

**NEW YORK STATE**  
**HIGHWAY SAFETY STRATEGIC PLAN**  
**FFY 2009**

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

**David A. Paterson, Governor**  
**David J. Swarts, Chair**

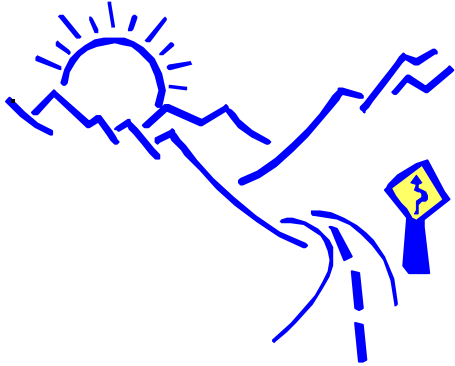
# NEW YORK STATE HIGHWAY SAFETY STRATEGIC PLAN FFY 2009

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## EXECUTIVE SUMMARY

### INTRODUCTION

In preparing its FFY 2009 Highway Safety Strategic Plan (HSSP), the Governor's Traffic Safety Committee (GTSC) continued to use a data-driven approach in identifying problems and setting priorities for the state's highway safety program. New York's performance-based planning process is inclusive and takes into account issues and strategies identified by the GTSC member agencies, other state and local agencies, enforcement agencies and not-for-profit organizations that have submitted applications for funding.

The top priorities of the 2009 highway safety program are to address trends of increasing numbers of crashes among some segments of highway users and to halt the development of unfavorable trends in certain types of crashes. Nine emphasis areas have been identified. These include improving the safety of younger and older drivers, commercial vehicle operators, motorcycle operators, pedestrians and bicyclists. New York will also continue to implement programs to increase seat belt and child restraint use and reduce unsafe driving behaviors, including impaired driving and speeding.

This document outlines the major highway safety problems that have been identified and presents short-term and long-term performance goals for improvements in these areas. In addition to comprehensive statewide goals, specific goals and objectives for each major program area have been established. Brief descriptions of the current status, goals, and objectives of the statewide highway safety program and the major program areas follow.

At the time this HSSP was prepared, 2006 was the most recent complete set of crash data available; in addition, preliminary 2007 data were available for fatal crashes and fatalities. Although still considered preliminary, a complete year of ticket data for 2007 was available. Goals and objectives for the state's highway safety program were established based on the trend in each measure over the three to five most recent years of data available. For the first time, computer software was used to project short-term and long-term goals for the program.

## STATEWIDE HIGHWAY SAFETY PROGRAM

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

The GTSC, supported by the Institute for Traffic Safety Management and Research (ITSMR), affirmed its leadership role in FFY 2008 through a number of initiatives. Among the most important was the convening of the state agencies that comprise the Governor's Traffic Safety Committee for the first time in several years. The GTSC Chair and DMV Commissioner David Swarts called the meeting to reunite the member agencies under the common goal of improving highway safety in the state. During a second meeting of the Committee held in May 2008, the GTSC agencies participated in discussions to identify possible gaps in program areas, prevent duplicative programs, promote collaboration and active participation by all agencies, and provide input for the Highway Safety Strategic Plan (HSSP).



The number of fatalities in motor vehicle crashes in New York State dropped to 1,319 in 2007, an 8% decrease compared to 2006 when 1,433 persons were killed in crashes. The fatal crash rate per 100 million vehicle miles traveled (VMT) also declined from 1.00 in 2004 to 0.87 in 2007. As indicated by the MSI, the severity of injuries suffered in crashes remained relatively constant over the three years, 2004-2006.

### NEW YORK STATE CRASH, FATALITY, AND INJURY MEASURES, 2004-2007

	2004	2005	2006	2007*	2009 Goal	2013 Goal
<b>Fatalities</b>	1,495	1,410	1,433	1,319	1,258	1,135
<b>Fatal Crash Rate/ 100 million VMT</b>	1.00	0.93	0.94	0.87	0.85	0.80
<b>Mean Severity of Injury (MSI)</b>	1.27	1.28	1.28	N/A	1.26	1.22

\* Preliminary data

### GOALS AND OBJECTIVES

The overall goals of New York's highway safety program are to prevent motor vehicle crashes, save lives, and reduce the severity of the injuries suffered. In FFY 2009, a comprehensive approach will continue to be taken with strategies implemented in all of the major highway safety program areas. The effectiveness of the collective efforts will be assessed through changes in fatality and injury measures.

## IMPAIRED DRIVING

Since the passage of the landmark anti-DWI law in 1981 that established the STOP-DWI program, New York has continued to enhance and implement innovative legislation, enforcement efforts, and public information campaigns that target the problem of impaired driving. In addition, New York's local STOP-DWI programs, law enforcement community and the GTSC continue to participate in the national impaired driving enforcement initiatives. These various efforts have helped make New York's impaired driving fatal crash rate among the lowest in the nation (27% in New York vs. 41% nationally in 2006).



New York's omnibus DWI legislation enacted in 2006 is expected to produce further gains in addressing issues related to impaired driving. Effective November 1, 2006, the legislation addresses high BAC operators, persistent offenders, and alcohol-related homicides that involve certain aggravating factors. One of the specific components of the legislation is the establishment of the new offense "Aggravated DWI" for drivers with a BAC of .18% or higher which carries stricter penalties for these high BAC drivers. Amendments related to ignition interlock devices and to alcohol

and substance abuse assessment and treatment were signed into law in 2007. Other new legislation enacted in 2007 defined the crimes of Aggravated Vehicular Assault, a Class C felony, and Aggravated Vehicular Homicide, a Class B felony.

A computer simulation model was built by the Institute for Traffic Safety Management and Research (ITSMR) to assess the impact of the new Aggravated DWI law on the various parts of the impaired driving system. With ITSMR's assistance, the GTSC and the Department of Motor Vehicles held a DWI: Partners in Prevention Conference in November 2007 that also focused on the new legislation dealing with DWI offenders. As a follow-up to the issues that were raised by the attendees, a session is scheduled for the annual New York State Highway Safety Conference to be held in Syracuse in October 2008. Another new initiative is the Task Force on Impaired Driving recently established by the GTSC. The Task Force will use a team approach to build on the information exchanged at the conference and develop new initiatives to address the continuing problem of impaired driving.

In another innovative approach to be undertaken in the coming year, New York's legislature has called for the establishment of an advisory council on underage alcohol consumption. Effective January 1, 2009, the council will consist of 21 members who represent the various groups that are stakeholders in the effort to combat underage alcohol consumption. The council is charged with reporting its findings by October 2010.

Following an upward trend in the number of alcohol-related fatalities in recent years, the preliminary 2007 crash data indicate that alcohol-related fatalities have experienced a decline. Alcohol-related fatalities dropped to 374 in 2007, compared to 397 in 2006 and 382 in 2004 and 2005. The number of persons injured in alcohol-related crashes has been on a steady downward trend in recent years, dropping from 8,024 in 2004 to 7,293 in 2006. Despite these successes, the rate of alcohol involvement in fatal crashes is on an upward trend, increasing from 24% in 2004 to 28% in 2007, reinforcing the need to continue efforts to reduce impaired driving in New York State.

## ALCOHOL-RELATED TRAFFIC FATALITIES AND INJURIES IN NEW YORK STATE,\* 2004-2007

	2004	2005	2006	2007**	2009 Goal	2013 Goal
<b>Alcohol-Related Fatalities</b>	382	382	397	374	360	340
<b>Alcohol-Related Injuries</b>	8,024	7,724	7,293	N/A	7,000	6,600

\* Police-reported crashes

\*\* Preliminary data

### GOALS AND OBJECTIVES

Reducing the numbers of alcohol-related traffic fatalities and injuries on its roadways are the primary goals of New York's impaired driving program. A variety of activities and initiatives will be undertaken to accomplish these goals. Enforcement of the impaired driving laws will be increased, training for prosecutors will be stepped up, and efforts to increase public awareness of the dangers of drinking and driving will be emphasized. In targeting the problem of underage drinking and driving, training programs for police officers on underage alcohol sales enforcement programs to educate parents and other adults on the risks of providing access to those under 21, and college intervention programs will be conducted. Strategies that focus on high BAC and recidivist impaired drivers will also be emphasized. The Task Force on Impaired Driving established in 2008 is expected to provide an effective means of identifying and implementing new initiatives in the coming year.

### POLICE TRAFFIC SERVICES

Consistent enforcement of the Vehicle and Traffic Law, in conjunction with public information and education, continues to be a priority of New York's highway safety program. New York's program uses high visibility enforcement coupled with PI&E to achieve and sustain improvements in highway safety. This approach can have a positive impact on driver behavior by fostering an understanding in the public's consciousness that safe driving prevents crashes, fatalities and injuries, and that traffic enforcement is meant to promote safe driving.



Although traditional enforcement strategies are successful with the general driving population, more directed approaches are required for some high risk groups, especially those who intentionally disregard laws and have become adept at avoiding apprehension. These groups include recidivist and high BAC drunk drivers, aggressive drivers, chronic speeders, those who continue to drive with a suspended or revoked driver's license (including motorcyclists and commercial vehicle drivers), and those who refuse to wear safety restraints.



The state's enforcement agencies will continue to test new enforcement strategies, such as motorcycle checkpoints, and to expand the use of technologies, such as License Plate Readers, to enhance the effectiveness of enforcement efforts.

The primary emphasis in police traffic services will be the continued support of selective traffic enforcement programs (STEPs) in the area of speeding and other aggressive driving behaviors. Police agencies applying for STEP grants are encouraged to deploy enforcement details in high crash locations during the days of the week and the times of the day that crashes most frequently occur, and to take into account the contributing factors associated with the crashes.

The availability of training for police officers is crucial to the successful enforcement of traffic violations, particularly those involving impaired driving. The GTSC will continue to support training programs such as A.R.I.D.E. (Advanced Roadside Impaired Driving Enforcement) which provides law enforcement officers with the knowledge and tools to observe, identify and articulate the signs of impairment from drugs or a combination of drugs and alcohol. Training for prosecutors and probation officers to promote the successful prosecution of impaired driving offenders and enhance the ability to monitor impaired drivers sentenced to probation will also be made available.

The table below shows the trends in the involvement of speed and other aggressive behaviors in fatal and personal injury crashes. In each of the three years, 2004-2006, the proportions of fatal and personal injury crashes for which the police reported failure to yield the right-of-way, following too closely or unsafe speed to be a contributory factor remained constant; failure to yield the right-of-way was a factor in approximately 16% of the crashes, following too closely was a factor in 14% of the crashes, and unsafe speed was a factor in 11% of the crashes.

### CONTRIBUTING FACTORS IN FATAL AND PERSONAL INJURY CRASHES IN NEW YORK STATE, 2004-2006

	2004	2005	2006	2009 Goal	2013 Goal
<b>Police-Reported Crashes</b>	<b>133,314</b>	<b>128,581</b>	<b>124,211</b>		
Failure to Yield the Right-of-Way	21,987	20,714	19,940	16,500	12,600
Following Too Closely	18,470	17,780	17,608	15,200	12,400
Unsafe Speed	14,615	14,244	13,088	11,000	8,900

### GOALS AND OBJECTIVES

The primary goal of the police traffic services program is to decrease the number and severity of motor vehicle crashes by deterring aggressive driving and other risky behaviors, including speeding. In addition to routine and selective enforcement approaches, training programs will be conducted for police officers, probation officers, judges, and prosecutors. Additional initiatives targeting specific issues, such as aggressive drivers, suspended/revoked drivers, motorcyclists and commercial vehicle operators will also be explored.

## MOTORCYCLE SAFETY

New York has experienced an increase in motorcycle registrations of 70% over the past 10 years (1998-2007). With the growth in registrations, operator and passenger fatalities have also risen at an alarming rate of 54% over the same ten-year period.



New York's legislated Motorcycle Safety Program, in existence for more than ten years, provides instruction and field training to improve the riding skills of motorcyclists. The program is supported through user fees and surcharges on motorcycle registrations and licenses. The training program is administered by the Motorcycle Association of New York State, Inc. (MANYS) at 22 public training sites and nine military or police sites. By the end of 2007, more than 93,000 students had completed the training.

New York has been using its Section 2010 funds received in FFY 2006 and 2007 to develop programs that will augment the legislated Motorcycle Safety Program and to conduct conferences, workshops, seminars and other outreach modes that enhance the coordination of programs and training. In the coming year, Section 2010 funds will be used to improve the motorcycle training curricula, the delivery of the training, the recruitment and retention of training instructors, and for PI&E efforts to increase driver awareness of motorcyclists.

In January 2008, a Motorcycle Safety Program Assessment was conducted by a team of experts provided by the National Highway Traffic Safety Administration. The Assessment report included a wide range of recommendations for New York's program which are currently being reviewed and considered for adoption by the GTSC and the Department of Motor Vehicles.

