

New York State

2007

HIGHWAY SAFETY ANNUAL REPORT

**New York State Governor's Traffic Safety Committee
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EXECUTIVE SUMMARY

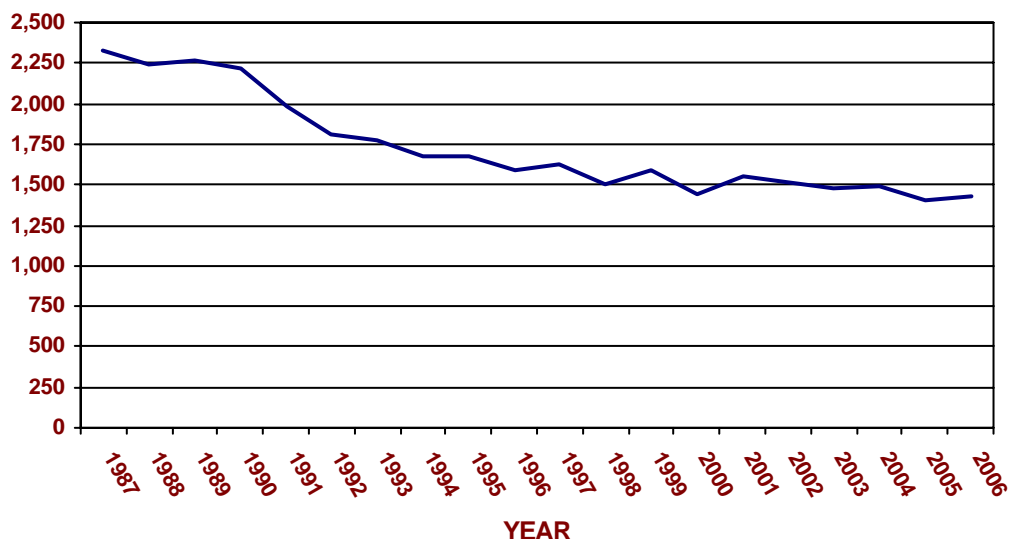
This document describes the accomplishments of New York State's Highway Safety Program over the past year and the progress made toward the goals and objectives established in the FFY 2007 Highway Safety Strategic Plan.

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. The Governor'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 the new SAFETEA-LU legislation and is responsible for the integration of these grant funds into the state's highway safety program.

For the past two decades, New York has made significant strides in highway safety reducing motor vehicle fatalities by 38 percent between 1987 and 2006 (from 2,328 to 1,433).

**New York State
Motor Vehicle Fatalities
1987 – 2006**



Status of Goals

Progress has not been made toward the goal set in the FFY 2007 Highway Safety Strategic Plan to reduce the number of motor vehicle-related fatalities to 1,387 in 2007; in 2006, the number of fatalities increased to 1,433 compared to 1,410 in 2005. The goal set for reducing

the fatal crash rate to 0.96 per 100 million vehicle miles traveled (VMT) in 2007 has been exceeded; in 2005, the fatal crash rate per 100 million VMT declined to 0.93 from 1.00 in 2004 and in 2006, the rate remained relatively stable at 0.94 crashes per 100 million VMT.

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 1.25 by 2007 has not been made; this performance measure increased from 1.27 in 2004 to 1.28 in 2005 and remained at 1.28 in 2006.

Impaired Driving

In 2007, New York State continued its tradition of coordinated and cooperative highway safety activities in the program area of Impaired Driving. Over the years, these activities have produced significant decreases in the number of alcohol-related fatal and personal injury crashes on New York's highways. For more than a quarter of a century, the key component of New York's impaired driving program has been its Special Traffic Options Program for Driving While Intoxicated (STOP DWI). The STOP DWI program has made significant contributions to local efforts to reduce impaired driving through the return of fines to the counties where the impaired driving violations occurred. New York's success in the fight against impaired driving also involves the county Traffic Safety Boards and their local partners who provide traffic safety outreach throughout the state. Other key partners are police agencies at the local, county and state level who deter the public from drinking and driving through their enforcement of the state's impaired driving laws.

As part of its long-term commitment to improve highway safety, New York conducts a vigorous campaign to fight impaired driving. Since the implementation of the STOP DWI program in November 1981, New York has continued to enact legislation to reduce the problems associated with impaired driving. Legislation signed into law in 2007 amended the Vehicle and Traffic (V&T) law in relation to ignition interlock devices and to alcohol and substance abuse assessment and treatment. New 2007 legislation also created the crimes of aggravated vehicular assault and aggravated vehicular homicide.

Status of Goals

In 2006, 397 fatalities occurred in alcohol-related crashes, compared to 382 in 2005 and 2004. Although this increase in the number of alcohol-related fatalities in 2006 is of concern, it may reflect in part an improvement in the police reporting of alcohol involvement in fatal crashes that was initiated in 2004. It is doubtful that New York will be able to reach its 2007 goal for impaired driving fatalities. Substantial progress has been made in reducing the number of alcohol-related injuries. In 2006, 7,293 persons were injured in alcohol-related crashes, far exceeding the goal of 7,800 set for 2007.

Progress has also been made in reducing the number of drivers under 21 years of age involved in alcohol-related fatal crashes. In 2006, 52 drivers under 21 years of age were involved in fatal impaired driving crashes, which exceeds the goal of 55 set for 2007.

Status of Performance Objectives

The 2007 objective to increase the number of persons arrested for impaired driving under the TSLED system to 47,000 persons will likely be met. Progress toward this goal is reflected in the fact that 46,924 persons were arrested for impaired driving offenses in 2006, up from 46,647 in 2005. The use of saturation and blanket patrols increased in 2006 as a result of the State Police Impaired Driver Program and other general deterrence efforts, as well as the enforcement efforts of local police agencies and county Sheriffs.

The training objectives established for 2007 were met through a variety of activities at both the state and local levels. A large number of State Troopers received training in the detection of impaired drivers through New York's DRE and SFST programs. The GTSC continued to provide funding to the state's police training academies to purchase manuals and breath test equipment used in their SFST classes. Training was provided to prosecutors on presenting Draeger breath test results as evidence in impaired driving cases and the prosecution of DRE arrests. Training with regard to underage drinking and driving issues also continued to be provided under the Drug Impairment Training for Education Professionals (DITEP) program. DITEP is designed to train education professionals to recognize and evaluate the abuse of drugs or alcohol in the school environment.

2007 Program Highlights

In 2007, GTSC continued to provide funds to the state's STOP DWI Foundation to support its statewide public information and education programs to deter impaired driving. Funding was used to update "Shattered Lives", the statewide victim impact and impaired driving informational brochure, sponsor a training program on the DWI recidivist, "Treatment and Supervision of the Chronic Drunk Driver", and sponsor impaired driving law enforcement training programs throughout the state.

The NYS Division of Criminal Justice Services is making information available on the last location where the impaired driver drank to all STOP DWI programs throughout the state. The location data are being used by STOP DWI and law enforcement agencies to develop programs in various counties to work with local liquor licensees to prevent intoxicated patrons from being served and from leaving in an impaired condition and then driving.

Several initiatives targeted the serious problem of underage drinking and driving. A GTSC-funded project, managed through the New York State Sheriffs' Association, provided support to five rural counties (Cattaraugus, Chautauqua, Jefferson, Lewis, and St. Lawrence) to reduce alcohol-related crashes involving underage drivers. The project provided training for all participants, equipment (Alco Sensors), and commodities (various anti-drinking promotional items for use at school, fairs and other traffic safety gatherings). The project also provided overtime funding to support additional patrols and investigative operations. In another initiative, the Lewis Henry Morgan Institute at the State University of New York, Institute of Technology (SUNY-IT) in Utica has produced three regional exhibits and a documentary film on teenage driving. The *Last Call: One Second, Everything Changes* project presents actual cases of underage driving fatalities. Used in local high schools, the exhibits seek to have students empathize with events affecting their peers. The Institute also produced a documentary on the alcohol-related crash that killed four students at Colgate University, illustrating the nature and risks of the underage college drinking sub-culture.

The NYS Division of Probation and Correctional Alternatives (DPCA) continued a project to educate the state's county probation departments on the benefits of participating in DMV's License Event Notification Service (LENS) to better monitor the driving behavior of their probationers. As a result, 50 probation departments are now enrolled in LENS and nearly 12,000 probationers have been entered into the system.

The GTSC continued to support and promote 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. To make breath analysis operator recertification training more accessible, the Division of Criminal Justice Services developed an online course. The GTSC also supported training on the development of DWI courts and on the expansion of existing drug courts to include DWI offenders.

A number of other state and local projects were conducted to address problems related to impaired driving. Many of these programs used a comprehensive 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 includes all areas of traffic law enforcement activity in New York State and encompasses the collective efforts of all state, county and local law enforcement agencies. 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. When routine enforcement is combined with other strategies, such as highly visible saturation patrols and checkpoints, public information and education campaigns, effective laws and an equitable system of adjudication, an even greater impact on the behaviors that contribute to crashes can be achieved.

Status of Goals

All three of the goals set for the Police Traffic Services program area in 2007 have been met and exceeded. The number of fatal and personal injury crashes in which "unsafe speed" was reported as a contributing factor decreased to 14,244 in 2005 and to 13,088 in 2006, surpassing the goal of 14,330 set for 2007. In 2006, "failure to yield the right-of-way" was a contributing factor in 19,940 fatal and personal injury crashes, compared to the 2007 goal of 21,500, and "following too closely" was a contributing factor in 17,608 fatal and personal injury crashes, compared to the goal of 17,950 set for 2007. Since these three unsafe behaviors are among the top factors consistently reported in crashes, these reductions would be expected given the drop in the total number of police reported fatal and personal injury crashes that occurred in 2005 and again in 2006; in 2005, the number of fatal and personal injury crashes decreased to 128,581 (from 133,314 in 2004), followed by another decrease to 124,211 in 2006.

Status of Performance Objectives

The objective to increase the total number of tickets issued for traffic violations to 3,990,000 in 2007 has been met and surpassed. In 2006, a total of 4,059,698 TSLED and Administrative Adjudication tickets were issued, an increase of nearly 130,000 over the number issued in 2005. This overall increase included approximately 6,300 more tickets issued for speeding violations indicating progress toward the goal set for 2007. 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.

2007 Program Highlights

The projects undertaken in FFY 2007 included numerous Selective Traffic Enforcement Programs (STEP) conducted at both the state and local levels; these projects targeted a specific enforcement-related traffic safety problem or a combination of related problems, such as speeding and aggressive driving. The programs are data-driven and 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 FFY 2007, 282 of the state's law enforcement agencies actively participated in the *STEP To Reduce Unsafe Driving Behaviors* grant program administered by GTSC. Successful STEP projects were conducted by local enforcement agencies in localities across the state including the towns of Brighton and Stillwater, the villages of Geneseo and Skaneateles, and the cities of Amsterdam and Jamestown. STEP programs that resulted in reductions in fatal and serious injury crashes were also conducted in Albany, Broome, Dutchess and Fulton counties. In addition, the New York City Police Department issued more than 85,000 tickets for speeding and other aggressive driving violations resulting in 42 fewer fatal crashes and 1,179 fewer personal injury crashes in 2006, compared to 2005.

The State Police continued its statewide STEP program entitled *High Enforcement of Aggressive Traffic (HEAT)* targeting speeding and aggressive driving. The program focuses on state, county and local roads where serious crashes are most likely to occur; 28 different locations in nine different Troop areas have been targeted. As a result of this project, Troopers issued an additional 22,414 tickets, 13,820 of which were for speed-related offenses. The *Traffic Safety Corridor Project* also continued in FFY 2007; the State Police coordinates its activities with local enforcement agencies to conduct high-visibility enforcement in high-crash corridors that have been identified with the help of the NYS Department of Transportation.

Because of the alarming increase in motorcycle fatalities, the State Police have undertaken a motorcycle enforcement initiative. The strategy involves using variable message signs to direct all motorcyclists to a location off the highway where their licenses, registrations, helmet use and vehicle equipment are checked. The motorcycle detail is coordinated with a seat belt checkpoint and aerial speed enforcement detail which can provide assistance with motorcyclists who attempt to avoid the checkpoint.

Grant funding was also provided for many Comprehensive Traffic Enforcement Programs (CTEP) that combine enforcement of several types of violations; these enforcement efforts were often conducted jointly by several police agencies. One example of a local CTEP is the *Sheriff's Cooperative Rural Traffic Safety Initiative*, a cooperative effort by seven counties to enhance traffic safety in the rural areas of the state. Other examples of noteworthy local CTEPs were conducted by Montgomery County, the Village of Elmsford and the Town of New Castle.

Other noteworthy efforts in this program area include the implementation of a number of training programs, including Standard Field Sobriety Test (SFST) training and Drug Recognition Expert (DRE) training for law enforcement, Drug Impaired Training for Education Professionals (DITEP), and training programs for prosecutors.

The New York Law Enforcement Challenge is intended to motivate police agencies to conduct traffic law enforcement by recognizing and rewarding the best overall traffic safety programs in the state. The winners of New York's competition are also entered in the national competition. In 2007, the Village of Geneseo Police Department was the winner of the "Best in State" award; the New York State Police, the Town of Camillus, and the Cornell University Police went on to receive awards in the International Association of Chiefs of Police National Challenge.

Various projects related to research, problem identification, and program evaluation were also undertaken in this program area in FFY 2007. 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 for use in better targeting their efforts and evaluating their results.

Motorcycle Safety

Motorcycle safety must continue to be a priority in New York State, as evidenced in recent years by the increase in motorcyclist fatalities and the increasing number of registered motorcycles and licensed motorcyclists. With the large increases in the price of gas and steady motorcycle sales, this growth trend in registered motorcycles and licensed operators is expected to continue. During FFY 2007, the cornerstone of New York's Motorcycle Safety Program continued to be the motorcycle rider safety education program.

Status of Goals

Similar to what is happening nationwide, motorcycle crashes continued on an upward trend in New York. In 2006, there were 4,912 motorcycle crashes, up from 4,892 in 2005 and 4,509 in 2004. There has also been a lack of progress toward the 2007 goal of reducing the number of motorcyclists killed in crashes. In 2006, 192 motorcyclists died in crashes up significantly from the annual average of 154 for the three-year period, 2003-2005, and well above the goal of 148 set for 2007. The failure to meet these goals, however, should be interpreted within the context of the increasing numbers of registered motorcycles and motorcycle endorsements during this period. Over the past five years there has been a 26 percent increase in registered motorcycles and a seven percent increase in motorcycle licenses.

Status of Performance Objectives

The objectives related to the expansion of training and education opportunities for motorcycle riders were met in 2007 by offering more courses at a reduced student fee. The results of these efforts are reflected in the number of students trained each year since the program's inception in 1998. The number of motorcycle riders trained increased more than five-fold between 1998 and 2006, from 2,395 in 1998 to 13,572 in 2006. A slight decline has been noted in 2007, with 13,067 motorcycle riders having been trained as of November 12. Since 1996, more than 93,000 motorcyclists have participated in the beginning rider training program offered through MANYS. In 2007, the MANYS Basic RiderCourse® continued to be offered by training providers at fees that are equal to or below the fee charged in 2005.

New York did not meet its goal to establish three new training sites in 2007; in fact, the total number of public training sites dropped in 2007. Despite the reduction in the number of training sites, the capacity for training increased by scheduling more classes at the existing training sites. In 2007, MANYS also supported eight training sites at military installations across New York. The military sites have enabled the safety offices to meet the Department of Defense requirements for motorcycle training at these facilities.

The GTSC, in conjunction with the Motorcycle Safety Program, continued its efforts to raise awareness of motorcycles through various public information activities. With respect to the research-related goals established for 2007, they have been delayed until FFY 2008 due to other research priorities.

2007 Program Highlights

New York's Motorcycle Safety Program remains committed to incorporating strategies in its program that were recommended in the National Agenda for Motorcycle Safety (NAMS) issued by the National Highway Traffic Safety Administration and the Motorcycle Safety Foundation (MSF) in November 2000. The NAMS report recommended that operators of other vehicles be educated to make them more aware of the presence of motorcycles on the roads. Although New York's Motorcycle Safety Program's primary focus has been on rider education, it continues to undertake and participate in activities designed to increase motorist awareness of motorcycles. Governor Spitzer joined in the national awareness campaign by proclaiming May 2007 "**M**otorcycle **A**wareness and **Y**ou" month. The GTSC and the Motorcycle Safety Program also continued their efforts to raise awareness of motorcycles. In 2007, the Motorcycle Safety Program exhibited 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.

New York's Motorcycle Safety Program continues to focus its efforts on making rider education accessible and affordable across the state, addressing one of NAMS primary recommendations. To promote the continued professional development of RiderCoaches statewide and nationally, in August 2007, the New York State Motorcycle Safety Program hosted the annual conference of the National Association of State Motorcycle Safety Administrators (SMSA). As the only national conference on the subject, this premier event brought together safety experts and advocates to present and discuss ways to improve their programs. The conference was well-attended with nearly 400 participants representing 44 states and Puerto Rico. The conference was co-sponsored by the Department of Motor Vehicles, MANYS, and the Governor's Traffic Safety Committee, with support from NHTSA.

Suffolk County has the largest motorcycle population in the state, with nearly 31,000 registered motorcycles representing more than 10% of the total registrations. To promote and encourage safe and legal motorcycling, the Suffolk County Police Department conducted a motorcycle safety enforcement project between June and September that involved three checkpoints and seven targeted details. During these efforts, 360 summonses were issued, with the three leading violations being related to helmets (178), equipment (106), and improper license (33).

Pedestrian, Bicycle, and Wheel-Sport Safety

The seriousness of the injuries suffered by pedestrians, bicyclists, and participants in other wheel sports in motor vehicle crashes highlights the importance of this traffic safety program area. The increasing popularity of scooters in particular has given rise to a growing concern for the safety of these particular roadway users. Among New York's most vulnerable roadway users, the injuries typically sustained by pedestrians, bicyclists, in-line skaters, skateboarders, and non-motorized scooter operators often require extensive medical treatment and lengthy rehabilitation.

Status of Goals

Progress has been made in reducing pedestrian fatalities. In 2006, 315 pedestrians were killed, three fewer than the goal set for 2007. Of the 315 pedestrian fatalities statewide, 156 (50%) occurred in New York City, indicating that it is uncertain if the goal of 152 set for 2007 will be met. While the number of pedestrian fatalities declined in the Long Island region between 2004 and 2006 (75 vs. 56), the Upstate region experienced an increase (98 vs. 103). Progress toward the 2007 goal for reducing the number of pedestrians injured statewide in crashes has also been made, with the number of pedestrians injured dropping from 15,678 in 2004 to 15,392 in 2005 and 15,369 in 2006.

In 2006, 45 bicyclists were killed compared to 47 in 2005, indicating that some progress has been made toward the goal of 42 set for 2007. Based on the 2006 crash data, bicyclist fatalities in New York City dropped to 17 in 2006, meeting the goal of 18 set for 2007. There has also been progress in reducing the number of bicyclists injured in crashes statewide; in 2006, there were 5,426 bicyclists injured compared to 5,690 and 5,680 in 2004 and 2005, respectively approaching the goal of 5,360 set for 2007.

Status of Performance Objectives

The performance objectives related to providing public information and education programs on pedestrian and bicycle safety to the general public and specific target groups were met. The Department of Transportation (NYSDOT) is continuing its efforts to develop and implement engineering solutions to pedestrian safety problems, with an emphasis on intersections and other locations with high numbers of pedestrian crashes. As general practice, NYSDOT considers pedestrian and bicycle usage and safety in the design of all its projects. A variety of initiatives are considered and implemented as warranted. Such initiatives include improvements to roadway shoulders, sidewalk and crosswalk configurations, striping of crosswalks, signage, traffic signal timing, and the installation of pedestrian countdown timers. Although the annual highway safety strategic planning process involves a problem identification task related to pedestrian safety, research to more clearly define and understand the nature and scope of the pedestrian crash problem has been delayed until FFY 2008 due to competing priorities.

2007 Program Highlights

Several state agencies and organizations share responsibility for effectively addressing the behavioral and safety equipment issues related to pedestrian, bicycle, and wheel-sport safety. Their efforts focus on developing and implementing cooperative educational efforts. New York continues to participate in several educational programs that focus on the safety of New York's children, such as the *Walk Our Children to School Day* which has become a national event every October. Training programs are also conducted to enhance the activities

that target the safety of children; under the sponsorship of the GTSC, the New York State Partnership for Walk Our Children to School held the first ever Walking School Bus train-the-trainer program in Saratoga Springs in March 2007. To address bicycle safety issues, the New York Bicycling Coalition once again promoted its *Sharing the Road Safely* program in 2007, a program designed to increase awareness among new drivers to the bicyclists and pedestrians who share the roadway with motor vehicles. To complement these efforts, a statewide conference was conducted in June 2007 under the joint sponsorship of the GTSC; NYS Departments of Health (DOH), State (DOS), and Transportation (DOT); Parks and Trails New York; the New York Bicycling Coalition (NYBC); and Be Active New York State. The purpose of the conference was to promote the safe and healthy use of the state's transportation systems by people walking and bicycling.

During FFY 2007, various communities across the state conducted a number of programs that focused on innovative approaches to improving the safety of pedestrians, bicyclists, and other vulnerable road users. For example, the police departments in the cities of Utica and Canandaigua conducted public information, education, and enforcement efforts targeting motorists and pedestrians on a specific section of roadway in their jurisdictions that were experiencing high numbers of pedestrian crashes. The City of Fulton Police Department conducted a bicycle safety project that involved an enforcement effort related to the helmet law and a bicycle rodeo. Bicycle safety education and helmet distribution programs were conducted in a number of jurisdictions, including Oswego County and Fulton County.

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 several years in improving seat belt compliance. New York has reached seat belt compliance rates as high as 85 percent, largely as a result of the high visibility enforcement efforts undertaken through its Buckle Up New York/Click It or Ticket program. As has been the case with other states, New York has found that additional gains in seat belt use are progressively harder to achieve; after remaining at 85 percent in 2004 and 2005, the statewide use rate declined slightly to 83 percent in 2006 and remained at that level in 2007.

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 all important components of the state's comprehensive child passenger safety program.

Status of Goals

Due to changes in data collection and reporting that began during 2006 with respect to property damage crashes, the 2006 data are not strictly comparable to the data for previous years; therefore, changes in the proportion of crash victims who are killed or seriously injured, the performance measures used in two of the goals related to occupant protection, can not be accurately assessed. A third performance measure related to the use of occupant restraints is the Mean Severity of Injury (MSI) suffered by crash victims. The goal to reduce the MSI for vehicle occupants who are involved in crashes from 1.25 in 2004 to

1.23 by 2007 has not yet been met. In 2005 and again in 2006, the MSI remained at 1.25 for vehicle occupants covered by the seat belt law.

