the training manuals that are used in its sessions and made them available to all county prosecutors and STOP-DWI coordinators. In FY 2005, the prosecutor training sessions included information on how to prosecute a DRE arrest, how to present breath test results as evidence in the courtroom, and how to combat the latest defense challenges. Updates on DWI laws were also presented. GTSC also funded a Traffic Resource Prosecutor to assist the New York State Prosecutors with impaired driving prosecutions.

SFST/DRE Program

The GTSC staff coordinates the state's Standardized Field Sobriety Testing/Drug Recognition Expert (SFST/DRE) program and training through the SFST/DRE Steering Committee. The committee has been working with the state's enforcement agencies to ensure that as many officers as possible maintain certification in the SFST and DRE programs. Activities conducted this year included the following:

- The Steering Committee sponsored a DRE training class, graduating 19 new drug recognition experts. In addition, seven recertification training courses were conducted. A two-day meeting was held in Albany for the 11 regional DRE coordinators.
- GTSC continues to offer a two-day DITEP training course to all schools in New York State. School administrators and school nurses who take advantage of the DITEP course are not qualified as drug recognition experts (DREs), but are able to competently evaluate and document individuals suspected of abusing drugs or alcohol.
- Grants were provided to police academies to support SFST training classes and the purchase of manuals. The grant also provided funding to purchase three breath testing instruments for the breath test operator training.

New York State Office of Alcoholism and Substance Abuse Services (OASAS)

OASAS received a grant from the federal Office of Justice to conduct classes for police officers in underage sales enforcement. The training is being conducted in conjunction with the NYS Division of Criminal Justice Services. Different training will be provided to the police administrators and the duty officers.

Safe and Sober Campaign

The GTSC provided funding for 29 counties to participate in the Safe and Sober Campaign that ran in conjunction with NHTSA's "You Drink & Drive. You Lose" campaign.

Credo Community

The Credo Community Center for the Treatment of Addictions received a grant to provide traffic safety education to residents in their program. The project was incorporated into the program's regular educational seminars consisting of a 60-90 minute session per week for eight weeks. The topics addressed included impaired driving, underage drinking, occupant restraints, aggressive driving, and speeding. The DMV driver manual was used as a textbook for the classes.

New York State Police Impaired Driving Program

The State Police conducted a comprehensive alcohol program encompassing enforcement, training, education and adjudication components. While focusing on proven strategies of general deterrence, the program also focused significant attention on underage drinking. Within established guidelines from Division Headquarters, each State Police Troop develops its own Traffic Safety Plan which provides for a more efficient approach to local problems, including impaired driving and underage drinking. Highlights of the State Police program are:

- ***Sobriety Checkpoints:*** Each Troop conducted an average of one checkpoint each month. When possible, multi-agency checkpoints were conducted, resulting in over 250 impaired driving arrests by the State Police.
- ***Roving Saturation Details:*** An average of one detail per month was conducted in each Troop, resulting in over 150 impaired driving arrests.
- ***Underage Drinking Details:*** An average of one detail per month was conducted in each Troop except Troop T (NYS Thruway); 270 bars and 778 retail establishments were investigated using sting operations and other retail sales enforcement, resulting in 400 arrests for violations of the state's liquor laws.
- ***Drug Awareness Training:*** Using the DITEP curriculum, training was conducted in schools across the state. The DITEP instructors were selected from the State Police pool of Drug Recognition Experts (DRE). Additional education efforts were conducted by the more than 100 Troopers now assigned as School Resource Officers (SRO); these SROs used education materials, including PowerPoint presentations, to provide the training to Driver's Education classes and other school venues. In addition, 23 DITEP classes were conducted for school professionals.

- ***Prosecutor Outreach Program:*** In cooperation with the NYS Prosecutors' Training Institute, the State Police provided SFST and DRE training to 19 prosecutors from across the state.
- ***National Holiday Lifesavers Weekend:*** The State Police participate in this nationwide enforcement effort between Thanksgiving and Christmas by conducting high-visibility sobriety checkpoints and roving saturation patrols in each Troop. Thirty-seven details resulted in 76 impaired driving arrests for a total of 236 impaired driving arrests during the Lifesavers Weekend.
- ***SFST Training:*** Since 1992, the State Police have been providing SFST training to all new Recruit Troopers during their basic training; 300 new Troopers received SFST training during the past year. Three refresher training courses were conducted for State Police SFST instructors as well as one recertification course for DRE instructors.
- ***Public Information and Education:*** Additional materials were developed and disseminated statewide to schools and physicians and at fairs and other exhibits.
- ***Passive Breath Alcohol Screeners:*** Ten new state-of-the-art screening devices were deployed with mobile checkpoint trailers and piloted at sobriety checkpoints across the state.
- ***Safe and Sober Campaign:*** The State Police participated in the Safe and Sober Campaign, August 19–September 5. Troopers conducted 18 sobriety checkpoints and saturation details statewide during that time period, resulting in 846 impaired driving tickets, over 6,000 speeding tickets, and 4,500 seat belt tickets.

POLICE TRAFFIC SERVICES

Police Traffic Services encompasses all areas of enforcement of the New York State Vehicle and Traffic Law. For many years the emphasis in this program area has been on enforcing the laws related to impaired driving, speeding and other aggressive driving actions, all of which contribute to a significant number of motor vehicle crashes. Police Traffic Services also encompasses the area of seat belt enforcement, since the use of occupant restraints has been responsible for saving countless lives in crashes. Although enforcement of these laws on a day-to-day basis is effective at providing general deterrence, when combined with other strategies such as highly visible targeted enforcement programs, public information and education campaigns, and adequate laws and punishment, an even greater impact on the behaviors that contribute to crashes can be achieved.

The goal of New York's traffic safety enforcement community is to reduce the number of crashes that result from these unsafe driving actions and behaviors. In the past year, many enforcement programs across the state included objectives that focused on the reduction of unsafe driving behaviors. The specific goals that were identified for the FY 2005 Police Traffic Services area are listed below.

Goals

- Decrease the number of fatal and personal injury motor vehicle crashes in which "unsafe speed" is reported to be a contributing factor from an annual average of 15,668 in 2001-2003 to 15,250 in 2005
- Decrease the number of fatal and personal injury motor vehicle crashes in which "failure to yield the right-of-way" is reported to be a contributing factor from 23,462 in 2003 to 22,840 in 2005
- Reduce the number of fatal and personal injury motor vehicle crashes in which "following too closely" is reported to be a contributing factor from 19,331 in 2003 to 18,820 in 2005

Status of Goals

All three of the goals set for the Police Traffic Services program area in 2005 have been met and exceeded. In 2004, the number of fatal and personal injury crashes in which "unsafe speed" was reported as a contributing factor decreased for an annual average of 15,668 in 2001-2003 to 14,615 in 2004, surpassing the goal of 15,250 set for 2005. In 2004, "failure to yield the right-of-way" was a contributing factor in 21,987 fatal and personal injury crashes, compared to the goal of 22,840 and "following too closely" was a contributing factor in 18,470 fatal and personal injury crashes, compared to the goal of 18,820 set for 2005.

It should be noted that the goals in this program area were modified from those included in the 2005 Highway Safety Strategic Plan due to a change in data collection and reporting procedures instituted by DMV in 2001. Since mid-2001, police agencies are no longer required to

report property damage only (PDO) crashes, resulting in a sizeable reduction in the total number of crashes reported for 2001 and subsequent years. Consequently, the goals previously based on total crashes have been modified to include only fatal and personal injury crashes to provide a consistent measure for monitoring changes over time.

Performance Objectives

- ⊘ Increase the total number of TSLED and Administrative Adjudication tickets issued for traffic violations from 3,824,598 in 2003 to 3,900,000 in 2005
- ⊘ Conduct selective enforcement efforts targeting impaired driving, speeding, seat belt compliance, and other high risk driving behaviors
- ⊘ Conduct combined enforcement efforts that target more than one high-risk behavior
- ⊘ Provide training for police officers, probation officers, and court personnel regarding the enforcement and adjudication of various traffic laws, e.g. impaired driving laws and the seat belt law
- ⊘ Increase the number of speeding tickets issued from an average of 772,618 in 2001-2003 to 819,000 in 2005
- ⊘ Conduct special enforcement patrols targeting aggressive driving behavior

Status of Performance Objectives

Progress has been made toward the objective to increase the total number of tickets issued for traffic violations to 3.9 million in 2005. In 2004, a total of 3,874,661 TSLED and Administrative Adjudication tickets were issued, an increase of approximately 50,000 tickets over the number issued in 2003. Although there has been an overall increase in the number of traffic tickets issued, the number of tickets issued for speeding violations declined in 2004. In 2004, 747,429 speeding tickets were issued, down from the annual average of 772,618 for the three previous years, 2001-2003; this would indicate that meeting the 2005 objective of 819,000 speeding tickets may be problematic. The objectives relating to the types of enforcement activities to be conducted and training for police officers, probation officers, and court personnel have all been met.

2005 Program Highlights

Selective Traffic Enforcement Programs (STEP)

Selective Traffic Enforcement Programs are characterized by a targeted approach to enforcement-related traffic safety problems utilizing time-proven countermeasures to reduce motor vehicle crashes and their severity. STEP programs are data driven, using statistics and other information as a basis for enforcement activities. These programs typically focus on high crash areas and target the violations that are contributing to those crashes; enforcement is conducted on the specific days of the week and times of day when the crashes most often occur. In this age of ever-increasing law enforcement responsibilities and challenged budgets, STEP is a cost effective method to reduce crashes and related injuries. Properly developed STEP projects promote management flexibility and insure that limited traffic law enforcement resources are directed toward identified objectives. The STEP concept is equally effective when dealing with

one violation, such as speeding, or with a combination of crash-related factors such as speeding and following too closely. With a well-designed, relevant problem identification and directed deployment, STEP projects have traditionally reduced crashes in all types and sizes of jurisdictions.

In 2002, the GTSC implemented a grant program entitled *STEP To Reduce Unsafe Driving Behaviors*. This project was developed to foster a statewide coordinated and uniform approach to the enforcement of crash-causing violations. A streamlined grant application, which has evolved over the past three years, was designed to facilitate and simplify the funding process and insure that all interested law enforcement agencies of New York State have an equal opportunity to participate in this initiative. This approach has proven successful with over 200 agencies participating in the program. Some counties opt to utilize a countywide block grant administered by a single agency. Others continue to operate separate programs for each participating department. This flexibility better accommodates a variety of counties and localities and tends to focus accountability on the requesting governmental entity. A number of these projects have been operational for three or more years and are benefiting from the cumulative effect of enforcement and deterrence.

The GTSC *STEP* program requires participants, as a prerequisite for funding, to carefully analyze their specific traffic safety problems. Using statewide or even countywide crash data is no longer accepted in order to establish legitimate problem identification. Requesting agencies are now required to identify and focus on problems specific to their local area. This process has assisted many departments in properly identifying traffic issues of local concern and in designing specific strategies to address them.

The goal of the statewide STEP initiative is to minimize the incidence of speed and other aggressive driving behaviors as contributing factors in fatal, injury, and property damage crashes. The following is a representative sample of some of the local STEP projects conducted this past year as part of the *STEP To Reduce Unsafe Driving Behaviors* program, which illustrates the depth and breadth of the program.

- The Steuben County Sheriff's Office, an agency patrolling over 3,000 road miles and serving a predominately rural population of 100,000, increased the number of speeding tickets issued by 38 percent between 2003 and 2004. In addition, tickets issued for aggressive driving violations increased 15 percent during the same time period. This targeted enforcement resulted in a countywide reduction of 90 total crashes and a decrease in fatalities from 14 to seven between 2003 and 2004.
- The City of Lockport is an excellent example of the value of increased traffic law enforcement in a municipality. In Lockport, total crashes fell from 863 in 2003 to 737 in 2004, a reduction of 15 percent; personal injury crashes totaled 158 in 2004, compared to 178 in 2003. The decrease in crashes is clearly related to a significant increase in enforcement activity. Compared to 2003, there was an increase of 1,807 tickets issued in 2004; tickets issued for speeding and aggressive driving both increased in 2004.