In a statewide observational survey of helmet use by motorcycle operators and passengers conducted in June 2008, only one out of the 2,142 motorcyclists observed was not wearing a helmet, a usage rate of 99.9%. This survey did not attempt to distinguish between non-compliant helmets and those that meet legal standards. At motorcycle safety checkpoints where the police check the type of helmet, the use rate for compliant helmets is lower.

Motorcycle crashes have been on a general upward trend for the past ten years increasing from 3,534 crashes in 1997 to 4,912 in 2006. Fatal crashes involving motorcycles increased from 115 in 1997 to 190 in 2006; however, preliminary data for 2007 indicate a decrease in motorcycle fatal crashes. In 2007, there were 164 fatal crashes and 172 motorcyclists were killed, compared to 190 fatal crashes and 192 motorcyclist fatalities in 2006.

### MOTORCYCLE FATAL AND PERSONAL INJURY CRASHES AND FATALITIES IN NEW YORK STATE, 2004-2007

	2004	2005	2006	2007*	2009 Goal	2013 Goal
<b>Motorcycle Crashes</b>	4,290	4,683	4,462	N/A	4,150	3,800
<b>Motorcyclists Killed</b>	148	162	192	172	158	145

\* Preliminary data

Young motorcycle operators continued to be overrepresented in fatal and personal injury motorcycle crashes: 8% of the motorcyclists involved in fatal and personal injury crashes in 2006 were under 21 years of age, but less than 1% of the licensed operators are in this age group. In addition, 28% of motorcyclists involved in fatal and personal injury crashes were 21-29 years of age, but only 7% of the licensed operators are in this age group.

## **GOALS AND OBJECTIVES**

The primary goals in the area of motorcycle safety are to reduce the number of motorcycle crashes and fatalities. Objectives include continued expansion of motorcycle rider education opportunities, increased training delivery sites, increased motorcyclist enforcement initiatives, greater motorist awareness of motorcyclists on the roadways, the identification of motorcyclist behaviors that are contributing to crashes, and improved oversight of the motorcycle rider education program. The strategies will include educational programs and public awareness, enforcement, the creation of a motorcycle safety task force, and research and evaluation initiatives.

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

Pedestrians, bicyclists, in-line skaters, non-motorized scooter operators, and skateboarders are among the most vulnerable roadway users. When involved in crashes with motor vehicles, these highway users are more likely to be killed or to suffer more serious injuries than vehicle occupants. The injuries sustained in these crashes often require extensive medical treatment and/or lengthy rehabilitation. Treatment and rehabilitation for older injured pedestrians may be even more protracted, resulting in increased costs.



Responsibility for pedestrian, bicycle and wheel-sport safety is shared among several state and local agencies and there have been many examples of collaborative efforts in recent years. For instance, three Creating Walkable Communities conferences were held at various locations in 2001, 2004, and 2007 and a fourth conference is planned for May 2009. The purpose of these conferences is to promote the safe and healthy use of the state's transportation systems by people walking and bicycling. New York also has many educational programs that include pedestrian safety programs such as Walk Our Children to School Day and the Walking School Bus Program. In the area of wheel-sport safety, many programs promote the use of helmets and other safety equipment.

## PEDESTRIAN SAFETY

Crashes involving pedestrians account for approximately one-quarter of all fatal crashes and approximately 10% of all injury crashes. After remaining constant at 328 in 2004 and 2004, the number of pedestrian fatalities decreased to 315 in 2006. Preliminary data for 2007 indicate an even further decline to 274. In all four years, 2004-2007, nearly half of all pedestrian fatalities occurred in New York City. The number of pedestrians injured has been on a consistent downward trend between 2004 and 2006; 15,369 pedestrians were injured in New York State in 2006, compare to 16,678 in 2004 and 15,392 in 2005.

### PEDESTRIANS KILLED AND INJURED IN NEW YORK STATE, 2004-2007

	2004	2005	2006	2007*	2009 Goal	2013 Goal
<b>Pedestrians Killed (NYS)</b>	328	328	315	274	258	226
<b>In New York City</b>	155	159	156	137	132	120
<b>Pedestrians Injured (NYS)</b>	15,678	15,392	15,369	N/A	14,140	12,600

\* Preliminary data

## BICYCLE SAFETY

Bicycle/motor vehicle fatal crashes represent approximately 3-4% of the fatal crashes in New York State each year. Compared to the previous year, preliminary data for 2007 indicate that there has been an increase of approximately 13% in the number of bicyclists killed in crashes with motor vehicles (45 compared to 50). Of the 50 bicyclist fatalities in 2007, half occurred in New York City, an increase of eight over the previous year. Efforts to prevent bicycle crashes through education and increased public awareness for both bicyclists and motorists will continue.

### BICYCLISTS KILLED AND INJURED IN NEW YORK STATE, 2004-2007

	2004	2005	2006	2007*	2009 Goal	2013 Goal
<b>Bicyclists Killed (NYS)</b>	41	47	45	50	40	35
<b>In New York City</b>	15	21	17	25	17	14
<b>Bicyclists Injured (NYS)</b>	5,690	5,680	5,426	N/A	5,050	4,600

\* Preliminary data

## **SKATING, SCOOTER, AND SKATEBOARDING SAFETY**

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

## **GOALS AND OBJECTIVES**

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

## **OCCUPANT PROTECTION**

The long-term success of New York’s occupant protection program is reflected in the results of the most recent statewide observational survey of seat belt use. In June 2008, New York’s seat belt use rate was measured at 89%, the highest level reached to date. Seat belt enforcement mobilizations combined with PI&E have proven highly effective in New York State. Modifications planned for the Buckle Up New York grant program in FFY 2009, as well as an increased emphasis on nighttime enforcement and enforcement efforts involving multiple agencies, are intended to ensure the continued success of New York’s program.



Child passenger safety (CPS) continues to be an important component of New York’s occupant protection program. New York has been actively promoting the proper use of child safety seats since 1982 when it became the second state to pass a child restraint law. Since then the law has been amended to cover children up to age seven. The NYS Child Passenger Safety Advisory Board guides the activities of the community child passenger safety programs across the state, sets standards for CPS technicians and partners with other states in NHTSA Region II to coordinate an annual CPS conference. The GTSC supports approximately 180 local programs to provide education and awareness at permanent fitting stations, car seat distribution programs for low-income families, car seat check events, and awareness training classes.

### NEW YORK STATE SEAT BELT USAGE RATES, 2004-2008

2004	2005	2006	2007	2008	2009 Goal	2013 Goal
85%	85%	83%	83%	89%	90%	94%

The Mean Severity of Injury (MSI) measure indicates that the severity of injuries suffered by vehicle occupants covered by the seat belt law remained stable at 1.25 from 2004 to 2006. In calculating the MSI, a weight of 4 is assigned to a fatality, 3 to a serious injury, 2 to a moderate injury, and 1 to a minor injury.

### MEAN SEVERITY OF INJURY (MSI) FOR VEHICLE OCCUPANTS COVERED BY NEW YORK STATE'S SEAT BELT LAW,\* 2004-2006

2004	2005	2006	2009 Goal	2013 Goal
1.25	1.25	1.25	1.23	1.20

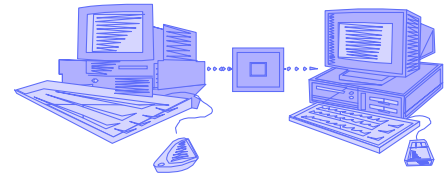
\* Police-reported crashes

## GOALS AND OBJECTIVES

The primary goals of the occupant protection program are to increase the statewide seat belt use rate and to mitigate the severity of the injuries suffered by occupants of vehicles covered by the seat belt law that are involved in motor vehicle crashes. The strategies identified for accomplishing these goals include high visibility enforcement; public information and education, especially in the area of child passenger safety; and research to identify specific groups of motorists who do not comply with the law.

## TRAFFIC RECORDS

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



In 2005, a key component of New York's approach in improving its various traffic records systems and data files involved the development of the state's *Traffic Safety Information Systems Strategic Plan* designed to cover the four-year period, 2006-2009. The plan which was required for the receipt of federal 408 incentive funds addresses the major deficiencies identified in the state's crash, citation/adjudication, driver, injury surveillance, vehicle and roadway data systems. The limitations in these six core traffic records systems and potential improvement opportunities for those systems were identified and upon approval of the plan by NHTSA in August 2006, the implementation of Program Year 1 of the plan was initiated in September 2006.

At New York's request, a Traffic Records Assessment was conducted in May 2007 by a team of experts assembled by the National Highway Traffic Safety Administration. The strategic plan was updated in June 2007 and submitted to NHTSA on June 15 as the key component of New York's application for Year 2 funding under Section 408; input from the Assessment team was incorporated into the plan. The plan was updated again in May 2008 and New York is awaiting approval for a third year of funding.

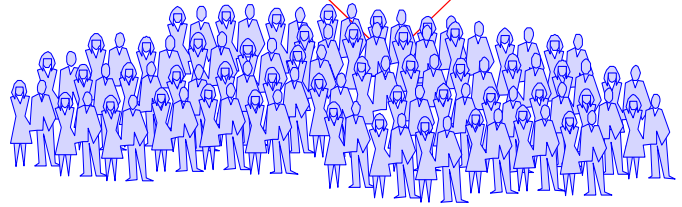
The importance placed on improving the state's traffic records systems is also evident in the improvements made in the traffic-related systems maintained by the Department of Motor Vehicles and those maintained by the Department of Transportation, Department of Health, Division of Criminal Justice Services,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

## GOALS AND OBJECTIVES

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



## COMMUNITY TRAFFIC SAFETY PROGRAMS



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

The strategies implemented under the individual community traffic safety programs will contribute to the attainment of the goals established for the statewide highway safety program. In addition to funding local programs, the strategies in this area include efforts to promote the development of broad-based coalitions that include organizations with differing perspectives on traffic safety issues, such as private sector organizations, state and local government, the media, the business community and industry associations. Educational efforts to improve traffic safety among high risk groups are a priority for these community programs. One example is the NYS Association of Traffic Safety Boards' Multi-cultural Education Committee which promotes the development of culturally-sensitive programs to more effectively reach the state's minority populations and to build a collection of tools and resources for traffic safety professionals who work with minority groups around the state. Another example is the Capital Region Older Driver Assistance Network whose members provide various levels and types of assistance to older drivers. The next focus will be a working group to address issues related to teen drivers. The GTSC will continue to work with the Department of Motor Vehicles' new Office of the Younger Driver and Office of the Older Driver on additional outreach and awareness initiatives.

The issue of distracted driving is another traffic safety concern that New York will continue to address through education and other approaches. The number and proportion of fatal crashes reported to involve "driver inattention/distraction" as a contributory factor is on an upward trend; approximately 11% of the fatal crashes in 2006 and 2007 involved distracted driving, up from 8% in 2004 and 9% in 2005. For the past several years, distracted driving has also consistently been a factor in 18% of the personal injury crashes.

The use of cell phones while driving has become one of the most prominent concerns with respect to distracted driving behavior. To address this issue, New York became the first state to pass a law banning the use of hand-held cell phones by vehicle operators on the state's roadways. In 2008, legislation banning text messaging while driving was also introduced.



## **PROGRAM MANAGEMENT**

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

## **GOALS AND OBJECTIVES**

The GTSC is committed to continuing and strengthening planning at the state and local levels and to promoting the use of the Highway Safety Strategic Plan (HSSP) as the principal document for setting priorities, directing program efforts, and assigning resources. The GTSC's role will include efforts to identify new and expand existing technology as a means of disseminating traffic safety information and improving communication with its customers, and to provide direction, guidance, and assistance to support the traffic safety efforts of public and private partners. The GTSC will also continue to coordinate and provide training opportunities for the state's traffic safety professionals and to support the use of evaluation as a tool in the state's highway safety program. To improve efficiency, the GTSC has undertaken a project to develop or acquire an integrated grant management system.

The GTSC will also continue to support the NYS Department of Transportation by participating in updating the NYS Strategic Highway Safety Plan (SHSP) based on the requirements of SAFETEA-LU. In addition, New York has prepared an update to its Traffic Safety Information Systems Strategic Plan (2006-2009) to meet the application requirements for a third year of Section 408 funding under SAFETEA-LU.



# 2009 HIGHWAY SAFETY PROGRAM PLANNING PROCESS

## INTRODUCTION

In preparing its FFY 2009 Highway Safety Strategic Plan (HSSP), the Governor's Traffic Safety Committee (GTSC) continued to use a data-driven approach in identifying problems and setting priorities for the state's highway safety program. New York's performance-based planning process is inclusive and takes into account issues and strategies identified by the GTSC member agencies, other state and local agencies, enforcement agencies and not-for-profit organizations that have submitted applications for funding.