Status of Performance Objectives

The objective to increase the safety restraint usage rate for front seat motor vehicle occupants from 83 percent in 2006 to 86 percent in 2007 was not met. After remaining at 85 percent for three years, the usage rate dropped slightly to 83 percent in 2006 and remained unchanged in 2007. The stabilization of New York's usage rate in the 83-85 percent range for the past five years indicates that additional improvements in compliance among the remaining 15-17 percent of motorists are very difficult to achieve. Comprehensive efforts to increase knowledge and awareness of the importance of occupant restraint use for both adults and children continued in FFY 2007. These initiatives included the introduction of a new media campaign, "Get it Together New York" to re-energize efforts to reach the 17 percent of New York's motorists who still fail to buckle up. While a number of education and awareness programs targeted the parents and caregivers of young children and many outreach events to the state's minority communities were conducted, more education and awareness programs specifically targeting teen drivers are needed.

2007 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 (BUNY/CIOT) campaign. In FFY 2007, the campaign consisted of statewide enforcement mobilizations in November 2006 and May 2007. The GTSC supported the involvement of approximately 250 police agencies, including the State Police, the New York City Police Department, county sheriffs, and many city, town and village enforcement agencies. Based on reports from 226 agencies, 1,045 checkpoints were conducted statewide and 47,212 occupant restraint tickets were issued during the November 2006 mobilization. The 116 agencies that reported their activity from the May 2007 mobilization indicated that 1,117 checkpoints were conducted and more than 34,000 occupant restraint tickets were issued.

In addition to BUNY/CIOT, other enforcement efforts were undertaken including a greater emphasis on targeting enforcement efforts to low use areas of the state, such as the New York City metropolitan area, and high-risk target groups. The State Police and some local police agencies have also begun to explore conducting nighttime seat belt enforcement.

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. Police departments and other traffic safety partners conducted a wide variety of PI&E activities throughout the state in 2007.

The Institute for Traffic Safety Management and Research continued to support the state's Occupant Protection program by conducting the annual observational survey of seat belt use in accordance with the design approved by NHTSA; this year's survey was conducted from June 4 -16, immediately following the May 2007 seat belt enforcement mobilization.

The programs implemented in FFY 2007 to improve child passenger safety included public awareness, education and instruction for parents and other caregivers on the proper installation and use of child safety seats and booster seats, training for technicians and instructors to provide these services to the public, child safety seat distribution programs, child seat check events, and the establishment and maintenance of permanent fitting stations. In

2007, 352 new technicians were certified. In addition, funding was provided for 62 child safety seat distribution programs and over 6,030 seats were distributed to low income families. More than 450 child safety seat check events were held in 48 counties across the state; approximately 90 percent of the more than 9,000 seats inspected during these events were installed incorrectly.

New York hosted the 6th Regional Child Passenger Safety Conference in June 2007. This conference drew nearly 500 people, the largest attendance to date. Technicians and advocates from New York, New Jersey, Connecticut, Pennsylvania, Puerto Rico, the Virgin Islands, and Canada attended workshops and presentations from nationally-recognized occupant protection experts from as far away as Oklahoma.

Minority outreach was also an important component of New York's comprehensive occupant restraint program in 2007. Through the efforts of GTSC's Minority Outreach Coordinator, information on seat belts and child passenger safety was disseminated to the state's minority populations through numerous networks and community events.

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 the achievement of New York's statewide goals and objectives.

2007 Program Highlights

In FFY 2007, the GTSC funded community programs that focused on several different topics including school bus safety, rail-grade crossing safety, drowsy driving, and pedestrian and bicycle safety. Public information and education were the primary strategies used in the majority of these programs, many of which focused on specific target groups. Notable examples included a PSA contest for teens conducted by the New York State Association of Traffic Safety Boards; 70 high school students from 12 counties submitted PSAs directed toward their peers that addressed the traffic safety issues of speeding, seat belt use, impaired driving, drowsy driving, and distracted driving. The Coalition for Transportation Safety presented a variety of pedestrian and bicycle safety programs for various age groups in Queens. One interesting strategy was the recruitment of teens to assist with teaching younger children about bicycle safety and the importance of helmets. The NYS Sheriffs' Association also received funding to conduct bicycle rodeos and distribute helmets to the children attending the Sheriffs' Association's summer camp.

The Institute for Traffic Safety Management and Research continued to provide support for the GTSC's Community Traffic Safety Program in FFY 2007. An ITSMR staff member based full-time at GTSC assisted in working with local grantees and served as GTSC's subject specialist in a number of traffic safety program areas, including pedestrian safety, older drivers, and drowsy driving. At the request of the GTSC, the STOP DWI Association and the NYS Traffic Safety Boards Association, ITSMR also continued to be responsible for coordinating and providing administrative support for the annual New York State Highway Safety Conference sponsored by the three organizations. The 2006 and 2007 Highway Safety Conferences were held October 15-18, 2006 at the Hyatt Regency Hotel in Rochester and October 14-17, 2007 at the Crowne Plaza in Lake Placid, respectively.

Traffic Records

New York continues to enjoy a position of national prominence in the area of Traffic Records. Because traffic records data is a critical component of New York's performance-based program planning processes, the need for such data, together with the need for data analysis support, is being addressed vigorously by the primary agencies responsible for the state's traffic records systems. During FFY 2007, the projects funded in this area focused on improving the timeliness, accuracy, and availability of traffic safety-related data, especially with regard to the state's crash and ticket records systems. Through efforts undertaken by various agencies at the state and local levels, including the GTSC, DMV, DOT, DOH, State Police, and MPOs (Metropolitan Planning Organizations), the timeliness, accuracy, and availability of traffic safety-related data have improved tremendously, enabling agencies to enhance their abilities to identify traffic safety problems and develop, manage, and evaluate safety programs.

Status of Goals

New York was successful in attaining all of the goals established for 2007. To accomplish these goals, the Traffic Records Coordinating Council (TRCC) continued to provide 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) also continued to play a prominent role in coordinating various activities related to improving the state's traffic records systems. As designated by the GTSC, an ITSMR staff member is the state's Traffic Safety Information Systems (TSIS) Coordinator. The TSIS Coordinator is responsible for coordinating and assisting with the work of the GTSC and the TRCC in carrying out their respective responsibilities with regard to the planning process and development of the state's traffic records strategic plan.

During 2007, the 2005 Inventory of Traffic Safety Information Systems and the 2006 NYS Traffic Safety Information Systems Strategic Plan were updated. In addition, an independent assessment of New York's traffic records systems was conducted by NHTSA. All three documents, the updated inventory, updated strategic plan, and assessment report became an integral part of New York's second-year application for traffic records funding under Section 408 of SAFETEA-LU. Submitted in June 2007, the grant application was approved in September and New York was awarded approximately \$1.46 million.

Significant improvements were made to the state's crash and ticket records data systems in FFY 2007. Through the joint efforts of the DMV and the continuing implementation of TraCS across the state, the timeliness of crash data has greatly improved. Currently, the data entry backlog of crash data is less than three weeks, down from two months a year ago. 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 and November, more than 112,000 crash reports and approximately 1.1 million tickets were submitted to DMV via TraCS.

Status of Performance Objectives

Primarily through the use of technology, New York made substantial progress in improving its traffic records systems in 2007. Specific accomplishments included the continued expansion of TraCS; as of November 2007, 220 enforcement agencies have the capability to enter crash and/or ticket data electronically; as a result, approximately 65 percent of the tickets issued are being reported to DMV electronically. Through eDATE, 698 courts are now able to

provide disposition data electronically; as a result, approximately 73 percent of the dispositions are submitted electronically. Between January and December 1, 2007, nearly 2.9 million transactions were processed and added to the TSLED database and the Administrative Adjudication system accepted more than 31,000 tickets electronically. Through the Judicial Online Information System (JOIN), DMV is providing web access to almost 1,000 courts which enables them to pull down information from the drivers license file on drivers for sentencing purposes.

2007 Program Highlights

Traffic records data are used by all traffic safety partners in the identification of problem locations, the determination of the most appropriate type(s) of improvement, and the prioritization of sites for planned improvements. In cooperation with the TRCC, GTSC coordinates improvements in the timeliness and accuracy of the state's traffic records data systems and the availability and use of the data at all jurisdictional levels. In addition, GTSC continues to partner with other agencies and coordinate efforts with other sources of funding to complete projects to improve traffic records systems, files, and programs.

Under New York's Traffic Records program, funding continued to support the electronic capture and reporting of police accident reports and traffic tickets from the field and disposition information from the courts. This support includes the purchase of equipment, such as printers, bar code readers, and magnetic strip readers. In addition to increasing the proportion of crash and ticket reports that are captured electronically, improvements in the crash and ticket records systems included changes in case processing protocols, changes in the application of new technologies, and the establishment of additional system linkages.

During 2007, work continued on the development and implementation of ALIS (Accident Location Information System). Designed to capture location coding information based on a wide variety of geographic locators, including coordinates, reference markers, mile markers, and street addresses, the Map Maintenance and Street Name Editor applications have been installed. The remaining three primary applications (Location Coding Data Entry, Location Editing and Review, and Query Reporting) are scheduled for testing and installation before the end of the year. When fully operational, which is expected to be in early 2008, ALIS will significantly improve enforcement, engineering, and EMS efforts throughout the state.

The increasing number of police agencies using laptop computers, scanners, and printers in patrol vehicles is having a profound impact on all data collection activities. As of November 2007, 220 enforcement agencies have the capability to enter crash and/or ticket data in the field for real-time transmission to DMV via TraCS.

In FFY 2007, ITSMR continued to be responsible for the verification of the crash data in the accident information system (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 DOT, the State Police, and DOH; and other state and local highway safety organizations. In addition, ITSMR assists the DMV in enhancing its capability to query and retrieve information from the crash (AIS), ticket (TSLED and Administrative Adjudication), and driver license files. In this capacity, ITSMR is responsible for generating a series of statistical summary reports from AIS and making them available on DMV's website, creating custom reports on request, and responding to special requests for ticket data from the TSLED and Administrative Adjudication ticket systems.

The GTSC web site, www.safeny.com, underwent extensive revisions in FFY 2007. The site was redesigned to improve navigation around the site and to refresh content. The web content for the Child Passenger Safety Technicians program was segregated from the public information material to make it easier for both groups of users to access information on the site. The reporting form for the BUNY enforcement waves and the Operation Safe Stop enforcement reporting forms were converted to a web-based form and made available on the site. Access to new public information and education materials developed for various campaigns, including the new seat belt media campaign, "Get It Together New York," was also provided through the website. In FFY 2007, there were approximately 14.3 million hits on the website, compared to 12.1 million in 2006 and 9.7 million in 2005.

ITSMR continued to provide a wide range of services and research and evaluation support to DMV, GTSC and their partners in 2007. ITSMR provided the data needed to support the development of the state's major planning documents, the Highway Safety Strategic Plan, the Commercial Vehicle Safety Plan, and the Strategic Highway Safety Plan, in addition to the grant applications and reports that are required for the receipt of federal incentive funds available under SAFETY-LU. 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 and technical assistance was provided to traffic safety agencies and organizations at all jurisdictional levels, including the collection, analysis, and reporting of data.

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 incentive grants awarded under SAFETEA-LU. Within this framework, the 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

The GTSC was successful in meeting the goals related to the management of the state's 402 and incentive grant programs presented in the 2007 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 the 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, the 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 2007 was to improve the timeliness of grant approvals and the allocation and liquidation of funding. The implementation of new grant approval criteria and staff shortages affected the achievement of this goal.

2007 Program Highlights

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, coordinate training programs, and increased access to data for problem identification and evaluation purposes.

In FFY 2007, the GTSC played an important role in the planning and delivery of several training and educational programs, including the coordination of statewide training programs for police officers, such as SFST and DRE, and providing support for training provided to prosecutors and judges by the New York Prosecutors' Training Institute. Training for child safety seat technicians also continued across the state. The GTSC also sponsored the presentation of NHTSA's Highway Safety Program Management course for new members of the highway safety offices in Regions 1 and 2. The GTSC also provided opportunities for members of its staff and its partners to attend conferences such as the Annual Lifesavers Conference, the Traffic Records Forum and the World Traffic Safety Symposium. In Fall 2006 and Fall 2007, the GTSC co-hosted the Annual NYS Highway Safety Conferences held in Rochester and Lake Placid, respectively.

The GTSC prepared and submitted New York State's Highway Safety Strategic Plan for FFY 2008. In addition, the GTSC supported and participated with the NYS Department of Transportation and other partners in the development of a New York State Strategic Highway Safety Plan in accordance with the requirements of SAFETEA-LU. This comprehensive plan draws from the many planning documents prepared by the various agencies responsible for promoting highway safety, including the Highway Safety Strategic Plan, and identifies key safety emphasis areas that New York needs to address if the state's goals for reducing motor vehicle crashes, fatalities and injuries are to be met.

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, 406, 408, 410, and 2010 incentive grant programs and Section 154 and 163 transfer funds. During the year, New York applied for and received incentive funds under Sections 405, 406, 408, 410, and 2010; 244 new projects and 455 continuation projects were awarded, for a total of 699 grants; 1,643 vouchers and 48 state claims were also processed. FFY 2006 was closed out on December 29, 2006; \$19.4 million was expended in FFY 2006.

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. GTSC's media campaigns during FFY 2007 included television, radio, print, billboard and web delivery. The campaigns incorporated messages related to motorcycle safety, work zone safety, the prevention of impaired driving, and encouraging the use of occupant restraints.

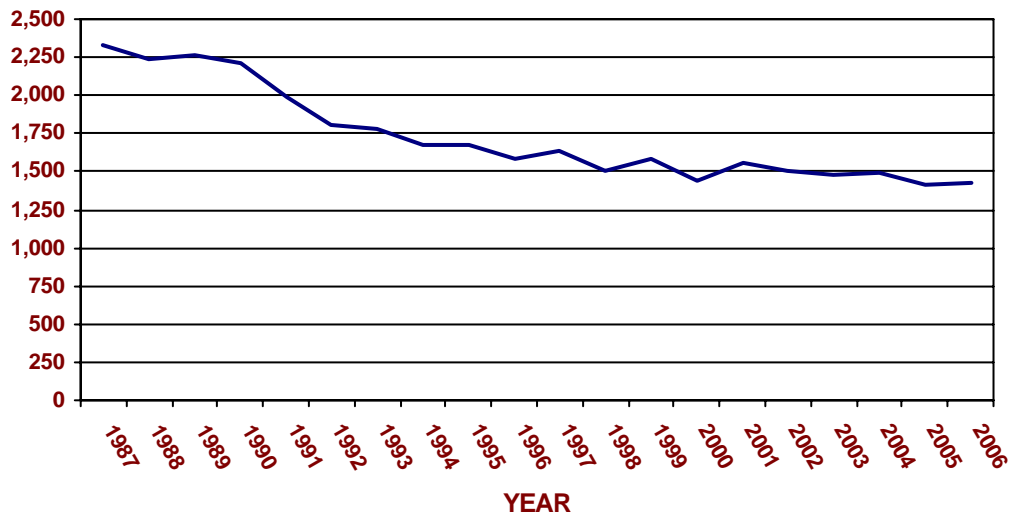
In FFY 2007, GTSC continued to use its web site www.safeny.com to communicate with its partners and the public. The web site provides an additional avenue for educational outreach and continues to provide important services and information. The features of the site include a calendar of events, lists of child passenger safety technicians and permanent fitting stations, and various publications and resources.

The web site was also used more extensively to reduce costs and improve the administration of the program. For example, the GTSC has adopted an online system for the delivery of routine forms and reports and is exploring ways to move toward a paperless system. The highway safety forms used by the GTSC's partners have been made available online, including the forms used in the STOP-DWI program. The web site was also used to collect activity reports from grant program participants. The county and statewide crash and ticket data reports were also made available through the web site saving mailing costs and making them 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. For the past two decades, New York has made significant strides in highway safety, reducing motor vehicle fatalities by 38 percent between 1987 and 2006 (from 2,328 to 1,433).

**New York State
Motor Vehicle Fatalities
1987 - 2006**



The Governor'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 the new SAFETEA-LU legislation.

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 2007 highway safety program and documents the status of the performance goals and objectives established in the 2007 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 established in the 2007 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 2007 Highway Safety Strategic Plan:

- ③ Continued active enforcement and related public information and education to increase seat belt use in New York State
- ③ Increased outreach in the proper use and correct installation of child safety seats
- ③ PI&E for occupant restraint issues, including child passenger safety, targeted toward minority communities
- ③ Increased enforcement of the laws relating to impaired driving
- ③ Continued implementation of the new laws targeting recidivist drunk drivers and the lower BAC *per se* limit of .08%
- ③ Increased public awareness and enforcement of the underage drinking law, the open container law, and the law prohibiting the use of fraudulent identification to purchase alcohol
- ③ Passage of legislation to increase the penalties for aggravated unlicensed operation and operating a vehicle without proper insurance
- ③ Increased education and enforcement relating to the Vehicle and Traffic Laws pertaining to speeding, running red lights, and other unsafe and aggressive driving behaviors
- ③ Increased training and education for motorcycle operators through expanded participation in New York's Motorcycle Rider Education program
- ③ Increased efforts to improve pedestrian safety, particularly in the state's largest metropolitan areas

Goals

- ✍ Reduce the number of motor vehicle-related fatalities from 1,410 in 2005 to 1,387 in 2007
- ✍ Reduce the fatal crash rate per 100 million VMT from 1.00 in 2004 to 0.96 in 2007
- ✍ Reduce the Mean Severity of Injury (MSI) from 1.27 in 2004 to 1.25 in 2007

Status of Goals

Progress has not been made toward the goal set in the FFY 2007 Highway Safety Strategic Plan to reduce the number of motor vehicle-related fatalities to 1,387 in 2007; in 2006, the number of fatalities increased to 1,433 compared to 1,410 in 2005. The goal set for reducing the fatal crash rate to 0.96 per 100 million vehicle miles traveled (VMT) in 2007 has been exceeded; in 2005, the fatal crash rate per 100 million VMT declined to 0.93 from 1.00 in 2004 and in 2006, the rate remained relatively stable at 0.94 crashes per 100 million VMT.

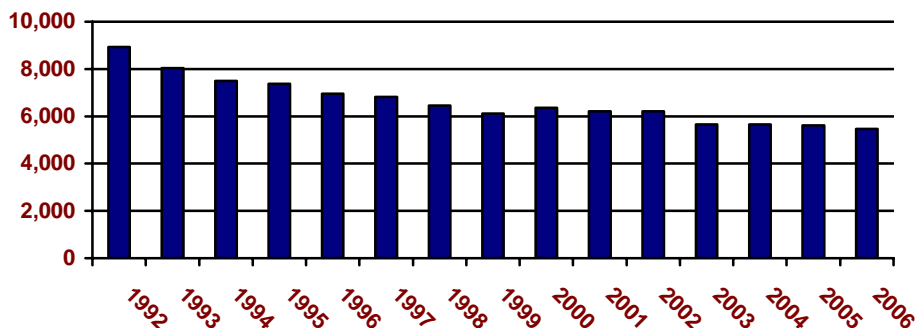
The Mean Severity of Injury (MSI) is the average severity of motor vehicle injuries based on the KABC injury scale. This scale categorizes injuries into four levels of severity: fatal (K), serious (A), moderate (B), and minor (C). Each category of injury is assigned a number from 1 to 4 with a fatal 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 1.25 by 2007 has not been made; this performance measure increased from 1.27 in 2004 to 1.28 in 2005 and remained at 1.28 in 2006.

IMPAIRED DRIVING PROGRAM

In 2007, New York State continued its tradition of coordinated and cooperative highway safety activities in the program area of Impaired Driving. Over the years, these activities have produced significant decreases in the number of alcohol-related fatal and personal injury crashes on New York's highways. In the last 15 years, the number of alcohol-related fatal and personal injury crashes dropped from almost 9,000 crashes in 1992 to less than 5,500 in 2006, representing a decline of 39 percent.

**New York State
Alcohol-Related Fatal and Personal Injury Crashes
1992 - 2006**



For more than a quarter of a century, the key component of New York's impaired driving program has been its Special Traffic Options Program for Driving While Intoxicated (STOP DWI). The STOP DWI program has made significant contributions to local efforts to reduce impaired driving through the return of fines to the counties where the impaired driving violations occurred. New York's success in the fight against impaired driving also involves the county Traffic Safety Boards and their local partners who provide traffic safety outreach throughout the state. Other key partners are police agencies at the local, county and state level who deter the public from drinking and driving through their enforcement of the state's impaired driving laws.

Despite the success experienced over the past two decades, alcohol and other drug-impaired driving remain a threat to 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. Since the implementation of the STOP DWI program in November 1981, New York has continued to enact legislation to reduce the problems associated with impaired driving. Legislation signed into law in 2007 amended the Vehicle and Traffic Law (V&T) in relation to ignition interlock devices and to alcohol and substance abuse assessment and treatment. New 2007 legislation also created the crimes of aggravated vehicular assault and aggravated vehicular homicide.

Goals

- ✍ Reduce the number of alcohol-related traffic fatalities from an annual average of 349 in 2003-2005 to 320 in 2007
- ✍ Reduce the number of alcohol-related traffic injuries from an annual average of 8,313 in 2002-2004 to 7,800 in 2007
- ✍ Reduce the number of drivers under 21 years of age involved in alcohol-related fatal crashes from 59 in 2005 to 55 in 2007

Status of Goals

In 2006, 397 fatalities occurred in alcohol-related crashes, compared to 382 in 2005 and 2004. Although this increase in the number of alcohol-related fatalities in 2006 is of concern, it may reflect in part an improvement in the police reporting of alcohol involvement in fatal crashes that was initiated in 2004. It is doubtful that New York will be able to reach its 2007 goal for impaired driving fatalities.

Substantial progress has been made in reducing the number of alcohol-related injuries. In 2006, 7,293 persons were injured in alcohol-related crashes, far exceeding the goal of 7,800 set for 2007.

Good progress has also been made in reducing the number of drivers under 21 years of age involved in alcohol-related fatal crashes, the third goal established for this program area. In 2006, 52 drivers under 21 years of age were involved in fatal impaired driving crashes, which exceeds the goal of 55 set for 2007.

Performance Objectives

- ✍ Increase the number of persons arrested for impaired driving under the TSLED system from 46,647 in 2005 to 47,000 in 2007
- ✍ Conduct training for prosecutors, probation officers, toxicologists and judges in 2007
- ✍ Increase the number of SFST and DRE instructors and the number of trained officers
- ✍ Provide refresher courses for officers trained in SFST
- ✍ Increase education programs and impact panels in schools focusing on underage drinking and driving

Status of Performance Objectives

The 2007 objective to increase the number of persons arrested for impaired driving under the TSLED system to 47,000 persons will likely be met. Progress toward this goal is reflected in the fact that 46,924 persons were arrested for impaired driving offenses in 2006, up from 46,647 in 2005. The use of saturation and blanket patrols increased in 2006 as a result of the State Police Impaired Driver Program and other general deterrence efforts, as well as the enforcement efforts of local police agencies and county Sheriffs. Under its GTSC-funded

Impaired Driving and Drinking Enforcement program, State Troopers conducted, on average, one sobriety checkpoint and one roving saturation detail each month, in addition to underage drinking details that resulted in approximately 225 arrests for violations of the state's liquor laws.