- The Town of Dewitt, a jurisdiction with a population of 25,000 located in central New York, involves various aspects of its police department in its crash reduction effort, including grant-funded overtime patrols and day-to-day patrol and enforcement by special units such as the DARE unit. Dewitt's program resulted in 467 fewer crashes in 2004 than in 2003; there was also a decrease in fatal and personal injury crashes. Traffic tickets totaled 4,023 in 2004, an increase of 1,290 over the previous year and 448 more than the prior three-year average.
- The Village of Highland Falls, a jurisdiction of 3,766 located in the Hudson Valley of Orange County, is another good example of a successful STEP project. Between 2003 and 2004, the number of aggressive driving tickets issued increased by 56 percent. As a result, injury crashes fell by more than 58 percent over the same period.
- In Monroe County, two large agencies made a significant impact on traffic safety utilizing STEP projects. The Monroe County Sheriff's Office and the City of Rochester Police Department both reported substantial increases in enforcement and reductions in reported personal injury crashes. Aggressive driving tickets issued by the Sheriff's Office increased by 1,741 in 2004 as compared with the previous year and the Rochester Police Department increased its aggressive driving tickets by 909 during the same period. The 1,495 injury accidents reported in 2004 represented a reduction of 728 from the previous year, and a reduction of 488 from the three-year (2002-2004) average. The City of Rochester reported 1,823 personal injury crashes, down 139 from the previous year and down by 181 from the three-year (2002-2004) average. By concentrating their resources on aggressive driving violations these agencies were able to achieve a significant reduction in the number of personal injury crashes.
- As a participating agency in the Dutchess County STEP block grant, the City of Poughkeepsie, a jurisdiction of nearly 30,000, increased enforcement activity and subsequently reduced crash frequency and severity. The police department reported 1,674 crashes in 2004, a reduction of 252 from the previous year. Personal injury incidents fell by 41 in 2004 as compared to 2003, and were reduced by 26 compared to the prior three-year average. The City of Poughkeepsie Police Department issued 7,320 tickets in 2004, an increase of 1,054 over the previous year's totals. Aggressive driving tickets were a significant part of the increased enforcement.
- The City of Batavia, the only municipality in rural Genesee County with a population of just over 16,000, is another good example of the benefits of a well-designed STEP program. In 1997, the City of Batavia reported 180 personal injury crashes; by 2004, this number had been reduced to 98. In 2004, total tickets issued by the City of Batavia Police Department increased by over 1000 when compared to 2003, and by over 500 when compared to the three-year (2002-2004) average. Tickets issued for alcohol-related, seat belt, and aggressive driving violations in 2004 all exceeded the previous year and their respective three-year averages.

Other STEP Programs

Combat Aggressive Driving

The New York City Police Department (NYPD) conducted a STEP enforcement program targeting speeding and aggressive driving in high crash areas. The NYPD used a combination of marked and unmarked cars, including low-profile and other covert patrol vehicles, as well as motorcycles, and employed state-of-the-art radar and laser technology. Officers were deployed throughout the city based on crash locations, time of occurrence, and contributing factor. The NYPD issued nearly 47,000 traffic tickets during these details, of which 3,000 were for exceeding the speed limit by at least 20 miles per hour over the speed limit. In addition, the NYPD issued approximately 4,000 tickets for following too close, 4,000 tickets for unsafe lane changes, 5,000 tickets for disobeying pavement markings, and 139 reckless driving (misdemeanor) tickets. In addition, 84 vehicles were seized as part of the department's seizure and impoundment policy that applies when vehicles are involved in serious acts of aggressive driving, such as reckless driving.

Traffic Safety Corridor Project

This high-visibility enforcement project developed by the New York State Police and the state Department of Transportation targets high crash locations statewide. These locations, or corridors, are identified by analyzing police accident reports where speeding and aggressive driving are listed as contributing factors in a significant percentage of crashes. A number of sites are selected in each of the 10 State Police Troops; in 2005, 20 sites were selected. Local police agencies that also patrol in these areas are encouraged to participate in the program, which includes an initial high-visibility enforcement blitz and an extended enforcement period throughout the summer and early fall. The State Police and 23 county and municipal agencies, including the Nassau and Suffolk County Police Departments, received funding to participate in the program.

Public information and education plays an important part in the *Traffic Safety Corridor Project*. State Police Troop Commanders and DOT Regional Engineers, acting as the local project directors, coordinate media outreach. Press releases are sent both prior to and immediately following the enforcement waves. In some cases, press conferences are held. The DOT uses variable message signs to warn and educate motorists about the high crash areas. Both the media and the public have responded very favorably to this enforcement campaign, particularly those who live or work in these areas.

Complete program data are not yet available for this project. In addition, crash data is unavailable for this period. However, the State Police reported writing a total of 5,239 tickets while conducting *Corridor* details, including 2,043 speeding tickets. A number of impaired driving and criminal arrests were also made during these details. Anecdotal evidence suggests that crashes decreased following these efforts and positive media coverage and feedback from motorists, merchants, and residents of these areas indicate they felt safer driving in these areas.

Follow-up enforcement is important in the corridors to prevent motorists from reverting to the widespread unsafe driving practices occurring prior to the wave. Follow-up enforcement was accomplished in three ways. First, the GTSC included a component in the *Corridor* grant to provide funding for follow-up enforcement. In fact, in 2005 the blitz period was shortened and the follow-up period was increased to provide more sustained compliance. Second, the State Police provided follow-up enforcement in these areas as part of their Aggressive Driving Program, which provides for enforcement teams targeting hot spots on a monthly basis. Third, both the State Police and local police agencies increased their day-to-day enforcement in these corridors.

Comprehensive Traffic Enforcement Programs (CTEP)

CTEP programs take a comprehensive approach to traffic enforcement. These programs often combine enforcement of speeding, aggressive driving, seatbelt, and other laws with public information and education efforts. Non-enforcement partners such as the Department of Transportation and other transportation organizations also cooperated with these programs. Examples of these CTEP programs are provided below.

State Police Targeted Enforcement Effort

The New York State Police conducted a statewide CTEP program called the *Targeted Enforcement Effort*. The State Police is the seventh largest police agency in the nation, with statewide jurisdiction and a widespread media impact. Consequently, the State Police, in addition to generating large numbers of traffic tickets, is able to spearhead and coordinate statewide enforcement operations and to help raise public awareness of the problem of unsafe driving throughout the state. The major components of this program are:

- **Traffic Safety Corridor Project:** Coordinated by the State Police in conjunction with DOT and GTSC, this program is more fully described above in the STEP section of this report.
- **Operation Hard Hat:** This joint project between the State Police and DOT targets highway construction work zones, an area of increasing concern nationwide. Troopers assigned to specific work zones used a variety of enforcement strategies to increase the safety of workers and motorists; some of the strategies included the use of radar and laser, stationary and moving patrols, officers working individually and in teams, pace-setting techniques, and “drone” radar. DOT augmented these efforts using variable message signs, highway advisory radio, and public service announcements.
- **Monthly Troop Enforcement Details:** In 2005, Troopers conducted monthly enforcement details in each of 33 Zones statewide, focusing on non-Interstate highways, where the greatest number of fatalities and highest rate of fatal crashes occur. These details were conducted in or near high-accident locations or high volume traffic areas prone to aggressive driving. The State Police used the latest technology, including state-of-the-art dual-head radar, in-car video, covert vehicles, and in some cases, aerial surveillance. Many of these activities were conducted during holiday periods such as Independence Day, when traffic volumes and fatalities are highest. Over 22,000 traffic tickets were written during these enforcement details.

- **Operation Brake Program:** *Operation Brake* is a coordinated campaign conducted by the State Police Troop T and the NYS Thruway Authority to address the unique characteristics encountered on New York's largest superhighway. This campaign has three components, *Operation Spring Brake*, *Summer Brake*, and *Work Brake*, which provide enhanced enforcement during peak travel times, as well as during *National Work Zone Safety Week*. Some of the innovative tactics include the use of Thruway Authority maintenance vehicles as platforms for radar and laser, as well as other covert detection tactics. The Thruway Authority supplements the enforcement activities with variable message signs, Thruway Advisory Radio, and PI&E conducted at Thruway rest areas. The enforcement details conducted as part of this program issued 4,300 traffic tickets.
- **Empire State Law Enforcement Traffic Safety Conference:** The State Police hosted the fifth annual *ESLETS* conference in April. Attracting over 300 police officials from across the state, this venue provided an opportunity to present and share timely traffic safety information and police training. The conference also included a New York Law Enforcement Challenge Awards presentation. Two of the six state winners went on to win a National IACP/NHTSA Law Enforcement Challenge award: the State Police and Syracuse Police Department.
- **Public Information and Education:** New displays were produced for the New York State Fair and traffic safety pamphlets and brochures were developed and updated for distribution at the State Fair and numerous county fairs across the state. Educational presentations were given to many civic groups, safety professionals, and other community groups in all ten Troops statewide. Troopers assigned as School Resource Officers, now numbering over 100 statewide, presented traffic safety information to students as well, utilizing a PowerPoint presentation developed especially for this audience.
- **Technology and Equipment:** The State Police lead the state in testing and evaluating police technology and equipment, including speed detection equipment. Many local agencies rely on this testing and evaluation to make decisions on purchasing equipment. This past year, the State Police purchased a number of state-of-the-art laser and radar units, including dual-head technology. The State Police also tested various new methods for mounting radar equipment to make the units safer in the event of a motor vehicle crash. Troopers also began testing a new digital video system that ties into the TraCS in-car computers. The State Police were able to surplus a number of old, outdated radar units and deployed these with DOT personnel at construction work zones as "drone" units. These units are still capable of sending a radar signal but are not reliable enough for enforcement. By emitting a constant radar signal in work zones, motorists with radar detectors will slow down in these areas, fearing an officer is working in the area.

Local CTEP Programs

Albany County Civility In Drivers Program

Coordinated by the Albany County Traffic Safety Board, this project continued to combine the traditional three "Es" (enforcement, education and engineering) of traffic safety into a comprehensive and cohesive countywide program. During the course of the project, local law enforcement agencies wrote a total of 10,353 tickets for speeding and another 4,347 for aggressive driving. Special enforcement projects included multiple countywide blanket patrols targeting cell phone violators, "Operation Home Safe" projects that concentrated patrols on the

busy Route 5 corridor located in the jurisdictions of the City of Albany and Town of Colonie, and multi-jurisdictional initiatives that focused on pedestrian safety. This project resulted in a reduction in personal injury crashes from 1,098 to 900, an 18 percent decrease.

Chautauqua County Accident Analysis, Enforcement and Education Program

This multi-faceted project of the Chautauqua County Sheriff's Office used local data as a guide for enforcement efforts by accurately identifying high crash locations throughout the county. The dedicated deputy assigned to this project wrote a total of 3,198 traffic tickets. While the majority of tickets issued were for speeding, a significant number were written for aggressive driving related violations, such as an unsafe lane change, failure to yield the right-of-way, and reckless driving (misdemeanor). Over 70 tickets were issued for unlicensed operation. In addition to these enforcement efforts, radio public service announcements regarding aggressive driving were produced and played on local radio stations. In addition, mock crash demonstrations were conducted at local high schools.

City of Schenectady Traffic Enforcement Officer

The City of Schenectady continued to dedicate a traffic unit to enforcement and education. Working the peak traffic hours of 12:00 PM to 8:00 PM, this officer wrote 536 aggressive driving tickets, which was 31 percent of the total tickets issued for these violations by the department. The traffic unit also participated in numerous traffic safety education functions, conducting presentations on pedestrian safety, instructing at the citizen police academy, working with the local SADD chapter in creating mock crashes, and playing an active role in the "Walk Your Child to School Safely" program. In addition, the traffic unit conducted a seat belt observational survey which documented an 89 percent usage rate for drivers and an 83 percent usage rate for passengers.

Seat Belt Enforcement

New York's enforcement strategy to address occupant protection has been mainly accomplished through the *Buckle Up New York/ Click It or Ticket (BUNY/CIOT)* campaign, more fully described in the Occupant Protection section of this report. Most of New York's enforcement community has embraced this model and participated in the statewide campaign since its inception in 1999; participants include the State Police, the New York City Police Department, and most of New York's other large city, county, and local agencies. The GTSC has supported the efforts of nearly 300 agencies annually through a mini-grant program.

The *BUNY/CIOT* program, like similar statewide campaigns around the country, relies on the proven model of high-visibility enforcement; intensive seat belt enforcement mobilizations accompanied by extensive publicity and media coverage. The *BUNY/CIOT* campaign has been responsible for an increase in the seat belt compliance rate from 75 percent in 1998 to 85 percent this year. Increased enforcement has resulted in over one-half million seat belt tickets issued annually in New York, up from 300,000 in 1998; seat belt tickets have increased to about 15 percent of all tickets issued.