## Overview of the Planning Process

The planning process for the FFY 2009 HSSP included the direct involvement of all of the state agencies comprising the Governor's Traffic Safety Committee. In January 2008, the GTSC Chair and Commissioner of Motor Vehicles David Swarts convened a meeting of the top level officials from each of the GTSC member agencies marking the first time the Committee has met in several years. The meeting was held at the State Capitol and provided an opportunity to educate the Committee members on the administration of the state's highway safety grant program and discuss the major highway safety issues facing New York. At the conclusion of the meeting, each agency was charged with identifying ongoing programs and ideas for new initiatives for reducing crashes, fatalities and injuries related to nine key emphasis areas: impaired driving, speeding, pedestrian safety, motorcycle safety, occupant protection, commercial vehicle safety, distracted driving, older drivers and younger drivers.

At a second meeting of the Committee held in May, the Institute for Traffic Safety Management and Research (ITSMR) presented data reflecting the scope of each of these traffic safety issues and recent trends related to crashes. The Committee members discussed each of the emphasis areas and the role of their agencies in addressing the various issues. The information provided by the member agencies on current and proposed efforts to improve highway safety in the state has been incorporated into the HSSP.

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

The problem identification process conducted for the 2009 HSSP included analyses of overall performance measures established for the statewide program, as well as measures related to each of the major program areas. These measures were reviewed in relation to the goals and objectives in the 2008 HSSP. The next step in the planning process was to revise the existing goals and objectives based on the current status of the various performance measures and to establish new goals and objectives where needed. Long-term goals were set for five years in the future while short-term goals and objectives were set for the next fiscal year.

At the time this Highway Safety Strategic Plan was prepared, 2006 was the most recent year for which a complete set of crash data was available. In addition, some preliminary 2007 data were available for fatal crashes and fatalities. Although still considered preliminary, a complete year of ticket data for 2007 was available from the TSLED and Administrative Adjudication systems.

For the first time, computer software was used to project the short-term and long-term goals for the highway safety program. In setting goals related to fatal crash and fatality data, the 2007 fatal crash and fatality data were used as the base; 2006 crash data were used in setting goals related to injuries. Goals and performance objectives related to tickets used 2007 data as the base. The method for setting each goal depended on the trend in the performance measure over the most recent three to five year period for which data were available. If there was no clear trend in the measure over this period, i.e., the measure did not increase or decrease consistently, an average was used as the baseline for calculating the goal. If the measure did increase or decrease consistently, the most recent year was used as the baseline.

A similar process was followed in reviewing the performance objectives. The performance objectives provide the link between the strategies and specific projects implemented and the goals of the highway safety program. Where appropriate, the targets set for the performance objectives were revised, and in some cases, new strategies for achieving the objectives were identified.

## **Data Sources**

The primary sources of data for the problem identification process were four traffic records systems maintained by the NYS Department of Motor Vehicles (DMV): 1) the crash file consisting of police accident reports filed by the police and motorist reports filed by individual motorists; 2) the driver's license file; 3) the TSLED (Traffic Safety Law Enforcement and Disposition) system, and 4) the Administrative Adjudication ticket system.

## **Participants in the Process**

The University at Albany's Institute for Traffic Safety Management and Research (ITSMR) conducted the problem identification process under contract to, and with the guidance of, the GTSC. The member agencies of the GTSC, statewide associations, not-for-profit organizations, and other statewide partners play a major role in the development of New York's highway safety strategic plan. These agencies and organizations are responsible for the identification of strategies to address the problems identified and for implementing programs that will ultimately enable the achievement of the state's goals for improving highway safety. Representatives of

local traffic safety programs participate in the state's highway safety strategic process through meetings with the GTSC. Local traffic safety programs submit their grant applications to their county Traffic Safety Board, helping to ensure county-wide coordination of efforts.

## **Coordination with New York's Strategic Highway Safety Plan**

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

The initial SHSP was completed in 2007; this year, the GTSC and the Institute for Traffic Safety Management and Research are assisting the NYSDOT in updating the document with the most recent data available from the state's traffic records systems. A new SHSP will be prepared in FFY 2009.

## **Format of the Plan**

The FFY 2009 Highway Safety Strategic Plan includes a description of the statewide program and the current status of broad statewide crash, fatality, and injury measures. Long-term and short-term goals based on these measures are provided.

The plan also includes overviews of the individual program areas which provide general descriptions of the trends and major issues in these areas. Specific findings of the problem identification process with the pertinent documentation are presented. Each program area description also includes long-term and short-term goals, performance objectives, and the performance measures for each goal and objective. Strategies for achieving the objectives established for each program area are presented.



# STATEWIDE HIGHWAY SAFETY PROGRAM

## OVERVIEW

The goals of New York's comprehensive statewide highway safety program are to prevent motor vehicle crashes, save lives, and reduce the severity of injuries suffered in crashes. The Governor's Traffic Safety Committee (GTSC) provides leadership and support for the attainment of these goals through its administration of the federal 402 program and various incentive grants awarded to New York under the SAFETEA-LU legislation. The GTSC, supported by the Institute for Traffic Safety Management and Research (ITSMR), affirmed its leadership role in FFY 2008 through these initiatives:

- In early 2008, the state agencies that comprise the Governor's Traffic Safety Committee were convened for the first time in several years. The GTSC Chair and DMV Commissioner David Swarts called the meeting to reunite the member agencies under the common goal of improving highway safety in the state. A second meeting of the Committee was held in May 2008 to identify possible gaps in program areas, prevent duplicative programs, and promote collaboration and active participation by all agencies.
- The GTSC participated in the development of the state's Traffic Safety Information Systems Strategic Plan with the Traffic Records Coordinating Council. This plan is used to identify and prioritize projects that will improve the state's traffic records and information management systems.
- An assessment of New York's motorcycle safety program was performed in 2008 to assist the state in identifying strengths and weaknesses in the program. In FFY 2009, the GTSC will draw on the assessment team's recommendations in planning its motorcycle safety strategies.
- In 2008, the GTSC rejoined the Governor's Highway Safety Association (GHSA) after an absence of ten years. The GTSC is now able to access the resources of the GHSA to improve its safety programming.
- Beginning in 2006, the GTSC joined with the NYS Department of Transportation (NYSDOT) and other partners to create and implement New York's Strategic Highway Safety Plan (SHSP) as required by SAFETEA-LU. Because the overall goals of the Section 402 Highway Safety Program are shared by all of the agencies in New York that are responsible for traffic safety, the goals adopted in the SHSP and the HSSP are consistent where appropriate. NYSDOT has requested ITSMR's assistance in updating the SHSP by the end of the year.

- During 2008, the GTSC established new working relationships with partners such as the Metropolitan Planning Organizations, the New York State Motor Truck Association and the New York Association for Pupil Transportation. The GTSC plans to work with these partners to address persistent and emerging traffic safety problems, such as pedestrian safety in metropolitan areas.

## HIGHWAY SAFETY PRIORITIES FOR FFY 2009

The top priorities of the 2009 highway safety program are to address trends of increasing numbers of crashes among some segments of highway users and to halt the development of unfavorable trends in certain types of crashes. Nine emphasis areas have been identified. These include improving the safety of younger and older drivers, commercial vehicle operators, motorcycle operators, pedestrians and bicyclists. New York will also continue to implement programs to increase seat belt and child restraint use and reduce unsafe driving behaviors, including impaired driving and speeding.

The GTSC will be responsible for the administration and oversight of state and local highway safety initiatives set forth in this Highway Safety Strategic Plan. The following priority activities have been established for New York's 2009 HSSP:

- Expand recently established programs to educate younger drivers and their parents on New York's graduated driver's license system, avoidance of high risk driving behavior, and general safe driving practices
- Continue recent initiatives undertaken to educate older drivers on the effects of aging on driving abilities and increase awareness of alternatives to driving
- Continue to implement a Task Force on Impaired Driving to conduct a comprehensive examination of the scope and causes of the impaired driving problem and develop recommendations to reduce crashes resulting from impaired driving. The Task Force was formed in 2008 and is comprised of nine working groups, each of which is charged with examining a specific component of the impaired driving system.
- Continue to improve working relationships with the 58 local STOP-DWI programs as a means to enhance program administration and more effectively allocate resources
- Increase enforcement of the laws relating to impaired driving using new approaches and technologies to prevent alcohol and drug impaired driving
- Continue programs to curb underage drinking and enforce the law prohibiting the use of fraudulent identification to purchase alcohol
- Continue active enforcement and related public information and education activities to increase seat belt use in New York State; incorporate expanded enforcement in the FFY 2009 Buckle Up New York program and work with partners to determine if public education techniques can improve the use rate in New York
- Expand efforts that address specific high risk groups, such as younger drivers and drivers from rural areas through special enforcement and education programs

- Increase education and outreach on the proper use and correct installation of child safety seats by strengthening the network of child passenger safety programs, particularly in areas that serve high risk populations, and increasing training opportunities for technicians
- Continue to support vigorous enforcement of the Vehicle and Traffic Laws through Selective Traffic Enforcement Programs (STEP), especially those pertaining to speeding, running red lights, aggressive and distracted driving
- Expand existing STEP efforts to include a focus on commercial motor vehicles and motorcycle operators
- Continue participation in the state's drowsy driving awareness committee
- Increase the availability of education for motorcycle operators and awareness of safe motorcycling through the adoption of recommendations from the Motorcycle Safety Assessment
- Expand training opportunities for police officers, prosecutors and the judiciary
- Support law enforcement agencies seeking to conduct motorcycle enforcement
- Explore the creation of a coalition to improve pedestrian and bicycle safety, particularly in New York City
- Continue to actively bring highway safety programs to diverse populations in New York State
- Encourage police agencies to conduct routine Vehicle and Traffic Law enforcement, with a particular focus on violations committed by drivers of passenger vehicles operating in close proximity to commercial vehicles and motorcyclists
- Seek new working relationships and opportunities to partner with federal, state and local agencies to improve commercial vehicle safety
- Encourage police agencies to consider police traffic services as an everyday priority using the "traffic enforcement is law enforcement" approach

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

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



Analyses of statewide data from the Department of Motor Vehicles' crash file indicate the following:

- ▶ Based on preliminary data, the number of fatalities in motor vehicle crashes in New York State dropped to 1,319 in 2007, an 8% decrease compared to 2006.
- ▶ The number of persons injured in crashes was on a steady downward trend between 2004 and 2006; 195,644 persons were injured in motor vehicle crashes in New York in 2006.

### MOTOR VEHICLE-RELATED FATALITIES AND INJURIES IN NEW YORK STATE, 2004-2007

	2004	2005	2006	2007*
<b>Number of Fatalities</b>	1,495	1,410	1,433	1,319
<b>Number of Injuries</b>	220,837	206,514	195,644	N/A

\* Preliminary data

- ▶ In New York, the fatal crash rate per 100 million vehicle miles traveled (VMT) declined from 1.00 in 2004 to 0.93 and 0.94 in 2005 and 2006. In 2007, the fatal crash rate declined again to 0.87. Each year from 2004-2006, New York's fatal crash rate remained well below the national average.

### FATAL CRASH RATE PER 100 MILLION VMT, 2004-2007

	2004	2005	2006	2007*
<b>New York</b>	1.00	0.93	0.94	0.87
<b>National</b>	1.31	1.32	1.28	N/A

\* Preliminary data

- ▶ The Mean Severity of Injury (MSI) is the average severity of motor vehicle injuries based on the KABC injury scale. The KABC injury scale categorizes injuries into four levels of severity: fatal (K), serious (A), moderate (B), and minor (C). The MSI ranges from 4 to 1 (with 4 = fatal and 1 = minor injury). The MSI remained relatively constant over the three years, 2004-2006.

### MEAN SEVERITY OF INJURY (MSI), 2004-2006

2004	2005	2006
1.27	1.28	1.28

# PERFORMANCE GOALS AND MEASURES

## **Long-term Performance Goals**

- Reduce the number of motor vehicle-related fatalities from an annual average of 1,427 in 2003-2007 to 1,135 in 2013
- Reduce the fatal crash rate per 100 million VMT from 0.87 in 2007 to 0.80 in 2013
- Reduce the Mean Severity of Injury (MSI) from 1.28 in 2006 to 1.22 in 2013

## **Short-term Performance Goals**

- Reduce the number of motor vehicle-related fatalities from an annual average of 1,427 in 2003-2007 to 1,258 in 2009
- Reduce the fatal crash rate per 100 million VMT from 0.87 in 2007 to 0.85 in 2009
- Reduce the Mean Severity of Injury (MSI) from 1.28 in 2006 to 1.26 in 2009

## **Performance Measures**

- Number of motor vehicle-related fatalities
- Fatal crash rate (number of crashes with at least one fatal injury per 100 million VMT)
- Mean Severity of Injury (MSI)

# IMPAIRED DRIVING



## OVERVIEW

Impaired driving continues to be a program priority for the Governor's Traffic Safety Committee. Since the passage of the landmark anti-DWI law in 1981 that established the STOP-DWI program, New York has continued to enhance and implement innovative legislation, enforcement efforts, and public information campaigns that target the problem of impaired driving. These efforts have helped make New York's impaired driving fatal crash rate among the lowest in the nation (27% in New York vs. 41% nationally in 2006).