The training objectives established for 2007 were met through a variety of activities at both the state and local levels. A large number of State Troopers received training in the detection of impaired drivers through New York's DRE and SFST programs. State Troopers participated in six SFST schools which included the eight-hour module entitled "Drugs that Impair Driving." These Troopers also completed an SFST "Train the Trainer" course for new instructors. In addition, refresher courses for State Police SFST instructors were also conducted. As in past years, one DRE recertification program was also held. The GTSC continued to provide funding to the state's police training academies to purchase manuals and breath test equipment used in their SFST classes. Training was provided to prosecutors on presenting Draeger breath test results as evidence in impaired driving cases and the prosecution of DRE arrests.

Training with regard to underage drinking and driving issues also continued to be provided under the Drug Impairment Training for Education Professionals (DITEP) program. DITEP is designed to train education professionals to recognize and evaluate the abuse of drugs or alcohol in the school environment.

2007 Program Highlights

Statewide Programs

STOP DWI Celebrates 25 Years

The New York STOP DWI Program celebrated its 25th Anniversary on November 13, 2006 at the Crowne Plaza in Albany. STOP DWI partners were honored at the celebration. In FFY 2007, GTSC continued to provide funds to the state's STOP DWI Foundation to support its statewide public information and education programs to deter impaired driving. Funding was used to update "Shattered Lives", the statewide victim impact and impaired driving informational brochure. The brochure has been incorporated into state training programs (e.g., ATAP, Alcohol Training Awareness Program) for licensed taverns that are overseen by the SLA (ABC laws). The brochure is also being made available to STOP DWI Programs throughout the state. The ATAP program has proven successful in instructing servers on their responsibilities when selling alcohol, leading to fewer incidences of underage drinking and sales to intoxicated persons.

In 2007, GTSC also provided funds for the STOP DWI Association to sponsor a training program on the DWI recidivist. The training program, "Treatment and Supervision of the Chronic Drunk Driver" was presented in six locations across the state. In addition, GTSC provided funding to STOP DWI to sponsor impaired driving law enforcement training programs throughout the state. The training programs included SFST refresher courses and DRE recertification courses. Two DRE training courses were conducted in Schenectady and one in Monroe County, resulting in the certification of 30 new DRE officers. Other training efforts sponsored by GTSC and STOP DWI included an eight-hour "Drugs that Impair" course and five Horizontal Gaze Nystagmus courses, which resulted in the training of 240 police officers, probation officers, prosecutors and judges.

Last Drink Location

The Division of Criminal Justice Services is making information available on the last location where the impaired driver drank to all STOP DWI programs throughout the state. The data are collected through the breath test instruments used at the time of the arrest. The location data are being used by STOP DWI and law enforcement agencies to develop programs in various counties to work with local liquor licensees to prevent intoxicated patrons from being served and from leaving in an impaired condition and then driving.

STOP-DWI Night

Three “STOP DWI NIGHT” events were held at the following locations: Riverhead Speedway in Suffolk County on June 16th, Lancaster Speedway in Erie County on August 4th, and Albany-Saratoga Speedway in Saratoga County on September 21st. These alcohol/impaired driver enforcement, awareness and educational events were sponsored by DMV, GTSC, the New York State Association of Chiefs of Police, the New York State Fraternal Order of Police, the NYS STOP DWI Association, and the Nassau and Suffolk County Chiefs of Police Associations. Nearly 60 law enforcement agencies participated in these three events. In addition to having officers at the events, police vehicles were put on display; the vehicles were also used in recognition “pace laps” during the races. Assorted promotional and educational items were distributed at these events.

National Roadside Survey of Alcohol and Drugged Driving

The GTSC is assisting the National Highway Traffic Safety Administration (NHTSA) with their National Roadside Survey of Alcohol and Drugged Driving. This project is being administered for NHTSA by the Pacific Institute for Research and Evaluation (P.I.R.E.). The targeted survey areas in New York State included Erie, Kings, Queens, Schenectady, Suffolk, Ulster and New York counties. Law Enforcement Liaisons at GTSC have been assisting the P.I.R.E. staff with promoting and enlisting participation by law enforcement agencies. To date, two of the seven counties have participated (Schenectady and Ulster).

Last Call: One Second, Everything Changes

The Lewis Henry Morgan Institute at the State University of New York, Institute of Technology (SUNY-IT) in Utica, New York has produced three museum-quality, portable regional exhibits, as well as an accompanying short documentary film, on teenage driving. The *Last Call: One Second, Everything Changes* project presents actual cases of underage driving fatalities in a sensitive but compelling manner. It puts a youthful face on the serious problems of adolescent impaired, distracted and aggressive driving. The three exhibits depict three regions of New York: Downstate, New York City, and Upstate. Used in local high schools across the state, the exhibits seek to have students empathize with events affecting their peers. The primary purpose of the exhibits is to give students a way in which to see themselves as both victims and perpetrators, enabling them to make better choices when it comes to risky driving behaviors. Local traffic safety administrators manage the scheduling of the exhibits, coordinating their use with other local option traffic safety initiatives.

Friends: One Day, One Wrong Turn

The Lewis Henry Morgan Institute also produced a fourteen minute high definition documentary CD focusing on an alcohol-related crash that killed four students at Colgate University. The executive producer, anthropologist Denis Foley Ph.D., worked with New York State Police accident reconstructionists as well as friends and families of the victims to illustrate the nature and risks of the underage college drinking sub-culture. Available through the STOP

DWI Foundation, the CD is suitable for high school audiences; it also has merit as a law enforcement training tool.

Sheriffs' Multi-County Underage Drinking and Driving Initiative II

This GTSC-funded project, managed through the New York State Sheriffs' Association, provides support to five rural counties (Cattaraugus, Chautauqua, Jefferson, Lewis, and St. Lawrence) to reduce alcohol-related crashes involving underage drivers. The project provides training for all participants, equipment (Alco Sensors), and commodities (various anti-drinking promotional items for use at school, fairs and other traffic safety gatherings). The project also provides overtime funding to support additional patrols and investigative operations. Overtime funding supports enhanced enforcement efforts during the high risk times of the prom and graduation seasons and during summer vacation. The project also provides an equivalent amount of discretionary funding that is used to target enforcement efforts at specific times and places identified by each participating Sheriff. Both the enhanced and discretionary funding can be used for directed saturation or party patrols, sting operations, bar checks, or any investigative activities related to underage drinking and driving. In addition to the enforcement component, participating agencies are encouraged to network with local high school administrators, youth counselors, and other members of the traffic safety community with an interest in preventing underage drinking and driving.

This project was modeled after the Sheriffs' Multi-County Underage Drinking and Driving Initiative I which was funded by GTSC during Federal Fiscal Years 2003-2005. Over its three years of operation, this initial initiative which included the counties of Delaware, Fulton, Greene, Montgomery, Schoharie, Warren and Washington, proved to be successful with increases in DWI arrests and reductions in alcohol-involved crashes.

The NYS Probation Traffic Safety and Sanctions Project

In summer 2006, less than 20 of the state's 62 probation departments were enrolled in the License Event Notification Service (LENS), a DMV program that enables users to track the driving history of selected drivers. Under this project, the NYS Division of Probation and Correctional Alternatives (DPCA) was funded to educate the state's county probation departments on the benefits of participating in LENS to better monitor the driving behavior of their probationers. As a result of this project, 50 probation departments are now enrolled in LENS and nearly 12,000 probationers have been entered into the system. A recent survey revealed that most departments consider LENS an effective tool in monitoring drivers on probation.

Under another component of this project, DPCA worked with ignition interlock manufacturers and vendors to advocate for increasing the number of locations in the state serviced by vendors. As of August 2007, there were 72 providers statewide and 35 probation departments had 1,037 IID units in service, an increase of over 25 percent from the previous year. In addition, Power Point presentations on the new DWI laws regarding ignition interlocks have been presented to probation personnel and ATI workers at trainings and conferences around the state.

“Operation Prevent” (Stop Bad ID)

Through partnerships between county Stop DWI Coordinators and other state and local law enforcement agencies, the goal of the program is to conduct sweeps of drinking establishments throughout the state to identify underage drinkers using counterfeit or altered identification documents. The program is in its third year and has been recognized by the International Association of Chiefs of Police (IACP) as an outstanding program to reduce underage drinking. Since the program’s inception on 2006, approximately 130 establishments have been visited, 90 bad identity documents have been seized, numerous state Alcohol and Beverage Law violations have been documented, and approximately 70 arrests have been made. In addition to on-site identification of bad documents, the DMV Division of Field Investigation also seeks to pursue cases of counterfeiting operations. In June 2007, a counterfeiting operation was successfully investigated and closed down in the Rochester area as a direct result of the “Operation Prevent” program.

Training Programs

DITEP (Drug Impairment Training for Education Professionals)

DITEP continues to be an integral part of New York’s efforts to combat the problem of drug and alcohol abuse in the school environment. The goal of the DITEP program 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 uses a systematic approach for recognizing and evaluating those who are abusing drugs or alcohol in the school environment. In 2007, GTSC continued to offer a two-day DITEP training course to all schools in New York State. School administrators and school nurses who participate in the DITEP training are able to competently evaluate and document individuals suspected of abusing drugs or alcohol. DITEP programs for probation and correction officers will be piloted in FFY 2008.

Prosecutor Training

Training sessions for prosecutors on impaired driving issues continued to be conducted around the state by the New York Prosecutors’ Training Institute (NYPTI). Based on training manuals updated by NYPTI to include information on the November 2006 aggravated DWI law, the prosecutor training sessions include 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 at the training sessions. In addition, the updated training manuals are made available to all county prosecutors and STOP DWI coordinators. Under this project, GTSC also continued to fund a Traffic Resource Prosecutor to assist 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 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. In FFY 2007, 30 officers completed a DRE training class sponsored by the Steering Committee and became certified as Drug Recognition Experts, four recertification training courses were conducted, and a two-day meeting was held in Albany for the 11 regional DRE coordinators.

In 2007, 280 municipal police officers received DWI detection and SFST training through in-service training programs conducted by the Division of Criminal Justice Services (DCJS). In addition, the DCJS provided DWI detection and SFST training to 711 officers as recruits in the MPTC-approved basic course for police officers. Between these two initiatives, a total of 991 officers from municipal and county sheriffs' offices were trained.

The GTSC continues to fund toxicologists in the state to receive training and information on the latest developments in testing for drug impairment and on testifying in court.

Advanced Roadside Impaired Driving Enforcement (ARIDE)

Developed by NHTSA, the Advanced Roadside Impaired Driving Enforcement (ARIDE) program is a new two-day in-service training program designed to bridge the gap between the DRE and SFST courses and to increase awareness among law enforcement and other criminal justice professionals with respect to drug impairment in the context of traffic safety. A committee of appropriate traffic safety professionals has been working with NHTSA to pilot, assess, and refine the program, as warranted. ARIDE was piloted at the October 2007 New York State Highway Safety Conference in Lake Placid; the 20 officers who participated reported that it was a positive and informative training program. Subsequent to the pilot, NHTSA met with the DRE instructors and the committee to review and evaluate ARIDE. Based on the results of the pilot, NHTSA hopes to roll out the program nationwide in January 2008.

DataMaster Replacement Program

Since December 2006, the DCJS's Office of Public Safety has been involved in a four-year, grant funded program to replace the approximately 475 DataMaster evidential breath testing devices with the state-of-the-art DataMaster DMT. To date, 18 DataMaster DMTs have been provided to local training academies across the state for use in their training programs and 40 have been provided for evidential use. The program will continue for the next three years at which time all DataMasters in use across New York State will have been replaced with the new instrument. In addition, this grant calls for the training of all Breath Analysis Operators in the proper operation and use of these instruments. To date, DataMaster DMT Instructor Training has been provided to over 60 Breath Analysis Instructors statewide and DataMaster DMT update training has been provided to 25 Breath Analysis Operators. Training will continue until all operators have been fully trained.

DWI/Drug Court Training

The 8th Judicial District Felony DWI Court Program is a judicial partnership that has piloted a designated DWI Tract or hybrid DWI/Drug Court program in Erie and Niagara counties. Combining information on judicial supervision, case management, drug treatment and testing, this program consists of an orientation and four treatment plan phases that are based on individual treatment planning. The program's focus is to provide intense substance dependence counseling to those who continue to drink and drive despite prior convictions, and who have pled guiltily to the current felony DWI charge pending against them. This project provides a consistent, judicially driven partnership with the treatment community that encourages and assists individuals to become and remain productive, law abiding citizens.

Safe and Sober Campaign

The New York State *Safe and Sober* campaign ran in conjunction with NHTSA's *Drunk Driving Over the Limit, Under Arrest* campaign and had 100 percent participation by police agencies in the state.

MADD Safe and Sober Award Recognition Luncheon

MADD, the Governor's Traffic Safety Committee, and the Division of Criminal Justice Services continue to recognize police departments and officers, and other individuals for their outstanding commitment to deter impaired drivers. At their November 2007 luncheon, MADD recognized Ken Carpenter, former Executive Director of the GTSC, for his outstanding contributions over the past two decades in helping reduce the incidence of impairing driving on New York's roadways.

New York State Broadcasters' Association

In 2007, the Broadcasters' Association facilitated an impaired driving awareness media campaign that included television and radio spots developed and aired for the *Sober and Restrained* campaign during the 2007 Thanksgiving and Christmas/New Year's Holiday season. The impaired driving campaign developed for the 2007 holiday season is entitled *Drinking and Driving – NOT an Option*; the 30 second spot developed for TV and radio can be viewed on GTSC's website at www.safeny.com.

New York State Police Impaired Driving Program

A comprehensive impaired driving program that includes enforcement, training, education and adjudication components continues to be conducted annually by the State Police. The program focuses on proven strategies of general deterrence, with an emphasis on underage drinking. Following guidelines established by 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:

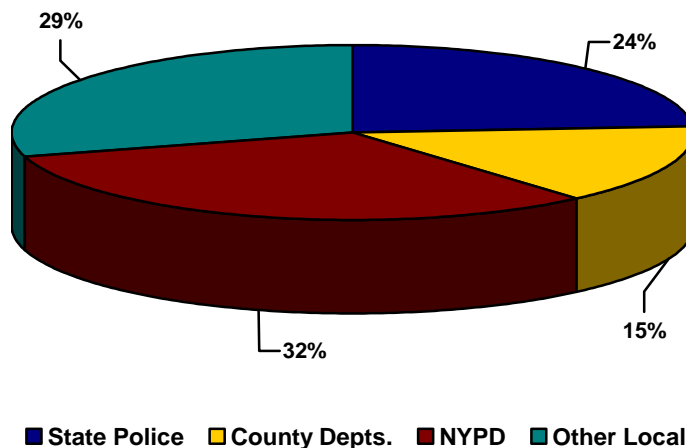
- ✍ **Underage Drinking Details:** The State Police conducted 55 underage drinking details. A total of 188 bars and 544 retail establishments were investigated using sting operations and other enforcement strategies, resulting in 225 arrests for violations of the state's liquor laws. In addition, 94 Penal Law arrests were made in conjunction with these details.
- ✍ **Sobriety Checkpoints:** Each Troop conducted an average of one checkpoint each month. In addition, multi-agency checkpoints were conducted, resulting in 204 DWI arrests during 76 details conducted by the State Police; 8 DRE evaluations were also conducted.
- ✍ **Roving Saturation Details:** The State Police conducted 93 saturation patrol details, resulting in 202 DWI arrests; 6 DRE evaluations were also conducted.
- ✍ **SFST Training:** The State Police have been providing SFST training to all new Trooper recruits during their basic training since 1992. In 2007, six SFST schools were conducted for Troopers; the classes also included the 8-hour module entitled "Drugs That Impair Driving." In addition, four refresher courses were held for State Police SFST instructors.

- ✍ **Drug Awareness Training:** Additional DITEP instructors were selected from the State Police pool of Drug Recognition Experts (DRE). Drug education and information was disseminated to the more than 120 Troopers assigned as School Resource Officers (SRO). The SROs used PowerPoint presentations and handouts to provide training to Driver's Education classes and in other school venues. DITEP classes were also conducted when requested by school administrators.
- ✍ **Prosecutor Outreach Program:** In cooperation with the New York Prosecutors' Training Institute, the State Police provided SFST and DRE training to prosecutors from across the state.
- ✍ **National Holiday Lifesavers Weekend:** The State Police participated in this nationwide enforcement effort, conducted annually between Thanksgiving and Christmas, by conducting high-visibility sobriety checkpoints and roving saturation patrols in each Troop. More than 50 impaired driving arrests were made during the Lifesavers Weekend.
- ✍ **Public Information and Education:** Materials were developed and disseminated statewide to schools and physicians and at fairs and other exhibitions.

POLICE TRAFFIC SERVICES

Police Traffic Services includes all areas of traffic law enforcement activity in New York State and encompasses the collective efforts of the State Police and all county and local police departments. Due to the size and diversity of the state, maintaining safety on the roadways requires the active involvement of agencies of all sizes, ranging from the New York City Police Department (NYPD) with over 36,000 members and the New York State Police, to the more than 500 county and other local police departments throughout the state with as few as one or two officers. The relative contribution of the enforcement agencies at the various jurisdictional levels is depicted in the chart below. In 2006, approximately 4,060,000 traffic tickets were issued in New York State; nearly one-third (32%) were written by the NYPD and 29 percent were written by other local police agencies. The New York State Police were responsible for approximately one-quarter (24%) of the tickets written in 2006 and county police departments issued 15 percent.

**Traffic Tickets Issued in 2006
by Type of Enforcement Agency**



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 is also heavily involved in the area of seat belt enforcement, since the use of occupant restraints has been responsible for saving countless lives in crashes. Although routine enforcement of these laws on a day-to-day basis is an effective deterrent, when combined with other strategies such as highly-visible saturation patrols and checkpoints, public information and education campaigns, effective laws and an equitable system of adjudication, an even greater impact on the behaviors that contribute to crashes can be achieved.

The ultimate goal of New York's traffic safety enforcement community is to save lives and reduce injuries by decreasing the number of crashes that result from unsafe driving actions and behaviors. Historically, many statewide enforcement programs have included objectives that focus on the reduction of these unsafe driving behaviors. The specific goals that were identified for the FFY 2007 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 14,615 in 2004 to 14,330 in 2007
- ✎ 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 21,987 in 2004 to 21,500 in 2007
- ✎ Reduce the number of fatal and personal injury motor vehicle crashes in which “following too closely” is reported to be a contributing factor from 18,470 in 2004 to 17,950 in 2007

Status of Goals

All three of the goals set for the Police Traffic Services program area in FFY 2007 have been met and exceeded. The number of fatal and personal injury crashes in which “unsafe speed” was reported as a contributing factor decreased to 14,244 in 2005 and to 13,088 in 2006, surpassing the goal of 14,330 set for 2007. In 2006, “failure to yield the right-of-way” was a contributing factor in 19,940 fatal and personal injury crashes, compared to the 2007 goal of 21,500, and “following too closely” was a contributing factor in 17,608 fatal and personal injury crashes, compared to the goal of 17,950 set for 2007. Since these three unsafe behaviors are among the top factors consistently reported in crashes, these reductions would be expected given the drop in the total number of police-reported fatal and personal injury crashes that occurred in 2005 and again in 2006; in 2005, the number of fatal and personal injury crashes decreased to 128,581 (from 133,314 in 2004), followed by another decrease to 124,211 in 2006.

Performance Objectives

- ✎ Increase the total number of TSLED and Administrative Adjudication tickets issued for traffic violations from 3,907,990 in 2005 to 3,990,000 in 2007
- ✎ 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 723,626 in 2005 to 770,000 in 2007
- ✎ Conduct special enforcement patrols targeting aggressive driving behavior

Status of Performance Objectives

The objective to increase the total number of tickets issued for traffic violations to 3,990,000 in 2007 has been met and surpassed. In 2006, a total of 4,059,698 TSLED and Administrative Adjudication tickets were issued, an increase of nearly 130,000 tickets over the number issued in 2005. This overall increase included approximately 6,300 more tickets issued for speeding violations indicating progress toward the goal set for 2007. 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.

2007 Program Highlights

Selective Traffic Enforcement Programs

A Selective Traffic Enforcement Program (STEP) is a rational approach to enforcement-related traffic safety problems using proven countermeasures to reduce the frequency and severity of motor vehicle crashes. STEP programs are data-driven, using statistical summaries and other reliable sources of information as a basis for enforcement activities. These programs typically focus on high crash areas and target the violations that contribute to those crashes; enforcement is conducted on the specific days of the week and times of day when the incidents most often occur. In this age of ever-increasing law enforcement responsibilities and over-stretched 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 model 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. When a data-driven problem identification process is used to direct the deployment of enforcement resources, STEP projects have been successful in reducing crashes in all types and sizes of jurisdictions. The GTSC STEP program requires participants, as a prerequisite for funding, to carefully analyze their specific traffic safety problems. Agencies applying for funding are required to identify and focus on problems specific to their local area; relying on statewide or even countywide crash data is no longer sufficient to identify local problems and design specific strategies to address them.

For the past six years, the GTSC has administered a grant program entitled *STEP To Reduce Unsafe Driving Behaviors*. This project was developed to foster a coordinated and uniform statewide approach to the enforcement of crash-causing violations. The goal of the statewide STEP initiative is to minimize the incidence of speeding and other aggressive driving behaviors as contributing factors in fatal and personal injury crashes. Building on past experiences, a streamlined grant application has evolved over the past five years. These modifications have facilitated and simplified the funding process and helped to insure that all interested law enforcement agencies in the state have an opportunity to participate in this initiative. This approach has proven successful; 282 of the state's law enforcement agencies actively participated in the program during FFY 2007. As in the past, some agencies opted to coordinate their STEP efforts in a comprehensive countywide block grant administered by a single agency, while others continued to operate individually. This type of project flexibility better accommodates the specific needs of counties and localities and tends to focus accountability on the requesting governmental entity. A number of these projects have been operational for five or more years and their communities are benefiting from the cumulative effect of enforcement and deterrence.

The following is a representative sample of the local projects conducted this past year as part of the *STEP To Reduce Unsafe Driving Behaviors* program. This brief overview, which includes county, city, town and village programs, illustrates the depth and breadth of the program.