Impaired Driving Enforcement

As a strategy, impaired driving enforcement encompasses a wide variety of programs and activities. Impaired driving enforcement is considered a fundamental responsibility for police agencies, whether on routine patrol or involved in conducting a targeted enforcement effort. In addition to grants from GTSC, county STOP-DWI programs also support impaired driving enforcement on the local level. On the state level, the State Police conduct a statewide enforcement campaign that includes monthly sobriety checkpoints in each of its 33 Zones, PI&E efforts, training and underage impaired driving activities. Impaired driving enforcement is discussed in greater detail in the Impaired Driving section.

Training Programs

Police Traffic Services includes a range of training programs and activities, most notably Standardized Field Sobriety Testing (SFST), breath test instrument training, and training in the use of speed enforcement equipment. Other areas include Drug Recognition Expert (DRE) training and Drug Impaired Training for Education Professionals (DITEP). State Police Troopers receive SFST training as part of their basic training; municipal police training academies have also recently initiated SFST training for their trainees. The GTSC supported the municipal training program in 2005. Other training supported by grants in 2005 included training for District Attorneys through the New York Prosecutors' Training Institute and training for judges through a partnership between the Office of Court Administration and the State Police. Training was also conducted at both the Annual New York State Highway Safety Conference and the Empire State Law Enforcement Traffic Safety Conference, including SFST update training and breath-test operator recertification. In addition, the State Police conducted TraCS Program training for over 100 local police agencies. Specific programmatic training activities are described in each program area.

In 2005, the New York State Sheriffs' Association's Liaison to the GTSC presented traffic-related programs to both the Sheriffs and Undersheriffs at their respective training conferences. These sessions stressed the value of sustained traffic law enforcement as an effective crash countermeasure, but also as the first line of local defense against terrorist activities. The focus of the training was to integrate the traditional law enforcement role of public safety with the new evolving mandate of public security. Variations of this training package, developed in flexible modules, were made available statewide.

A Contemporary Traffic Law Enforcement training seminar was presented twice at the Ontario Law Enforcement Academy. These sessions were directed toward patrol personnel and first line supervisors and again explained the value of traffic law enforcement in crime control and terrorist intelligence gathering as well as crash reduction. An introduction to Selective Enforcement techniques and a legal section were also included.

A training program, entitled *BRADS* (Behaviors, Response, Attitudes, Documentation & Situations) was researched and is currently in the final stage of development. This program evolved from the established *Highway Drug Interdiction Tactics and Accepted Police Interview Methods* and targets road patrol personnel. The training involves a comprehensive approach to the traffic stop, from interview techniques a better understanding body language to developing

legally sufficient probable cause to take further action. This program, developed by the Sheriff's Association will be made available to any requesting Sheriff's Office or academy.

Traffic Safety Program and Evaluation Support

There are two main components under this strategy. The first component of this strategy involves various aspects of research, problem identification, and program evaluation. Projects in this category include the following:

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

The Institute for Traffic Safety Management and Research (ITSMR) is funded to perform these tasks. Each year, ITSMR prepares packets of county-level traffic safety-related data that are distributed to every county and to state agencies concerned with traffic safety. These data aid in problem identification and the formulation of programmatic strategies for grantees, as well as facilitating evaluation of the efficacy of their programs.

ITSMR also provides research and evaluation support for New York's Occupant Protection program. For example, the activities undertaken in 2005 to evaluate the *BUNY/CIOT* program included the annual statewide observational survey of seat belt use using a NHTSA-approved methodology, a telephone survey of New York State licensed drivers, and analyses of enforcement and other data from each seat belt mobilization.

The second component of this strategy involves the GTSC support for the services of a State Police sergeant who works on staff as a law enforcement liaison (LEL). The LEL works with other staff members, including the Sheriff's Association LEL, in the development, implementation, and evaluation of enforcement programs. His primary role is program coordinator for the *Buckle Up New York/Click It or Ticket* campaign, the *Traffic Safety Corridor Project*, and *TraCS*, New York's electronic ticket and accident report project. The LEL's responsibilities also include disseminating highway safety information to the enforcement community. The LEL assists other staff with grant processing and works closely with other partners in these programs. The LEL also works closely with the NHTSA Regional LEL on a variety of programs and activities, including the development of the New York Law Enforcement Challenge program.

Also working in the capacity of an LEL is a representative from the New York State Sheriff's Association, now on staff at the GTSC. This LEL, while primarily working as a liaison with Sheriff's offices in the state, also assists with numerous other projects and coordinates the *STEP To Reduce Unsafe Driving Behaviors* grant program.

TraCS

The statewide rollout of TraCS, New York's electronic ticket and accident report program began in 2003. GTSC has supported the development of the infrastructure over the past four years, including systems development and implementation at the State Police, Department of Motor Vehicles, Department of Transportation and the Office of Court Administration.

In this past year, GTSC continued to fund various TraCS activities, including training for local agencies and equipment for state, county, and local agencies. The GTSC also continued to fund enhancements to the base TraCS software, which now includes a mapping and crash analysis tool. Funding for the local police agencies was used primarily for equipment for police vehicles.

The State Police, who produce the highest volume of tickets and accident reports in the state outside of New York City, was able to implement TraCS agency-wide to the extent that 100 percent of accidents and a vast majority of tickets are produced and transmitted electronically. The State Police are on schedule to use TraCS for 100 percent of their tickets by the end of the 2005 calendar year. The State Police also provide ticket and crash statistics from the TraCS database to every command level officer, supervisor, and road Trooper in their organization through their Intranet, allowing for vastly improved traffic safety analysis and planning capabilities. Statewide and locally, TraCS users are developing data sharing systems and procedures which will provide further efficiencies.

MOTORCYCLE SAFETY

Due to the increasing trend in the number of registered motorcycles and licensed motorcyclists in recent years, motorcycle safety continues to be a priority in New York State. In 1997, Governor Pataki signed legislation to establish a rider-funded motorcycle safety program. This is the seventh full year of operation for New York's legislated motorcycle safety program. The legislation mandated that the Department of Motor Vehicles establish, administer, and promote a program of approved motorcycle rider training courses, motorcycle course instructor training, and public awareness. The legislation also provided the resources necessary to maintain the program through a dedicated fund using a portion of motorcycle registration and licensing fees.

New York's motorcycle helmet law is also an important safety measure and compliance with the law remains high. The most recent statewide observational survey conducted in 2003 indicates a helmet use rate of approximately 99 percent.

The need for an effective Motorcycle Safety Program has become more critical with the increased motorcycling population. Over the five-year period, 2000-2004, there was a more than 25 percent increase in registered motorcycles in New York State and a ten percent increase in motorcycle license endorsements.

	<u>2000</u>	<u>2001</u>	<u>2002</u>	<u>2003</u>	<u>2004</u>
Registered Motorcycles	201,601	217,546	229,047	241,440	256,571
Motorcycle Endorsements	524,329	535,513	551,272	567,031	576,635

With more motorcycles on the road and more new motorcyclists, it is important that the Motorcycle Safety program area continue its focus on increasing the awareness of motorists to motorcycles and on expanding participation in the motorcycle rider education program. The goals established for the state's Motorcycle Safety program are listed below.

Goals

- ⊖ Reduce the number of police-reported fatal and personal injury motorcycle crashes from 4,335 in 2001 to 4,250 in 2005
- ⊖ Reduce the number of motorcycle fatalities from an annual average of 146 in 2001-2003 to 138 in 2005

Status of Goals

Progress has been made toward the goal to reduce the number of police-reported fatal and personal injury motorcycle crashes from 4,335 in 2001 to 4,250 in 2005; in 2004, there were 4,290 fatal and personal injury motorcycle crashes. While there has been improvement in the number of fatal and personal injury motorcycle crashes, there has been an increase in the number

of motorcyclists killed in crashes; in 2004, 151 motorcyclists were fatally injured, compared to an annual average of 146 for the three-year period, 2001-2003. Although there has not been a consistent upward or downward trend in fatalities over the past few years, it should be noted that there were two fewer fatalities in 2004 than in 2003 (151 versus 153).

It is important to note that the goals in this program area were modified from those included in the 2005 Highway Safety Strategic Plan due to a change in data collection and reporting procedures instituted by DMV in 2001. Since mid-2001, police agencies are no longer required to report property damage-only (PDO) crashes, resulting in a sizeable reduction in the total number of crashes reported for 2001 and subsequent years. Consequently, the goals previously based on total crashes have been modified to include only fatal and personal injury crashes to provide a consistent measure for monitoring changes over time.

Performance Objectives

- ⊗ Continue support for the expansion of motorcycle rider education opportunities in 2005
- ⊗ Establish at least three new training sites in 2005
- ⊗ Continue research in 2005 to examine the issues related to unlicensed motorcycle operators
- ⊗ Increase motorist awareness of motorcycles

Status of Performance Objectives

As of November 2005, approximately 12,720 students had participated in the beginning rider training program during 2005, approximately 1,100 more than in 2004, and more than five times the number trained in 1998. This brings the total to more than 66,000 motorcycle operators trained since 1966. In 2005, MANYS capped the maximum student fee that training providers charge for the Basic RiderCourse.

For varied reasons, three training sites withdrew from the program and were replaced by three other providers. Since there was no net gain in the number of public training sites, the objective to increase the number of sites by three was not met. The additional training capacity resulted from the scheduling of additional classes at the existing training sites. MANYS also established nine new training sites at military installations across New York. The new military sites have enabled the safety offices to meet the Department of Defense requirements for motorcycle training at these facilities.

	<u>1998</u>	<u>2005</u>
Training Sites	11	23
Students Trained	2,395	12,720*

*Training conducted as of November 2005

An active PI&E program has continued to increase motorist awareness of motorcycles. Finally, due to limited resources for research, it was not possible to conduct research examining the issues related to unlicensed motorcycle operation in 2005.

2005 Program Highlights

In November 2000, the National Highway Traffic Safety Administration and the Motorcycle Safety Foundation (MSF) issued a National Agenda for Motorcycle Safety (NAMS), which detailed strategies needed to improve motorcycle safety. New York reviewed the issues and recommendations in the NAMS report in relation to the state's Motorcycle Safety Program and incorporated several of the recommendations into the state's program.

Public Information and Education

A primary recommendation in the NAMS report was to educate operators of other vehicles to be more aware of the presence of motorcycles on the roads. While New York's Motorcycle Safety Program's primary focus has been on rider education, it has also taken steps to increase motorist awareness of motorcycles. Governor Pataki joined in the national awareness campaign by proclaiming May 2005 "Motorcycle Awareness and You" month. The Governor's Traffic Safety Committee and the Motorcycle Safety Program continued their efforts to raise awareness of motorcycles. In 2005, the Motorcycle Safety Program exhibited at the International Motorcycle Show in New York City, the Americade Motorcycle Touring Rally in Lake George, and at the New York State Fair in Syracuse.

Rider Education and Training

The NAMS recommends expansion of motorcycle safety programs to accommodate all who need or seek training. A primary goal of New York's Motorcycle Safety Program has been to make rider education accessible and affordable across the state. The administration of the rider education program must be managed through a non-profit rider education organization. In 2005, the Motorcycle Association of New York State, Inc. (MANYS) was in its second year of a five-year contract with the Department of Motor Vehicles to administer the motorcycle safety program. DMV and MANYS support and promote a standardized national curriculum developed by the Motorcycle Safety Foundation (MSF). The number of motorcycle rider training sites, training capacity, and the number of students trained have steadily increased over the past seven years.

Licensing

In 1996, New York revised its regulations to allow the motorcycle road test to be waived for drivers who successfully complete approved rider training. The MSF RiderCourse®, offered through MANYS, provides an option and incentive for motorcyclists to become licensed and to learn to ride more skillfully. As shown by the increased number of class participants, more motorcyclists are choosing this option. Approximately one-quarter of the motorcyclists receiving motorcycle licenses in New York in 2005 were trained and earned their license endorsement through the Motorcycle Safety Program. It is anticipated that continued expansion of the program will have a positive effect on motorcycle safety.

New York continues to support an initiative to reduce the number of unlicensed motorcycle operators. In 1998, the Commissioner of Motor Vehicles sent notices to the 35,000 motorcycle registrants who did not have a motorcycle endorsement, reminding them of the importance of obtaining a motorcycle license and providing information on the rider education program. New York believes that these notices have contributed to the increases in RiderCourse® enrollments and in the number of motorcycle licenses issued in the state.