Although the low fatal crash rate is noteworthy, New York recognizes that impaired driving is a persistent contributing factor to highway deaths and injuries. In the coming year, New York will continue to identify ways to reduce its alcohol fatal crash rate both by developing new programs and re-energizing existing programs.

New York's omnibus DWI legislation enacted in 2006 is expected to produce significant gains in addressing issues related to impaired driving. Effective November 1, 2006, it addresses high BAC operators, persistent offenders, and alcohol-related homicides that involve certain aggravating factors. Specifically, the legislation 1) creates the offense "Aggravated Driving While Intoxicated" for drivers with a BAC of .18% or more and establishes stricter penalties for these high BAC drivers, 2) establishes a new offense "Driving While Ability Impaired by the combined influence of alcohol and drugs," 3) establishes new requirements for screening, assessment and treatment, 4) adds four new aggravating factors that raise a crime from 2nd to 1st degree Vehicular Manslaughter, 5) increases the penalties for chemical test refusals, and 6) establishes new criteria for imposing "permanent revocation" on persistent offenders. Amendments related to ignition interlock devices and to alcohol and substance abuse assessment and treatment were signed into law in 2007. Other new legislation enacted in 2007 defined the crimes of Aggravated Vehicular Assault, a Class C felony, and Aggravated Vehicular Homicide, a Class B felony.

A computer simulation model was built by the Institute for Traffic Safety Management and Research (ITSMR) to assess the implementation of the new Aggravated DWI law on the various parts of the impaired driving system. With ITSMR's assistance, the GTSC and the Department of Motor Vehicles held a DWI: Partners in Prevention Conference in November 2007 that also focused on the new legislation dealing with DWI offenders. As a follow-up to the issues that were raised by the attendees, a session is scheduled for the annual New York State Highway Safety Conference to be held in Syracuse in October 2008. The Task Force on Impaired Driving recently established by the GTSC will use a team approach to build on the information exchanged at the conference and develop new initiatives to address the continuing problem of impaired driving.

In another innovative approach to be undertaken in the coming year, New York's legislature has called for the establishment of an advisory council on underage alcohol

consumption. Effective January 1, 2009, the council will consist of 21 members who represent the various groups that are stakeholders in the effort to combat underage alcohol consumption. As mandated by the legislature, members “shall be appointed by the governor, by the temporary president of the senate and by the speaker of the assembly, giving due consideration to the recommendations made by representative civic, educational, legal and advocacy groups and associations concerned with, or otherwise engaged in the representation of the interests of the youth of New York State.” The council is charged with reporting its findings by October 2010.

The state’s efforts to enforce New York’s impaired driving laws will also continue. In addition to routine sustained impaired driving enforcement, many counties and regions coordinate other vigorous deterrence initiatives. These include conducting sobriety checkpoints, multi-agency saturation patrols, and other high visibility enforcement activities. These enforcement strategies are often combined with a public awareness component and media campaign. New York’s local STOP-DWI programs, the GTSC and law enforcement community will also continue to participate in the national impaired driving enforcement periods.


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

Federal, state, and local agencies; advocacy groups; community organizations; and private sector companies have combined their efforts to raise public awareness of the dangers of impaired driving. By promoting messages that encourage drivers to assume personal responsibility for their behavior, these groups have joined forces to change the public’s attitude toward impaired driving.

Key points derived from the analyses of data related to impaired driving are presented below.

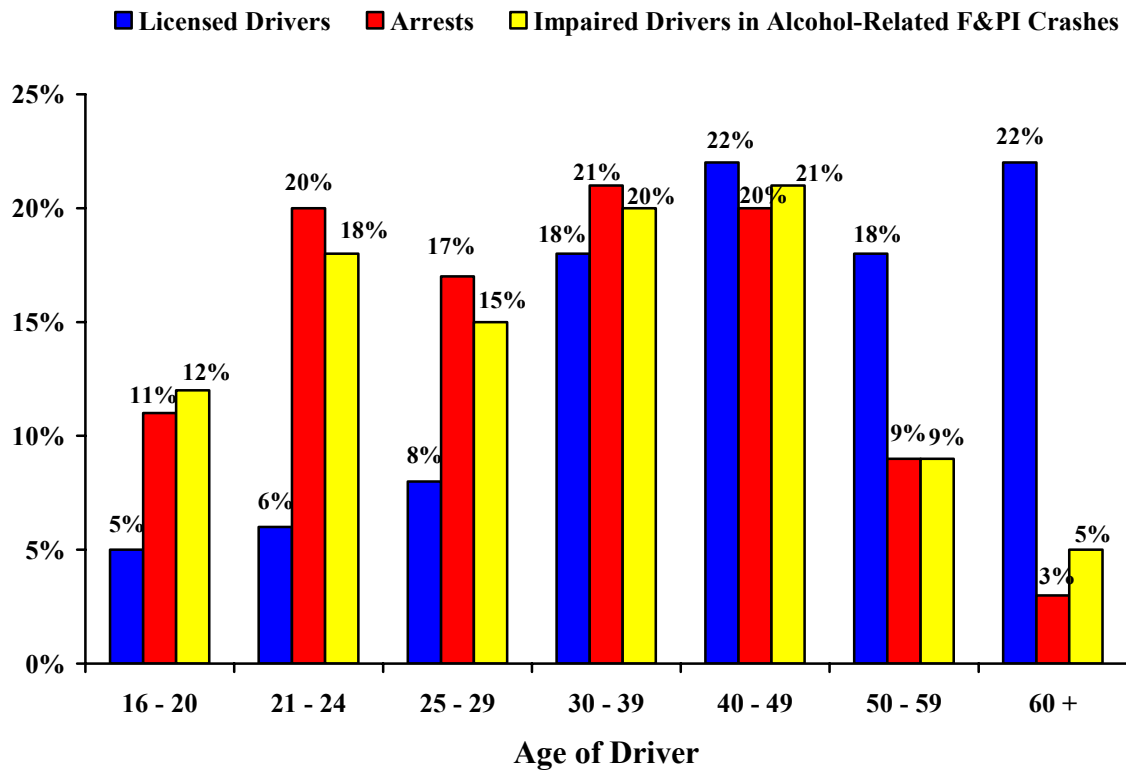
- ▶ In 2007, 374 fatalities occurred in alcohol-related crashes, down from 397 in 2006 and 382 in 2004 and 2005.
- ▶ Although the rate of alcohol involvement in fatal crashes in New York State is substantially lower than the national average (27% vs. 41% in 2006), it is on an upward trend. In 2007, 28% of fatal crashes in New York State were alcohol-related, compared to 24% of the fatal crashes in 2004.
- ▶ The number of persons injured in alcohol-related crashes has been on a steady downward trend in recent years, dropping from 8,024 in 2004 to 7,293 in 2006.

## ALCOHOL-RELATED CRASHES IN NEW YORK STATE,\* 2004-2007

	2004	2005	2006	2007**	
 <b>Fatal Crashes</b>	332	350	359	345	
	% of all fatal crashes	24.3%	26.8%	27.0%	28.3%
	# of fatalities	382	382	397	374
<b>Injury Crashes</b>	5,327	5,270	5,111	N/A	
	% of all injury crashes	4.0%	4.1%	4.2%	N/A
	# of persons injured	8,024	7,724	7,293	N/A
* Police-reported crashes					
** Preliminary data					

- ▶ 46% of the alcohol-related crashes in 2006 occurred between 9pm and 3am; approximately 40% occurred on Friday and Saturday nights between 6pm and 6am.
- ▶ 79% of the drivers arrested for impaired driving in 2007 were men; almost half (47%) of the impaired drivers for whom a BAC was reported had a BAC of .15% or higher.
- ▶ Drivers under 30 years of age continue to be overrepresented in both alcohol-related fatal and personal injury crashes and impaired driving arrests when compared with the proportion of licensed drivers under age 30. In 2006:
  - Drivers under 21 represented 5% of the licensed drivers but accounted for 12% of the impaired drivers in fatal and personal injury crashes and 11% of the impaired driving arrests.
  - Drivers 21-24 years of age represented 6% of the licensed drivers in the state but accounted for 20% of the impaired driving arrests and 18% of the impaired drivers in alcohol-related fatal and personal injury crashes.
  - Drivers ages 25-29 accounted for 17% of the impaired driving arrests and 15% of the impaired drivers in fatal and personal injury crashes, but represented only 8% of the licensed drivers.

## NEW YORK STATE LICENSED DRIVERS, PERSONS ARRESTED FOR IMPAIRED DRIVING AND IMPAIRED DRIVERS IN FATAL AND PERSONAL INJURY CRASHES BY AGE GROUP: 2006



## PERFORMANCE GOALS AND MEASURES

### Long-term Performance Goals

- Reduce the number of alcohol-related traffic fatalities from an annual average of 366 in 2003-2007 to 340 in 2013
- Reduce the number of alcohol-related traffic injuries from 7,293 in 2006 to 6,600 in 2013
- Reduce the number of drivers under 21 years old involved in alcohol-related fatal crashes from an annual average of 55 in 2003-2007 to 45 in 2013

### Short-term Performance Goals

- Reduce the number of alcohol-related traffic fatalities from an annual average of 366 in 2003-2007 to 360 in 2009
- Reduce the number of alcohol-related traffic injuries from 7,293 in 2006 to 7,000 in 2009
- Reduce the number of drivers under 21 years old involved in alcohol-related fatal crashes from an annual average of 55 in 2003-2007 to 51 in 2009

### **Performance Measures**

- Number of alcohol-related traffic fatalities
- Number of alcohol-related traffic injuries
- Number of drivers under 21 years old involved in alcohol-related fatal crashes

## **PERFORMANCE OBJECTIVES AND MEASURES**

### **Performance Objectives**

- Increase the number of persons arrested for impaired driving under the TSLED system from 47,122 in 2007 to 48,300 in 2009
- Conduct training for prosecutors, probation officers, toxicologists and judges in 2009
- Increase the number of SFST and DRE instructors and the number of trained officers in 2009
- Increase number of officers trained in A.R.I.D.E. in 2009
- Provide refresher courses for officers trained in SFST in 2009
- Increase education programs and impact panels in schools focusing on underage drinking and driving in 2009

### **Performance Measures**

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

## **STRATEGIES**

### **Statewide Coordination of Activities Targeting Impaired Driving**

#### **Task Force on Impaired Driving**

In 2008, the GTSC established a Task Force on Impaired Driving to combat impaired driving on the state's roadways. Designed as a major new initiative in the area of impaired driving, the Task Force will conduct a comprehensive examination of the scope and causes of the problem of impaired driving and develop new countermeasures to address the problem.

Membership on the Task Force is broad-based and includes the GTSC's state agency and non-state agency partners.



The Task Force is using a team approach to address nine specific components of the impaired driving system. The nine teams are focusing on the following areas:

- General Deterrence
- Legislation & Sanctions
- Enforcement
- Prosecution
- Courts
- Probation
- Assessment, Evaluation & Treatment
- Licensing/Relicensing
- Research

Each team is responsible for investigating the issues relevant to its area, identifying priority concerns, and making recommendations. In carrying out its responsibilities, each team will present periodic progress reports to the Task Force. In addition, at the completion of its work, each team will prepare a report documenting its findings and recommendations and present it to the Task Force.

## **Enforcement of Impaired Driving Laws**

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

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

The GTSC does provide grant funds for impaired driving programs implemented statewide that have local benefits for law enforcement. In FFY 2009, the Division of Criminal Justice Services (DCJS) will continue a program to replace the breath analysis instruments used by local police and supported by the DCJS. A training technician will provide training to police officers on the use of the instruments and on evidentiary breath test management.

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

## **Impaired Driving Programs for High Risk Groups**

In addition to general deterrence approaches to reduce impaired driving, programs and strategies that focus on specific groups of drivers are needed. In particular, special efforts are needed to address underage drinking and driving. The expertise and resources of state and local agencies will be used. Strategies to limit access to alcohol by persons under the age of 21 will continue to be supported in 2009.