- ✍ The Town of Brighton is an upscale suburban community of 35,000 located in Monroe County in close proximity to the City of Rochester. In 2006, the town's police department consisting of just 30 patrol officers wrote a total of 6,087 uniform traffic tickets; this was an increase of 2,432 over the previous year. Included in this total were 1,322 speeding tickets, an increase of 607 over the number written in 2005. Tickets for aggressive driving also increased with 556 issued in 2006 surpassing the previous year by 210. This increase in targeted enforcement activity resulted in a significant decrease in total crashes and personal injury crashes in 2006, compared to 2005.
- ✍ The Fulton County Sheriff's Office, an agency comprised of 22 patrol officers serving a rural population of just over 55,000, is one of the most recent additions to the STEP program. After the first year of participation in the grant program, the total number of crashes, as well as fatal and personal injury crashes reported in 2006, all decreased from the numbers that occurred in 2005. These reductions were undoubtedly related to an increase in countywide enforcement activity. Total tickets issued in 2006, as well as those specifically for speeding and other aggressive driving violations, all exceeded the previous year's output. Between 2005 and 2006, the number of speeding tickets issued increased by 775 and aggressive driving tickets increased by 59. The initial year of STEP-related enforcement resulted in a measurable decrease in crash frequency and severity in the county.
- ✍ The Village of Geneseo, a "college town" of 13,000 located in Livingston County, is a good example of the effects that a well-designed and administered STEP project can have over an extended period of time. This multi-year project annually demonstrates an increase in total, speeding and aggressive driving tickets resulting in a steady reduction in the total number of crashes, as well as the number of fatal and personal injury crashes that occur in the village. These types of figures indicate that STEP projects are not merely "short-term solutions" but can also achieve long-term objectives.
- ✍ Located in Onondaga County, the Village of Skaneateles is served by a 12 officer police department. In 2006, these officers issued 1,087 traffic tickets, an increase of 394 over the previous year. There were increases in the number of tickets issued for both speeding (up 94) and aggressive driving (up 11). Reported total and personal injury crashes have shown a steady decrease over the past three years.
- ✍ The Dutchess County Traffic Safety Board coordinated a countywide STEP project that included the County Sheriff and 13 other local police agencies. The Traffic Safety Board allocated funding to each participating agency based on ticket output and crash reduction. Based on the 2006 crash data for Dutchess County, this was a very successful project; between 2005 and 2006, the participating agencies reported a combined reduction of 2,098 total crashes, including nine fewer fatal crashes and 1,613 fewer personal injury crashes.
- ✍ The City of Amsterdam is a jurisdiction of nearly 18,000 residents served by 23 patrol officers. Over the past three years, total, fatal and personal injury crashes have all shown a marked decline. For example, between 2005 and 2006 total crashes fell by 93 and those resulting in personal injury decreased by nine. These continuing reductions in

crash frequency and severity are certainly due in part to the Amsterdam Police Department's ongoing commitment to its STEP project. In 2006, this agency issued a total of 3,277 uniform traffic tickets, exceeding the previous year's total by 348; between 2005 and 2006 speeding tickets increased by 93 and those written specifically for aggressive driving violations increased by 63.

- ✍ The Town of Kirkland, with a population of just over 10,000 is served by a police department consisting of 14 full-time officers and six part-time personnel. As a result of its participation in the STEP program in 2006, the Kirkland Police Department wrote a total of 2,503 traffic tickets, exceeding the previous year's total by 753. Speeding tickets totaled 831 in 2006, surpassing the previous year by 247. Aggressive driving enforcement followed suit with 520 tickets written in 2006, an increase of 196 over the previous year. As should be the case, total, personal injury and fatal crashes have all demonstrated a steady decrease over the past three years.
- ✍ Managed by the Albany County Traffic Safety Board, a comprehensive STEP effort that included the Sheriff's Office and the 11 municipal police agencies in the county received continued support from GTSC in FFY 2007. Although each department participating in the project was required to identify its specific problems and develop a plan to address them, all of the agencies worked cooperatively on specialized countywide projects and national mobilizations. These activities included participation in saturation patrols on streets and highways linking separate jurisdictions, and the provision of enforcement personnel to staff checkpoints. As a result of this multi-agency project, a total of 54,923 traffic tickets were issued in 2006, an increase of 5,868 over the previous year. Speeding tickets alone totaled 11,420 in 2006 exceeding 2005's total by 1,185; in addition, 5,489 citations were issued for aggressive driving, surpassing the previous year's output by 444.
- ✍ The City of Jamestown, a municipality of over 31,000 located in the far western region of New York, is another jurisdiction that has been the beneficiary of a three-year drop in total and personal injury crashes as a result of a vigorous STEP project. In 2006, the 40 patrol officers of the Jamestown Police Department issued 3,214 total tickets, of which 498 were written for speeding and 839 for aggressive driving violations. These totals exceeded the previous year's ticket productivity, contributing to the continuation of a downward trend in the frequency and severity of crashes occurring in the jurisdiction.
- ✍ Located in Saratoga County, the Town of Stillwater with a population of just over 6,000, is served by a police department of 13 officers, all part-time. Although this type of staffing situation may not be optimal, these officers have adequately demonstrated that an agency of this type can operate an effective STEP program. In 2006, these part-time officers issued a total of 538 traffic tickets, exceeding the previous year total by 83; during this same period, speeding tickets increased by 48 and the number issued for aggressive driving violations by 18. This increase in directed traffic enforcement activity resulted in a reduction in both total and personal injury crashes for 2006 compared to the previous year.
- ✍ The Broome County Sheriff's Office serves a rural/suburban population of 235,000 with a total complement of 34 patrol deputies. In 2006, these officers issued a total of 9,861 uniform traffic tickets, an increase of 265 over the previous year. A total of 2,260 speeding tickets were written in 2006, surpassing 2005's total by 544; aggressive driving tickets totaled 1,213 in 2006, an increase of 84. During this period, the total number of

crashes and crashes involving personal injuries decreased; the number of fatal crashes remained constant.

✎ The New York City Police Department is the largest police agency in the State as well as in the nation; 36,141 patrol officers serve a resident population of over eight million that is greatly increased daily by those visiting the city for business or recreational purposes. The Highway Unit of the NYPD is comprised of only 168 officers who staff an average of 36 patrols per tour. In 2006, these officers, who make up less than one percent of the uniform patrol force, issued a total of 161,664 tickets, with 54,987 issued specifically for speeding and 30,863 written for various other aggressive driving violations. As a result of their vigorous enforcement efforts, fatal and personal injury crashes reported in New York City have demonstrated a steady decline over the past three years; for example, between 2005 and 2006, fatal crashes in New York City decreased by 42 and personal injury crashes by 1,179.

Other STEP Programs

High Enforcement of Aggressive Traffic (HEAT)

With funding from the GTSC, the New York State Police implemented a statewide program designed to redirect a significant amount of enforcement activity from Interstate highways where fatality rates are the lowest, to the state's more dangerous rural secondary roads where serious crashes are more likely to occur. The high crash locations on state, county and local roads were identified through the use of three different sources: DMV's Accident Information System (AIS), cartographic interpretation of the crash areas provided by the NYS Department of Transportation (NYSDOT), and TraCS, New York's electronic traffic records system. TraCS provided immediate data for high crash areas within the Troops and their patrol areas. Twenty-eight different sites in nine Troops were selected for targeted enforcement from April through September. These enforcement efforts were coordinated with NYSDOT, which provided variable message signs displaying a relevant traffic enforcement message. As a result of these targeted enforcement efforts, Troopers issued an additional 22,414 tickets, 13,820 of which were for speed-related offenses. Speed-related fatalities in New York State have dropped 22 percent between 2001 and 2006 (from 487 to 384). Between 1990 and 2005, New York's fatality rate dropped from 2.07 to 0.94 (per one million vehicle miles traveled), a reduction of 55 percent.

Crash statistics for 2007 are not yet available from DMV's AIS file and therefore can not be used as an outcome measure for this initiative. Because the State Police uses TraCS for all of the crashes they investigate, they can monitor the number of crashes investigated by their troopers. For the first 10 months of 2007, Troopers investigated 113 fatal crashes where speed was a contributing factor, compared to 124 for the same period in 2006, a reduction of nearly nine percent.

Traffic Safety Corridor Project

This initiative addresses those locations across the state where speeding and other aggressive driving behaviors are known to cause crashes. The NYSDOT maps these locations and provides this information to police agencies. Any police agency whose jurisdiction falls within one of the identified high crash "corridors" may submit a grant application to participate in overtime enforcement efforts. At the troop level, the State Police coordinate with the local agencies to combine their efforts in enforcement, education and media publicity.

Public information and education played an important part in the Traffic Safety Corridor Project in the past year. State Police Troop Commanders and NYSDOT Regional Engineers, acted as the local project directors and coordinated media outreach. Press releases were sent prior to and immediately following the enforcement waves. In some cases, press conferences were held. Both the media and the public have responded very favorably to this enforcement campaign, particularly those who live or work in these areas.

A number of impaired driving and criminal arrests were made during these traffic corridor details; anecdotal evidence also suggests that crashes decreased following these efforts. In addition, based on positive media coverage and feedback from motorists, merchants, and residents, the public felt safer driving in these areas. Follow-up enforcement is important to prevent motorists from reverting to the widespread unsafe driving practices occurring in the targeted corridors prior to the enforcement wave. This was accomplished in three ways. First, funding was included in the Traffic Safety Corridor grants for follow-up enforcement. 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 departments increased their day-to-day traffic enforcement activities in these corridors.

Motorcycle Enforcement

Motorcycle fatalities are rapidly increasing nationwide, rising from 2,116 in 1997 to 4,553 in 2005. During the same time period, passenger vehicle fatalities decreased significantly. Motorcycle fatalities now exceed pedestrian fatalities for the first time since the National Highway Traffic Safety Administration (NHTSA) began collecting fatal motor vehicle crash data in 1975. As a percentage of all traffic fatalities, motorcycle fatalities now account for 10 percent, up from five percent in 1997. Nationally, approximately one-quarter of all fatally injured motorcycle drivers were unlicensed in 2005, and an alarming 61 percent of motorcycle operators who died in single-vehicle crashes on weekend nights had blood alcohol concentrations of .08 percent or more.

New York State is experiencing very similar increases in motorcycle crashes. Highway fatalities in New York would have remained at record lows in 2006, if not for an increase in motorcycle fatalities of nearly 20 percent between 2005 and 2006, following a nine percent increase between 2004 and 2005. Coupled with these alarming statistics, excessive speeds and reckless driving by many motorcyclists is now commonplace on our highways.

The Division of State Police has modeled their motorcycle safety initiative after the checkpoints used when conducting roadside inspections of commercial vehicles. Variable message signs (VMS) are used to direct all motorcycles to exit the highway to a location where Troopers inspect the operator's license and registration, helmet and other equipment, and the equipment on the vehicle. An aerial speed detail is set up several miles beyond the checkpoint site and a seat belt enforcement detail is set up at the interchange. Troopers assigned to these details are available to assist in intercepting any motorcyclists who flee or attempt to avoid the motorcycle checkpoint.

NHTSA, FHWA and numerous local police departments have shown an interest in this initiative and NHTSA has requested a presentation be made at the Lifesavers Conference in Portland, Oregon in April, 2008. According to Thomas Louizou, NHTSA Regional Administrator, NHTSA is considering adopting the concept as a “best practice”.

The skyrocketing number of those injured or killed in motorcycle crashes has also motivated other police departments to consider alternative approaches. The Empire State Law Enforcement Traffic Safety Conference planned for April 2008 in Lake George will include a panel highlighting what local police agencies have been doing to stem the rising tide of motorcycle crashes, fatalities and injuries. The Chief of the Highland Falls Police has agreed to make a presentation at the conference; the Suffolk County Police will also be invited to discuss their motorcycle enforcement program implemented with GTSC grant funds.

Comprehensive Traffic Enforcement Programs (CTEP)

Comprehensive Traffic Enforcement Programs (CTEP) take a comprehensive approach to traffic enforcement. These programs often combine enforcement of speeding, aggressive driving, seat belt use, and other laws with public information and education efforts. Non-enforcement partners, such as the NYSDOT and other transportation organizations, also cooperate with these programs. Examples of these CTEP programs are provided below.

New York State Police CTEP

The New York State Police conduct a statewide CTEP that includes enforcement programs, PI&E and other activities. While not all of these programs and activities are funded by grants from the GTSC, they are all coordinated through the Division and Troop Traffic Safety Plans. The New York 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 and the specific strategies supported by federal 402 funds and state funds under each component include the following:

Impaired Driving (more fully described in the Impaired Driving section of this report)

- ✍ Year-round emphasis on enforcement during routine patrol
- ✍ Monthly sobriety checkpoints
- ✍ Monthly dedicated roving sobriety saturation patrols
- ✍ Monthly underage drinking details
- ✍ Standardized Field Sobriety Test (SFST) training
- ✍ Continuous public awareness and education

Excessive Speed and Aggressive Driving (more fully described in the State Police STEP program called HEAT)

- ✍ Year-round enforcement emphasis during routine patrol
- ✍ Traffic safety corridor details
- ✍ Monthly speed saturation details
- ✍ Aggressive driving details

- ✍ Work zone safety details
- ✍ Use of the best available enforcement technologies

Occupant Protection (more fully described in the Occupant Protection section)

- ✍ Year-round enforcement emphasis during routine patrol
- ✍ Monthly safety restraint enforcement details statewide
- ✍ Safety restraint education details in each Troop
- ✍ Participation in Buckle Up New York Wave Enforcement
- ✍ Sustained public awareness efforts regarding safety belts and child restraints

Commercial Vehicle Enforcement

Specific strategies supported by federal MCSAP funds and state funds included:

- ✍ Enforcement presence by CVEU members year-round
- ✍ Monthly CVE details in each Troop
- ✍ Targeted enforcement at crash areas
- ✍ Statewide northern border enforcement details
- ✍ Quarterly Hours of Service details
- ✍ Off-peak hour weight enforcement details
- ✍ Haz Mat road checks

Crash Investigation and Collision Reconstruction

Specific strategies supported by state funds included:

- ✍ Thorough basic crash investigation training
- ✍ Ongoing training of collision reconstructionists including updated software training in forensic mapping and commercial motor vehicle crash reconstruction
- ✍ Deployment of the most effective technologies and equipment to assist in determining causation and documenting evidence
- ✍ Timely responses to crash scenes by Crash Reconstruction Unit members

In addition to these general strategies that were employed as part of the State Police CTEP program, each of the ten Troops employ specific countermeasures based on an analysis of their local and regional problems. Programs and activities conducted by the New York State Police that are not described in other sections of this report are highlighted below:

Operation Brake Program

Operation Brake is a coordinated campaign conducted by the NYS Thruway Authority and State Police Troop T which patrols the entire NYS Thruway (I-90). The purpose of the program is to address the unique characteristics encountered on New York's largest superhighway. This campaign has two components, 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 equipment, as well as other covert detection tactics. The Thruway Authority supplements the enforcement activities with variable message signs, Thruway Advisory Radio broadcasts, and PI&E conducted at Thruway rest areas. The enforcement details conducted as part of this program issued 6,332 traffic tickets in 2007.

Empire State Law Enforcement Traffic Safety Conference

With funding from the GTSC, the State Police hosted the annual ESLETS conference in April 2007. Attracting over 300 police officials from across the state, this conference provided an opportunity to present and share timely traffic safety information and police training. The conference also included the New York Law Enforcement Challenge Awards presentation, which is discussed in more detail in another section of this report.

Public Information and Education

Displays were erected for the New York State Fair. 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 civic groups, safety professionals, and other community groups in all ten Troops. Troopers assigned as School Resource Officers now number over 100 statewide. They have presented traffic safety information to students utilizing a PowerPoint presentation developed especially for this audience.

Technology and Equipment

The State Police is the lead agency for 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, as well as new state-of-the-art PBTs (pre-breath test instruments). 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.

Local CTEP Programs

Sheriffs' Cooperative Rural Traffic Safety Initiative

In its second year of operation, the Sheriffs' Cooperative Rural Traffic Safety Initiative which includes the counties of Livingston, Ontario, Seneca, Steuben, Wayne, Wyoming and Yates, continued to focus on the traffic safety problems that negatively affect the rural areas of New York. In the initial year of the project, GTSC provided limited funding to properly identify each participating county's specific traffic safety problem. To assist the participating enforcement agencies, training was provided in data analysis, problem identification, countermeasure options, selective enforcement strategies and the factors that differentiate urban/suburban traffic crashes from those encountered in more rural areas. Using a number of methodologies and approaches, each participating Sheriff's Office worked with its county traffic safety partners to isolate safety concerns specific to its jurisdiction. A variety of problems (enforcement, educational and engineering) were identified as contributing to the frequency and severity of crashes in their counties. Using the problem identification process as a foundation, appropriate countermeasures were then developed.

In FFY 2007, the enforcement agencies began implementation of the countermeasures that were developed in the previous year. The following is a brief overview of the traffic law enforcement activities completed by each of the Sheriff's Offices involved in this project.

- ✍ The Livingston County Sheriff's Office issued a total of 587 traffic tickets during hours funded by this grant. A total of 180 specialized traffic patrols were conducted in the ten townships of the county targeting 13 high crash roadways.
- ✍ The Ontario County Sheriff's Office, the largest agency in the project, issued a total of 521 tickets during activities funded under their grant; 68 percent of these tickets were written for speeding violations.
- ✍ The Seneca County Sheriff's Office revitalized its traffic safety function through this project and wrote 156 speeding and aggressive driving tickets in specially targeted areas of the county.
- ✍ The Steuben County Sheriff's Office patrols an area of over 1,393 miles with a population approaching 99,000. This agency developed a policy of sending road deputies (not just administrators) to various town and village meetings to better understand each jurisdiction's traffic problems and develop strategies to address them. The strategies include routine patrol efforts, STEP activities, and safety and sobriety checkpoints. Steuben County deputies issued a total of 397 tickets during grant-funded activities.
- ✍ The Wayne County Sheriff's Office provided countywide selective enforcement activity during the course of the project. Much of the enforcement attention was focused on a particular county road locally referred to as "Death Valley". The Sheriff's Office issued 466 tickets during grant-supported activities; 59 percent of these tickets were written for speeding violations. No traffic fatalities were reported in "Death Valley" for the duration of the project.
- ✍ The Wyoming County Sheriff's Office targeted its enforcement efforts to the summer tourist season and wrote a total of 189 tickets in conjunction with project activities; 66 percent of the tickets were for speeding or other aggressive driving violations.
- ✍ The Yates County Sheriff's Office issued 293 tickets during grant-support activities; just over 50 percent of the tickets were issued for speeding or other aggressive driving violations. In addition to the enforcement efforts, Sheriff's Office personnel continued to work with the large Mennonite community regarding their beliefs and religious philosophies and how they relate to the norms and laws of New York State. A particular focus continued to be the safety of the children in this community who depend upon bicycles as their primary mode of transportation. Deputies from the Yates County Sheriff's Office conducted bicycle safety programs at the Mennonite schools and continued to develop a rapport with the Mennonite community with respect to the development of safe and practical transportation practices for all.

Village of Elmsford Police Department Safe Streets Project

The Village of Elmsford is a compact jurisdiction of approximately one square mile with a population of approximately 6,000 residents. Due to its close proximity to New York City and its geographical location at the intersections of three major arterial roadways, the local and collector roads of the village quickly become overburdened with traffic. This congestion results in speeding throughout the village and especially in its school zone. A recent traffic survey indicated that none of the monitored vehicles observed the 15 mph school zone speed limit and only 32 percent complied with the 30 mph village speed limit. In an attempt to reduce speeds and create a safer environment within the village, the GTSC provided funding for two pole-mounted radar speed display signs for use in the school zone. The police department reports

that vehicle speeds have decreased within the school zone and that the number of speeding tickets issued in this area has declined as a result.

Town of New Castle Police Department Speed Enforcement for Motorists and Pedestrians

The Town of New Castle Police Department identified a long-standing speeding problem on one of its two primary streets that provide access to the town's elementary and middle schools. Since 2004, the police department has experimented with a number of options to reduce speeds in this area. As a result of this process and with the support of hard data, the department concluded that the regular use of speed monitoring devices, combined with random selective enforcement, significantly reduced speed in the area. When a mobile speed trailer was in use, a speed survey of 2,426 vehicles indicated an average speed of 21.85 mph in the 25 mph school zone; 85 percent of the vehicles were traveling at speeds of 27 mph or lower. The department requested and the GTSC provided funding for the semi-permanent installation of a Speed Sentry display device; this equipment provides both a constant reminder to motorists and data for use in determining when selective enforcement may be necessary. This device benefits both motorists and pedestrians.

Montgomery County – Special Detail for Safety

The GTSC continued to fund a full-time Montgomery County deputy sheriff position solely dedicated to traffic safety activities. Montgomery County is a predominately rural jurisdiction of approximately 50,000 with a number of traffic safety concerns. The Sheriff's Office provides traffic-related services for a county which consists of over 1,000 miles of state highways and a number of two-lane county and town roads. During the year, special attention was paid to speeding on the state highways and to the numerous crash-prone intersections connecting with secondary roads. In 2006, the Montgomery County Sheriff's Office issued a total of 3,323 traffic tickets compared to 1,963 in 2005. Following the same trend 1,118 speeding tickets were issued in 2006, an increase of 538 over the previous year. In addition to strict enforcement activity, the Traffic Safety Officer funded by the grant rotated a speed trailer, purchased under a previous GTSC grant, among various high crash areas within the county in an attempt to lower speeds and increase traffic safety awareness. The officer also presented a number of traffic safety-related presentations for schools and other interested organizations in the county. These programs included a bicycle rodeo held in April and a "Safety Day" in June that was coordinated with the Montgomery County Traffic Safety Board.

Seat Belt Enforcement

New York's primary enforcement strategy to address occupant protection has been the Buckle Up New York/Click It or Ticket (BUNY/CIOT) campaign, more fully described in the Occupant Protection section of this report. Most members of New York's enforcement community have embraced this model and have 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 city, county and local agencies. The GTSC has supported the efforts of nearly 300 agencies annually through the BUNY 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 that are 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

83 percent this year. Surveys conducted by State Police personnel in areas outside the New York City boroughs indicate a compliance rate of 93 percent. The enforcement efforts have resulted in approximately one-half million seat belt tickets issued in New York in 2006, up from 300,000 in 1998. From October 1, 2006 through September 30, 2007, Troopers alone issued 106,352 safety restraint tickets statewide.

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 of all law enforcement agencies, whether on routine patrol or conducting a targeted enforcement effort. County STOP-DWI programs 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. On the county and local levels, numerous educational and enforcement activities are implemented throughout the year with special attention given to local events that historically increase the incidence of impaired driving and high-risk seasons of the year. These impaired driving enforcement efforts are discussed in greater detail under the Impaired Driving program area.

Other activities conducted on a statewide level in FFY 2007 included three “STOP-DWI NIGHT” awareness events held at the following locations: Riverhead Speedway in Suffolk County in June, Lancaster Speedway in Erie County in August, and Albany-Saratoga Speedway in Saratoga County in September. In June 2007, the National Highway Traffic Safety Administration Region 2 Office requested GTSC’s assistance with the 2007 National Roadside Survey of Alcohol and Drugged Driving. This project is being administered for NHTSA by the Pacific Institute for Research and Evaluation (P.I.R.E.). In another project, the Sheriffs’ Multi-County Underage Drinking and Driving Initiative, underage drinking and driving prevention and enforcement activities were conducted by five rural Sheriff’s Offices. Further details on all of these projects are included in the Impaired Driving Program section of this report.