Personal Protective Equipment

The NAMS report also recommended the implementation of strategies to increase the use of USDOT-approved helmets. In its rider education courses and in the DMV Motorcycle Manual, New York encourages motorcyclists to wear appropriate gear, including an approved helmet, face or eye protection, and protective clothing. New York State law requires that motorcyclists wear USDOT-approved helmets and the state has maintained a high rate of compliance with the mandatory helmet law; the most recent statewide observational survey conducted in 2003 indicated a helmet use rate of 99 percent.

Insurance Industry Involvement

Consistent with the NAMS recommendation that participation in an approved training course be linked with reductions in insurance premiums, New York has approved the MANYS-sponsored RiderCourse® for the Point and Insurance Reduction Program (PIRP). Drivers attending the Basic RiderCourse® are eligible for a reduction of up to four points from their license record and a 10 percent reduction on the base rate of their automobile and motorcycle liability and collision insurance premiums for three years. These benefits have provided an added incentive for motorcyclists to seek appropriate rider education.

Safety Program Initiatives

On December 1 and 2, 2004, New York hosted a Motorcycle Safety Forum in Lake George for the NHTSA New England and Eastern Regions. The forum featured presentations from national and state experts in motorcycle safety. The Institute for Traffic Safety Management and Research (ITSMR) presented a regional and state overview of motorcycle crash experience. The forum provided an opportunity for each state to assess their programs and identify initiatives for improvement.

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

Pedestrians, bicyclists, skateboarders, in-line skaters, and non-motorized scooter operators are among our most vulnerable roadway users. When involved in crashes with motor vehicles and fixed objects, these highway users almost always suffer more serious injuries than vehicle occupants. The injuries sustained in these crashes often require extensive medical treatment and/or lengthy rehabilitation.

New York State has recognized the special safety concerns associated with bicycling and other wheel sports and has required helmet use for bicyclists under age 14 since 1993, in-line skaters under age 14 since 1996, and non-motorized scooter operators under age 14 since 2002. This protective measure has now been extended to skateboarders; Governor Pataki signed into law a bill requiring helmet use for skateboarders under age 14. This law went into effect January 1, 2005.

Because of the seriousness of the injuries suffered by pedestrians, bicyclists, and participants in other wheel sports, these areas of traffic safety continued to be priority program areas for GTSC in FY 2005

Goals

- ⊗ Reduce the number of pedestrians killed in traffic crashes statewide from an annual average of 337 in 2001-2003 to 318 in 2005
- ⊗ Reduce the number of pedestrians injured in traffic crashes statewide from an annual average of 17,930 in 1999-2001 to 17,570 in 2005
- ⊗ Reduce the number of pedestrians killed in traffic crashes in New York City from an annual average of 168 in 2001-2003 to 155 in 2005
- ⊗ Reduce the number of bicyclists killed in traffic crashes statewide from an annual average of 38 in 2001-2003 to 34 in 2005
- ⊗ Reduce the number of bicyclists injured in traffic crashes statewide from 6,749 in 2001 to 6,425 in 2005
- ⊗ Reduce the number of bicyclists killed in traffic crashes in New York City from an annual average of 16 in 2001-2003 to 14 in 2005

Status of Goals

Progress has been made toward the goal of reducing the number of pedestrians killed in crashes from an annual average of 337 in 2001-2003 to 318 in 2005; in 2004, 328 pedestrians were fatally injured. The goal of reducing the number of pedestrians killed in traffic crashes in New York City to 155 in 2005 has been achieved; in 2004, there were 155 pedestrian fatalities in New York City compared to an annual average of 168 in 2001-2003. New York has also been very successful in reducing the number of pedestrians injured in traffic crashes; since the three-

year period, 1999-2001, when an average of 17,930 pedestrians were injured each year, pedestrian injuries have been on a downward trend. In 2002, 17,214 pedestrians were injured surpassing the goal of 17,570 set for 2005; in the next two years, the number decreased further to 16,665 in 2003, and to 15,678 in 2004. A balanced approach of both education and general enforcement should be credited for this success.

In 2004, 41 bicyclists were killed compared to a baseline annual average of 38 in 2001-2003 and the 2005 goal of 34. In New York City, however, there has been improvement; in 2004, there were 15 bicyclist fatalities, compared to an average of 16 in 2001-2003 and just one more than the goal of 14 set for 2005. The goal of reducing the number of bicyclists injured in traffic crashes from 6,749 in 2001 to 6,425 in 2005 has been far exceeded. In 2002, 5,992 bicyclists were injured in traffic crashes, followed by a further declines in 2003 (5,581) and 2004 (5,690).

Performance Objectives

- ⊘ Continue to provide education on pedestrian safety to both the general public and specific target groups in 2005
- ⊘ Continue to develop and evaluate engineering solutions to pedestrian safety problems in 2005
- ⊘ Initiate research in 2005 to determine the nature and scope of the pedestrian crash problem, especially with respect to the location of crashes and, in crashes involving alcohol, whether the driver or the pedestrian was impaired
- ⊘ Provide education on bicycle safety to the general public and specific target groups in 2005
- ⊘ Initiate research in 2005 to determine the prevalence and circumstances of crashes involving in-line skaters and non-motorized scooters

Status of Performance Objectives

All but one of the performance objectives for 2005 were met. Public information and education programs on pedestrian and bicycle safety were provided to the general public and specific target groups. Several projects developed and evaluated engineering solutions to pedestrian safety problems. Research was initiated into the pedestrian crash problem in 2003 when staff from several agencies participated in a Pedestrian Scanning Tour to collect information to aid in the development of innovative strategies for improving pedestrian safety; more in-depth analysis of pedestrian crashes was not undertaken in the past year. Since data collection on the involvement of in-line skaters in traffic crashes did not begin until July 2001, sufficient crash data were not yet available to undertake research during 2005 to determine the prevalence and circumstances of crashes involving in-line skaters and scooters.

2005 Program Highlights

Public Information and Education

Education has been a cornerstone of New York's program for pedestrians, bicyclists, in-line skaters, non-motorized scooter operators, and skateboarders. Education has been provided to persons of all ages in these groups to increase their awareness of safety issues and ways to avoid crash involvement and injuries. In addition, heightening the awareness of the motoring public to these other roadway users has been an important tool in promoting the concept of "sharing the road." Education has also been provided to these groups on the rules of the road and the dangers of alcohol and drug impairment. Highlights for 2005 included the following:

Walk Our Children to School (WOCS)

For the eighth year, New York State participated in the *National Walk Our Children to School Day*. The National WOCS model was established to increase public awareness of safety, health, and walkability issues. New York's program is coordinated by the New York State Partnership for *Walk Our Children to School Day*; the partnership includes the New York State Association of Traffic Safety Boards, NYS DOT, NYS DOH, and GTSC. Local governments, private sponsors, and not-for-profit organizations, including law enforcement and school groups, provided support and assistance in conducting the events. The events received publicity through media markets covering much of the state's population. In 2005, under the auspices of the grant, the NYS Partnership for WOCS held a poster art contest, developed and distributed a New York State poster art contest brochure, and collaboratively promoted participation across the state. Through the efforts of the partnership, 55 schools registered and participated in the international WOCS event on October 6, 2005. In total, this initiative reached 17,761 students across the state. Each community has developed and tailored the event to meet their own needs with a mission to educate pedestrians on safety and to promote regular physical activity.

New York Bicycle Coalition (NYBC): Sharing the Road Safely

This project is a three-year effort with the goal of heightening bicyclists and pedestrian awareness among two key audiences: new drivers taking the required pre-licensing course and existing drivers participating in a DMV-approved Point and Insurance Reduction Program (PIRP) course. PIRP courses are taken to reduce automobile insurance costs or points on the driver's license. The American Automobile Association honored the NYBC with an Outstanding Achievement Award at an awards luncheon in Westchester County in October 2005.

Community-Based Programs

Village of Geneseo: Pedestrian Program

The purpose of this initiative conducted by the Village of Geneseo Police Department was to make pedestrians and vehicle operators more safety conscious of each other. Geneseo has a college population of 5,500 students who use pedestrian walkways within the village. Increased enforcement and education were key components to the success of this project. The Geneseo Police Department issued 65 traffic tickets to pedestrians who were not using the available

crosswalks and sidewalks; motorists who failed to yield to pedestrians in crosswalks were also issued traffic tickets

City of Corning: Bicycle Safety

This project was an education-focused program targeting children ages five to fifteen. The program was designed to educate children on bicycle safety and helmet laws. Sixty-five helmets were distributed to area children who participated in the program, which included bicycle maintenance, rules of the road, a small obstacle course, and a group ride.

SUNY Oswego: Head into Safety Bike Helmet Distribution and Education Project

This project was a collaborative effort held on SUNY Oswego's campus in June 2005 during Oswego County's Harborfest. This was a well-organized bicycle rodeo and helmet distribution event. Partners in this bicycle rodeo and helmet distribution event included the SUNY Oswego Police, Swetman Hall Day Care Facility, Mitchell Street Day Care and After School Program, Oswego and Fulton Hospitals, local media outlets, and Oswego County Traffic Safety Board members.

OCCUPANT PROTECTION

Safety restraint use remains a top priority of New York's highway safety program and excellent progress has been made over the past six years in terms of seat belt compliance and child passenger safety. While speeding, impaired driving, and other hazardous violations contribute to a significant percentage of highway fatalities, reducing their incidence continues to present the traffic safety community with persistent and substantial challenges. Using a safety restraint is a far more positive behavior and is one that motorists are more accepting of, in terms of compliance and enforcement.

New York has been very successful in increasing the seat belt use rate largely as a result of New York's high visibility enforcement efforts. In 1999, New York embarked on one of the most comprehensive traffic safety initiatives in the state's history, the *Buckle Up New York (BUNY)* program. The goal was straightforward: to significantly increase safety restraint use. In 2002, New York joined the national seat belt mobilization effort and enhanced the *BUNY* program with the *Click It or Ticket* slogan and program elements. The effectiveness of this program was documented in an increase in usage from 80 percent in 2001 to 83 percent in 2002, followed by another increase to 85 percent in 2003. However, as has been the case with other states, New York has found that additional gains in the seat belt use rate are progressively harder to achieve; since 2003, the statewide use rate has remained at 85 percent.

In addition to increasing adult seat belt usage, the other major focus of New York's occupant protection efforts is child passenger safety. In March 2005, a new law took effect in New York that requires all children ages four to seven to be restrained in a safety restraint appropriate for their height and weight; a booster seat is the appropriate occupant restraint for many children in this age group. Child passenger safety education and public awareness, as well as child safety seat distribution programs, are also important components of the state's comprehensive child passenger safety program. The purpose of these efforts is to educate the public on child passenger safety issues, increase the availability of child safety seats to low income populations, and provide instruction on the proper installation and use of child safety seats to parents and other caregivers.

The state's occupant protection program is supported by a variety of funding sources, including TEA-21 incentive grants and traditional Section 402 funds. Section 157a and 157b funds supported enforcement activities by local agencies, as well as by the State Police. While the *Buckle Up New York/Click It or Ticket* program, supported primarily by Section 157a and 157b funds, has been the showpiece of the State's overall occupant protection program, the other funding streams support public information and education components and a multi-faceted child passenger protection program.

Goals

- ⊘ Reduce the proportion of occupants in vehicles covered by the seat belt law who are killed in crashes from 0.18% in 2003 to 0.17% in 2005
- ⊘ Reduce the proportion of occupants in vehicles covered by the seat belt law who suffer serious injuries in crashes from 2.13% in 2003 to 2.10% in 2005
- ⊘ Reduce the MSI for occupants in vehicles covered by the seat belt law from 1.22 in 2001 to 1.21 in 2005

Status of Goals

In 2004, 0.22% of the occupants of vehicles covered by the seat belt law who were involved in crashes were killed, up from 0.18% in 2003. The same was true for occupants who suffered serious injuries; in 2004, 2.40% of the occupants were seriously injured compared to 2.13% in 2003. After remaining constant at 1.22 for the three years, 2001-2003, the mean severity of injury (MSI) measure for occupants in vehicles covered by the seat belt law increased slightly to 1.23 in 2004. While these measures were away from our goals, we remain optimistic that 2005 crash results will show progress toward stated goals.