### ***Underage Drinking and Driving***

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

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

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

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

### ***Drug-Impaired Driving***

The GTSC coordinates and supports the statewide program to train and deploy Drug Recognition Experts (DREs), police officers trained to recognize impairment by drugs other than alcohol. Studies show that drugs are a prevalent factor in motor vehicle fatalities, yet there are relatively few arrests for drugged driving, even in localities that have trained DREs. To improve drug impaired driving detection, the GTSC recently began supporting the statewide implementation of Advanced Roadside Impaired Driving Enforcement (A.R.I.D.E) training for patrol officers. Although the A.R.I.D.E. training is not as intense as the DRE training, it provides a solid foundation for officers to make drug-related driving arrests that can be adjudicated successfully.

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

### ***Alcohol Education for Parents***

Several municipalities and counties in New York State have enacted local “social host” laws, which allow police to charge adults who provide alcohol in their homes to underage persons without having witnessed the consumption. A similar state law had been proposed, but it did not pass.

The GTSC will continue to support programs to educate parents and other adults on the risks of providing access to alcohol to those under 21.

### ***Interventions at High Schools and Colleges to Reduce Underage Alcohol Consumption***

College-based interventions are a necessary component in the fight against underage drinking and driving. The presence and use of alcohol on college campuses is unacceptable, given that approximately three-quarters of the student population is under the legal drinking age. There is a need for broad-based programs that include the involvement of the school administration in controlling the availability and consumption of alcohol on campus. Efforts to promote cooperation among off-campus establishments and communication with the surrounding community will be supported.

The GTSC continues to support programs that educate this population; for example, funding will continue for a program that creates mobile exhibits that focus on young people who have lost their lives due to impaired driving.

### ***Local Interdiction at Point of Sale***

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

### ***Repeat DWI Offender Programs***

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

## **Educational Programs and Training**

Many of the strategies in the impaired driving program have a public information and education component. Educational and training programs for specific groups will also be supported.

### ***Networks for Educational Outreach***

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

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

### ***Underage Drinking and Driving***

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

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

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

### ***Training Programs for Local Police and Court Personnel***

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

### ***DWI and Drug Courts***

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

## **Interlock Devices Implementation**

The GTSC is providing funding to the Division of Probation and Correctional Alternatives (DPCA) to coordinate with its partners in developing recommendations and implementing policies and procedures for the use of interlock devices in New York. In a recent survey of the 57 probation departments outside of New York City, the DPCA found that interlock devices are being used in 35 counties and approximately 1,400 devices are currently in use, an increase of over 100% since 2006. This increase in use has been attributed to demand created by the implementation of the Aggravated DWI law. Of the 22 counties not employing the devices, the primary reason cited was lack of interlock providers and installation services. In addition to maintaining a list of interlock service providers on its website, the DPCA will be developing a tutorial on interlock protocols for publication on its website.

## **DWI Victim Impact Panels**

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

## **Community-Based Programs to Address Impaired Driving**

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

The GTSC is working with the STOP-DWI Coordinators' Association to produce and distribute public information and education materials as part of a statewide anti-drinking and driving campaign.

## **Research and Evaluation**

Research and evaluation studies will be conducted to identify special problems or areas that need to be addressed by policy or program initiatives, and to identify effective strategies and countermeasures to address the problem of impaired driving. Areas for investigation may include repeat offenders, the adjudication of impaired driving offenses, and youth and impaired driving. Evaluations of existing programs will be conducted to determine their effectiveness with regard to their stated goals and objectives. For example, a study will be conducted to evaluate the effectiveness of the A.R.I.D.E. training program. Support will also be provided for evaluation projects related to the implementation of new laws and fulfillment of the requirements of legislatively-mandated studies. One potential study being considered is a study of the implementation and effectiveness of the Aggravated DWI Law.





# POLICE TRAFFIC SERVICES

## OVERVIEW

Consistent enforcement of the Vehicle and Traffic Law, in conjunction with public information and education (PI&E), continues to be a priority of New York's highway safety program. New York's program uses high visibility enforcement at identified problem locations, coupled with PI&E to achieve and sustain improvements in highway safety. This approach can have a positive impact on driver behavior by fostering an understanding in the public's consciousness that safe driving prevents crashes, fatalities and injuries, and that traffic enforcement is meant to promote safe driving.

Although traditional enforcement strategies are successful with the general driving population, more directed approaches are required for some high risk groups, especially those who intentionally disregard laws and have become adept at avoiding apprehension. These groups include recidivist and high BAC drunk drivers, aggressive drivers, chronic speeders, those who continue to drive with a suspended or revoked driver's license (including motorcyclists and commercial vehicle drivers), and those who refuse to wear safety restraints. For these drivers, highly publicized selective enforcement efforts are employed. Various special enforcement techniques have also been used with these high-risk driving populations and the state's enforcement agencies will continue to develop and test new strategies such as motorcycle checkpoint details.

Successful traffic law enforcement efforts are data driven. To improve the timeliness of data in the crash and ticket systems, New York has undertaken an ambitious program to employ Traffic and Criminal Software (TraCS) throughout the state. TraCS not only improves the timeliness and accuracy of the Accident Information System (AIS) and the TSLED and Administrative Adjudication systems, it also provides the participating police agencies with a more sophisticated traffic records management system. As of this report, there are more than 280 agencies transmitting ticket and/or crash data electronically. The GTSC continues to support the implementation of TraCS systems.

License Plate Reader (LPR) technology allows police officers to use data more effectively. A plate reader can recognize over 1,000 license plates an hour as vehicles pass either a portable or stationary unit at speeds up to 70 miles per hour. Traffic and criminal information downloaded into the plate reader from the New York State Police Information Network (NYSPIN) allows a law enforcement officer performing a special detail or routine patrol to detect if the vehicle registration is valid and if the registrant is licensed. Based on this



information, a police officer can intervene before the driver is involved in a traffic crash or commits another violation that could result in serious injury to an innocent victim.

New York maintains two ticket systems: the Traffic Safety Law Enforcement and Disposition system (TSLED) and the Administrative Adjudication system which is used in the large metropolitan areas of the state (New York City, Buffalo and Rochester) and the seven western towns in Suffolk County. Analyses of TSLED and Administrative Adjudication ticket data indicate the following trends:

- ▶ From 2004 to 2007, the number of traffic tickets issued annually in New York increased steadily from approximately 3.9 to 4.1 million.
- ▶ Over the four-year period, 2004-2007, there has been a steady increase in the number of tickets issued for impaired driving from 74,903 in 2004 to 80,572 in 2007. It should be noted that while the number of tickets increased (8%) between 2004 and 2007, the number of people arrested experienced a much more modest increase of 1%. The larger number of tickets is the result of multiple tickets issued for the same incident.
- ▶ From 2004 to 2007, 18%-19% of the traffic tickets issued were for speeding violations.
- ▶ The large number of seat belt tickets issued in recent years is the result of New York's high visibility enforcement program, Buckle Up New York/Click It or Ticket. While the number of tickets has declined in recent years, more than 462,000 tickets (11% of the total traffic tickets issued in the state) were written for seat belt violations in 2007.

### TICKETS ISSUED IN NEW YORK STATE, \* 2004-2007

	2004		2005		2006		2007**	
<b>Impaired Driving***</b>	74,903	1.9%	77,422	2.0%	79,109	1.9%	80,572	2.0%
<b>Speeding</b>	747,923	19.3%	727,995	18.5%	735,222	18.1%	730,491	17.9%
<b>Seat Belts</b>	521,348	13.4%	495,504	12.6%	481,782	11.9%	462,027	11.3%
<b>All Other</b>	2,533,129	65.4%	2,629,664	66.9%	2,769,023	68.1%	2,817,245	68.9%
<b>Total Tickets</b>	3,877,303		3,930,585		4,065,136		4,090,335	

\* Includes tickets issued under the TSLED and under the Administrative Adjudication systems; the Administrative Adjudication system does not include tickets issued for impaired driving.

\*\* Preliminary data

\*\*\* These figures represent multiple tickets issued to a person for the same event.

- ▶ The proportions of tickets issued by the State Police, county agencies, and local police agencies have remained fairly constant over time. In 2007, the State Police issued 25% of all traffic tickets, county agencies issued 12%, and local agencies issued 63% of all traffic tickets.



## SPEED ISSUES

Speeding continues to be a major traffic safety issue and one of growing concern. Speed-related crashes occur on all roadway types. Speeding vehicles pose a serious risk to all highway users, including occupants of the speeding vehicle, other cars, trucks, and motorcycles, as well as pedestrians and bicyclists. Excessive speed not only increases the number of crashes but also their severity. These crashes, like many others, are often preventable and have significant associated human and monetary costs.

Law enforcement continues to address speeding in traditional ways using radar technology which has dramatically improved over the years, as well as new technologies and innovative strategies. One example is the use of laser speed detection equipment which has signals that cannot be detected by motorists. "Low profile" patrol cars continue to be incorporated into the fleets of state, county and local police agencies and have proven highly effective in apprehending speeders and other aggressive drivers. The Division of State Police (DSP) has recently formed a unit of Traffic Incident Management Teams that are equipped with 100 laser speed measuring devices. The teams are assigned to work zones during the construction season; at other times of the year they focus on high crash areas where speeding and aggressive driving or other traffic related problems are known to occur.

In recent years, the number of speeding tickets issued annually for traffic violations has been well over 700,000. The GTSC and its partners are working together to develop strategies that will enhance the comprehensive approach to this serious problem. New York has been participating in the regional speed programs that NHTSA is sponsoring and will be exploring ways to implement rational speed limits.

In FFY 2009, the primary emphasis in police traffic services will be the continued support of selective traffic enforcement program (STEP) activities in the area of speeding and other aggressive driving behaviors. This will include the continuation and enhancement of the STEP to Reduce Unsafe Driving Behaviors grant program. Over 300 agencies participate in this structured grant program which promotes enforcement strategies that have proven to be effective in addressing aggressive driving issues. The STEP application guidelines encourage police agencies to deploy enforcement details in high crash locations during the days of the week and the times of the day that crashes most frequently occur and to take into account the contributing factors associated with the crashes. This program provides significant support and coordination for New York's local law enforcement community which is responsible for speed enforcement on most local highways.

Analyses of crash and ticket data related to drivers in fatal and personal injury speed-related crashes reveal the following:

- ▶ Speed was listed as a contributing factor for 6% of the drivers involved in fatal or personal injury crashes from 2004 to 2006.
- ▶ In 2006, speed was reported to be a contributing factor in a fatal or personal injury crash for approximately 13,000 drivers, down from the previous two years.
- ▶ In each of the three years, 2004-2006, fewer than 2% of the drivers involved in fatal and personal injury crashes received a speeding ticket.

**SPEED-RELATED FATAL AND PERSONAL INJURY (F/PI) CRASHES\*  
IN NEW YORK STATE, 2004-2006**

	2004	2005	2006
<b>Total Drivers in F/PI Crashes</b>	<b>224,605</b>	<b>223,332</b>	<b>215,444</b>
<b>Drivers Whose Speed Was a Contributing Factor to a F/PI Crash</b>	14,578 6.5%	14,249 6.4%	13,022 6.0%
<b>Drivers Receiving Speeding Tickets in Conjunction with a F/PI Crash</b>	3,417 1.5%	3,529 1.6%	3,420 1.6%

\* Police-reported crashes

## AGGRESSIVE DRIVING ISSUES

Although aggressive driving behavior has been evident on our highways for many years, it only came to be described as such in the mid-1990s. At that point, a critical mass had been reached in terms of traffic volume and congestion and a number of high profile “road rage” incidents provided the impetus for widespread media coverage. Since then, aggressive driving has remained at the forefront of traffic safety. The driving actions defined by the GTSC as aggressive, including impaired driving, speeding, following too closely, failure to yield the right-of-way, and running red lights and stop signs, account for a majority of injuries and fatalities in crashes. Road rage on the other hand, although relatively rare, involves criminal acts such as intentional damage, intimidation, or injury. The criminal acts associated with “road rage” are not aggressive driving and are normally dealt with under the Penal Law.

Analyses of the contributory factors in fatal and personal injury crashes that are primarily associated with aggressive driving indicate the following:

- ▶ In each of the three years, 2004-2006, the proportions of fatal and personal injury crashes for which the police reported failure to yield the right-of-way, following too closely or unsafe speed as a contributory factor remained constant; failure to yield the right-of-way was a factor in approximately 16% of the crashes, following too closely was a factor in 14% of the crashes, and unsafe speed was a factor in 11% of the crashes.
- ▶ Between 2004 and 2006, the number of fatal and personal injury crashes where failure to yield the right-of-way, following too closely or unsafe speed was reported to be a contributory factor declined steadily, similar to the decrease in the total number of fatal and personal injury crashes.