Training Programs

The Police Traffic Services program area includes a range of training programs and activities, most notably Standardized Field Sobriety Test (SFST) training, breath test instrument training, and training in the use of speed enforcement equipment. All certified police officers in the state receive SFST training as part of their basic recruit training. Other training programs supported by grants in FFY 2007 include Drug Recognition Expert (DRE) training, Drug Impaired Training for Education Professionals (DITEP), 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 and included SFST update training and breath-test operator recertification. In addition, the State Police continued to conduct training in the use of TraCS for local police agencies. These training programs are described in more detail in the individual program areas.

In April, GTSC Law Enforcement Liaisons (LELs) from the NYS Association of Chiefs of Police and NYS Sheriff’s Association attended an “Older Drivers – Law Enforcement Train the Trainer Course” at the Bergen County Police Training Academy in Mahwah, N.J. The training

program was sponsored by NHTSA and featured Occupational Therapist Donna Stessel from Sunnyview Hospital. Based on the training they received, the LELs developed a training program entitled “Older Drivers – Issues for Law Enforcement”; this program was presented at the New York State Highway Safety Annual Fall Conference in October 2007. In addition, the LELs now attend and participate in the Capital Region Older Drivers Network meetings and other events.

At the Annual NYS Association of Chiefs of Police (NYSCOP) Training Conference in July, the NYSACOP Liaison to GTSC did a PowerPoint training presentation for Chiefs and law enforcement executives entitled “Partners in Highway Safety”. This training segment covered an overview of GTSC, the various grant opportunities and programs available and the requirements for participation, and other resources available from GTSC. Also covered in the program were the benefits of traffic enforcement and highway safety initiatives to their police departments and communities.

Statewide Departmental Traffic Safety Recognition

New York Law Enforcement Challenge

The New York Law Enforcement Challenge is an innovative award program that provides an avenue to stimulate traffic law enforcement in any police or sheriff’s agency. Coordinated by the Governor’s Traffic Safety Committee, the Law Enforcement Challenge is a traffic safety competition among similar sizes and types of law enforcement agencies. The Challenge recognizes and rewards the best overall traffic safety programs in New York State and offers a unique opportunity for a department to establish itself as a premier agency and leader in this field. The areas of concentration for this competition include efforts to enforce laws and educate the public in occupant protection, impaired driving, and speeding. All New York Law Enforcement Challenge winners are also entered into competition at the national level in the National Law Enforcement Challenge. The National Highway Traffic Safety Administration and the International Association of Chiefs of Police sponsor the national contest.

In 2007, GTSC recognized the following Challenge award winners who hold true to the belief and strategy that “Traffic Enforcement is Law Enforcement!”.

“Best in State” Award Winner: Village of Geneseo Police Department

First Place – 36-50 officer category: Cornell University Campus Police

First Place – 26-35 officer category: City of Fulton Police Department

Second Place – 26-35 officer category: Town of Camillus Police Department

GTSC is also extremely proud to announce that the following departments went on to receive awards in the IACP National Challenge competition in their respective categories:

New York State Police First Place (State Police / Highway Patrol)

Town of Camillus Third Place (26-35 Officers)

Cornell University Police Second Place (University Police)

Traffic Safety Program Evaluation and Support

The Institute for Traffic Safety Management and Research (ITSMR) performs a variety of tasks that assist GTSC and its grantees in the development of data-driven programs and the assessment of their effectiveness. Examples of specific tasks include:

- ✍ 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 efforts and other programs and strategies

Each year, ITSMR prepares packets of county-level traffic safety-related data that are made available on GTSC's www.safeny.com web site. ITSMR also prepares the statewide statistical summary reports posted annually on the DMV website. This information aids in problem identification and the formulation of programmatic strategies for grantees, as well as facilitating evaluations of the effectiveness of their programs.

Statewide Law Enforcement Liaison Program

The GTSC provides support for the services of three law enforcement liaisons (LEL); these LELs represent the New York State Police, the New York State Sheriffs' Association and the New York State Association of Chiefs of Police. These individuals work in cooperation with the GTSC staff and the state's law enforcement community in the research, development, implementation and evaluation of various traffic safety projects and initiatives. The liaisons provide information and expertise to the law enforcement community and assist in developing proposals worthy of GTSC consideration. In addition, they work in cooperation with the NHTSA Regional Liaison on matters of mutual concern.

The primary role of the State Police liaison is program coordinator for the Buckle Up New York/Click It or Ticket campaign, the Traffic Safety Corridor Project, and TraCS (Traffic Records and Criminal Software), New York's electronic ticket and crash report project. As coordinator for these initiatives, the LEL developed the proposal format and reviewed and evaluated all proposals for funding in these three specific areas. In addition, he continued to maintain files related to the projects and provide program specific information and assistance to grantees. In 2007, 226 agencies participated in the statewide BUNY program and 386 participated in the TraCS program.

The Sheriffs' Association liaison is a former police officer and Director of Police Training for the New York State Division of Criminal Justice Services. The LEL coordinates the STEP To Reduce Unsafe Driving Behaviors program and was responsible for developing the proposal format and providing STEP specific information and data to requesting agencies. The LEL also reviewed and made written funding recommendations for the 282 agencies that received STEP grants in FFY 2007. In addition he continued to research and write funding proposals for the Association and to manage its four traffic safety projects currently supported by GTSC. The LEL also designed, developed and delivered traffic safety-related training workshops and presentations and assisted the state's Sheriffs with grant development and writing.

The Police Chiefs' Association liaison, a former deputy chief, coordinates the traffic safety activities of nearly 500 municipal police agencies in the state. The LEL is responsible for the New York State Law Enforcement Challenge and the coordination of law enforcement in the statewide STOP-DWI awareness events held in 2007 and all other special projects assigned by GTSC and DMV. In addition, he provides technical assistance to all municipal police departments with respect to the development, implementation, evaluation and delivery of traffic safety projects and training programs.

Electronic Collection and Transmission of Data

During the past year, GTSC continued to support the state's police agencies in their efforts to capture and transfer data electronically. Funding has been provided to the state police, county sheriffs, and local police agencies to improve and/or expand their capabilities to collect crash and ticket data in the field and transmit it electronically to the DMV.

The state's primary system for the collection and transmission of crash and ticket data electronically is TraCS. Over the past five years, GTSC has supported the development of the infrastructure of TraCS, including systems development and implementation at the State Police, Department of Motor Vehicles, Department of Transportation and the Office of Court Administration. In FFY 2007, the 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. The grants awarded to local police agencies were used primarily for equipment for police vehicles.

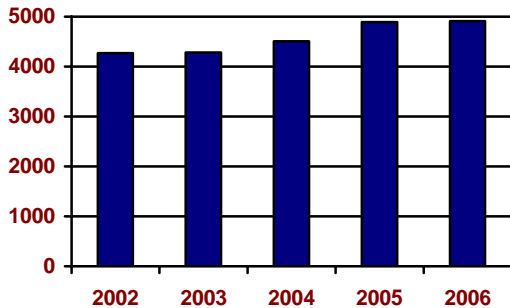
The State Police, who produce the highest volume of tickets and accident reports in the state outside of New York City, has implemented TraCS agency-wide; as a result, all accident reports and all tickets are produced and transmitted electronically. The only exception is when an in-vehicle computer is malfunctioning; when this occurs, a hand-written ticket is issued. The State Police also provide ticket and crash statistics from the TraCS database to every command level officer, supervisor and road Trooper 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 that will provide further efficiencies.

In addition to TraCS, GTSC also continues to be supportive of other systems or programs that will allow police agencies to collect and transmit data electronically. Discussions are currently underway with the New York City Police Department (NYPD) that would enable them to send their data electronically to the DMV through the use of another program. The ability of the NYPD to collect and send their data to DMV electronically would greatly improve the timeliness and accuracy of New York's crash data.

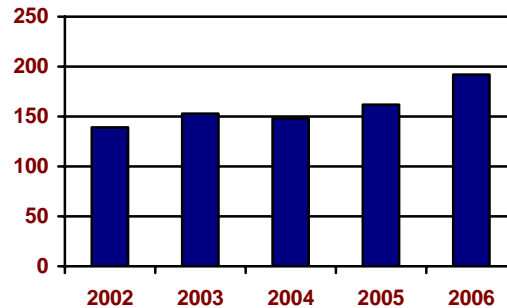
MOTORCYCLE SAFETY

Motorcycle safety must continue to be a priority in New York State, as evidenced in recent years by the increase in motorcyclist fatalities and the increasing number of registered motorcycles and licensed motorcycle operators. With the large increases in the price of gas and steady motorcycle sales, this growth trend in registered motorcycles and licensed operators is expected to continue. The number of motorcycle crashes rose from 4,269 in 2002 to 4,912 in 2006, representing an increase of 15 percent. During this same five-year period, 2002-2006, fatalities rose 38 percent, from 139 in 2002 to 192 in 2006.

**New York State
Motorcycle Crashes**



**New York State
Motorcyclist Fatalities**



To address motorcycle safety issues, legislation was enacted more than a decade ago to establish a rider-funded motorcycle education program. As provided by the legislation, the Department of Motor Vehicles is responsible for administering and promoting a program of approved motorcycle rider training courses, motorcycle course instructor training and public awareness. The law also mandated that the resources needed to maintain the program be provided 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. Conducted in 2003, the most recent statewide observational survey 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. Between 2002 and 2006, there was a 26 percent increase in registered motorcycles in New York State and a seven percent increase in motorcycle license endorsements.

	2002	2003	2004	2005	2006	% Change 2002-2006
Registered Motorcycles	229,047	241,440	256,571	272,779	289,096	26.2%
Motorcycle Endorsements	559,201	567,031	576,635	593,268	597,782	6.9%

With more motorcycles on the road and more new motorcyclists, it is important that the Motorcycle Safety program area continue its focus on increasing motorist awareness of motorcycles on the roadways 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 motorcycle crashes from 4,509 in 2004 to 4,300 in 2007
- ✍ Reduce the number of motorcycle fatalities from an annual average of 154 in 2003-2005 to 148 in 2007

Status of Goals

Similar to what is happening nationwide, motorcycle crashes continued on an upward trend in New York. In 2006, there were 4,912 motorcycle crashes, up from 4,892 in 2005 and 4,509 in 2004. There has also been a lack of progress in reducing the number of motorcyclists killed in crashes. In 2006, 192 motorcyclists died in crashes up significantly from the annual average of 154 for the three-year period, 2003-2005, and well above the goal of 148 set for 2007. The failure to meet these goals, however, should be interpreted within the context of the increasing numbers of registered motorcycles and motorcycle endorsements during this period.

Performance Objectives

- ✍ Continue support for the expansion of motorcycle rider education opportunities in 2007, including an Experienced Rider Course
- ✍ Establish at least three new training sites in 2007
- ✍ Increase motorist awareness of motorcycles
- ✍ Continue research in 2007 to examine the issues related to unlicensed motorcycle operators
- ✍ Conduct research in 2007 on unsafe behaviors of motorcyclists

Status of Performance Objectives

The objectives related to the expansion of training and education opportunities for motorcycle riders were met in 2007 by offering more courses at a reduced student fee. The results of these efforts are reflected in the number of students trained each year since the program's inception in 1998. The number of motorcycle riders trained increased more than five-fold between 1998 and 2006, from 2,395 in 1998 to 13,572 in 2006. A slight decline has been noted in 2007, with 13,067 motorcycle riders having been trained as of November 12. Since 1996, more than 93,000 motorcyclists have participated in the beginning rider training program offered through MANYS. In 2007, the MANYS Basic RiderCourse® continued to be offered by training providers at fees that are equal to or below the fee charged in 2005.

New York did not meet its goal to establish three new training sites in 2007; in fact, the total number of public training sites dropped in 2007. Despite the reduction in the number of training sites, the capacity for training increased by scheduling more classes at the existing training sites. In 2007, MANYYS also supported eight training sites at military installations across New York. The military sites have enabled the safety offices to meet the Department of Defense requirements for motorcycle training at these facilities.

The GTSC, in conjunction with the Motorcycle Safety Program, continued its efforts to raise awareness of motorcycles through various public information activities. With respect to the research-related goals established for 2007, they have been delayed until FFY 2008 due to other research priorities.

2007 Program Highlights

New York's Motorcycle Safety Program remains committed to incorporating strategies in its program that were recommended in the National Agenda for Motorcycle Safety (NAMS) issued by the National Highway Traffic Safety Administration and the Motorcycle Safety Foundation (MSF) in November 2000. A summary of those strategies is presented below.

Public Information and Education

The NAMS report recommended that operators of other vehicles be educated to make them more aware of the presence of motorcycles on the roads. Although New York's Motorcycle Safety Program's primary focus has been on rider education, it continues to undertake and participate in activities designed to increase motorist awareness of motorcycles. Governor Spitzer joined in the national awareness campaign by proclaiming May 2007 "Motorcycle Awareness and You" month.

The Governor's Traffic Safety Committee and the Motorcycle Safety Program also continued their efforts to raise awareness of motorcycles. In 2007, the Motorcycle Safety Program exhibited 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.

Rider Education and Training

New York's Motorcycle Safety Program continues to focus its efforts on making rider education accessible and affordable across the state, addressing one of NAMS primary recommendations. Administered by the Department of Motor Vehicles and delivered by the Motorcycle Association of New York State, Inc. (MANYYS), a non-profit rider education organization, the program was in its fourth year of a five-year contract in 2007. With the support of DMV and MANYYS, the program uses a standardized national curriculum developed by the Motorcycle Safety Foundation (MSF). Since its inception in 1998, the program has seen a dramatic increase in the number of motorcycle rider training sites, training capacity and the number of students trained.

National Association of State Motorcycle Safety Administrators Conference

To promote the continued professional development of RiderCoaches statewide and nationally, in August 2007, the New York State Motorcycle Safety Program hosted the annual conference of the National Association of State Motorcycle Safety Administrators (SMSA). As

the only national conference on the subject, this premier event brought together safety experts and advocates to present and discuss ways to improve their programs. The conference was well-attended with nearly 400 participants representing 44 states and Puerto Rico. The conference was co-sponsored by the Department of Motor Vehicles, MANYS and the Governor's Traffic Safety Committee, with support from NHTSA.



Licensing

Since 1996, New York has allowed 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. Many motorcyclists choose this option, as evidenced by the number of course participants. Similar to 2006, approximately one-quarter of New York's newly-licensed motorcyclists in 2007 were trained and earned their license endorsement through the Motorcycle Safety Program.

Personal Protective Equipment

A priority recommendation of the NAMS report was the implementation of strategies to increase the use of USDOT-approved helmets. New York takes this recommendation very seriously, encouraging motorcyclists to wear appropriate gear, including an approved helmet, face or eye protection, and protective clothing in its rider education courses and in the DMV Motorcycle Manual. New York State law requires that motorcyclists wear USDOT-approved helmets and 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

New York has also incorporated into its Motorcycle Safety Program the NAMS recommendation that participation in an approved training course be linked with reductions in insurance premiums. In addressing this recommendation, 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 10 percent reduction on the base rate of their automobile and motorcycle liability and collision insurance premiums for three years and a reduction of up to four points from their license record. These benefits have provided an added incentive for motorcyclists to seek appropriate rider education.

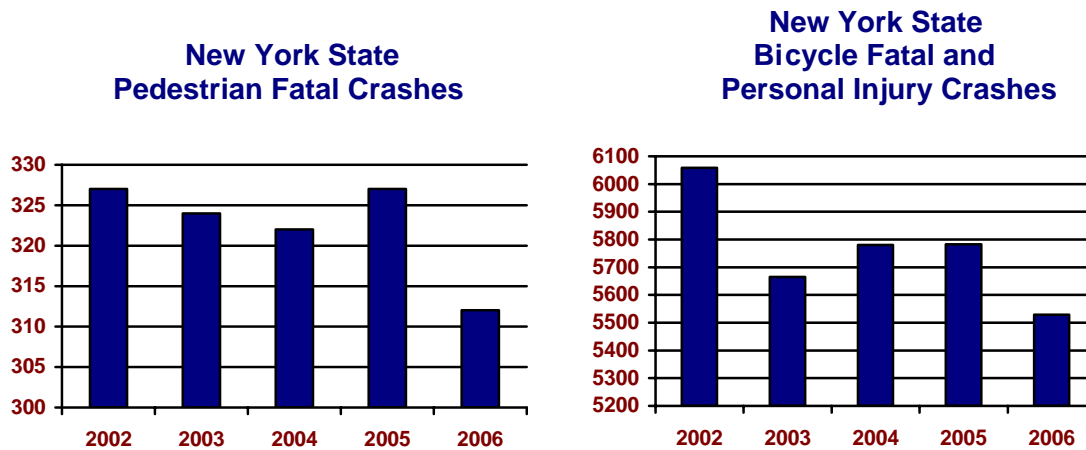
Enforcement

Suffolk County has the largest motorcycle population in the state, with nearly 31,000 registered motorcycles representing more than 10 percent of the total registrations. The Suffolk County Police Department conducted a motorcycle safety enforcement project to promote and encourage safe and legal motorcycling. The enforcement period was from June to September and involved three checkpoints and seven targeted details. During these efforts, 360 summonses were issued, with the three leading violations being related to helmets (178), equipment (106), and improper license (33).

PEDESTRIAN, BICYCLE, and WHEEL-SPORT SAFETY

The seriousness of the injuries suffered by pedestrians, bicyclists, and participants in other wheel sports in motor vehicle crashes highlights the importance of this traffic safety program area. The increasing popularity of scooters in particular has given rise to a growing concern for the safety of these particular roadway users. Among New York's most vulnerable roadway users, the injuries typically sustained by pedestrians, bicyclists, in-line skaters, skateboarders, and non-motorized scooter operators often require extensive medical treatment and lengthy rehabilitation.

The number of fatal pedestrian crashes is on a general downward trend, while the number of fatal and personal injury bicycle crashes continues to fluctuate. Over the past five years, approximately one-quarter of the state's fatal crashes involved a pedestrian and three percent involved a bicyclist.



Several state agencies and organizations share responsibility for effectively addressing the behavioral and safety equipment issues related to pedestrian, bicycle, and wheel-sport safety. In addition to the GTSC, the NYS Department of Health Bureau of Injury Prevention, the New York Bicycling Coalition (NYBC), and the Brain Injury Association play key roles in developing and implementing cooperative educational efforts in this program area. New York participates in several educational programs that focus on the safety of New York's children, such as the *Walk Our Children to School Day* which has become a national event every October. Training programs are also conducted to enhance the activities that target the safety of children. For example, under the sponsorship of the GTSC, the New York State Partnership for Walk Our Children to School held the first ever Walking School Bus train-the-trainer program in Saratoga Springs in March 2007.

To complement these efforts, statewide conferences are conducted under the joint sponsorship of the GTSC; the NYS Departments of Health, State, and Transportation; Parks and Trails New York; the New York Bicycling Coalition (NYBC); and Be Active New York State. Designed to promote the safe and healthy use of the state's transportation systems by people walking and bicycling, conferences were held in 2001, 2004, and most recently in June 2007.

In addition to these public information and education efforts, New York has enacted legislation and enhanced its enforcement programs to address the special safety concerns associated with pedestrians, bicyclists, and participants in other wheel sports. Helmet use is now required for all bicyclists, in-line skaters, skateboarders, and non-motorized scooter operators under the age of 14. In addition, beginning in 2007, GTSC added a pedestrian enforcement component to the FFY 2008 "Selective Traffic Enforcement Program" (STEP). This additional component will allow all participating police agencies to enforce pedestrian-related laws covering both pedestrian and driver violations leading to pedestrian injuries and deaths.

Goals

- ✍ Reduce the number of pedestrians killed in traffic crashes statewide from 328 in 2005 to 318 in 2007
- ✍ Reduce the number of pedestrians killed in traffic crashes in New York City from 155 in 2005 to 152 in 2007
- ✍ Reduce the number of pedestrians injured in traffic crashes statewide from 15,678 in 2004 to 15,175 in 2007
- ✍ Reduce the number of bicyclists killed in traffic crashes statewide from 46 in 2005 to 42 in 2007
- ✍ Reduce the number of bicyclists killed in traffic crashes in New York City from 20 in 2005 to 18 in 2007
- ✍ Reduce the number of bicyclists injured in traffic crashes statewide from 5,690 in 2004 to 5,360 in 2007

Status of Goals

Progress has been made in reducing pedestrian fatalities. In 2006, 315 pedestrians were killed by motor vehicles, three fewer than the goal set for 2007. Of the 315 pedestrian fatalities statewide, 156 (50%) occurred in New York City, indicating that it is uncertain if the goal of 152 set for 2007 will be met. While the number of pedestrian fatalities declined in the Long Island region between 2004 and 2006 (75 vs. 56), the Upstate region experienced an increase (98 vs. 103). Progress toward the 2007 goal for reducing the number of pedestrians injured in crashes statewide has also been made, with the number of pedestrians injured dropping from 15,678 in 2004 to 15,392 in 2005 and 15,369 in 2006.

In 2006, 45 bicyclists were killed compared to 47 in 2005, indicating that some progress has been made toward the goal of 42 set for 2007. Based on the 2006 crash data, bicyclist fatalities in New York City dropped to 17 in 2006, meeting the goal set for 2007. There has also been progress in reducing the number of bicyclists injured in crashes statewide; in 2006, there were 5,426 bicyclists injured compared to 5,690 and 5,680 in 2004 and 2005, respectively approaching the goal of 5,360 set for 2007.

Performance Objectives

- ✍ Continue to provide education on pedestrian safety to both the general public and specific target groups in 2007
- ✍ Continue to develop and evaluate engineering solutions to pedestrian safety problems in 2007

- ✍ Initiate research in 2007 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 2007

Status of Performance Objectives

The performance objectives related to providing public information and education programs on pedestrian and bicycle safety to the general public and specific target groups were met. The Department of Transportation (NYSDOT) is continuing its efforts to develop and implement engineering solutions to pedestrian safety problems, with an emphasis on intersections and other locations with high numbers of pedestrian crashes. As general practice, NYSDOT considers pedestrian and bicycle usage and safety in the design of all its projects. A variety of initiatives are considered and implemented as warranted. Such initiatives include improvements to roadway shoulders, sidewalk and crosswalk configurations, striping of crosswalks, signage, traffic signal timing, and the installation of pedestrian countdown timers. Although the annual highway safety strategic planning process involves a problem identification task related to pedestrian safety, research to more clearly define and understand the nature and scope of the pedestrian crash problem has been delayed until FFY 2008 due to competing priorities.

2007 Program Highlights

Pedestrian Education and Enforcement Programs

Be Active New York State: NY Walk Our Children to School (WOCS) Campaign

The National WOCS model was established to increase public awareness of safety, health and walkability issues related to children walking or biking to school. New York's program is coordinated by the New York State Partnership for WOCS which includes the NYS Department of Transportation (DOT), the NYS Department of Health (DOH), Be Active New York State, Schenectady County Traffic Safety Board, the NYS Association of Traffic Safety Boards, and the GTSC. Local government agencies, community groups, private sponsors, and not-for-profit organizations provide support and assist in conducting events.