Performance Objectives

- ⊘ Increase the safety restraint usage rate for front seat motor vehicle occupants from 85% in 2004 to 86% in 2005
- ⊘ Complete a study of the enforcement and adjudication of the seat belt law
- ⊘ Increase knowledge and awareness of the importance of safety restraint use, children riding in the back seat, the correct use of child safety seats, and seat belt use on school buses

Status of Performance Objectives

The objective to increase the safety restraint usage rate for front seat motor vehicle occupants from 85 percent in 2004 to 86 percent in 2005 was not met. For the third year in a row, the official statewide observational survey of seat belt use conducted annually in June resulted in a usage rate of 85 percent. Although no significant change occurred in 2005, this figure represents excellent progress since 2000 when the state's seat belt usage rate was 77 percent. Continued high levels of enforcement have been a major factor in maintaining the state's high seat belt compliance rate; over 1.6 million tickets were issued for violations of the state's occupant restraint laws from 2002-2004. Due to other research priorities, an in-depth study of the enforcement and adjudication of the seat belt law was not conducted this year.

The results of a statewide telephone survey of New York State licensed drivers conducted in summer 2005 indicate that there has been an increase in awareness of the state's occupant restraint enforcement and educational efforts. For example, the perception of risk of being stopped by the police for not wearing a seat belt has increased and two-thirds of the drivers have gone through a seat belt road block within the past three years. In addition, more than eight out of ten drivers have heard of the *Buckle Up New York* program and six out of ten are familiar with the *Click It or Ticket* slogan.

2005 Program Highlights

The primary strategies used during the past year were seat belt enforcement accompanied by public information and education, the two major components of the *Buckle Up New York/Click It or Ticket* campaign. Other strategies focused on improving child passenger safety and included public awareness, education and instruction for parents and other caregivers on the proper installation and use of child safety seats, training for technicians and instructors to provide these services to the public, child safety seat distribution programs, child seat check events, research and evaluation, and the passage of new legislation.

One of the primary objectives of New York's strategy to increase seat belt use is to increase enforcement. By any measure this objective continues to be successful. Since the inception of the *BUNY/CIOT* campaign in 1999, (with the exception of 2001, an unusual year due to the aftermath of the September 11 attacks) well over half a million seat belt tickets have been issued annually. In 2004, police officers in New York issued more than 519,000 tickets for violations of the state's occupant restraint laws.

Enforcement

Buckle Up New York/Click It or Ticket

The high-visibility enforcement and PI&E campaign, *BUNY/CIOT*, consists of a number of proven components:

- **Executive level support:** One of the hallmarks of the program has been the support received from the highest levels of law enforcement. For example, the Superintendent of State Police, Commissioner of the New York City Police Department, and executives at the State Chiefs and Sheriffs Associations have all vigorously supported this program. This executive level support has been crucial to its success.
- **High visibility checkpoints:** The enforcement efforts are made highly visible to the public in a number of different ways, including the conduct of checkpoints and extensive outreach to the media, which has resulted in increased awareness of the importance of safety restraint use.
- **Dedicated roving patrols:** Because of manpower and other constraints, conducting seat belt checkpoints is not always possible. Dedicated roving patrols, particularly during the enforcement mobilizations, is an effective way to augment the more highly visible checkpoints.
- **Zero-tolerance enforcement:** The police continue to follow a zero tolerance policy in enforcing occupant restraint violations; no warnings are issued. This is a departure from prior years when the common practice was for officers to issue warnings for seat belt violations or to not stop the violator at all. The perception of risk of receiving a seat belt ticket is now quite high, due in large part to this zero tolerance policy and practice.

- **Statewide, multi-agency effort:** In every county in the state, the police participate in joint checkpoints and other multi-agency activities. This multi-agency approach has had significant positive results, not the least of which is the public perception that all police agencies, no matter what the uniform, are serious about seat belts. Another positive outcome has been a better working relationship among the different agencies and increased cooperation with other programs, traffic enforcement as well as others.
- **Seat belt mobilizations:** Seat belt mobilizations or waves are conducted during specific time periods; a seven-day wave is conducted in November and a 14-day wave is conducted in conjunction with the national mobilization in May. These mobilizations consist of intensive enforcement, publicized through a media campaign and other PI&E activities.
- **“Expanded Efforts”:** Since 2003, the statewide seat belt mobilizations have been supplemented with a program entitled “Expanded Efforts” which provides increased, ongoing enforcement on a year-round basis. Police agencies are provided grant funding to conduct increased seat belt enforcement, such as road checks and dedicated roving patrols, at times more suited to the agencies’ scheduling needs and resource availability.
- **PI&E and media outreach:** Public awareness efforts focus on getting the *BUNY/CIOT* message out through the airing of PSAs, the issuance of press releases, and other contacts with the media. Since the early years of the program, the statewide PI&E and media efforts have been very successful; in recent years, local agencies have become much more adept at conducting these types of activities.
- **Reporting and evaluation:** The police agencies receiving grant funding are required to report on their wave and “expanded efforts” activities; this information is used in preparing quarterly and annual reports on the *BUNY/CIOT* program. The success of the enforcement and educational efforts are evaluated through observational surveys of seat belt use; information to assess the effectiveness of the program is also collected through telephone surveys and other methods.

Over the past year, the *BUNY* program continued to incorporate these fundamental components. Through the funding sources mentioned above, the Governor’s Traffic Safety Committee supported 281 police departments statewide, including the State Police, all major cities including the New York City Police Department, sheriff’s departments, and many city, town, and village enforcement agencies. Working together, these agencies conducted two enforcement waves this year that generated the following activity:

November 2004 Mobilization

- 311 checkpoints were conducted statewide
- The vast majority of New York’s police agencies participated to some extent
- Over 20,747 occupant restraint tickets were issued
- 1,047 tickets were issued for violations of the state’s child restraint law

May 2005 Mobilization

- 690 checkpoints were conducted statewide
- Nearly all of New York's police agencies participated to some extent
- Over 63,000 occupant restraint tickets were issued

“Expanded Efforts”

In addition, the enforcement component, “Expanded Efforts,” first implemented in 2003, generated additional enforcement activity over the course of the year. Although not all reports from grantees have been received, preliminary data indicate the following:

- 282 checkpoints were conducted
- Nearly 23,000 occupant restraint tickets were issued
- 1,064 tickets were issued for child restraint violations
- Over 100 arrests were made for criminal activity, including stolen vehicles, illegal drugs, and arrests of persons wanted on other charges
- Dozens of other serious Vehicle and Traffic arrests were made, including arrests for impaired driving and unlicensed operation of a vehicle

These “Expanded Efforts,” combined with the two enforcement waves, accounted for the following:

- Over 106,000 occupant restraint tickets
- Over 4,400 child restraint tickets
- Over 64,000 tickets issued for other violations of the Vehicle and Traffic Law. The most commonly cited criminal violations at these checkpoints were drug possession, Driving While Intoxicated, and Aggravated Unlicensed Operation.

Other Enforcement Activities

Increased Enforcement in New York City

The New York City metropolitan area has historically had a lower seat belt usage rate than the rest of the state. A new strategy to increase participation and enforcement was initiated in FY 2005; the focus of these efforts was the New York City Police Department (NYPD), which significantly increased its level of enforcement and incorporated seat belt enforcement into its Trafficstat process. The NYPD also recently enacted a seat belt policy which mandates the use of seat belts by officers while on-duty.

24/7 Enforcement

The *BUNY/CIOT* enforcement model has had other desirable and predictable outcomes, aside from higher compliance rates. One such outcome is more day-to-day enforcement by police. The program has been so successful, in part, because it had executive level support from the outset. In addition, the police, like the general population, have been exposed to a great deal of PI&E and media publicity regarding the importance of using seat belts. A number of agencies, including the State Police and the NYPD, enacted seat belt policies within their departments. All

of these factors resulted in police officers enforcing the seat belt laws more strictly, not only during mobilizations, but also on routine, day-to-day patrol, throughout the year.

Enforcement Targeting Commercial Vehicle Drivers

A special effort was initiated during the May 2004 wave to more strictly enforce the occupant restraint laws for commercial vehicle drivers, a group with traditionally lower seat belt usage than the general driving population. This effort continued during the May 2005 mobilization.. Troopers assigned to the Commercial Vehicle Enforcement (CVE) Unit were required to be present at regular *BUNYCIOT* checkpoints. These CVE Members were also positioned at tollbooths on the New York State Thruway and at the entrance to commercial vehicle inspection sites to detect seat belt violations by these commercial drivers. The majority of the tickets issued were written for New York State Transportation Law section 140-2d(ii), referencing 49CFR392.16, rather than the pertinent New York State Vehicle and Traffic Law section, since violations of this section of the Transportation Law carry a higher penalty. These increased commercial vehicle enforcement efforts will continue in the future.

State Police Monthly Enforcement Details Targeting Low-Use Areas

The State Police continued to conduct increased seat belt enforcement in counties throughout the state where seat belt compliance is below average. This effort was first undertaken in 2004 when the State Police implemented a new Troop Traffic Safety Plan process which provides for a more efficient approach to local problems. Troopers conducted monthly seat belt enforcement details in each of ten Troops statewide. A total of 3,419 seat belt tickets were issued during these details in addition to 93 child restraint violations.

National Child Passenger Safety Week

During the week of February 13–19, 2005, a number of agencies throughout the state conducted increased enforcement and education activities. While data were not collected from local agencies for that period, the State Police reported conducting 38 enforcement details statewide and issuing 1,054 occupant restraint tickets, including 46 tickets for child safety seat violations.

Public Information and Education

Although enforcement is the key to greater seat belt use, a strong public information and education component is vital as well. New York continued to incorporate PI&E into the *BUNY/CIOT* program. Throughout the state in 2005, police and other traffic safety partners conducted a wide variety of PI&E activities; a number of those activities are highlighted below.

Much of the PI&E activity for the November 2004 mobilization was conducted at the State Police Troop level and by local enforcement agencies. Ten State Police Troops held press conferences, produced press releases, and conducted ride-alongs to familiarize the media with the program. Twenty-three local agencies reported making media contacts during this period as well, a number that is greatly underreported. As during other mobilization periods, New York was very successful in obtaining earned media coverage of the enforcement and educational activities undertaken as part of its *BUNY/CIOT* program. The media continues to take an active interest in

the program and frequently refers to the mobilizations as “enforcement blitzes.” Most of the news stories feature photographs of police checkpoints and interviews of officers and motorists. Police officers have also improved their skills and are better able to articulate the goals and objectives of the program and to state why the enforcement activities are conducted, resulting in a more coherent and consistent message.

A major media effort was made through New York’s partnership with the New York State Broadcasters Association during the time corresponding with the May 2005 wave. Through this partnership, non-commercial sustaining announcements (NCSAs) with the *Click It or Ticket* message were aired on television and radio stations across the state. This NCSA campaign ran from April 25 – June 5, the time period immediately before and during the May mobilization. During that period, a total of 10,736 radio spots and 1,642 television spots were aired.

In addition to the statewide NCSA campaign, the GTSC contracted for paid media with the Cable Television Association of New York to air *Click It or Ticket* messages targeting the Hispanic communities in the downstate and metropolitan New York City areas. This program resulted in the airing of 3,578 spots from May 9 – June 5.

The New York State Fair, county fairs and other like venues provide excellent opportunities for public education. The New York State Police and the Department of Motor Vehicles provided educational displays at the New York State Fair, which draws an estimated one million visitors each year. The Niagara County Traffic Safety Fair and the Erie County Traffic Safety Fair are two well-attended events held in the Buffalo region each year. Similar community events occurred across the state, including events organized by the Ulster County Community College, Albany County Traffic Safety Board, the Town of Newburgh Police Department (Orange County), and the Town of North Greenbush Police Department (Rensselaer County).

Child Passenger Safety

New York’s occupant restraint law covers all front seat occupants and children up to age 16 seated in the rear seat; children under the age of four must be in a federally-approved child safety seat. On March 27, 2005, a new child passenger restraint law took effect requiring children ages four, five, and six to be restrained in an appropriate child restraint system, based upon the child’s age, height, weight, and vehicle equipment. Depending upon the size of the child, the restraint may be a child safety seat or a booster seat. Two additional amendments were passed to accommodate vehicles with lap belts only and children weighing over 100 pounds. The penalty for violations of the laws related to children continues to be a fine of no less than \$25 and no more than \$100. The driver is also assessed three driver violation points if a passenger under the age of 16 is not properly restrained in accordance with the law.

New York’s Child Passenger Safety Program includes several educational components designed to improve the safety of children transported in vehicles on the state’s roadways.