## CONTRIBUTING FACTORS IN FATAL AND PERSONAL INJURY (F/PI) CRASHES IN NEW YORK STATE, 2004-2006

	2004		2005		2006	
<b>Police-Reported F/PI Crashes</b>	<b>133,314</b>		<b>128,581</b>		<b>124,211</b>	
Failure to Yield the Right-of-Way	21,987	16.5%	20,714	16.1%	19,940	16.1%
Following Too Closely	18,470	13.9%	17,780	13.8%	17,608	14.2%
Unsafe Speed	14,615	11.0%	14,244	11.1%	13,088	10.5%

### OTHER RELATED ISSUES

Traffic enforcement is involved in a number of other issues intended to reduce the frequency and severity of crashes in New York. Each of these identified problem areas requires a unique enforcement tactic and public education approach.

**Pedestrian Safety:** Pedestrians are among New York's most vulnerable roadway users and pedestrian safety continues to be a priority program for the GTSC. Each year pedestrian crashes account for about one-quarter of all fatal crashes and 10% of all personal injury crashes that occur in the state. To be effective, pedestrian enforcement efforts must address not only the behaviors of drivers, but also the behaviors of the pedestrians.

**Motorcycle Safety:** In the past five years, the number of registered motorcycles in New York State has increased more than 25% and motorcycle license endorsements have increased nearly 10%. The need for an effective motorcycle enforcement program has become more critical with the increase in the motorcycling population and the comparable increase in motorcycle crashes and fatalities. New York will consider the recommendations from the Motorcycle Safety Assessment conducted in 2008 to improve rider awareness and implement motorcycle-specific initiatives that address unlicensed/unendorsed operation and the use of noncompliant helmets.

**School Bus Safety:** Passing a stopped school bus is a negligent driving behavior that occurs thousands of times each school day in New York. To reduce the frequency of occurrence and better protect children boarding and exiting school buses, the GTSC, in conjunction with a number of other concerned agencies and organizations, has developed a program entitled Operation Safe Stop. In FFY 2009, two specific days will be devoted to addressing this statewide concern. One day during March will be designated for public information and media events emphasizing the dangers of passing a stopped school bus and strict enforcement of all violators. During a second day designated early in the school year, the focus will be on traffic enforcement activities. In 2008, Operation Safe Stop pilot tested the use of a License Plate Reader (LPR) mounted on a school bus in Syracuse. A total of 68 illegal passes of a stopped school bus were recorded over a six-week period; a warning letter was mailed to each of the violators. This technology may be used in future efforts to deter motorists from passing stopped school buses.

**Distracted Driving:** A distracted driving behavior may be illegal in and of itself, such as talking on a hand-held cell phone while driving. Other types of distracted driving may not be illegal but may result in a violation such as an unsafe lane change, failure to keep right or failure to yield the right-of-way. Because all the various forms of distracted driving can and do contribute to crashes, these types of unsafe driver behaviors must be addressed through aggressive enforcement. The detailed reconstruction of a devastating fiery crash that took the lives of five recent high school graduates in Ontario County less than a year ago brought the problem of distracted driving through text messaging to not only New York but the rest of the country. This tragedy captured the attention of lawmakers and new legislation is being considered to prohibit the distracting behavior of texting while driving.

**Commercial Vehicles:** Similar to operators of all types of vehicles, those driving large trucks and buses occasionally violate the Vehicle and Traffic Law by speeding, following too closely, failing to yield the right-of-way and other aggressive driving violations. In 2006, large trucks were involved in only 4% of the total crashes in New York but 12% of the fatal crashes. The GTSC will encourage police agencies to conduct routine enforcement of the traffic laws with commercial vehicles, as well as with passenger vehicles.

## **PERFORMANCE GOALS AND MEASURES**

### ***Long-term Performance Goals***

- Decrease the number of fatal and personal injury motor vehicle crashes in which “unsafe speed” is reported to be a contributing factor from 13,088 in 2006 to 8,900 in 2013
- 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 19,940 in 2006 to 12,600 in 2013
- Reduce the number of fatal and personal injury motor vehicle crashes in which “following too closely” is reported to be a contributing factor from 17,608 in 2006 to 12,400 in 2013

### ***Short-term Performance Goals***

- Decrease the number of fatal and personal injury motor vehicle crashes in which “unsafe speed” is reported to be a contributing factor from 13,088 in 2006 to 11,000 in 2009
- 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 19,940 in 2006 to 16,500 in 2009
- Reduce the number of fatal and personal injury motor vehicle crashes in which “following too closely” is reported to be a contributing factor from 17,608 in 2006 to 15,200 in 2009

### ***Performance Measures***

- Number of fatal and personal injury motor vehicle crashes in which “unsafe speed” is a contributing factor
- Number of fatal and personal injury motor vehicle crashes in which “failure to yield the right-of-way” is a contributing factor
- Number of fatal and personal injury motor vehicle crashes in which “following too closely” is a contributing factor

## PERFORMANCE OBJECTIVES AND MEASURES

### *Performance Objectives*

- Increase the total number of TSLED and Administrative Adjudication tickets issued for traffic violations from 4,090,335 in 2007 to 4,300,000 in 2009
- Conduct selective enforcement efforts targeting impaired driving, speeding, seat belt compliance, and other high risk driving behaviors
- Conduct combined enforcement efforts that target more than one high-risk behavior
- Provide training for police officers, probation officers, and court personnel regarding the enforcement and adjudication of various traffic laws, e.g. impaired driving laws and the seat belt law
- Increase the number of speeding tickets issued from an annual average of 743,208 in 2003-2007 to 750,000 in 2009
- Conduct special enforcement patrols targeting aggressive driving behaviors

### *Performance Measures*

- Number of tickets issued
- Number of selective enforcement efforts and number of tickets issued
- Number of combined enforcement efforts and number of tickets issued
- Number of training programs and number of persons trained
- Number of tickets issued for speeding violations
- Number of dedicated aggressive driving enforcement patrols
- Number of tickets issued by special aggressive driving patrols

## STRATEGIES

### **Selective Traffic Enforcement Programs (STEP)**

The cornerstone of police traffic services solutions in New York will continue to be the Selective Traffic Enforcement Programs (STEP) administered by the state's local police agencies. These STEP programs target specific types of traffic violations in areas identified through data analysis as having high numbers of crashes or problems during certain days or times. Projects are then designed around when and where crashes are occurring and the specific violations or factors contributing to the crashes. STEPs may use a variety of enforcement techniques such as stationary or moving patrol, low-visibility (low-profile) patrol cars for detection and apprehension, high-visibility patrol cars for prevention and deterrence, and safety checkpoints. Over 300 local police agencies will participate in STEP to Reduce Unsafe Driving Behaviors grant programs in FFY 2009.

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

### ***Speed Enforcement***

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

The GTSC will also continue to fund the speed enforcement program of the State Police which will feature enforcement details that focus on high crash areas of non-Interstate highways. Deployment of the details will be based on a needs assessment of the patrol areas. The State Police will continue to use ticket and crash data from TraCS, in addition to other data, to ensure that the patrols are deployed to the areas that have the most significant traffic safety problems.

Newer enforcement technologies will be used in speed enforcement activities. These tools will include the latest generation of speed patrol equipment, such as dual antenna radar devices, which are more accurate and utilize a high frequency that is less susceptible to recognition by radar detectors. Dual antenna radar is also able to track speeding vehicles that are coming toward and moving away from the front or rear of the patrol vehicle. Laser speed detection units are particularly well-suited to speed enforcement in congested traffic since the laser beams are very narrow, spreading to a diameter of only three feet at a range of 1,000 feet. The State Police, as well as many local police agencies, will continue to deploy "low profile" patrol cars which are more efficient at apprehending speeders.

### ***Statewide Speed Enforcement Campaign***

New York will continue to participate in the tri-state partnership with New Jersey and Connecticut which was established to address the problem of speeding through cooperative enforcement efforts using newer techniques to assess enforcement strategies, speed limits and traffic flow.

### ***Aggressive Driving Enforcement***

The STEP to Reduce Unsafe Driving Behaviors program provides support for enforcement to cite violators whose driving behaviors can be considered aggressive. The aggressive driving violations targeted by STEP includes following too closely, failure to yield the right-of-way, and running red lights and stop signs.

The GTSC will continue to encourage the use of "low profile" patrol vehicles which have proven to be highly effective for aggressive driving enforcement. These vehicles maintain a stealth profile while patrolling due to their inconspicuous markings and emergency lights which are virtually invisible until activated. The use of other equipment, such as laser units enhanced with DMB (distance between cars) technology that can aid in the detection and documentation of "following too closely" violations, will also be promoted.



### ***CHES (Cameras Helping to Enforce School Bus Safety)***

FFY 2009 will be the first full year of a pilot program conducted in the Syracuse City School District to address the problem of motorists passing stopped school buses. A License Plate Reader attached to a school bus photographs the license plate of vehicles that pass the bus when it is stopped with the red lights flashing and the stop arm out. The purpose of this grant is to educate the motoring public about the law and the danger that motorists who pass stopped school buses pose for children loading and unloading from the bus.

### ***Enforcement of the Cell Phone Law***

The use of hand-held cell phones while driving has been illegal in New York since 2001 and legislation to specifically prohibit text messaging while driving was considered by the State Legislature. Enforcement of the cell phone law is addressed largely through the STEP program. The GTSC will continue to include enforcement information about cell phones in its statewide program.

### ***Occupant Restraint Enforcement***

New York's Buckle Up New York/Click It or Ticket campaign will continue to be the state's primary enforcement strategy for occupant protection; over 250 agencies are expected to participate in BUNY enforcement in the coming year. In FFY 2009, New York will be modifying its BUNY grant program which will be entering its 10th year. The BUNY program will be changed to allow local police agencies more flexibility in conducting seat belt enforcement. All agencies receiving BUNY grants will be required to participate in the national Click It or Ticket mobilization in May 2009. Additional funding will be provided for agencies to conduct seat belt enforcement over a six-month period; the scheduling of the dedicated enforcement efforts and the strategies used will be determined by the individual police agencies. The 2009 BUNY program will require agencies to:

- conduct high-visibility, zero-tolerance enforcement using checkpoints and saturation patrols, multi-agency approaches, and night-time enforcement where possible
- increase visibility for enforcement efforts through expanded media outreach
- focus on low-use groups based on geography, demographics and/or vehicle types

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

The GTSC, in partnership with the National Highway Traffic Safety Administration and the Department of Justice have selected the City of Rochester, New York as one of the six nationwide demonstration sites for the D-DACTS program. The goal of the project is to reduce crime and improve traffic safety by developing police strategies based on the findings of overlaid crime, ticket and crash data. Multiple partners will be brought together monthly to study the effectiveness of the strategies and modify programs as necessary. The City of Rochester is already an "Operation Impact" center and it is anticipated that the City's traffic safety concerns can be integrated into the existing framework of the impact project that is already underway. New York is in a strong position to take the lead on this highly visible pilot project because of its demonstrated capabilities in reporting timely and accurate crash and ticket data. In addition, through Operation Impact, data analysts are available at the Rochester Crime Analysis Center to assist with the D-DACTS project.

## **Comprehensive Traffic Enforcement Programs (CTEP)**

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

### ***Rural Traffic Law Enforcement***

Rural traffic law enforcement projects deal with a variety of issues that are not found in urban areas. In rural areas, limited police patrols must cover sparsely populated areas separated by large geographical expanses; because of these limited enforcement resources, traffic enforcement may not be the first priority of an agency. Traffic safety problems are compounded by a variety of poorly engineered and maintained rural roads and the dependence on personal vehicles due to limited public transportation. Crashes in rural areas tend to involve single vehicles and generally occur more randomly over a wider area. The situation can be exacerbated by excessive speed, isolated crash locations, a lag time in crash reporting, a relatively long initial response time for police and other emergency personnel, and limited medical facilities.

The characteristics of rural areas create a variety of problems that can not be adequately addressed by the limited police resources that are available. With support from the GTSC, the New York State Sheriffs' Association will continue to coordinate a project involving efforts by the sheriffs' offices in ten rural counties to network their resources to identify and prioritize traffic safety problems and develop joint countermeasures including enforcement, engineering and education to effectively and efficiently address specific crash factors and other traffic safety issues on a regional basis. Traditional problems of speeding, aggressive driving, and underage drinking and driving are targeted by STEP activities, in addition to specific problems such as farm vehicles, bicyclists, pedestrians, and the use of horse and buggies as a principle means of travel by various religious groups.

## **Traffic Safety Research and Evaluation**

This strategy includes projects which involve various aspects of research, problem identification, and program evaluation. One example is a project proposed by the DSP that would use accident reconstruction to identify and analyze contributing factors in fatal and serious personal injury crashes that occur throughout the state. The information that is collected will be used to identify potential strategies for reducing serious collisions in the future. Specifically, support will be provided for the improvement of forensic scene mapping efficiency (reducing roadway closures) and for the training that is necessary to maintain a superior level of expertise.