The New York State Partnership for WOCS has been building partnerships throughout the state in an effort to enhance the safety, health and quality of life for all school-aged youth. This partnership effort promotes school participation in the International Walk to School Day event each year by offering incentives for schools that register. The partnership has implemented a poster art contest, and new this year, a writing contest with the theme, "Why the Principal Should Walk to School with Me," as ways to encourage pedestrian safety. Furthermore, as a way to bring the Walk to School event to all schools, the Walking School Bus train-the-trainer program was implemented to deliver a framework for communities to encourage youth to walk to school safely under adult and peer supervision. Finally, the partnership was awarded a grant from the National Safe Routes to School Partnership (SRTS) to implement a state network project. The goal is to bring together advocacy groups, government agencies and other leaders to ensure that the SRTS federal program succeeds and to leverage additional

resources, remove barriers to walking and bicycling to schools, and create an institutional framework for generating long-term policy changes. Through the culmination of these efforts, the New York State Partnership for Walk Our Children to School has begun to change the habits of an entire generation.



Walkable Communities Conference

Representatives from the GTSC, DOH, DOT, the Department of State (DOS), the NY Bicycle Coalition, the NY Parks and Conservation Association, and Be Active New York State organized a third statewide pedestrian conference that was held on April 17 & 18, 2007 in Corning, NY. The GTSC, DOT, DOS and DOH were sponsoring agencies. Creating walkable environments requires an active collaboration of people with interests in safety, land use, economic development, transportation, education, law enforcement, and health promotion. The conference was designed to bring together people from various disciplines and provide participants with the tools to work together to create walkable communities in New York State.

City of Canandaigua (Ontario County): Pedestrian Safety, Enforcement & Education Project

Canandaigua has some unique characteristics which have contributed to pedestrian safety problems in recent years. It is a summer vacation destination, with the population doubling during the summer months. In addition, State Route 332, a 4-lane highway, runs through the downtown merchant district ending at Canandaigua Lake, making it difficult for pedestrians to cross even if they use a crosswalk as required by law. Compounding this problem are motorists who frequently fail to yield the right-of-way to pedestrians in the crosswalks. Under this project, pedestrian safety issues were targeted through public information and education (PI&E) and enforcement efforts conducted by the City of Canandaigua. To complement this project, the city created a series of “Bump Outs” in conjunction with NYS DOT. These bump-outs provide an element of protection to pedestrians who are in the established crosswalks. Through these combined engineering, enforcement, and

PI&E efforts, the number of personal injury crashes involving pedestrians has dropped from 15 in 2004 to three in 2005 and two in 2006. As of November 2007, only one pedestrian injury crash has occurred in 2007.

City of Utica Police Department (Oneida County): Arterial Pedestrian Education & Crosswalk Safety Program

This project addresses a pedestrian fatality problem within a specific one-mile area on State Routes 8 & 12 that runs parallel to the Utica business district to the east and a low-income residential area to the west. This section of roadway generates a great deal of pedestrian traffic from the residential area and is a major traffic corridor through Utica. Although the roadway has posted speed limits, speeding by motorists, combined with pedestrian violations and motorists not yielding to pedestrians in crosswalks, has created a deadly problem for pedestrians. The City of Utica is currently working with NYS DOT on a proposal to redesign this roadway section by elevating the highway. However, since the construction will not begin until 2008 or 2009 and take several years to complete, the Utica Police Department (UPD) has developed and implemented public information, education, and enforcement efforts under this project that target both pedestrians and motorists. During FFY 2007, the UPD issued 10 tickets to pedestrians and 144 tickets to motorists for crosswalk violations on this section of roadway; an additional 83 tickets were issued for aggressive driving-related behaviors. As of November 2007, there have been no pedestrian fatalities on this stretch of roadway.

Bicycle Safety Programs

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

Designed to heighten awareness among new drivers to the bicyclists and pedestrians who share the roadway with motor vehicles, the New York Bicycling Coalition (NYBC) continued to promote its *Sharing the Road Safely* program in 2007. The NYBC has been very successful in working with the American Automobile Association (AAA) in training its educators to include the program content in their presentations. In 2007, the NYBC also continued to establish new partnerships in a number of schools across the state by holding train-the-trainer sessions with driver education instructors. In 2007, the NYBC also established the first training partnership with the New York State Police in Albany. In this final year of the project, website development was also a key component of this project.

Helmet Distribution Programs

Helmet distribution remains a basic "grass roots" component of all bicycle safety programs in the state's rural and metropolitan regions. In Oswego County, more than 750 bicycle helmets were distributed and fitted at programs such as bicycle rodeos and health fairs held throughout the county.

City of Fulton Police Department (Oswego County): Bicycle Education & Enforcement Program

To stress the importance of wearing a bicycle helmet, the Fulton Police Department produced the poster below to demonstrate the tragic results when a child does not have the proper head protection. Under this program, those who are not wearing the appropriate helmet

may get a "ticket", which is actually a notice to inform the child and his/her parents about the helmet law and, more importantly, the risk of serious injury for those who ride without a helmet. For those children spotted wearing a proper helmet, the Bicycle Patrol issues an "attaboy" ticket that acknowledges the child's responsible behavior in wearing a helmet. As a reward for such good behavior, each "attaboy" ticket is accompanied by a coupon which is redeemable for free food, dessert, and "dollars-off" specific merchandise. Designed to reinforce proper helmet use, local merchants and organizations have partnered with the police department to provide the coupons.

No Helmet? No Ride!



The Fulton Police Department also conducted a major bicycle rodeo during June 2007. The rodeo attracted over 250 participants and 200 helmets were distributed and fitted during the event. In total, 463 helmets were distributed during 2007 under this project, and 61 warning tickets and 95 "attaboy" tickets were issued. Bicycle crashes were reduced by 50 percent in 2006/2007, compared to the 2005/2006 data. The Chief of the police department made a presentation on this program at the 2007 NYS Highway Safety Conference in Lake Placid so other agencies could consider adopting similar practices.

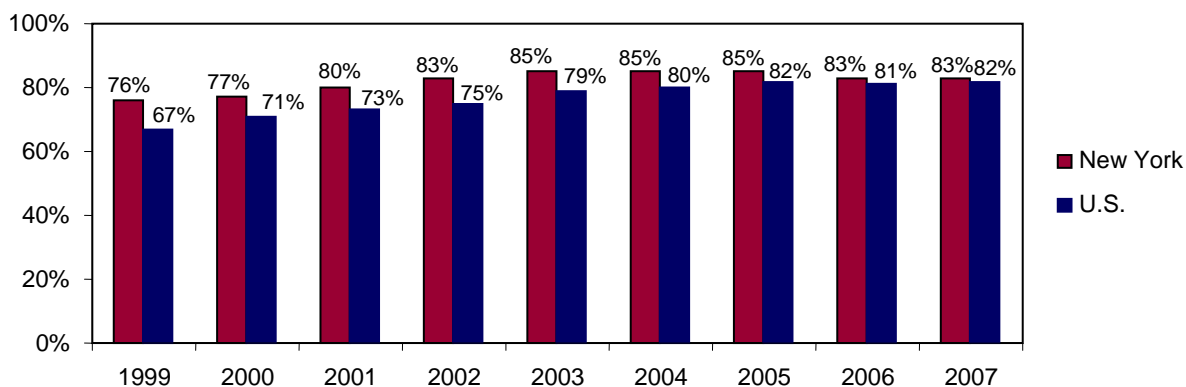
OCCUPANT PROTECTION

Safety restraint use remains a top priority of New York's highway safety program and excellent progress has been made over the past several years in improving 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 one that motorists are more accepting of in terms of compliance and enforcement.

After passing the nation's first seat belt law in 1984, the state's usage rate jumped dramatically from a pre-law level of 16 percent to as high as 64 percent in the 1980s. Beginning in 1993 when New York implemented its revised NHTSA-approved survey design for the first time, the state experienced a slow, but steady upward climb in use, reaching a high of 85 percent in 2003. Much of the increase in seat belt use during this ten-year period was largely the 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; after remaining at 85 percent in 2004 and 2005, the statewide survey showed a slight decline to 83 percent in 2006 and remained at that level in 2007.

**New York State and National
Seat Belt Usage Rates
1999-2007**



The use rate nationwide has been on a slow, but steady, upward trend over the past several years. While the national use rate has lagged behind the rate in New York State by as much as nine percentage points (67% vs. 76% in 1999), in 2007, only one percentage point separated the New York and national rates. Because New York has not continued to keep pace with the improvements other parts of the country have experienced, the NYS Department of Motor Vehicles introduced a new public awareness campaign, "Get It Together New York." This campaign is intended to reenergize efforts to reach the 17 percent of New York's motorists who still fail to buckle up.

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 through six 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, child safety seat check events, permanent fitting stations and child safety seat distribution programs are all 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 traditional Section 402 funds and incentive funds available under the federal SAFETEA-LU legislation.

Goals

- ✎ Reduce the proportion of vehicle occupants covered by the seat belt law who are killed in crashes from 0.29% in 2004 to 0.25% in 2007
- ✎ Reduce the proportion of vehicle occupants covered by the seat belt law who suffer serious injuries in crashes from 2.70% in 2004 to 2.50% in 2007
- ✎ Reduce the MSI for vehicle occupants covered by the seat belt law from 1.25 in 2004 to 1.23 in 2007

Status of Goals

Due to changes in data collection and reporting that began during 2006 with respect to property damage crashes, the 2006 data are not strictly comparable to the data for previous years; therefore, changes in the performance measures used in the first two goals can not be accurately assessed. Specifically, since July 2006, more property damage crashes have been captured in the statewide Accident Information System resulting in a large increase in the total number of crashes recorded in comparison to 2005. Since the increase in the total is primarily the result of recording more property damage crashes where no one was injured, the calculation of the proportion of total occupants who were killed or seriously injured would not be comparable to earlier years where only a limited number of property damage crashes were recorded.

A third performance measure is the Mean Severity of Injury (MSI). The goal to reduce the MSI for vehicle occupants who are involved in crashes from 1.25 in 2004 to 1.23 by 2007 has not yet been met. In 2005 and again in 2006, the MSI remained at 1.25.

Performance Objectives

- ✎ Increase the safety restraint usage rate for front seat motor vehicle occupants from 83% in 2006 to 86% in 2007
- ✎ 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
- ✎ Increase safety restraint use education and awareness programs for teen drivers

Status of Performance Objectives

The objective to increase the safety restraint usage rate for front seat motor vehicle occupants from 83 percent in 2006 to 86 percent in 2007 was not met. After remaining at 85 percent for three years, the usage rate dropped slightly to 83 percent in 2006. The statewide use rate remained unchanged in 2007 at 83 percent. The stabilization of New York's usage rate in the 83-85 percent range for the past five years indicates that additional improvements in compliance among the remaining 15-17 percent of motorists are very difficult to achieve.

In FFY 2007, comprehensive efforts to increase knowledge and awareness of the importance of occupant restraint use and other issues specifically related to the transportation of children continued. In addition to the introduction of the new media campaign, "Get It Together New York", educational materials addressing booster seat use and other important topics were made widely available in print version and online. In addition, one-on-one instruction in the correct installation and use of child safety seats also continued to be provided by trained technicians at special check events and fitting stations throughout the state.

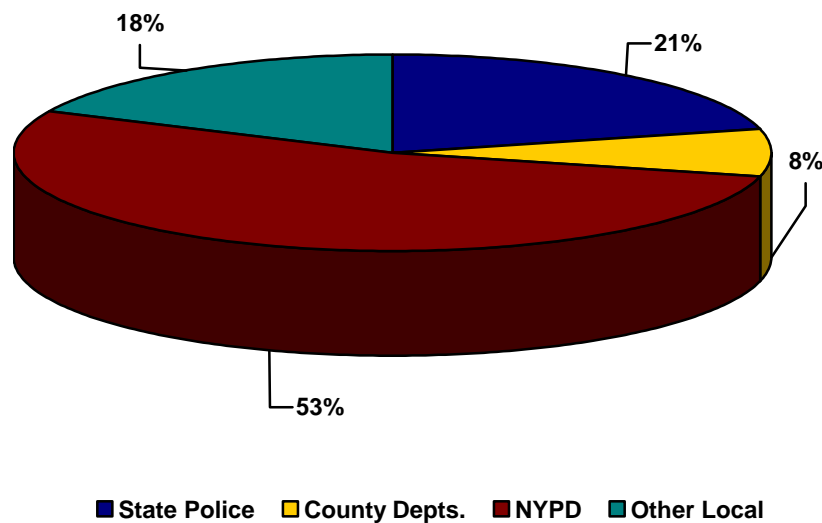
While a number of education and awareness programs targeted the parents and caregivers of young children and many outreach events to the state's minority communities were conducted, more education and awareness programs specifically targeting teen drivers are needed.

2007 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. Enhancements to the occupant restraint program this year included a greater emphasis on targeting enforcement efforts to low use areas of the state, times of the day when usage rates are lower, and high risk target groups. 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 recommendations for legislative changes.

In 2002, the year New York's use rate first reached 83 percent, nearly 552,000 seat belt tickets were written. Since then, the number of seat belt tickets has been on a gradual downward trend. In 2006, a total of 481,000 tickets were issued for seat belt violations; more than half of the tickets were issued by the New York City Police Department and one out of five was issued by the State Police.

Seat Belt Tickets Issued in 2006 by Type of Enforcement Agency



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 Police Chiefs and Sheriffs Associations have all vigorously supported this program. This executive level support has been crucial to its success.
- ✍ **High visibility enforcement - 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. Surveys show that police checkpoints are extremely effective at raising the awareness of the motoring public, as well as detecting violators of the law.
- ✍ **Dedicated roving patrols:** Because of manpower limitations and other constraints, it is not always possible to conduct seat belt checkpoints. Dedicated roving patrols, particularly during the enforcement mobilizations, is an effective strategy that is used to augment the more 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 not to 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, in addition to the high-visibility nature of the enforcement and PI&E efforts.
- ✍ **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 or region of the state, are serious about seat belts. Another positive outcome has been a better working relationship among the different agencies and increased cooperation with other traffic safety efforts, as well as other enforcement programs.

- ✍ **Seat belt mobilizations:** Seat belt mobilizations or waves are conducted during specific time periods; one 14-day wave is conducted in conjunction with the national mobilization in May and a second 14-day wave is conducted in November. These mobilizations consist of intensive enforcement, publicized through a media campaign and other PI&E activities.
- ✍ **PI&E and media outreach:** Public awareness efforts focus on publicizing the BUNY/CIOT message 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 seat belt enforcement activities. The success of the enforcement and educational efforts are evaluated through observational surveys of seat belt use and reported restraint use in crashes. The results of the enforcement efforts reported by the individual grantees during the mobilizations and throughout the year are closely reviewed in conjunction with other weighted factors to ensure that future funding is awarded to those agencies that are the most aggressive in their efforts.

Over the past year, the BUNY/CIOT program continued to incorporate these fundamental components. In FFY 2007, the GTSC supported approximately 250 police departments statewide. Enforcement agencies from cities, towns, villages, counties and the state all participated. Their efforts during the two enforcement waves conducted this year generated the following activity:

November 2006 Mobilization

- ✍ 226 departments reported activity during the mobilizations
- ✍ 1,045 checkpoints were conducted statewide
- ✍ 47,272 occupant restraint tickets were issued
- ✍ 2,012 tickets were issued for violations of the state's child restraint law
- ✍ 19 different police departments reported conducting media outreach and 48 reported making notable criminal arrests associated with the campaign and other dedicated activities
- ✍ Nearly 47,000 tickets in total were issued for various Vehicle & Traffic Law violations

May 2007 Mobilization

- ✍ 116 departments reported activity during the mobilizations
- ✍ 1,117 checkpoints were conducted statewide
- ✍ Over 34,000 occupant restraint tickets were issued, including 1,577 for violations of the child restraint law

Other Enforcement Activities

Increased Efforts in New York City and the Surrounding Area

Historically, the New York City metropolitan area has had the lowest seat belt usage rate in the state. A new strategy to increase enforcement was initiated in FFY 2005 and still

continues. The focus of these efforts was the New York City Police Department (NYPD) and other police departments in the counties adjacent to New York City. The NYPD incorporated seat belt enforcement into its TrafficStat process in 2005 which has proven highly effective in motivating officers to conduct increased levels of seat belt enforcement. The NYPD also enacted a seat belt policy which mandates the use of seat belts by officers while on-duty. Strict enforcement and internal media campaigns heightened awareness among the officers. In addition to publicizing the safety benefits, officers caught not wearing restraints are penalized by losing off-duty time. Anecdotally, this was more effective than the media campaign that promoted the safety benefits of seat belt use. The New York State Association of Chiefs of Police also encouraged seat belt use by police officers through their network in the greater metropolitan area.

24/7 Enforcement

The BUNY/CIOT enforcement model continues to produce several benefits in addition to higher seat belt compliance rates; one such outcome is more day-to-day enforcement by police. Part of the success of the program can be attributed to the executive level support since its inception. 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 NYPD and many local departments, enacted seat belt use policies. Grantees must now have a mandatory seat belt policy for their officers on patrol in order to qualify for grant funding. Additionally, grantees must have all their officers view a DVD entitled "Roll Call Training – Buckle Up New York". The DVD emphasizes the benefits of seat belt use while on-duty and off-duty. 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.

Nighttime Enforcement

The State Police and some local police agencies have begun to explore the feasibility of conducting nighttime seat belt enforcement. While sobriety checkpoints have been in use for many years in New York, police departments have only recently started to examine and pilot seat belt checkpoints after dark. The most obvious difficulty in implementing this strategy is visibility, being able to see into the vehicles to detect noncompliance.

Earlier this year, GTSC staff attended a NHTSA summit called "Innovative Strategies for Law Enforcement Executives," where nighttime seat belt enforcement was discussed. The Orange County Sheriff's Department and the City of Corning Police Department in Steuben County who also attended the NHTSA summit have conducted nighttime seat belt checkpoints in the past year. Both departments conducted the checkpoints in well-lit business districts and reported that significant numbers of seat belt tickets were issued, equivalent to the volume issued during daytime checkpoints.

The State Police also began evaluating nighttime checkpoints and conducted two pilots during FFY 2007. One of the details utilized a checkpoint approach while the other used a "spotter" and "chase vehicles" to apprehend violators. Given the success of these details, the State Police will be expanding the initiative in FFY 2008. Methods to illuminate the interior of the target vehicles include conducting the checkpoints in well-lit areas that provide a sufficient degree of ambient light. Other devices that will enhance the capability of nighttime surveillance, such as night-vision binoculars and infra-red imaging, are also being considered.

During the November 2006 and May 2007 BUNY enforcement waves, the State Police collected information on whether the participating agencies conducted nighttime enforcement. In the November 2006 wave, 108 nighttime seat belt checkpoints were conducted; during the May 2007 wave, the number of nighttime checkpoints increased to 148.

The Washington State Patrol has produced a CD titled "WA Night-time Enforcement" which has been viewed by supervisors and command-level staff at the New York State Police. Some aspects of the efforts conducted in Washington State are being considered for implementation in New York.

Enforcement Targeting Commercial Vehicle Drivers

Although seat belt use among commercial vehicle drivers has been increasing over the past few years, these drivers still have a lower use rate than passenger vehicle operators. Troopers assigned to the Commercial Vehicle Enforcement (CVE) unit were required to establish a commercial vehicle seat belt road check during the recent BUNY enforcement wave in May 2007. A total of 683 seat belt tickets were issued to commercial vehicle operators during these road checks. These increased seat belt enforcement efforts targeting commercial motor vehicle operators 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 initiated in 2004 when the State Police implemented a new Troop Traffic Safety Plan process which provides for a more efficient approach to local problems. In FFY 2007, Troopers conducted monthly seat belt enforcement details in each of the ten Troops statewide; 2,213 seat belt tickets and 96 child restraint tickets were issued during these details.

National Child Passenger Safety Week

From February 11–17, 2007, a number of agencies throughout the state conducted increased enforcement and education activities in conjunction with National Child Passenger Safety Week. While data were not collected from local agencies for that period, the State Police reported conducting 44 enforcement and education details statewide and issuing 4,504 occupant restraint tickets, including 183 tickets for child safety restraint 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. Police departments and other traffic safety partners conducted a wide variety of PI&E activities throughout the state in FFY 2007; a number of these activities are highlighted below.

Much of the PI&E activity for the November 2006 mobilization was conducted at the State Police Troop level and by local police departments. A number of State Police Troops held press conferences and all ten Troops issued press releases. In addition, the State Police disseminated radio public service announcements statewide and media outlets were encouraged to broadcast these messages, particularly during the week preceding each

BUNY/CIOT enforcement wave. The State Police also updated and distributed a variety of informational and promotional materials at numerous venues, including the annual New York State Fair. Demonstrations using the rollover simulator and seat belt convincer were conducted at several sites and in conjunction with some local holiday media events and National Child Passenger Safety Week. While data are not yet available regarding local police department media activity, based on mid-year progress reports and last year's media numbers, it is estimated that local departments' efforts at media outreach remained at a high level, similar to past years.

Statewide Observation Survey of Seat Belt Use

At GTSC's request and to meet federal requirements, the Institute for Traffic Safety Management and Research conducts an annual observational survey of seat belt use in New York State. The survey is conducted in accordance with a NHTSA-approved survey design and methodology at a probability sample of 200 sites. These surveys involve the recruitment, training, and supervision of survey assistants assigned around the state, data collection and analysis, and the preparation of a report on the results.

The 2007 statewide observational survey of seat belt use was conducted over the two-week period, June 4-16, immediately after the May 2007 seat belt enforcement mobilization. The data collected in the survey were analyzed to derive an estimate of the statewide usage rate following the intensive high visibility enforcement program. The state's usage rate in 2007 was measured at 83.46%; in 2006, usage was measured at 83.01%. A report on the results was prepared and submitted to GTSC and NHTSA.

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 of vehicles; children under the age of four must be in federally-approved child safety seats. 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 license penalty 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 have been disseminated statewide through a variety of delivery mechanisms including the broadcast media, print materials and over the Internet. This year's public awareness and education campaign continued to focus on the new child passenger safety law and booster seat use.

The New York State Police and the NYS Department of Health (DOH) Bureau of Injury Prevention continued to distribute booster seat safety educational brochures at various venues, including the annual New York State Fair. The Bureau of Injury Prevention updated and revised existing DOH publications including the "Give Your Kids a Boost" brochures, "Give Your Kids a Boost" poster, and the "Love Me – Buckle Up" brochure. The brochure, "Child Passenger Safety for Infants and Young Children with Special Health Care Needs," has been posted on the DOH website. A supply of brochures and flashlight key chains, as well as a publication request form, were mailed to contacts at 165 hospitals, 62 local health units and 58 county Early Intervention Programs. In an effort to reach out to the medical profession with child passenger safety information and resources, the DOH has begun to develop a survey to assess the extent of medical care provider counseling and education practices and their use of child passenger safety resources.