Public Information and Education

The Governor's Traffic Safety Committee continued to provide support and coordination for statewide public information and education to encourage seat belt and child restraint use. Child passenger safety messages were disseminated statewide through a variety of delivery mechanisms including the broadcast media, printed materials, and over the Internet. This year's public awareness and education campaign focused on the new child passenger safety law and booster seat use. GTSC developed a booster seat safety information brochure, in both English and Spanish, which explained the new law; this was distributed at the New York City Auto Show, the New York State Fair, and other public events. It was also made available to the public on the GTSC web site. The New York State Police and the NYS Health Department Bureau of Injury Prevention also produced new booster seat safety educational brochures that detailed the new law.

GTSC also provided educational materials, technician assistance, and other support to state and local agencies, child passenger safety technicians, and the general public on child passenger safety issues, particularly on the new law. GTSC continues to serve as the state's clearinghouse for information regarding child passenger safety training classes, child safety seat check events, and other child passenger safety activities. Child passenger safety information is kept updated on the GTSC's web site. In FY 2005, there were 118,808 hits on the child passenger safety web pages.

Local agencies distributed booster seat information through the wide network of traffic safety programs and organizations that extends to every county in the state. One of the best media campaigns regarding the new law was conducted in Westchester County. This campaign began during National Child Passenger Safety Awareness Week, February 14-19, and continued until March 27 when the law took effect. It began with a press conference to alert parents of the upcoming new law and to give them time to make arrangements for their families. Media, such as CBS, News 12, NBC, and local newspapers, covered the event and continued to air their segments repeatedly. A major car seat check was also conducted that week and again, the media highlighted the event and showed segments on correct booster seat installation and use. Westchester County Public Safety announced a 30-day grace period where educational brochures would be distributed instead of summonses. Booster seat informational brochures and posters in both English and Spanish were distributed widely throughout the community through a number of county departments and local programs and organizations.

Regional Child Passenger Safety Conference

The Fourth Annual Regional Child Passenger Safety Conference was held October 11-13, 2004 in Saratoga Springs, New York. The conference is a joint effort between New York and New Jersey to increase the level of knowledge and competence of educators, practitioners, and others interested in child passenger safety issues. Approximately 450 people attended from New York, New Jersey, Connecticut, Pennsylvania, Maryland, Virginia, Washington, D.C., and Puerto Rico. The workshops addressed a broad range of special CPS interests, including EMS, special needs, bus transportation, and law enforcement. Representatives from National SAFE Kids, the National CPS Board, and NHTSA provided information on changes at the national level. Representatives from manufacturers of child safety seats, special needs occupant restraints, and vehicles also participated in the conference.

Certified Technician Training Program

In 1999, the child passenger safety technician program in New York started with 98 certified technicians and nine instructors. Today, the program has grown to over 1,255 certified technicians and 68 instructors. This past year, 27 Standardized Child Passenger Safety Technician Training classes were conducted across the state in Albany, Dutchess, Ulster, Suffolk, Nassau, Erie, Oswego, Chenango, Greene, Livingston, Queens, Westchester, Monroe, Onondaga, Oneida, Ontario, Lewis, St. Lawrence, Delaware, Rockland, Niagara, Chautauqua, and Jefferson Counties. As a result, 319 new technicians were certified in New York this year. In addition, more than half of the state's pool of technicians and instructors renewed their certifications in accordance with the new policies and procedures adopted by SAFE KIDS and more intend to enroll in a renewal class in the future.

Child Passenger Safety Update/Refresher Training Classes

This one-day training provides technicians and instructors who received their training several years ago with the latest information to update their skills and stay current with new procedures and guidelines. Eighty technicians and instructors attended refresher classes in Clinton, Chenango, Onondaga, and Dutchess Counties.

Specialized Child Passenger Safety Training Classes

These classes are designed for certified technicians who want to learn more than what is taught in the standardized Child Passenger Safety Technician Training curriculum. For example, Clinton County held two classes for thirty-one technicians who wanted additional training on the installation of child safety seats on school buses. In addition, the 2-day "Transporting Children with Special Needs" health care class was conducted at St. Mary's Hospital for Children in Queens and at the CVPH Medical Center in Clinton County.

Child Passenger Safety Awareness Training

To increase public awareness on child passenger safety, certified technicians have continued to conduct awareness classes at senior centers, Head Start agencies, women's shelters, elementary schools, day care centers, YWCA, hospitals, BOCES, churches, health clinics, fire departments, emergency medical services agencies, and social services agencies. Due to Head Start mandates regarding the transportation of children, there was an increase in the number of classes conducted for school bus drivers across the state.

Efforts were also made to reach out to the culturally-diverse and rural populations in the state. The Ontario County Sheriff's Office conducted an awareness class for the Finger Lakes Visiting Nurse Service, which services both the economically and physically challenged population in rural upstate New York. This training provided education on the safe transportation of children to and from doctors' appointments.

Child Safety Seat Check Events

The Governor's Traffic Safety Committee continued to support child safety seat check events through a mini grant program. The trend in New York State has been to conduct fewer, but more highly-publicized car seat check events. In FY 2005, 436 child safety seat check events were conducted in 51 counties across the state. Of the safety seats inspected during these events, only about eight percent were installed correctly and most of these were booster seats. During these check events, nearly 3,000 child safety seats were given away to parents and caregivers. Each year the largest car seat check event in Albany County is held in June at an area shopping mall. This was the fourth year of this event which was highly publicized on TV and in the newspapers. Approximately 75 technicians were on-hand to educate parents and caregivers and 131 child safety seats were inspected at this year's event which was sponsored by a local car dealer.

Another example of a successful program was conducted in western New York. Tim Hortons, a chain of donut shops, sponsored the campaign, "A Safe Ride Equals a Fun Ride," which included 13 child safety seat events conducted at their stores in Erie, Niagara, and Chautauqua Counties from August 22 - September 2, 2005. CPS technicians from the New York State Police and other organizations provided child passenger education and 393 child safety seats were inspected at these events.

Some of the other corporations that helped to sponsor car seat check events this year were the American Automobile Association, Babies R Us, Toys R Us, State Farm Insurance, Hannaford's Markets, Lowe's, KMart, Wal-Mart, and Wegman's Markets.

Permanent Child Safety Seat Fitting Stations

In FY 2005, GTSC awarded mini grants to support the operation of 180 permanent fitting stations in New York State, 26 more than last year. The State Police operate 20 fitting stations. Based on the reports received by the GTSC as of November 15th, 2005, agencies operating fitting stations reported conducting 23,046 child safety seat inspections; more than 7,368 child safety seats were given away to make children safe. Because of the new law, an increased number of booster seats were also given away this year.

The Town of Greenburgh Police Department's fitting station, with the help of many technicians from other agencies, continues to increase the number of child safety seats inspected each year. Located in Westchester County, the fitting station receives many people from outside their own community, such as Connecticut and New York City, who come to this fitting station to have their child safety seats inspected. Approximately 1,430 child safety seats were inspected at this fitting station this year. Another local fitting station that is meeting the needs of its community is operated by the Village of Chatham Police Department. This station which is currently the only active fitting station in rural Columbia County was required to expand its hours of operation because of the large number of referrals from hospitals and social service agencies.

Good Samaritan Hospital Medical Center in Suffolk County became a special needs fitting station this year after three technicians on staff completed the training course on transporting children with special needs. The hospital also established a special needs car seat loaner program. This is the second hospital in Suffolk County to operate a special needs fitting station. Car seat installation education is provided to the parents of infants in the neonatal intensive care unit, at hospital community events, and to mommy and me classes at local libraries.

The GTSC also awarded grants for the purchase of eight storage trailers to be used as mobile fitting stations, storage facilities, and/or educational training trailers. The trailers have been a great means of promoting the child passenger safety program. They attract the public's interest while on the highways or parked at a child passenger safety event.

Child Safety Seat Distribution Program

GTSC funded 63 child safety seat distribution programs for low-income families in 45 counties, including the five boroughs of New York City. Each program may have a different approach to child passenger safety education, but all of the programs have a certified CPS technician spend twenty to thirty minutes teaching the parents how to install their car seat. Some also show the families an educational video and/or provide the family with educational brochures and materials. Almost 8,000 child safety seats were distributed to low-income families across New York State in FY 2005 through this program.

One example of these programs is conducted by the Madison County Health Department; working with the Madison County Community Action Partnership, this agency distributed 162 child safety seats in FY 2005. Another example is the South Fork Community Health Initiative which continues to operate a successful distribution program in Suffolk County serving a diverse population. About 85 percent of the populations they serve are Hispanic.

NYS Child Passenger Safety Advisory Board

The New York State Child Passenger Safety Advisory Board advises GTSC on child passenger safety issues and promotes a higher level of skill, knowledge, and participation of technicians and instructors to improve child passenger safety in all regions of New York State. Accomplishments of the Board in FY 2005 include:

- Updating the New York State CPS Standards of Performance
- Creating a PowerPoint presentation to be used to promote the CPS program to organizations in New York State
- Preparing a standardized letter for recruiting new CPS technicians and a standardized letter of agreement for the potential technician candidate and their employer
- Distributing a survey to all CPS instructors for input in improving the CPS training programs
- Distributing quarterly CPS update reports to technicians in their regions

Minority Outreach

An important objective of New York's program has been to increase awareness of occupant restraint issues and to increase occupant restraint use among members of minority communities. A GTSC staff member serves as the Minority Outreach Coordinator and is responsible for furthering this objective. During this program year, the Minority Outreach Coordinator participated in a number of meetings and events that provided the opportunity to network with leaders and other members of minority communities and raise awareness of traffic safety issues affecting the groups they represent. Examples of the events attended and various organizations contacted included:

- Tri-Regional Diversity Traffic Safety Symposium in Wilmington, Delaware
- The Black and Puerto Rican/Hispanic Legislative Caucus annual conference in Albany
- The Annual NYS Highway Traffic Safety Conference in Lake Placid
- The Annual Martin Luther King Jr. Memorial Observance held in Albany
- The Safe Kids Coalition of the Capital Region awards ceremony in Albany.
- Meetings of the Inter-Agency African-American History Month Committee
- The World Traffic Safety Symposium sponsored by the New York International Auto Show
- The annual Empire State Law Enforcement Traffic Safety Conference
- The 2004 New York State Governor's Dr. Martin Luther King Leadership Symposium on School Violence Prevention
- Hispanic Heritage Month celebrations in New York City's Battery Park and the Empire State Plaza in Albany
- The City of Yonkers Mayor's Committee on Hispanic Affairs and the Yonkers Police Department Child Safety Seat Check Event at the Hudson Pier in Yonkers
- The Mid-Hudson Health and Safety Institute and SUNY Ulster Community College Latino Community Outreach program
- The Latino Diversity Outreach Strategic Planning Meeting co-sponsored by the Long Island MADD Chapter and NHTSA Region 2
- The annual African-American Family Day, sponsored by the *Times Union* newspaper
- Centro Civico of Amsterdam's annual health fair

COMMUNITY TRAFFIC SAFETY PROGRAMS

The 402 grants awarded to local jurisdictions are a major component of New York's highway safety program. These Community Traffic Safety grants provide the opportunity for local communities and counties to customize programs to address their specific highway safety priorities. As a result, these grants encompass strategies from several traffic safety program areas and contribute to achievement of New York's statewide goals and objectives.

2005 Program Highlights

Community Programs

Westchester County Community Traffic Safety Program

Westchester County Community Traffic Safety Program provides education and public information programs on aggressive driving, occupant protection including child passenger safety, bicycle, pedestrian, and school bus safety. In addition, the Traffic Safety Program has partnered with the Westchester County Offices of Hispanic and African American Affairs to promote traffic safety at fairs, festivals, and museum events and through newsletters, web sites, and the "Passport to the World" program which informs the Hispanic community on events in Westchester County. In addition, traffic safety information is provided to newly sworn-in U. S. citizens in Westchester County, numbering 200-300 each month.

Dutchess County Community-Orientated Traffic Safety Education and Injury Prevention

The Dutchess County Community-Orientated Traffic Safety Education and Injury Prevention Initiative targets both youth and the mature driver. To promote school bus safety in Dutchess County, School Resource Officers and Safety Officers in six school districts provide classes on school bus safety. In addition, the Dutchess County Traffic Safety Board selects a "School Bus Driver of the Year" from among the drivers from all school districts and private companies in the county. The Dutchess County project also sponsors three Dutchess County Office for the Aging Senior traffic safety informational picnics, in addition to distributing PI&E materials to seniors at many other events.