Other projects in this category may include the following: problem identification based on ticket, crash, and other traffic records data; evaluation of the effectiveness of enforcement programs and other strategies; development and dissemination of highway safety information to the enforcement community, grantees and other traffic safety partners.



## **Statewide Traffic Law Enforcement Recognition Program**

The New York Law Enforcement Challenge is an opportunity to recognize the outstanding traffic law enforcement efforts of police agencies and sheriffs' offices in the state. The GTSC sponsors this program not only to recognize the importance of traffic law enforcement but also to identify agencies that have made a significant impact in the areas of occupant restraint, impaired driving and speed enforcement and can share their successful techniques with other agencies. All New York Law Enforcement Challenge winners are also eligible to compete in the National Law Enforcement Challenge sponsored by the National Highway Traffic Safety Administration and the International Association of Chiefs of Police.

## **Statewide Law Enforcement Liaison Program**

The GTSC will continue to support the Statewide Law Enforcement Liaison (LEL) Program which consists of three individuals who represent the New York State Police, the New York State Sheriffs' Association and the New York State Association of Chiefs of Police. The LELs work in cooperation with the GTSC staff and promote coordination and communication among members of the state's law enforcement community. Their principal activity is to research, develop, implement and evaluate various traffic law enforcement projects. The LELs provide traffic safety information to their respective organizations and assist in developing proposals worthy of GTSC consideration. They also work with the NHTSA Regional Law Enforcement Liaison on matters of mutual concern. In addition, the LELs assist GTSC staff in program coordination and participate in planning and implementing traffic safety outreach programs.

## **Training Programs**

Various training programs in the area of law enforcement, the adjudication of traffic violations, and the supervision of convicted violators will be conducted for enforcement personnel, probation officers, judges, and prosecutors. The objectives of these programs are to increase knowledge and awareness of traffic safety issues and provide instruction in enforcement techniques and strategies. Examples of programs supported under this strategy include the following:

### ***ESLETS – Empire State Law Enforcement Traffic Safety Conference***

Since 2000, the annual ESLETS Conference has been a venue for providing education to the law enforcement community on the latest technology and traffic safety programs and a networking opportunity for officers. While developed and presented primarily by law enforcement, the conference is also an opportunity for the GTSC Chair, NHTSA and other leaders in highway safety to address a large group of dedicated traffic enforcement officers. The GTSC will continue to support the DSP in presenting this conference which had an attendance of more than 300 in 2008.

### ***Police Officer Training in Impaired Driving Enforcement***

Training programs for police officers in the identification and enforcement of impaired driving should be expanded. In spite of considerable efforts to date, not all police officers have received training. Training must be standardized, new training needs should be identified, and

an assessment should be conducted of the number of officers who have completed training programs in various areas. A multi-agency committee comprised of representatives from the GTSC, State Police, Division of Criminal Justice Services and other agencies has been formed and is in the process of developing programs to address these issues.

While research studies continue to show that drugs are a prevalent factor in motor vehicle fatalities, there are relatively few arrests for drugged driving, even in localities that have trained Drug Recognition Experts (DRE). Efforts to expand and improve training opportunities for local agencies and the State Police will be supported through a coordinated statewide effort. The GTSC, which is the coordinating agency for the DRE program in New York State, has sponsored two-day "Advanced Roadside Impaired Driving Enforcement" (A.R.I.D.E.) training courses in several areas of the state. The purpose of the training is to give patrol officers the tools to observe, identify and articulate the signs of impairment related to drugs, alcohol, or a combination of drugs and alcohol. It is anticipated that this training will increase the awareness of the importance of a proper roadside assessment and the value of using DREs whenever drug involvement is suspected.

### ***Police Officer Training in Occupant Restraint Enforcement (Roll Call Training)***

The GTSC continues to make available a CD roll call presentation to better educate police officers in the effectiveness of seat belt use for themselves and for the public. In 2008, this production received the PACE award from the American Association of Motor Vehicles Administrators. The Buckle Up New York grant program will continue to require that participating police agencies conduct a roll call training on seat belt use by officers.

### ***Awareness Training: The Scope of Traffic Enforcement***

Police officers should be trained to "look beyond the ticket," or to view traffic enforcement as a way to detect criminal activity, thereby encouraging increased enforcement of the traffic laws. Routine traffic stops have resulted in the apprehension of many high profile criminals. The GTSC will continue to encourage agencies to consider traffic enforcement as law enforcement, not just a secondary activity. To assist in delivering this message, the New York State Sheriffs' Association presents a training program entitled BRADS (Behaviors, Responses, Attitudes, Demeanors and Situations) which uses conventional interview and interrogation procedures and accepted highway interdiction techniques as its basis. It includes updates on the sensitive issue of racial profiling to insure that all subjects are properly assessed on the basis of their behavior and not identified merely because of race or ethnic background. A recent addition to this training is the proper use of mobile video cameras and the value of proper articulation to demonstrate reasonable suspicion and probable cause in any traffic stop. This training will continue to be supported by the GTSC.

### ***Probation Officer Training***

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

### ***Prosecutor Training***

Prosecutors and law enforcement officers will continue to receive training on prosecuting traffic homicide cases, especially those involving drugs and alcohol. The training will increase the capabilities of the participants to correctly charge and efficiently prosecute vehicular crimes. Training topics will include DWI trial advocacy, prosecuting the drugged driver and A.R.I.D.E. training. The training sessions will be performed by qualified instructors and CDs of the sessions will be made available.

### ***Traffic Management Training***

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

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

### ***Scofflaws and Suspended/Revoked Drivers***

A large number of persons continue to operate motor vehicles after their driving privileges have been suspended or revoked. In 2007, more than 288,000 tickets were issued for violations related to the unlicensed operation of a motor vehicle. Included in these tickets were nearly 100,000 tickets for the more serious violation of aggravated unlicensed operation; these persistent violators are of special concern. Drivers whose licenses have been suspended or revoked are unlikely to be detected by enforcement officers unless they commit another traffic violation or are involved in a crash.

Law enforcement officers in New York will continue to use hand-held scanners and license plate recognition technology to apprehend these high-risk drivers. These devices read vehicle registrations and compare them to records downloaded on a daily basis from the New York Statewide Police Information Network enabling officers to quickly recognize violators. The scanner will also flag other important information for the officer, such as notices that a driver is under 21 or is wanted for the use of fraudulent documents or the theft of a vehicle. New York police agencies have been expanding the use of these devices. The GTSC will continue to support the acquisition of these devices and training in their use.

## **Commercial Vehicle Enforcement**

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



## MOTORCYCLE SAFETY

### OVERVIEW

New York has experienced an increase in motorcycle registrations of 70% over the past 10 years (1998-2007). With the growth in registrations, operator and passenger fatalities have also risen at the alarming rate of 54% over the same ten-year period.

New York's legislated Motorcycle Safety Program, in existence for over ten years, provides instruction and field training to improve the riding skills of motorcyclists. The program is supported through user fees and surcharges on motorcycle registrations and licenses. The training program is administered by the Motorcycle Association of New York State, Inc. (MANYS) at 22 public training sites and nine military or police sites. By the end of 2007, more than 93,000 students had completed the training. The table below reflects the growth in motorcycle registrations and the number of students trained.

#### MOTORCYCLE REGISTRATIONS AND STUDENTS COMPLETING BASIC RIDER COURSE

	<b>Motorcycle Registrations</b>	<b>Students Trained</b>	<b>Cumulative Students Trained</b>
1996	163,063	1,020	1,020
1997	177,803	1,950	2,970
1998	180,880	2,395	5,365
1999	190,745	3,786	9,151
2000	201,601	4,941	14,092
2001	217,546	6,984	21,076
2002	229,047	9,155	30,231
2003	241,440	11,017	41,248
2004	256,571	12,176	53,424
2005	272,779	13,158	66,582
2006	289,096	13,283	79,865
2007	306,629	13,690	93,555

Participants in the Motorcycle Safety Program receive instruction and skills training that is accepted by the state as a waiver of its motorcycle road skills test. The program also includes a public information and education component aimed at heightening awareness of motorcycles among all motorists.

Section 2010 funds will be used to improve the motorcycle training curricula, the delivery of the training, the recruitment and retention of training instructors, and for PI&E to increase awareness among motorists of the presence of motorcycles on the roadways. New York has been using its FFY 2006 and 2007 funds to develop programs that will augment the legislated Motorcycle Safety Program and to conduct conferences, workshops, seminars and other outreach modes that enhance the coordination of programs and training. The activities that offer training opportunities for course providers and instructors will promote the hiring and retention of quality staff. Where possible, New York will attempt to expand the network of providers beyond the legislated Motorcycle Safety Program to reach new geographic areas or supplement the availability of courses in high demand locations.

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

The GTSC will coordinate and administer enforcement and education programs within the law enforcement community that address motorcycle safety. The New York State Police has received funding for 15 motorcycle enforcement details and 10 educational ventures across the state. The Warren County Sheriff's Department received funding to lease two police motorcycles and six officers have been trained and deployed. Other police agencies have begun to research countermeasures to reduce the rising number of injuries and fatalities within their communities; these include innovative enforcement strategies, establishing motorcycle units, and training officers in applicable traffic law sections regarding motorcycles. These initiatives augment the legislated Motorcycle Safety Program and enhance New York's efforts to reduce crashes.

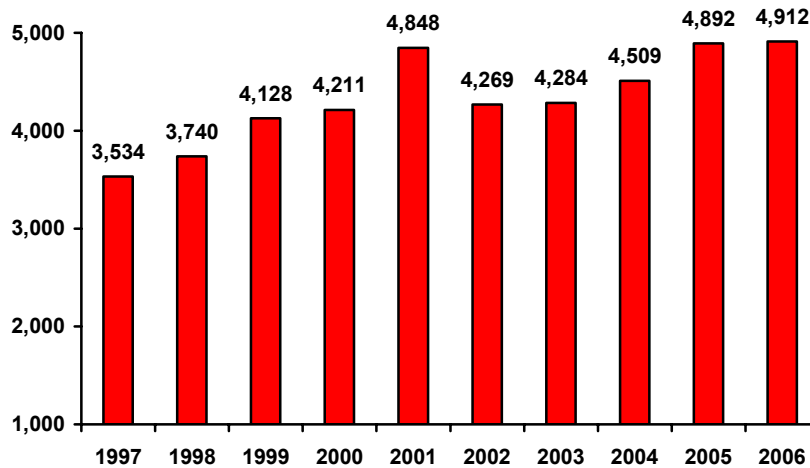
In January 2008, at the GTSC's request, NHTSA provided a team of experts to conduct an assessment of New York's Motorcycle Safety Program and make recommendations for improvements in a number of areas. The DMV safety programs group which was recently assigned responsibility for the motorcycle program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

In a statewide observational survey of helmet use by motorcyclists conducted in June 2008, only one out of the 2,142 motorcyclists observed was not wearing a helmet, a usage rate of 99.9%. This survey did not attempt to distinguish between non-compliant helmets and those that meet the legal standards. At motorcycle safety checkpoints where the police check the type of helmet, the use rate for compliant helmets is lower. The GTSC will continue to support the enforcement and educational efforts by the State Police and other police agencies to promote the use of compliant helmets and other protective equipment.

The key results of analyses of motorcycle crash data are presented below:

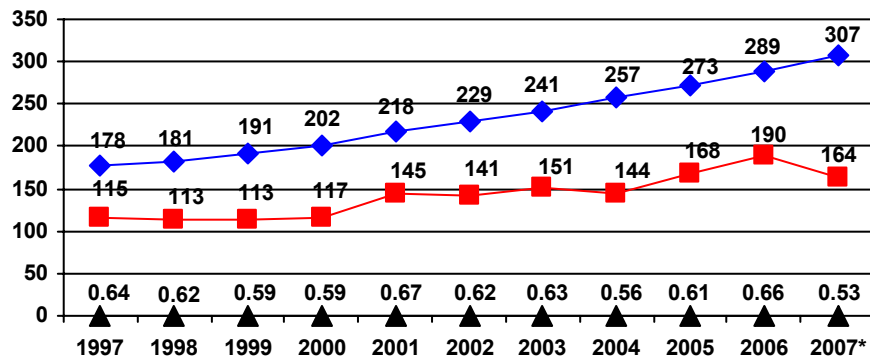
- ▶ The number of motorcycle crashes has been on a general upward trend for the past ten years increasing from 3,534 crashes in 1997 to 4,912 crashes in 2006, an increase of 39%.

### MOTORCYCLE CRASHES IN NEW YORK STATE 1997 - 2006



- ▶ Motorcycle registrations have been on a consistent upward trend since 1997, reaching the highest number to date in 2007. Over this same time period, the number of fatal motorcycle crashes has also been on a general upward trend increasing from 115 to 190 in 2006, before decreasing to 164 in 2007. The fatal crash rate per 1,000 motorcycle registrations has fluctuated somewhat over time; in 2007, the rate was 0.53 fatal crashes per 1,000 registrations.