Local agencies distributed booster seat information through the wide network of traffic safety programs and organizations that extends to every county in the state. Many local agencies were highlighted in the local broadcast media demonstrating booster seat use.

The GTSC also provided educational materials and other support to state and local agencies, child passenger safety technicians and the general public on child passenger safety issues, and particularly the new law. The GTSC continued 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 routinely updated on the GTSC web site. In FFY 2007, there were 167,628 hits on the child passenger safety web pages, compared to 117,808 in FFY 2006.

Regional Child Passenger Safety Conference

Nearly 500 people, the largest representation ever, attended the 6th Annual Regional Child Passenger Safety (CPS) Conference in Buffalo on June 12-14, 2007. The conference is a joint effort between New York and New Jersey to increase the levels of knowledge and competence of educators, practitioners and others interested in child passenger safety issues. Technicians and advocates from New York, New Jersey, Connecticut, Pennsylvania, Puerto Rico, the Virgin Islands and Canada attended workshops and presentations from nationally-recognized occupant protection experts from as far away as Oklahoma.

The opening session brought a welcome message via video from NHTSA Administrator Nicole Nason who could not attend the conference as she was taking a CPS Technician Training Course to become a certified CPS Technician. She expressed her support for the CPS program and thanked participants for the work they do in their communities. Highlights of the conference included a demonstration on airbag deployment, exhibits of new car seats on the market, workshops on transporting children with special needs, occupant protection on school buses and ambulances, seat belts and other topics. Technical workshops were approved for

attendees to earn Continuing Education Units (CEUs) for re-certification. Members of the National Child Passenger Safety Board made presentations at many of the workshops.

Dr. Marilyn J. Bull from Riley Hospital for Children in Indianapolis presented an informative workshop using real world examples on occupant protection for special needs children. Dr. Dietrich Jehle from the Department of Emergency Medicine at SUNY Buffalo was invited back to speak at the conference for a third time to present a workshop on the danger of unrestrained passengers in the back seat becoming “backseat bullets” and harming not only themselves but other occupants in the vehicle. Another popular workshop was “A Seatbelt is a Terrible Thing to Waste”, an entertaining session on how seat belts are tested and how they are intended to perform in a crash.

The favorable comments received on the conference evaluation forms indicate that the conference once again was a huge success.

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 1,416 certified technicians and 64 instructors. This past year, 29 Standardized Child Passenger Safety Technician Training classes were conducted across the state in Albany, Allegany, Chemung, Chenango, Cortland, Delaware, Dutchess, Erie, Franklin Livingston, Monroe, Nassau, New York, Niagara, Oneida, Onondaga, Ontario, Orange, Oswego, Queens, Suffolk, Ulster, and Westchester counties. As a result, 352 new technicians were certified in New York State this year. There were also two people from the Country of Poland that attended a technician class in Erie County.

CPS Technician Training Classes

YEAR	# Classes held	# Additional classes cancelled	# New technicians	Average # students per class	# Classes with class size less than 10 students
2001	29	0	506	17	0
2002	33	2	408	12	6
2003	31	3	482	15.5	7
2004	25	8	302	12	12
2005	29	2	329+	11	7
2006	29	5	387	13	8
2007	29	2	352+	12	7

In 2007, local police officers continued to make up the largest proportion of technicians attending training classes (38%), followed by State Police Troopers (14%) and Firefighters/EMS personnel (11%).

Students in Technician Training Classes by Occupation

OCCUPATION	2004	%	2005	%	2006	%	2007	%
State Police Troopers	29	9.6	52	15.8	38	9.8	48	13.6
Local Police Officers	94	31.1	135	41.0	124	32.0	133	37.8
Sheriff Deputies	26	8.6	16	5.0	46	11.9	26	7.4
Health Professionals	28	9.3	43	13.1	60	15.5	32	9.1
Firefighters/EMS	48	16.0	35	10.6	36	9.3	39	11.0
Social Services Professionals	27	9.0	11	3.3	25	6.5	20	5.7
Retail	1	0.3	3	0.9	1	0.3	3	0.9
Day Care Providers	9	3.0	4	1.2	13	3.4	10	2.8
Traffic Safety Professionals	8	2.6	1	0.3	6	1.6	0	0
DOT/Transportation/ Bus Drivers	8	2.6	15	4.6	16	4.1	17	4.8
AAA Clubs Employees	0	0	5	1.5	7	1.8	1	0.3
Insurance Employees	2	0.7	0	0	0	0	0	0
Dealership Employees	11	3.6	4	1.2	7	1.8	1	0.3
Unknown/Other	11	3.6	5	1.5	8	2.0	22	6.3

When Safe Kids Worldwide adopted new policies and procedures regarding certification, many technicians and instructors in New York State did not recertify. Before the new procedures were implemented in January 2007, two Renewal Classes were conducted in Albany and Westchester counties which gave 17 technicians an opportunity to recertify through the old process.

Child Passenger Safety Technical Update Training Classes

This 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. Technicians can earn Continuing Education Units (CEU) for attending. According to Safe Kids Worldwide, the certifying body, the percentage of technicians in New York State who recertified from January through September 2007 was 58 percent. One out of every two technicians recertified. New York did better than the national average which was approximately 50 percent.

This year, nineteen Technical Update classes were held throughout the state. One of the largest classes was conducted in Buffalo prior to the start of the CPS Regional Conference. This class was attended by 93 technicians who were able to participate in hands-on activities, learn to install new child safety seats, get installations signed-off by CPS Instructors and earn six Continuing Education Units (CEUs) for re-certification.

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. One example is the two-day Transporting Children with Special Needs class which was again conducted at St. Mary's Hospital for Children in Queens on June 7 & 8, 2007 for 11 participants. This hospital continues to promote the safe transportation of children with special needs. This year, the staff partnered with New York Cable 1 television to produce a news segment on transporting children with special health care needs. The news story highlighted the St. Mary's Hospital child passenger safety program.

A one-day specialized training course, Child Passenger Safety for School Bus Transportation, was held in Monroe County on February 21, 2007 for 25 participants.

Child Passenger Safety Awareness Training

In 2007, there was a greater increase in the number of child passenger safety awareness classes across the state. To increase public awareness regarding 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 facilities, hospitals, BOCES programs, churches, health clinics, fire departments, emergency medical services agencies and social services agencies. Agencies are starting to conduct fewer check-up events but are increasing their efforts to educate the public by conducting awareness classes for parents, caregivers, grandparents and others who transport children.

This year, increased efforts by technicians were made to partner with hospitals to teach medical professionals about child passenger safety. At Stony Brook University Hospital in Suffolk County, awareness classes were provided for students at Nursing Orientation and NICU Fellow Orientation, as well as, for pediatric residents. Awareness classes were also conducted for pediatric residents in other hospitals across the state.

In an effort to get more firefighters involved in child passenger safety, an awareness class was held at the New York State Academy of Fire Science in Montour Falls in May. The class educated firefighters on the common errors found in child seat use and promoted the child passenger safety program; the hope was that this would stimulate the firefighters' interest in obtaining more training and become certified technicians. Thirty-four firefighters from across the state attended this session.

In their first year of operating a child passenger safety program, the Cornell Cooperative Extension of Saratoga County provided child passenger safety education at Saratoga Hospital's pre-natal classes, Albany Medical Center's NICU parent classes, Alpha Pregnancy Center, Stanski Bus Company, (the transportation used by Saratoga County for special needs children and preschoolers), the Saratoga County Fair and all Head Start parent classes. In FFY 2007, 258 families received child passenger safety education and 77 car seats were distributed to low income families in Saratoga County.

The Town of Pound Ridge Police Department conducted child passenger safety awareness and education for parents of 308 children who attended summer camp at the local elementary school.

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 car seat check events but to conduct them with increased publicity. In FFY 2007, 457 child safety seat check events were conducted in 48 counties across the state. Of the 9,025 safety seats inspected during these events, only about ten percent were installed correctly by parents or caregivers and most of these were booster seats. The most common types of misuse by parents and caregivers when installing a car seat continue to be not installing the car seat tightly in the vehicle and failing to make the harness straps fit snugly over the child in the car seat. This year, more misuse problems using the LATCH system were found during the inspections and there was an increase in the number of parents and caregivers using old car seats.



Misuse Problems Encountered During Inspections in 2007

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

During these check events, approximately 3,373 child safety seats were replaced or given away to parents and caregivers. Some of the local check events are highlighted below.

- ✍ As in the past, the largest car seat check event in Albany County was held in June at the Sears parking lot in Colonie Center where approximately 52 technicians were on-hand to educate parents and caregivers. Technicians look forward to attending this event each year. This was the fifth year for this event which was highly publicized on TV and in the newspapers. At this year's event, 148 child safety seats were inspected, the largest number of inspections conducted at one single event.
- ✍ Nassau County Safe Kids Coalition's data shows an increase in properly installed child safety seats at their check-up events. They attribute this to their mass distribution of child passenger safety educational materials within the county's birthing hospitals and through community liaisons.
- ✍ SafeWNY Inc., a non-profit organization, has taken the lead in re-energizing child passenger safety in the Western New York Region. SafeWNY created an "E-Newsletter" that each technician receives on a monthly basis. The newsletter includes upcoming events, training classes, and important information related to the child passenger safety program. Four technician training classes were conducted in this region, resulting in doubling the number of active technicians since 2006.

The agencies in the western region also streamlined their event planning to better coordinate with one another to schedule events and increase interagency support for staffing the events. This region held the most check events in New York with 98 events conducted by technicians from Cattaraugus, Chautauqua, Erie, and Niagara counties. In June, 14 check events were held at various Wendy's restaurants located in the four counties; a total of 232 car seats were inspected and 37 seats were replaced. In addition, for the third year, 14 car seat check events were held in partnership with Tim Horton's and Channel 2 WGRZ at Tim Horton's establishments in Erie, Niagara, and Chautauqua counties. A total of 818 car seats were inspected and 74 car seats were replaced. At one of the events, the radio personality started to participate in the check event by handing out clipboards. As a result of his participation, he was able to talk about the steps it takes to secure children in car seats on his broadcast.

In addition to car dealerships, some of the corporations who helped to sponsor car seat check events this year were the American Automobile Association, Babies R Us, State Farm Insurance, Home Depot, K-Mart, Wal-Mart, Kohl's, Sears, Curves, Burlington Coat Factory, Price Chopper, Stew Leonard's, Tim Horton's and Wegman's Markets.

Permanent Child Safety Seat Fitting Stations

In FFY 2007, the GTSC awarded mini grants to support the operation of 189 permanent fitting stations in New York State. In addition, there are 21 fitting stations operated by the State Police. Based on the reports received by the GTSC as of November 13, 2007, agencies operating fitting stations conducted 17,535 child safety seat inspections and gave away nearly 5,653 seats.

The GTSC also awarded grants for the purchase of 14 storage trailers to be used as mobile fitting stations, storage facilities, and/or educational training trailers. The trailers continue to be 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.

There were fewer car seats inspected at fitting stations in 2007 compared to past years. One of the problems is a lack of manpower at police agencies creating less time for technicians to operate fitting stations. In Broome and Chemung counties, the child passenger safety program has been revived.

Due to the low number of certified child passenger safety technicians in Broome County, the fitting station at the Sheriff's Office closed in March. However, the Broome County Traffic Safety Coordinator continued to distribute, install and inspect car seats on an appointment basis at the County Health Department. In July, 11 people from various agencies in Broome County attended a technician training class and as a result, the fitting station at the Sheriff's Office was able to re-open. In Broome County, 226 car seats were inspected and 169 car seats were distributed at the fitting station and car seat check events. Part of the success was due to the development and distribution of the Broome County Child Safety Seat Inspection and Distribution Program flyer among local child care providers, hospitals, Lamaze classes, WIC program, social services, and law enforcement agencies.

The child passenger safety program continues to be a focus of the Chemung County Sheriff's Office. The Sheriff's Office was instrumental in sponsoring a technician training class at the Elmira Heights Fire Department in March. Their commitment to the program was shown by sending five members of their staff to the training and successfully completing the course. The Sheriff's Office commitment extends to contributing overtime hours when needed to accomplish the goal of having the children in their community safely protected in a properly installed car safety seat. Their fitting station inspected 179 car seats this year and replaced or gave away 146 car seats to low income families.

The oldest and most successful fitting station in the state is operated by the Town of Greenburgh Police Department. This fitting station has been able to continue its operation by partnering with White Plains Hospital Center in Westchester County. On the first Tuesday of the month, the team conducts a free seminar to educate parents on how to correctly select, use and install child restraints. The fitting station is open on the first and third Saturday of every month. In 2007, 1,216 car seats were inspected. Although the number of inspections has decreased in the past three years, this fitting station still remains the largest one in New York State.

Child Safety Seat Distribution Programs

The GTSC funded 62 child safety seat distribution programs for low-income families in 46 counties, including the five boroughs of New York City. In comparison, 61 distribution programs were conducted in a total of 47 counties during the previous year. Each program may have a different approach to child passenger safety education, but all of the programs have a certified CPS technician spend 20-30 minutes teaching parents how to install their car seat. Some programs also show the families an educational video and/or provide the family with educational brochures and materials. Over 6,030 child safety seats were distributed to low-income families across New York State in FFY 2007 through this program, similar to the previous year when 6,100 seats were distributed.

The technicians at Lewis County Opportunities, Inc. conducted outreach by attending various WIC clinics held throughout the county to provide child passenger safety education and promote their distribution program. They also attended community wellness events held at the local Wal-Mart, at schools, and at Public Health/Lewis County General Hospital. Car seats were provided to Amish families in this rural county. Also, infant car beds were supplied to the hospital on an as-needed basis.

NYS Child Passenger Safety Advisory Board

The New York State Child Passenger Safety Advisory Board advises the GTSC on child passenger safety issues and promotes a higher level of skill, knowledge, and participation by technicians and instructors to improve child passenger safety in all regions of New York State. The accomplishments of the CPS Advisory Board in FFY 2007 included the following:

- ✍ Scheduled all technician training courses for the year by January 2007
- ✍ Developed a curriculum for the Update/Refresher class for New York State and it was approved by Safe Kids Worldwide for earning Continuing Education Units
- ✍ Posted more child passenger safety information and news for technicians and instructors on the GTSC website
- ✍ Established new policies for conducting technician training classes
- ✍ Distributed quarterly CPS update reports to technicians in their regions
- ✍ Created “Spotlight on CPS” on the GTSC web site to highlight community programs around the state, as well as scenarios of children saved from injury by using a car seat
- ✍ Provided legislative awareness of CPS issues to members of the Board
- ✍ Purchased child safety seats for training classes in five regions
- ✍ Participated in the 6th Annual Regional Child Passenger Safety Conference

Minority Outreach

The Governor’s Traffic Safety Committee continues to encourage New York’s minority/ethnic communities to share and partner with their county Traffic Safety Boards on occupant protection and other traffic safety programs administered throughout the state. The most effective strategy that has been used to reach the targeted minority populations is to have a presence at ethnic and community events whenever possible. One of the primary responsibilities of the GTSC staff member who serves as the Minority Outreach Coordinator is to provide that presence through his participation in a wide range of traffic safety events and programs. These events provide an opportunity to learn from community leaders and others about their particular needs and issues related to traffic safety in order to better prepare culturally sensitive messages that they can understand, relate to and willingly implement.

Some of the ethnic and community events which DMV/GTSC participated in and provided staffed information booths and programs included:

- ✍ **Martin Luther King, Jr. Day:** On January 15, 2007, New York State celebrated the 22nd anniversary of its Dr. Martin Luther King Jr. Memorial observance at the Empire

State Plaza Convention Center in Albany. This event was attended by over 3,000 participants primarily from the African American and Latino communities in the Capital Region. The program was also broadcast to millions in the tri-state area through the SUNY cable broadcast system. GTSC and other state, local and private organizations staffed information booths during the event.

- ✍ **Black History Month:** DMV/GTSC participated in a number of events during February to commemorate Black History month. GTSC joined other state agencies in co-sponsoring programs at the Empire State Plaza during the annual Black and Puerto Rican Legislative Caucus weekend that ran from February 15–18. During the following week, DMV/GTSC joined with 15 other state agencies in lunch time programs held at the Empire State Plaza Concourse. These events drew an audience of thousands of African American and Latino constituents from all over New York State and provided a great opportunity to reach these targeted minority populations with traffic safety messages and information.

- ✍ **Multi-Cultural Traffic Safety Education Outreach Committee:** In April, the New York State Association of Traffic Safety Boards (NYSATSB) formally established a Multi-Cultural Traffic Safety Education Outreach Committee to look into ways to harness and share "best practices" in traffic safety programs that have proven effective for various ethnic communities around the state. The NYSATSB is sponsoring a grant for the Multi-Cultural Committee and a plan is underway for a Multi-Cultural Traffic Safety Summit to be held in Albany in June, 2008. There are also plans to develop a resource toolkit on traffic safety that is representative of the various ethnic groups in the state. A list serve will also be developed and made available to all traffic safety partners in the state. In October, the committee presented a three-panel workshop on "Cross Cultural Communication - Exploring Outside the Box" at the Annual NYS Traffic Safety Conference at Lake Placid.

- ✍ **Hispanic Legislative Conference – Somos El Futuro:** The annual Hispanic Legislative Conference - Somos El Futuro was celebrated in Albany with more than 20,000 Latino participants from all over the State in attendance. PI&E materials in Spanish and English were available at DMV/GTSC's information booth.

- ✍ **Latin Fest:** On July 22nd, the third annual Latin Fest was held in Kingston, New York. DMV/GTSC partnered with the Ulster County Traffic Safety in staffing an information booth with materials in Spanish. The target audience was parents with young children; instruction was provided on the use of child passenger restraint systems. When appropriate, information was also provided on the need for booster seats for those children who have outgrown a toddler seat but are too small to use a regular adult seat belt. Education was also provided on the importance of children under twelve riding in the rear seat.

- ✍ **African-American Family Day:** On August 4, DMV/GTSC participated in the annual African-American Family Day event held at the Empire State Plaza in Albany. This event was attended by more than 20,000 families from all over the state, but especially from the Capital Region.

- ✍ **New York State Fair:** The Minority Outreach Coordinator assisted in staffing an information booth at the New York State Fair. August 31 was designated Native American Indian Day and provided an opportunity for the Coordinator to meet and network with leaders and members of the Six Nations represented at the Indian

Village. As a result, communications were established with several community leaders in the Mohawk, Seneca and Onondaga areas. Discussions are underway with the local traffic safety boards regarding how the Native American Indian population can share and participate in the programs.

✍ **Chinatown Traffic Safety Awareness Month:** September 15 through October 15 was designated Chinatown Traffic Safety Awareness Month by the Chinatown Partnership Community Organization and the Office of City Councilman Alan Gerson, working with the New York City DOT/NYC STOP DWI Program, one of GTSC's grantees. This is the second year of this event, which was scheduled to coincide with the Chinese Moon Festival celebrations. The comprehensive program included a calendar of events and town hall meetings held at various locations on different days to address traffic safety issues specific to the resident community and visitors. Of particular interest was the impact of heavy commercial and construction traffic passing through Chinatown on its way to "ground zero." The program and discussions focused primarily on the Chinatown area.

COMMUNITY TRAFFIC SAFETY PROGRAMS

The 402 grants that are awarded to support programs conducted by 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 the achievement of New York's statewide goals and objectives.

2007 Program Highlights

New York Association of Pupil Transportation (NYAPT)

An estimated 50,000 motorists illegally pass stopped school buses each day in New York State. The purpose of the NYAPT "STOP" project is to educate the public about the law and raise awareness of the dangers to children's lives when this law is disobeyed. The project involves the use of a variety of media and collaboration with law enforcement and traffic safety officials at the local level. During FFY 2007, NYAPT developed a tabletop display for event use, created bookmarks for school and public distribution, produced placemats complete with related educational information, and developed local planning materials including a children's PowerPoint program and conference materials. A component of GTSC's 2007 STEP program reinforces NYAPT's efforts; as both a public education and an enforcement measure, support is provided for statewide police enforcement on specific days of the year targeting motorists who illegally pass stopped school buses

NYSATSB Teen PSA Contest: Save Your Friend Over the Airwaves

The New York State Association of Traffic Safety Boards (NYSATSB) sponsored a statewide traffic safety PSA contest for teens, "Save Your Friend Over the Airwaves" that was coordinated by local traffic safety agencies. Over 70 high school students from 12 counties submitted PSAs that addressed a variety of traffic safety issues, including speeding, safety belt use, impaired driving, drowsy driving, and driving distractions. Five winners were selected and received prizes in addition to state and local recognition. The GTSC provided funding for the production of a CD of the winning messages. The CDs have been sent to traffic safety partners and major radio stations to be aired across the state.

New York Operation Lifesaver, Inc. (NYOLI)

NYOLI's Operation Lifesaver Rail-grade Education and Awareness Program targets school bus drivers, truck drivers and snowmobile operators; specific communities or areas that require an immediate response to a serious incident or have experienced "close call" situations involving trains are also a focus of the program. School bus drivers are a target group because they transport children while truck drivers pose a particular risk because of the dangerous cargoes they may be transporting. This program also addresses the seasonal risks to snowmobilers at railway-grade crossings, roadway shoulders and roadway crossings through the use of PI& E materials and presentations to local snowmobile clubs. During FFY 2007, NYOLI delivered 159 presentations to 1,758 attendees in the various target groups.

Parks & Trails New York (P&TNY)

The Parks & Trails NY's 2007 Best Practices Safety Standards for Intersections of Roads and Trails is a comprehensive program for improving road and trail intersection safety. The best practices included public safety education directed at motorists, trail users and law enforcement officials; clarification of changes in crash reporting policies and the application of the Vehicle and Traffic Law as it applies to trail users and motorists; and improvements to road and trail intersection design. P&T NY used surveys and a television PSA created by a student in the development of a pilot driver/trail user safety education program along the Erie Trail.

Thruway Authority: Tired Driving Awareness Pamphlet

The NYS Thruway Authority, Department of Motor Vehicles, GTSC, Department of Health, Department of Transportation and State Police comprise the NYS Partnership Against Drowsy Driving. Consistent with the Partnership's mission to increase public awareness of the dangers of driving while drowsy, the Thruway Authority developed materials outlining the dangers and risks associated with drowsy driving, as well as simple preventative measures that can be taken to avoid driving under these circumstances. These educational materials will be made available to the public at all 27 Thruway Travel Plazas; a 24" by 36" poster will be used to publicize the drowsy driving message and attract attention to the exhibit. The message is simple: "Falling asleep now is not an option".