Clinton County Comprehensive Traffic Safety Program

The Clinton County Comprehensive Traffic Safety Program targets aggressive driving and youth. Deterring the aggressive driver is accomplished through the coordination of a multi-agency enforcement campaign and an education campaign. One component of the aggressive enforcement effort was incorporated into the county's Operation Safe STOP campaign. In addition, an educational PowerPoint presentation targeting aggressive driving among youth was developed for delivery to high school age drivers. Bicycle and pedestrian safety are also priorities for this program.

New York City Department of Transportation (NYCDOT)

This project conducted by the NYCDOT provided an educational approach to the development of walkable communities and safe travel planning. NYCDOT uses a multi-faceted approach by integrating walkable community maps into presentations for high risk populations, creating special safety programs for each grade at schools selected for engineering and education interventions, and creating and distributing safety orientation packages for new, relocated, and expanded elementary schools.

NYCDOT also developed a pedestrian safety PSA campaign that utilizes outdoor advertising on buses, shelters, and taxi tops, as well as a new pedestrian safety video. Comedian Freddy Roman hosts the new pedestrian safety video, “There’s More to Taking a Walk than Moving Your Feet” aimed at educating older adults. The video features older adults from senior centers across New York City discussing traffic safety challenges they face every day as pedestrians and solutions to those challenges. A curriculum guide for use with the video is currently being developed.

South Fork Community Health Initiative (Suffolk County)

South Fork Community Health Initiative, a not-for-profit organization in East Hampton, delivered a broad educational outreach program to audiences in the towns of Easthampton and Southampton. Topics covered in this comprehensive program included impaired driving, pedestrian and bicycle safety, and occupant protection. Child passenger safety is one of the major components of the program; child safety seats and newborn safety are covered in the last class of a six-week pre-natal program and the moms-to-be attending the class receive a car seat.

Schenectady County Traffic Safety Education

The project conducted by Schenectady County focused on pedestrian, bicycle, work zone, railroad, and young driver safety. The project coordinator held a Walk Our Children to School (WOCS) event in October that reached approximately 400 children in grades K-5. Additional pedestrian safety programs were delivered, upon request, at the Children’s Housing Authority in Schenectady. Of particular note was a new teen driver’s information packet that was compiled and distributed to new drivers residing in Schenectady County.

Statewide Programs

Car-Deer Crash Avoidance Project

The New York State Sheriffs’ Association developed, printed, and disseminated to its member sheriffs 85,000 multi-color brochures warning motorists of the likelihood and consequences of car/deer crashes. These brochures, which provide proven tactics for avoiding crashes with deer, continue to be distributed statewide to the motoring public. Annually between 37,000 and 50,000 car/deer collisions occur in New York State resulting in motorist fatalities, personal injuries, and millions of dollars of property loss.

TRAFFIC RECORDS

New York continues to make significant progress in improving the state's traffic records systems. Because accessibility to traffic records data is a critical component of the performance-based program planning processes, the projects funded in this area in 2005 focused on improving the timeliness, accuracy, and availability of traffic safety-related data. To develop appropriate counter-measures, data on crashes and injuries, arrests and convictions for traffic violations, and highway engineering are needed to identify the nature and location of traffic safety problems at all jurisdictional levels. During the past year, major improvements occurred in the way in which ticket and crash data are captured.

Initiatives were also undertaken during the past year to improve the data linkages among agencies that use traffic records for purposes of problem identification and the development, management, and evaluation of safety programs. As a result, a number of important changes have occurred in the traffic safety data systems related to the state's roadway and injury surveillance information systems. New York's continuing commitment to improving its traffic records systems is evidenced by the effort underway to conduct a comprehensive assessment of the various systems and develop a comprehensive strategic plan based on the findings from the assessment.

The strategies implemented in this program area and the progress made during 2005 in attaining the performance goals and objectives are summarized below.

Goals

- ⊗ Continue to assist with the coordination and direction of efforts to upgrade and link, as appropriate, the state's various traffic safety-related data systems in 2005
- ⊗ Continue efforts to enhance DMV's AIS and TSLED records systems which will provide for the more timely and accurate capture, reporting, and access to crash and ticket data through electronic means in 2005
- ⊗ Prepare report on outcome of annual assessment of the state's major traffic records systems for traffic safety managers in 2005

Status of Goals

During 2005, significant progress was made toward achieving the goals established for the Traffic Records program area in the 2005 Highway Safety Strategic Plan. Over the past decade, the state's Traffic Records Advisory Committee (TRAC) has provided assistance with the coordination and direction of efforts to upgrade the state's traffic safety-related data systems. The Institute for Traffic Safety Management and Research (ITSMR) has also played a prominent role in coordinating various activities related to improving the state's traffic records systems. ITSMR continues to work with the Department of Health to facilitate the creation of a CODES database

and to work with the Department of Transportation to obtain more timely information on fatal crashes involving large trucks.

During 2005, ITSMR continued to assist the DMV in developing the capability to query and retrieve information from the DMV's crash (AIS), tickets, (TSLE&D and Administrative Adjudication), and driver license files. In addition to being responsible for the verification of the crash data in the AIS, ITSMR's responsibilities include extracting and analyzing highway safety data from these systems to meet the needs of DMV and GTSC; their major state agency partners, including the Department of Transportation, the State Police, and the Department of Health; and other state and local highway safety organizations. ITSMR is also responsible for providing the data needed to support the development of the state's major planning documents, the Highway Safety Strategic Plan and the Commercial Vehicle Safety Plan, and the incentive grant applications and reports that are required for the receipt of federal funds.

The Department of Motor Vehicles continued to make improvements to its accident and ticket reporting systems in 2005. With regard to the accident information system (AIS), these improvements included establishing protocols to expedite the availability of accident reports for sale to customers and improving the timeliness of crash data. The data entry backlog of crash data is less than 10 months, down from 18 months a year ago. To further improve the operation of the AIS, DMV initiated the transfer of the AIS technical administration from an external vendor to DMV's IT office. Another major accomplishment during 2005 involved testing the interface between AIS and the state's new accident location information system (ALIS). The application of new technologies and the establishment of additional linkages continue to improve the timeliness, accuracy, and completeness of the data collected. Between January 1 and early December 2005, approximately 74,000 crash reports and 475,000 ticket reports were received by DMV in electronic form.

In 2005, ITSMR and GTSC, with the assistance of the TRAC, continued their efforts to conduct a comprehensive assessment of the state's various traffic records systems. The assessment involves gathering descriptive information about each system, determining its strengths and weaknesses, and identifying potential improvement opportunities. A new strategic plan for improving these systems will be developed based on the outcome of the assessment. It is expected that the plan will be completed in summer 2006.

Performance Objectives

- ⊗ Continue to support implementation of technologies that promote traffic safety by enforcement agencies and the courts at the local level, including providing the training required to use such technologies, in 2005
- ⊗ Continue to support implementation of technologies that promote traffic safety by agencies and courts at the state level in 2005
- ⊗ Increase the amount and timeliness of traffic-safety related data available on the DMV web page in 2005

Status of Performance Objectives

During 2005, substantial progress was made in improving New York's accident information system (AIS) and its primary ticket records system, TSLE&D. Accomplishments in 2005 include:

- ⊗ Between January 1 and December 6, 2005, approximately 74,000 crash reports were received electronically by the DMV through TraCS, representing approximately one-quarter of all crash reports received.
- ⊗ The Truck and Bus Supplemental accident report form was redesigned.
- ⊗ Development of the new GIS-based Accident Location Information System (ALIS) is ongoing. Installation of the initial prototype was completed and the interface between ALIS and the AIS was tested. When fully operational in 2006, ALIS will be a critical component in identifying high accident locations and developing measures to address problems at these sites.
- ⊗ The eDATE project to electronically accept ticket data from both enforcement agencies and courts is ongoing. In 2005, more than 2.1 million transactions were processed and added to the TSLED database electronically, including approximately 935,000 electronic dispositions, from 405 participating courts.
- ⊗ The project to reengineer the Administrative adjudication (AA) system was completed. The AA system was converted to a data base format and can now receive ticket data electronically. Between January and early December 2005, approximately 18,000 tickets were received electronically.
- ⊗ To conduct studies on injury outcomes related to the use of occupant restraints in crashes, data files from the DMV and DOH are linked on an annual basis. Updated data files from the DMV, Division of Probation and Correctional Alternatives, and the Division of Criminal Justice Services are being linked to continue a study on the involvement of high risk probationers in motor vehicle crashes.
- ⊗ Progress continues with respect to developing the capability to collect and analyze roadway-related data that can be used to support engineering solutions that seek to improve traffic flow, thereby reducing dangerous driving behaviors, and to decrease crashes, fatalities, and injuries. This effort involves the development or enhancement of DOT databases and the use of technologies such as traffic signal timing devices, GIS, and digitized crash reports to capture needed data in a timely, accurate manner. Another activity in this effort involves the development of highway safety inventory systems at the state and local levels, which enable traffic safety managers to identify problem sites and make recommendations for improvements.

ITSMR is continuing to assist DMV in furthering its goal to provide timely, accurate crash data through the AIS. While DMV focuses its efforts on eliminating the backlog in the data entry of accident reports, ITSMR is responsible for verifying the accuracy of the AIS crash data. Problems identified by ITSMR staff are referred to DMV staff for resolution. The primary software that ITSMR uses to query and test the system and produce reports includes Oracle, Access, and SAS. In addition, ITSMR continues to annotate and update the data dictionary and other data base documentation materials for the AIS, as warranted. ITSMR is also responsible for generating a series of statistical summary reports from the new AIS and making them available on

DMV's website. These reports are used by police agencies and other highway safety agencies across the state. ITSMR also generates custom reports on request.

Additionally, ITSMR is responsible for responding to special requests for ticket data from the TSLE&D and Administrative Adjudication ticket systems. This involves writing code to analyze the data and preparing a summary report on the findings from the analyses.

2005 Program Highlights

Statewide Coordination of Traffic Records Systems Improvements

During 2005, GTSC continued to partner with other agencies and coordinate efforts with other sources of funding to complete projects to improve traffic records systems, files, and programs. Based on input from the Traffic Records Advisory Committee, this process identified and described current data systems, the input and output process flows for the technologies used, and the legal considerations that govern the operation and use of the systems. One of the committee's goals has been to expand the availability and use of traffic safety data at all jurisdictional levels and by all traffic safety partners. The data are used to aid in the identification of problem locations, the determination of the most appropriate type(s) of improvement, and the prioritization of sites for planned improvements.

Improvements to the Accident and Ticket Systems

The Department of Motor Vehicles continued to make improvements to its accident and ticket reporting systems in 2005. These improvements include the application of new technologies and the establishment of additional linkages that will improve the timeliness, accuracy, and completeness of the data collected. New York's Traffic Records program has expanded its efforts to support the electronic capture and reporting of police accident reports and traffic tickets from the field and disposition information from the courts. This effort is supported through the purchase of equipment, such as printers, bar code readers, and magnetic strip readers.

An important component in this process is the accurate coding of location information, which will significantly improve enforcement, engineering, and EMS efforts throughout the state. As indicated above, progress continued on the development of ALIS. In addition to implementing a prototype application to capture location coding based on a wide variety of geographic locators, including coordinates, reference markers, mile markers, and street addresses, activities included the testing of the interface between ALIS and AIS.

Increased Use of Technology for Data Collection

The use of new technologies offers tremendous potential gains in productivity at all levels of government with respect to the collection, transmittal, and access to traffic-related data. The electronic capture and reporting of data will greatly improve the timeliness, completeness, and accuracy of such data. The use of laptop computers, capable of communication with a central unit, scanner and printers in patrol vehicles is having a profound impact on all data collection activities. Data can be entered in the field rather than at a central data entry site. More than 70 enforcement agencies, including the State Police, have the capability to enter crash and ticket data

in the field for real-time transmission to DMV via the TraCS system established by the State Police.

To further improve the accuracy, timeliness, and availability of arrest and conviction data, an initiative to coordinate the TSLE&D reengineering efforts with the eASE (electronic Adjudication System Environment) project in redesigning and automating the TVB (Traffic Violations Bureau) ticket processing operation was completed. An important component of this effort was the conversion of the DMV's legacy Administrative Adjudication system to a database system.

Development and Use of Data Linkages

Data linkages are important in collecting and analyzing various types of motor vehicle crash information related to the driver, vehicle, type of crash, location of crash, injuries, type of medical care received, and the associated costs. Continued improvements in data linkages will enhance the development of program initiatives that target specific population sub-groups and permit the examination of costs associated with crashes.

Use of Technology for Dissemination of Information

In FY 2005, there were approximately 9.7 million hits on the GTSC "Traffic Safety Place" web site, www.safeny.com, compared to 6.6 million in 2004 and 5.4 million in 2003. Extensive enhancements and revisions were made to the site over the past year, including:

- All highway safety grant forms are now available on the site.
- Because of the booster seat law, the child passenger safety pages were changed and a new brochure was made available.
- Information on the Law Enforcement Challenge and information and forms on the Drug Recognition Expert program were added to the site.
- New public information and education materials were made available for various campaigns, including Safe & Sober, STOP-DWI, and Speed.
- New brochures on "Walk to School", "Drowsy Driving Awareness Fact Sheet", "Walk Our Children to School 2005 Calendar", and "Give Kids a Boost" were added to the site.

In addition, all pages on the site were completely stripped and recoded to meet accessibility requirement. The site continued to provide statistical summary reports on crash and ticket data for each of the state's 62 counties.

Research and Evaluation

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

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

The Institute for Traffic Safety Management and Research (ITSMR) provides research and evaluation support to DMV and GTSC and its partners. ITSMR's services include the following:

- Responses to all data requests in accordance with policies and procedures established by DMV and GTSC. The data provided in response to such requests meet a myriad of needs, from supporting internal planning efforts to providing data to the media on various highway safety issues. ITSMR also responds to *ad hoc* requests for highway safety data and provides information that combines data from various records systems, including ticket, crash, and driver history data.
- The design and conduct of research and evaluation studies for DMV and GTSC, including studies mandated by the State Legislature
- Provision of critical data services and analytical support that enable GTSC to fulfill the requirements for receipt of federal highway safety funds under the 402 Highway Safety Program
- Assistance in implementing a performance-based planning process, a requirement of the 402 highway safety program since the mid-1990s
- Data analyses and preparation of documentation demonstrating New York's compliance with grant award criteria
- Preparation of New York's applications for federal incentive grants in impaired driving, child passenger safety, occupant restraints, and traffic records
- Documentation and evaluation of each of these programs and preparation of all mandated quarterly and annual reports in accordance with NHTSA requirements

Research on Distracted Driving

During FY 2005, ITSMR completed its study on the effects of cell phone use and other driver distractions. Required by the legislation that established New York's cell phone law, the report was submitted to the Governor and the State Legislature on November 1, 2005. The study had four major components: 1) analyses of crash records to determine the extent to which distracted driving, including the use of cell phones, is a contributory factor in crashes; 2) statewide observational surveys of drivers at a probability sample of 200 sites to identify the proportion of drivers using hand-held cell phones while driving and to identify other distracted driving behaviors drivers engage in; 3) analyses of tickets issued to drivers for non-compliance with the cell phone law; and 4) statewide telephone surveys of licensed drivers to collect information on cell phone use and the most frequent sources of distracted driving and to track changes in behaviors, attitudes, and perceptions over time.

The findings of the study indicate that cell phone use while driving is a relatively minor factor in crashes; however, distracted driving in all its various forms has been a consistent and substantial threat to highway safety for many years. Driver inattention or distraction is reported as a factor in approximately one out of five crashes each year. This finding was consistent with observed behavior; the observational surveys showed that one out of five drivers was using a cell phone or was engaged in some other type of distracted driving behavior.

The observational surveys indicate that three percent of the drivers on New York's roadways are using a cell phone at any given time during daylight hours, that the use of cell phones while driving is increasing, and that the use of hand-held cell phones, in violation of the law, is increasing. This increase was reflected in the large increase in tickets issued for non-compliance with the law. Despite the increase in enforcement, the results of the telephone surveys indicate that New York State drivers do not perceive that the cell phone law is being strictly enforced and would support stricter enforcement and tougher penalties for violators. The majority of the drivers surveyed believe that the use of cell phones while driving poses a significant highway safety risk.

The study recommendations include raising public awareness of the risks of being involved in a crash due to cell phone use or some other form of distracted driving behavior and increasing the perception of risk of being stopped for violating the cell phone law. Specific target groups for future awareness efforts should be identified.

PROGRAM MANAGEMENT

The Governor's Traffic Safety Committee (GTSC) is responsible for the coordination and implementation of New York State's comprehensive highway safety program, including the administration of the National Highway Traffic Safety Administration (NHTSA) and the Federal Highway Administration (FHWA) 402 program, as well as the extension of TEA-21 incentive grants. Within this framework, GTSC works with its partners and networks to identify highway safety problems in New York and collectively develop strategies and programs to address these areas of concern.

Goals

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

Status of Goals

GTSC was successful in meeting all of the goals related to the management of the state's 402 and incentive grant programs presented in the 2005 Highway Safety Strategic Plan. The first group of goals related to identifying traffic safety problems, setting goals and priorities, expanding technology as a means of disseminating traffic safety information, and providing guidance in improving traffic safety. These goals were met through GTSC's continued efforts in implementing a performance-based planning approach to the statewide traffic safety program. Training opportunities were coordinated and/or provided by the GTSC for its many partners and grantees throughout New York State.

The integration of evaluation into the statewide program has been an ongoing process and the incorporation of evaluation into local programs is a natural outcome of the training initiatives. Furthermore, GTSC's partnership with the Institute for Traffic Safety Management and Research ensures rigorous evaluations of major programs, thus providing for the effective and economical operation of the program. The expanded use of the GTSC web site to disseminate traffic safety information and communicate with customers met the goal of expanding the use of technology as a means of communication. Another goal for 2005 was to maintain the timeliness of grant approvals and the allocation and liquidation of funding. All of these goals were met and GTSC was very successful in bringing the liquidation rate under one for the first time in several years.

2005 Program Highlights

The strategies developed to meet the goals for the management of the 402 highway safety program are described below. The descriptions highlight the major activities that were undertaken in conjunction with each strategy.

New York's Highway Safety Strategic Plan

The GTSC prepared and submitted New York State's Highway Safety Strategic Plan for federal fiscal year 2006. In addition, GTSC supported and participated with the NYS Department of Transportation and other partners in the development of a New York State Comprehensive Highway Safety Plan based on the American Association of State Highway Transportation Officials' (AASHTO) model.

Training

The GTSC recognizes the value of training and supports participation by its staff and highway safety partners in relevant training and educational opportunities to increase current awareness of traffic safety issues and to acquire new or enhanced skills. In 2005, the GTSC played an important role in the planning and delivery of several training and educational programs and supported the participation of staff and its highway safety partners in various programs. GTSC's training activities in the past year included the following:

- Collaborated with the NYS STOP-DWI Coordinators' Association and the NYS Association of Traffic Safety Boards in hosting the Annual Fall Highway Safety Conference attended by representatives of New York State's traffic safety community
- Supported and participated in the delivery of training programs for certified child safety seat technicians, including sponsorship of child safety seat clinics
- Supported the New York Prosecutors' Training Institute's efforts to provide additional training related to various impaired driving issues
- Attended the Lifesavers Annual Conference and provided support for partners to attend
- Attended and provided support for partners to attend the annual Traffic Records Forum sponsored by NHTSA and the National Safety Council
- Coordinated the DRE, SFST and DITEP training held throughout New York State

- Participated in the 15th Annual World Traffic Safety Symposium presented by the Greater New York Automobile Dealers' Association

Planning and Administration

To meet New York State's responsibilities for coordinating and managing the 402 highway safety program, the GTSC continued to encourage and support the development of local funding proposals, conducted public information and education programs, and increased access to data for problem identification and evaluation purposes. Fiscal management continued to be the focus of much of the GTSC's planning and administrative activities. The GTSC staff manages the federal letter of credit, including the accounting, vouchering, contracting, claiming, evaluating, and reporting tasks required by the federal highway safety program. In addition to the 402 program, the GTSC manages and provides administrative support for 403 project activities, the state's Safety Management System and STOP-DWI, as well as the Section 157, 405, and 2003(b) incentive grant programs and Section 154, 163 and 164 transfer funds.

The GTSC has adopted a user-friendly approach to administering the highway safety program. Staff members have been encouraged to act more like customer service representatives and less like an oversight agency. In addition, the GTSC continues to implement procedures to streamline the grant application, approval, and monitoring processes, while accommodating all of the federal and state requirements.

Some of the specific accomplishments associated with the management of the 402 program in 2005 are listed below:

- A Federal Cost Summary allocating \$61,900,334 for various NHTSA & FHWA highway safety programs was implemented.
- New York State applied for and received the following incentive fund awards:
 - Section 157 Seat Belt Incentive Grant funds - \$2,728,567
 - Section 157 Seat Belt Innovative Grant funds - \$850,000
 - Section 405 Child Passenger Safety Incentive Grant funds - \$1,966,897
- 220 new projects and 536 continuation projects were awarded, for a total of 756 grants.
- A total of 2,118 vouchers and 66 state claims were processed.
- New York closed out FFY 2004 on January 13, 2005 and expended a record \$28,228,651. This represents a 51% increase over last year's record.
- As of October 28, 2005, the ratio of unliquidated funds was .96 years for all funds.

Statewide Public Information & Education

The GTSC coordinates statewide public information and education campaigns to educate the public on new and continuing traffic safety issues and to raise awareness of the responsibilities of all highway users to ensure their own safety and the safety of others on the roadway. The Department of Motor Vehicles and GTSC conducted successful public information and education campaigns in 2005 to raise public awareness of traffic safety issues in New York

State. Emphasis was placed on occupant protection, the dangers of impaired driving, and the dangers of speeding. Several outlets and partners were used, including the NYS STOP-DWI Foundation, which continued its .08 – *Don't Blow It* campaign.

Through the GTSC's ongoing partnership with the New York State Broadcasters' Association (NYSBA), non-commercial sustaining announcements (NCSAs) continued to be used to disseminate key traffic safety messages. This year's campaign, *Sober and Restrained*, included the broadcasting of spots on both television and radio. The campaign featured four areas, *Click It or Ticket*, *Crossroads*, *Slow Down NY*, and *Work Zone Safety*. These spots addressed seat belt use, impaired driving, speeding and work zone safety.

The NYSBA secured 52,816 spots on 226 radio stations and 35 television stations throughout New York State, effectively covering 100 percent of the state's population. The GTSC also conducted public information and education activities in conjunction with the New York State STOP-DWI Coordinators' Association, the New York Bicycling Coalition, the New York Association of Traffic Safety Boards, the New York State Police, the New York City Department of Transportation, the New York City Police Department, the National Walk Our Children to School Day, and Operation Safe Stop.

During FY 2005, GTSC again undertook a paid advertising campaign; this campaign supported New York's occupant restraint program. GTSC contracted with the Cable Television and Telecommunications Association of New York to air a Spanish version of the *Click It or Ticket It* message. This additional outreach program was undertaken based on information from NHTSA that persons in Hispanic communities have lower seat belt usage rates. New York's non-commercial sustaining announcement (NCSA) program covered outreach for the general population. The paid media program ran primarily in the downstate area on the only cable networks that provide local placement of advertising. Due to the inclusion of New York City, this approach was expected to cover the majority of the Spanish-speaking population in New York State.

For the sixth year, the Governor George E. Pataki's Traffic Safety Committee Chairman's Awards were presented at the Annual Highway Safety Conference to individuals, programs, or organizations that have been innovative, superior, or highly successful in promoting traffic safety and have made efficient use of public resources.

GTSC Web Site

In FY 2005, GTSC continued to use its web site (www.safeny.com) to communicate with its partners and the public. For example, this year the web site was used to deliver highway safety messages in print and audio/video formats, including seasonal messages targeting impaired driving and speeding. The web site is also used to provide important services to GTSC's partners and grantees. The site includes a calendar of events, publications and other resources, and a list of child passenger safety technicians.

In the past year, numerous enhancements were added to the web site. For example, DRE/SFST resources for members of the statewide steering committee were added to the web site. Once again the site was used to conduct surveys to assist in collecting information from

partners on TraCS. The responses were used to assist in decision-making and resource management. In addition, inquiries are answered on the DMV/GTSC Internet knowledgebase.

In 2005, the web site was also used more extensively to reduce program administration costs. The call letter for 2006 grant applications announced that application forms would be available for downloading from the safeny.org web site and would be mailed only when requested by partners who did not have Internet access. All highway safety forms used by partners are available on-line, including the forms used in the STOP-DWI program. The county and statewide crash and ticket data reports were also made available exclusively through the web site. Electronic delivery of these documents saved both staff hours and mailing costs and made the items available to a broader audience.