Coalition for Transportation Safety: ABC's of Traffic Safety

The Project Director for this program worked closely with the Queens County Traffic Safety Board to accomplish the following tasks in the first year of this program:

- ✍ A Seniors Walking Safely program was established in conjunction with 75 senior centers in Queens County. All center directors were asked to complete a survey that would provide various demographic information about their center's members and information on any pedestrian injuries and fatalities that occurred in the vicinity of the centers. The survey was followed up by a workshop for center directors to apprise them of the survey results and plan future programs.
- ✍ A program similar to "Safe Routes to School" was developed for a school that was identified by the director of Community Board 7 (Flushing) as being in a very unsafe location. The children in the K-3 school participated in a safe walking workshop, received reflective materials and print materials, and completed a survey in which they identified red light runners as the greatest obstacle to the safe crossing of streets. Parents were notified in writing about the dangers of double parking; this notification was translated by the school into Chinese and Spanish.
- ✍ A bicycle safety day was held in conjunction with St. Mary's Hospital for Children and Councilman Tony Avella. The program was geared to children up to 10 years of age. Everyone who attended received a free bicycle helmet and instructions on how to wear it properly.
- ✍ Young teens were recruited to assist with teaching younger children about bicycle helmets and safety. Print materials about bicycle safety were provided to the more than 200 young people who participated in this program.
- ✍ A joint press conference was held with the Education and Assistance Corporation on the first day of school to promote safe driving and the use of child safety seats.

Press materials were provided, including information on aggressive driving and cell phone use, the bicycle rules and regulations in New York City, and English, Chinese and Spanish versions of the brochure, "It's Up to You," that targets children 10 to 13 years of age.

- ✍ All materials used in the various programs were distributed through members of the Queens Traffic Safety Board.

NYS Sheriffs' Association: Sheriffs' Summer Camp - Instilling Traffic Safety Habits for a Lifetime Project

Since 1977, the New York State Sheriffs' Association has provided a six-week summer camp experience for over 800 children from all over the state. Most of the children who attend are selected because they come from difficult or economically disadvantaged home environments and would not have the opportunity to attend this type of program without the assistance of the Sheriffs' Association. On average, 130 boys and girls between the ages of nine and 13 attend the camp on a weekly basis with no charge to their families or sponsoring counties.

In 2007, as in the previous year, 800 bicycle helmets of assorted sizes and colors were purchased under a GTSC grant and delivered to the camp during the third week of June. These helmets were used in conjunction with structured bicycle rodeos that were held each week to teach the campers proper riding techniques and reinforce basic traffic safety habits. The primary instructor for each of these six programs was Sergeant Bill Preston from the Schuyler County Sheriff's Office. Sergeant Preston was assisted by staff counselors and by numerous deputies who annually volunteer their personal time to work with the campers. During the rodeo, each camper who participated in the activity received a properly fitted bicycle helmet to take home. The rodeo and especially the free helmets were well-received by the campers and the staff alike. It was a very successful endeavor that hopefully will encourage safer bicycle riding habits in the future.

Community Highway Safety Program Support

The primary purpose of this grant awarded to the Institute for Traffic Safety Management and Research (ITSMR) is to perform a variety of tasks and activities that provide support for GTSC's local traffic safety program. An ITSMR staff member is based full-time at GTSC to assist in working with local grantees and to serve as GTSC's subject specialist in a number of traffic safety program areas. The accomplishments for FFY 2007 included the following:

- ✍ Served as the liaison and provided outreach services to local programs in the 11 counties in the greater Capital District Region, New York City, and Nassau and Suffolk counties on Long Island
- ✍ Assisted GTSC with the grant process, including reviewing new grant applications and monitoring projects in the assigned geographic regions
- ✍ Served as the program area specialist for pedestrian safety and was a key participant in the NYS Partnership for Walk Our Children to School and Safe Routes to School Network, the National "Safe Routes to School" Program, and the Statewide Pedestrian and Bicycle Conference
- ✍ As GTSC's program area specialist for drowsy driving, participated in the NYS Partnership Against Drowsy Driving helping to coordinate and implement programs and press events throughout the year

- ✍ As GTSC's subject specialist for older driver issues, was instrumental in the establishment of the Capital Region Older Driver Assistance Network which currently includes representatives from three counties
- ✍ Represented GTSC at a number of events, meetings and conferences at the local, state and national levels and served on the planning committee for the annual NYS Highway Safety Conference

New York State Highway Safety Conference

At the request of GTSC, the STOP DWI Association and the NYS Traffic Safety Boards Association, ITSMR has assumed responsibility for coordinating and providing administrative support for the annual New York State Highway Safety Conference sponsored by the three organizations. The annual statewide conference includes sessions on a wide range of traffic safety topics and typically draws an audience of 300-350 attendees. The 2006 and 2007 Highway Safety Conferences were held October 15-18, 2006 at the Hyatt Regency Hotel in Rochester and October 14-17, 2007 at the Crowne Plaza in Lake Placid, respectively.

A member of the ITSMR staff serves as the Conference Coordinator. With direction and oversight from the conference planning committee, the Coordinator is responsible for the following tasks:

- ✍ Identifying facilities in different regions of the state suitable for hosting the conference, negotiating contracts with the selected facilities and facilitating their execution by the University's fiscal officer
- ✍ Developing a conference budget and managing the conference account, including the receipt of registration and vendor fees and the payment of conference expenses
- ✍ Other responsibilities include the registration process; preparing the call for papers announcement, save the date cards, the conference program and all other written materials; identifying vendors and organizing the exhibit areas; and developing contracts for special services and speakers

TRAFFIC RECORDS

New York continues to enjoy a position of national prominence in the area of Traffic Records. In FFY 2007, the projects funded in this area focused on improving the timeliness, accuracy, and availability of traffic safety-related data, especially with regard to the state's crash and ticket records systems. Since good traffic records data is a critical component of New York's performance-based program planning processes, the need for such data, together with the need for data analysis support, is being addressed vigorously by the primary agencies responsible for the state's traffic records systems. New York's continuing commitment to improving its traffic records systems is evidenced by a variety of initiatives undertaken by various agencies at the state and local levels, including the GTSC, the Department of Motor Vehicles (DMV), the Department of Transportation (DOT), the Department of Health (DOH), the State Police, and the MPOs (Metropolitan Planning Organizations).

Through these efforts, the timeliness, accuracy, and availability of traffic safety-related data have improved tremendously, enabling agencies to enhance their abilities to identify traffic safety problems and develop, manage, and evaluate highway safety programs. Specific strategies implemented in this program area and the progress made during 2007 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 2007
- ✍ Continue efforts to enhance DMV's AIS, TSLED, and AA records systems which will provide for the more timely and accurate capture, reporting, and access to crash and ticket data through electronic means in 2007
- ✍ Complete a comprehensive assessment of the state's major traffic records systems in 2007
- ✍ Update the 2005 Inventory of Traffic Safety Information Systems in 2007
- ✍ Update the 2006 NYS Traffic Safety Information Systems Strategic Plan in 2007

Status of Goals

New York was successful in attaining all of the goals established for 2007. To accomplish these goals, the Traffic Records Coordinating Council (TRCC) continued to provide 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) also continued to play a prominent role in coordinating various activities related to improving the state's traffic records systems. As designated by the GTSC, an ITSMR staff member is the state's Traffic Safety Information Systems (TSIS) Coordinator. The TSIS Coordinator is responsible for coordinating and assisting with the work of the GTSC and the TRCC in carrying out their respective responsibilities with regard to the planning process and development of the state's traffic records strategic plan.

During 2007, with assistance from the TRCC membership, ITSMR and GTSC updated the 2005 Inventory of Traffic Safety Information Systems and the 2006 NYS Traffic Safety

Information Systems Strategic Plan. Updating the inventory involved gathering current descriptive information about each system, determining its strengths and weaknesses, and identifying potential improvement opportunities. The findings from the inventory update were used in updating the 2006 strategic plan. In addition, with support from GTSC and ITSMR, an independent assessment of New York's traffic records systems was conducted by NHTSA in May 2007. A report on the assessment findings was made available to GTSC in June. All three documents (the updated inventory, the updated strategic plan, and the assessment report) became integral parts of New York's second-year application for traffic records funding under Section 408 of SAFETEA-LU. Submitted in June 2007, the grant application was approved in September and New York was awarded approximately \$1.46 million.

Again with the assistance of the TRCC, the TSIS Coordinator verified the current status of the state's traffic records information contained on various NHTSA resource websites. Working directly with the NHTSA web database contractor, the TSIS coordinator is responsible for ensuring that all information on the websites is updated at least annually. ITSMR also 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 FFY 2007, ITSMR continued to be responsible for the verification of the crash data in DMV's accident information system (AIS). ITSMR's responsibilities include extracting and analyzing highway safety data from this system to meet the needs of DMV and GTSC; their major state agency partners, including DOT, the State Police, and DOH; and other state and local highway safety organizations. In addition, ITSMR assists DMV in enhancing its capability to query and retrieve information from the crash (AIS), ticket, (TSLED and Administrative Adjudication), and driver license files. 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, the Commercial Vehicle Safety Plan and the state's Strategic Highway Safety Plan (SHSP) required for the receipt of federal highway safety funds by GTSC and DOT. ITSMR also provides data and assists in the preparation of the incentive grant applications and reports that are required for the receipt of several different categories of incentive funds available under SAFETY-LU.

During the past year, a number of improvements were made to the state's primary traffic records data systems, the AIS, TSLED, and AA systems. Through the joint efforts of the DMV and the continuing implementation of TraCS across the state, the timeliness of crash data has greatly improved. Currently, the data entry backlog of crash data is less than three weeks, down from two months a year ago. 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 November 20, 2007, more than 112,000 crash reports and approximately 1.1 million tickets were submitted to DMV via TraCS. Approximately 88,000 crash reports and 925,000 tickets were submitted through TraCS during a comparable time period in 2006.

Performance Objectives

- ✍ Continue to support the 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 2007
- ✍ Continue to support the implementation of technologies that promote traffic safety by agencies and courts at the state level in 2007

Status of Performance Objectives

Primarily through the use of technology, New York made substantial progress in improving its traffic records systems in 2007. Specific accomplishments include:

Accidents Records System (AIS)

- ✍ Between January and November 20, 2007, 112,339 crash reports were received electronically by the DMV through TraCS, representing approximately 40% of the police-reported crash reports received during that period.
- ✍ The 2006 DMV crash file and DOH injury surveillance files were linked to conduct studies on injury outcomes related to the use of occupant restraints in crashes.
- ✍ The data entry backlog of crash data into AIS is less than three weeks, down from two months a year ago.
- ✍ The availability of data on property damage crashes has improved significantly over the past year through initiatives undertaken by the DMV staff and NYSDOT. Beginning with crashes that occurred in June 2006, the DMV staff started entering data into the AIS from police-reported property damage crash reports. In addition, NYSDOT continued an effort to process non-reportable crash reports for earlier years. As of December 2007, the non-reportable crash reports for the years 2002, 2003, and almost all of 2004 have been entered into SIMS, NYSDOT's accident database.

Ticket Records Systems

- ✍ The eDATE project to electronically accept ticket data from both enforcement agencies and courts is ongoing; as of December 1, 2007, 698 of the state's 1,400 courts are using the e-disposition process. Between January and December 1, 2007, nearly 2.9 million transactions were processed and posted to the TSLED file via the electronic reporting of dispositions and scofflaws by the courts.
- ✍ Between January and December 1, 2007, the Administrative Adjudication (AA) ticket system received approximately 31,000 tickets electronically, representing two percent of the approximately 1.5 million tickets issued annually under the AA system. Because the vast majority (82%) of the tickets issued under the AA system are issued by the New York City Police Department which does not yet have the capability to submit tickets electronically, most of the 31,000 tickets were submitted by the Rochester Police Department and by the State Police in those areas of Erie, Genesee, Monroe and Suffolk counties that are under the Administrative Adjudication system.
- ✍ In January 2007, DMV began the roll-out of a new "universal" traffic ticket.

Driver License Record System

- ✍ Through the Judicial Online Information System (JOIN), DMV is providing web access to almost 1,000 courts which enables them to pull down information on drivers from the driver's license file for sentencing purposes.

Roadway Data Systems

- ✍ NYSDOT continues to develop 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 to capture needed data in a timely, accurate

manner. Specific activities involve replacing obsolete/ unsupported software, improving querying/reporting capabilities, and developing linkage protocols for selected data systems, including the Highway Data Management System (HDMS), Safety Information Management System (SIMS), Bridge Data Management System (BDMS), and the Post-Implementation Evaluation System. In addition, work continued on developing 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. 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 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 TSLED and Administrative Adjudication ticket systems. This involves writing code to analyze the data and preparing summary tables and reports on the findings from the analyses.

2007 Program Highlights

Statewide Coordination of Traffic Records Systems Improvements

The primary goal of New York's Traffic Records Coordinating Council (TRCC) is to coordinate improvements in the timeliness and accuracy of the state's traffic records data systems and the availability and use of the data at all jurisdictional levels. Traffic records data are used by all traffic safety partners in the identification of problem locations, the determination of the most appropriate type(s) of improvement, and the prioritization of sites for planned improvements. GTSC continues to partner with other agencies and coordinate efforts with other sources of funding to complete projects to improve traffic records systems, files, and programs. In FFY 2007, these efforts produced updated versions of the Inventory of Traffic Safety Information Systems and the NYS Traffic Safety Information Systems Strategic Plan, which in turn resulted in significant improvements in the state's various traffic records systems.

Improvements to the Accident and Ticket Systems

Under New York's Traffic Records program, funding supports the electronic capture and reporting of police accident reports and traffic tickets from the field and disposition information from the courts. This support includes the purchase of equipment, such as printers, bar code readers, and magnetic strip readers. In addition to increasing the proportion of crash and ticket reports that are captured electronically, the DMV continues to make improvements to its accident and ticket reporting systems. In FFY 2007, these improvements included changes in case processing protocols, changes in the application of new technologies, and the establishment of additional linkages that will improve the timeliness, accuracy, and completeness of the data collected.

During FFY 2007, work continued on the development and implementation of ALIS (Accident Location Information System). ALIS is designed to capture location coding information based on a wide variety of geographic locators, including coordinates, reference markers, mile markers, and street addresses. As of late November 2007, the Map Maintenance and Street Name Editor applications had been installed, with the remaining three primary applications (Location Coding Data Entry, Location Editing and Review, and Query Reporting) being scheduled for testing and installation before the end of the year. When fully operational, which is expected to be in early 2008, ALIS will significantly improve enforcement, engineering, and EMS efforts throughout the state.

Use of Technology

Data Collection

The increasing number of police agencies using laptop computers, scanners, and printers in patrol vehicles is having a profound impact on all data collection activities, enabling more and more data to be entered in the field rather than at a central data entry site. As of November 16, 2007, 220 enforcement agencies, including the State Police, have the capability to enter crash and/or ticket data in the field for real-time transmission to DMV via TraCS. In comparison, 136 agencies had this capability in 2006. Currently, 40% of the police-reported crashes and 65% of the TSLED tickets are being reported to the DMV electronically, greatly improving the timeliness, completeness, and accuracy of the state's crash and ticket data. The expanded use of TraCS across the state and the implementation of ALIS are two prominent examples of how 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.

During FFY 2007, the programming to process the electronic transmission of ticketing data was rewritten. Batch processes have been upgraded to utilize VB.net and XML to enhance the speed and functionality of electronic processing. One of the major enhancements stemming from this rewrite is the eDATE Exceptions Application. The new process routes rejected electronic records into an exceptions application that is maintained by the TSLED staff. The Application benefits DMV by being an instrument to ensure that the electronic records are being posted to the license file in a timely manner since most "exceptions" can be resolved by DMV staff rather than rejected back to the courts. It also identifies courts that are in need of additional guidance. This application will benefit the courts by reducing the number of records that are rejected back to them as well as help to identify training opportunities to ensure that records are being created correctly in the initial transmission. Enhancements that are on the horizon for the coming year include the electronic reporting of disposition amendments, arrest amendments and suspension pending prosecution orders.

Dissemination of Information

The GTSC "Traffic Safety Place" web site, www.safeny.com, underwent extensive revisions in FFY 2007. The enhancements and revisions include:

- ✍ An overall redesign of the site was implemented to improve navigation around the site and to refresh content.
- ✍ The web content for the Child Passenger Safety Technicians program was segregated from the public information material, making it easier for both groups of users to access information on the site.

- ✍ The reporting form for the BUNY enforcement waves was converted to a web-based form, eliminating the paper-based reporting system that had been in place since the inception of the BUNY program.
- ✍ Operation Safe Stop enforcement reporting was also moved from a paper-based report to online reporting through the site.
- ✍ New public information and education materials were made available for various campaigns, including the new seat belt media campaign, "Get It Together."

In FFY 2007, there were approximately 14.3 million hits on the website, compared to 12.1 million in 2006 and 9.7 million in 2005. The site continues to be the only publishing mechanism for the county statistical summary reports on crash and ticket data for each of the state's 62 counties; the 2005 data was published this year, creating an online archive of data reports reaching back to 2001. The site also continued to make all of the highway safety grant forms available on the site.

Development and Use of Data Linkages

New York continued its CODES (Crash Outcome Data Evaluation System) initiative in 2007. The 2006 crash data from DMV was linked with the DOH's injury surveillance files to enhance the development of program initiatives that target specific population sub-groups and permit the examination of costs associated with crashes. In addition, data from the DMV crash, ticket, and driver license files were linked by ITSMR to conduct analyses that examined a variety of traffic safety-related issues. Improvements in data linkage capabilities continue to be 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.

Research and Evaluation

Since research and evaluation are vital components of the highway safety planning process, a number of research and evaluation initiatives were supported at both the state and local levels. Research continued to support 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 the GTSC, including studies mandated by the State Legislature

- ✍ Provision of critical data services and analytical support that enable the 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

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 incentive grants awarded under SAFETEA-LU. Within this framework, the 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 the GTSC's role in setting goals and priorities for the state's highway safety program
- ✍ Identify highway safety problems and solutions to reduce fatalities and injuries on New York State's roadways
- ✍ 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
- ✍ Support the use of evaluation as a tool in the state's highway safety program
- ✍ Improve the timeliness of grant approvals and the allocation and liquidation of funding

Status of Goals

The GTSC was successful in meeting the goals related to the management of the state's 402 and incentive grant programs presented in the 2007 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 the 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, the 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 2007 was to improve the timeliness of grant approvals and the allocation and liquidation of funding. The implementation of new grant approval criteria and staff shortages affected the achievement of this goal.

2007 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 FFY 2008. In addition, the GTSC supported and participated with the NYS Department of Transportation and other partners in the development of a New York State Strategic Highway Safety Plan in accordance with the requirements of SAFETEA-LU. This comprehensive plan draws from the many planning documents prepared by the various agencies responsible for promoting highway safety, including the Highway Safety Strategic Plan, and identifies key safety emphasis areas that New York needs to address if the state's goals for reducing motor vehicle crashes, fatalities and injuries are to be met. These emphasis areas are: Driver Behavior, Pedestrian Safety, Large Truck Safety, Motorcycle Safety, Highway Safety, Emergency Medical Services and Traffic Safety Information Services.

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 FFY 2007, 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. The 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 Annual Lifesavers 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 17th Annual World Traffic Safety Symposium presented by the Greater New York Automobile Dealers' Association

- ✍ Sponsored NHTSA's Highway Safety Program Management course in Saratoga. GTSC management taught parts of the course. The attendees included GTSC program staff as well as staff from DMV, selected local grant programs, and highway safety program staff from other states in NHTSA Regions 1 and 2.

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, 406, 408, 410, 2010 incentive grant programs and Section 154 and 163 transfer funds.

The GTSC has continued to use a personal approach to administering the highway safety program. GTSC staff are available and act as resources in assisting local agencies in program development. Over 100 program monitoring visits were made in the past year. In addition, GTSC program staff participated in local traffic safety board meetings, advisory meetings, community recognition programs and safety events from bicycle rodeos to service award ceremonies.

The GTSC has continued 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 FFY 2007 are listed below:

- ✍ A Federal Cost Summary allocating \$65,823,490 for various NHTSA and FHWA highway safety programs was implemented
- ✍ New York State applied for and received the following incentive fund awards:
 - Section 405 Child Passenger Safety Incentive Grant funds - \$1,757,877
 - Section 406 Primary Safety Belt Use Laws - \$11,071,887
 - Section 408 State Traffic Safety Information System Improvements - \$1,459,498
 - Section 410 Alcohol Impaired Driving Countermeasures - \$6,051,622
 - Section 2010 Motorcycle - \$229,882
- ✍ 244 new projects and 455 continuation projects were awarded, for a total of 699 grants
- ✍ A total of 1,643 vouchers and 48 state claims were processed
- ✍ New York closed out FFY 2006 on December 29, 2006 and expended \$19,338,938.09
- ✍ As of November 5, 2007, the ratio of unliquidated funds was 1.72 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 the GTSC conducted successful public information and education campaigns in 2007 to raise public awareness of traffic safety issues in New York State. Emphasis was placed on the dangers of impaired driving, motorcycle safety, occupant protection and the dangers of speeding. Several media outlets and partners were involved in these efforts, including the NYS STOP-DWI Foundation which built on 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. GTSC's media campaigns during FFY 2007 included television, radio, print, billboard and web delivery. The messages included:

- ✍ Work Zone Safety
- ✍ Motorcycle Safety (Little More Than a Glance)
- ✍ Start Thinking Stop Drinking and Driving
- ✍ Buckle Up New York Click It Ticket
- ✍ .08 Don't Blow It
- ✍ Slow Down New York (Speed)
- ✍ Get It Together Buckle Up

The NYSBA secured 48,638 slots on 217 radio stations and 38 television stations throughout New York State, effectively covering 100 percent of the state's population. The "Get It Together" message was posted on 555 billboards across the state.

The GTSC also conducted public information and education activities in conjunction with the Department of Motor Vehicles Division of Field Investigation, 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.

For the eighth year, the Governor's Traffic Safety Committee's 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 FFY 2007, GTSC continued to use its web site (www.safeny.com) to communicate with its partners and the public. The web site provides an additional avenue for educational outreach and continues to provide important services and information. The features of the site include a calendar of events, lists of child passenger safety technicians and permanent fitting stations, and various publications and resources related to DRE/SFST training and other programs. Once again, the site was used to conduct surveys to collect information from GTSC partners on the TraCS system; the responses were used to assist in decision-making and resource management. During this past year, the site was also used to collect activity reports

from grant program participants. In addition, the GTSC has continued to use the agency Internet knowledgebase to answer inquiries from the public.

The website was also used more extensively to reduce costs and improve the administration of the program. For example, the GTSC has adopted an online system for the delivery of routine forms and reports and is exploring ways to move toward a paperless system. The highway safety forms used by the GTSC's partners have been made available online, including the forms used in the STOP-DWI program. The county and statewide crash and ticket data reports were also made available through the web site. Electronic delivery of these documents contributes to savings in both staff hours and mailing costs and makes the items available to a broader audience.

The website was also used in FFY 2007 to support the traditional broadcast and print delivery of the highway safety messages that were previously mentioned.