### NEW YORK STATE MOTORCYCLE REGISTRATIONS AND FATAL MOTORCYCLE CRASHES 1997 - 2007

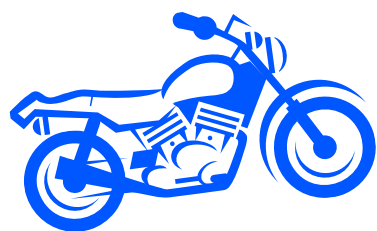


- ◆ Registrations (thousands)
- Fatal crashes
- ▲ Fatal crashes/1,000 registrations

\* Preliminary data

- ▶ Although motorcycles comprised 3% of the registered vehicles in New York State in 2007, they were involved in 13% of the fatal crashes. In 2007, motorcycles were involved in 164 fatal crashes, with 172 motorcyclists being killed.
- ▶ Personal injury motorcycle crashes increased between 2004 and 2005 (from 4,146 to 4,515) and then decreased in 2006 to 4,272. Over this time period, motorcycle non-fatal injury crashes consistently made up approximately 3% of all non-fatal injury crashes that occurred in New York.

### MOTORCYCLE CRASHES IN NEW YORK STATE, 2004-2007



	2004	2005	2006	2007*
<b>Fatal Crashes</b>	144	168	190	164
% of all fatal crashes	10.5%	12.8%	14.3%	13.4%
# of motorcyclists killed	148	162	192	172
<b>Injury Crashes</b>	4,146	4,515	4,272	N/A
% of all injury crashes	2.7%	3.1%	3.1%	N/A
# of motorcyclists injured	4,440	4,803	4,515	N/A

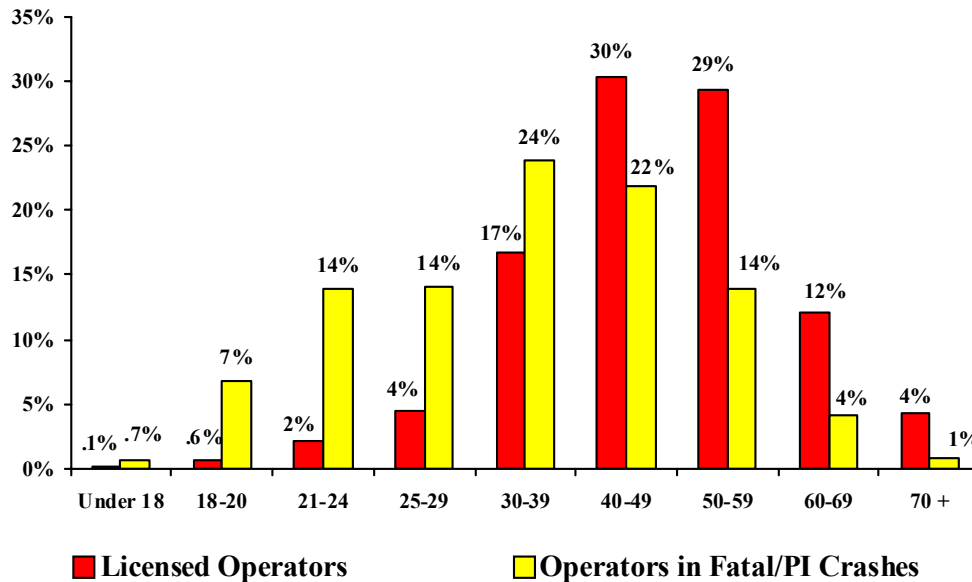
\* Preliminary data

- ▶ Of the contributing factors cited in police-reported motorcycle crashes in 2006, “unsafe speed” was the most common factor noted (17%), followed by “failure to yield the right of way” (16%).
- ▶ In 2006, the largest proportion of motorcycle crashes occurred on municipal streets (33%), followed by state routes (28%). Fatal motorcycle crashes were most likely to occur on state routes (39%).
- ▶ 46% of motorcycle crashes in 2006 occurred between 3pm and 9pm and 35% occurred on weekends.
- ▶ Young motorcycle operators continue to be overrepresented in fatal and personal injury motorcycle crashes. In 2006, 8% of the motorcyclists involved in fatal and personal injury crashes were under 21 years of age, but less than 1% of the licensed operators are in this age group; 28% of motorcyclists involved in fatal and personal injury crashes were 21-29 years of age, but only 7% of the licensed operators are between the ages of 21 and 29.



- ▶ Motorcycle operators age 40 and older are underrepresented in fatal and personal injury crashes. Six out of ten licensed motorcyclists are 40 to 59 years of age, but only 36% of the motorcycle operators involved in fatal and personal injury crashes in 2006 were in this age group.

## LICENSED MOTORCYCLE OPERATORS AND MOTORCYCLE OPERATORS INVOLVED IN FATAL AND PERSONAL INJURY CRASHES BY AGE GROUP NEW YORK STATE, 2006



## PERFORMANCE GOALS AND MEASURES

### Long-term Performance Goals

- Reduce the number of motorcycle fatal and personal injury crashes from an annual average of 4,330 in 2002-2006 to 3,800 in 2013
- Reduce the number of motorcycle fatalities from an annual average of 165 in 2003-2007 to 145 in 2013

### Short-term Performance Goals

- Reduce the number of motorcycle fatal and personal injury crashes from an annual average of 4,330 in 2002-2006 to 4,150 in 2009
- Reduce the number of motorcycle fatalities from an annual average of 165 in 2003-2007 to 158 in 2009

### Performance Measures

- Number of motorcycle crashes
- Number of motorcycle fatalities

# PERFORMANCE OBJECTIVES AND MEASURES

## **Performance Objectives**

- Continue the expansion of motorcycle rider education opportunities
- Increase the number of training delivery sites
- Increase statewide enforcement initiatives
- Increase motorist awareness of motorcyclists on the roadways
- Identify motorcyclist behaviors that are contributory factors in crashes
- Improve oversight of the motorcycle rider education program

## **Performance Measures**

- Number of motorcycle operators trained and licensed
- Number of new training sites
- Number of statewide motorcycle enforcement initiatives implemented
- Number of motorists educated on motorcycle safety
- Report on unsafe motorcyclist behaviors
- Number of contacts with motorcycle rider education program

# STRATEGIES

## Educational Programs and Public Awareness

### **Motorcyclist Intervention and Education**

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

### **Public Awareness of Motorcycle Safety**

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

## ***Motorcycle Safety Education***

New motorcyclists will be encouraged to complete a motorcycle safety education course and to become licensed operators. The 1997 legislation which established the Motorcycle Safety Program will continue to foster the statewide availability of rider education programs and to increase the number of sites providing training based on criteria established by the MSF. A portion of the motorcycle license and registration fees is set aside to fund this initiative. The public will be informed of the benefits, availability, and location of motorcycle rider education courses throughout the state. Experienced Rider Course (ERC) programs will continue to be offered as well. Future courses will also be conducted to train new instructors for the Motorcycle Safety Program.

## ***Expand Network of Rider Programs***

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

## ***Partners***

The GTSC will work with established partner organizations, such as the DMV, the NYS Traffic Safety Boards Association, and the NYS Chiefs of Police, to promote local rider safety education opportunities within their respective communities. The GTSC will participate in planning the bi-regional Motorcycle Safety Conference planned for the fall of 2008.

## ***Program Quality***

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

## **Enforcement**

### ***Motorcycle Enforcement Checkpoints***

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

### ***Officer Training and Local Enforcement***

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

## **Motorcycle Safety Task Force**

One of the Assessment Team's major recommendations was to create a comprehensive motorcycle safety program in the Highway Safety Strategic Plan. The Assessment Report listed 11 program components that should be included in a comprehensive program. An important step in the development of a comprehensive program is to create a coalition or task force comprised of the agencies and organizations responsible for or involved in motorcycle safety issues in New York State. The Institute for Traffic Safety Management and Research (ITSMR) will assist in the establishment and coordination of this motorcycle safety task force. The role of the task force will include 1) reviewing data compiled by ITSMR on motorcycle crashes, fatalities and injuries to identify issues and establish priorities, 2) establishing goals and objectives for the motorcycle safety program, 3) assessing the strengths and weaknesses in the motorcycle safety programs currently in place, and 4) recommending new projects or program enhancements that will address the issues identified and result in reductions in crashes, fatalities and injuries.

## **Research and Evaluation**

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

### ***Evaluation of Motorcycle Safety Program Initiatives***

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

### ***Investigation of Fatal and Serious Injury Motorcycle Crashes***

The development of an effective program to address motorcycle safety issues requires a clear understanding of the scope of the problem, the factors contributing to the crashes that occur and the characteristics of the motorcycle operators and passengers involved in those crashes. Additional research is needed to develop a profile of motorists involved in crashes, especially those resulting in serious injuries or fatalities, common factors involved in crashes such as speeding and impaired driving, and other information that can be used to support the development of program initiatives and appropriate messages for PI&E campaigns.

### ***Unlicensed Motorcycle Operators***

While preliminary research indicates that many motorcyclists involved in crashes are not properly licensed, the extent of the unlicensed motorcyclist problem has not been determined. Research is needed to determine the scope of the problem, develop a profile of unlicensed operators, and identify the reasons motorcyclists do not obtain licenses. Issues related to the current motorcycle permit procedures, including the supervising rider requirement, should also be examined.



# PEDESTRIAN, BICYCLE and WHEEL-SPORT\* SAFETY

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

## OVERVIEW

Pedestrians, bicyclists, and participants in the various wheel sports, including in-line skaters, non-motorized scooter operators, and skateboarders, are among New York's most vulnerable roadway users. When involved in crashes with motor vehicles, these highway users almost always suffer more serious injuries than vehicle occupants and often require extensive medical treatment and/or lengthy rehabilitation. For these reasons, the Governor's Traffic Safety Committee (GTSC) continues to identify pedestrian, bicycle and wheel-sport safety as priority programs.

Responsibility for pedestrian, bicycle and wheel-sport safety is shared among several agencies and there have been many examples of collaborative efforts in recent years. For example, three Creating Walkable Communities conferences have been held in New York State; after the success of the first conference held in Queensbury in 2001, a second conference was held in Rochester in 2003, and a third was held in Corning in 2007. New for this year, the committee has reconvened to plan a fourth conference to be held in May 2009. These statewide conferences are jointly sponsored by the GTSC and the NYS Departments of Health, State, and Transportation. Additional planning committee members include Parks and Trails New York, the New York Bicycling Coalition (NYBC) and Be Active New York State. The purpose of these conferences is to promote the safe and healthy use of the state's transportation systems by people walking and bicycling.

New York also has many ongoing educational efforts in this program area. For instance, Walk Our Children to School Day in October is a program designed to increase safety for New York's children. This program has become a national effort, spearheaded by the National Safety Council, Partnership for a Walkable America, and Walking magazine. The New York State Partnership for Walk Our Children to School (NYSWOCS) continues to work towards expanding this program statewide. The NYSWOCS partnership also supports the Walking School Bus program. The GTSC sponsored a train-the-trainer session in Saratoga last year and the program was piloted at the Hillside Elementary School in Niskayuna during May 2008.

In the area of wheel-sport safety, the Saved by the Helmet program conducted by the NYS Department of Health Bureau of Injury Prevention and the Brain Injury Association continues to publicize the role of bicycle helmets in the prevention of head injuries. Helmet use has been required for bicyclists under age 14 since 1993, in-line skaters under age 14 since 1996, non-motorized scooter riders under age 14 since 2002, and skateboarders under age 14 since 2005.

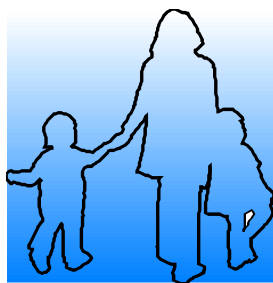
## PEDESTRIAN SAFETY

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

Analyses of the most recent crash data indicate the following:

- ▶ Pedestrian fatal crashes accounted for approximately one-quarter of all fatal crashes in each of the four years, 2004-2007. In 2007, the number of fatal pedestrian crashes decreased to 277, the lowest level in the four years; the number of pedestrians killed in these crashes also declined substantially to 274. In all four years, approximately half of the pedestrian fatalities occurred in New York City.
- ▶ In the years 2004-2006, pedestrian crashes represented 10%-11% of all crashes resulting in injury. The number of pedestrians injured has been on a downward trend; in 2006, a total of 15,369 pedestrians were injured, down from 15,392 in 2005 and 15,678 in 2004.

### PEDESTRIAN CRASHES IN NEW YORK STATE, 2004-2007

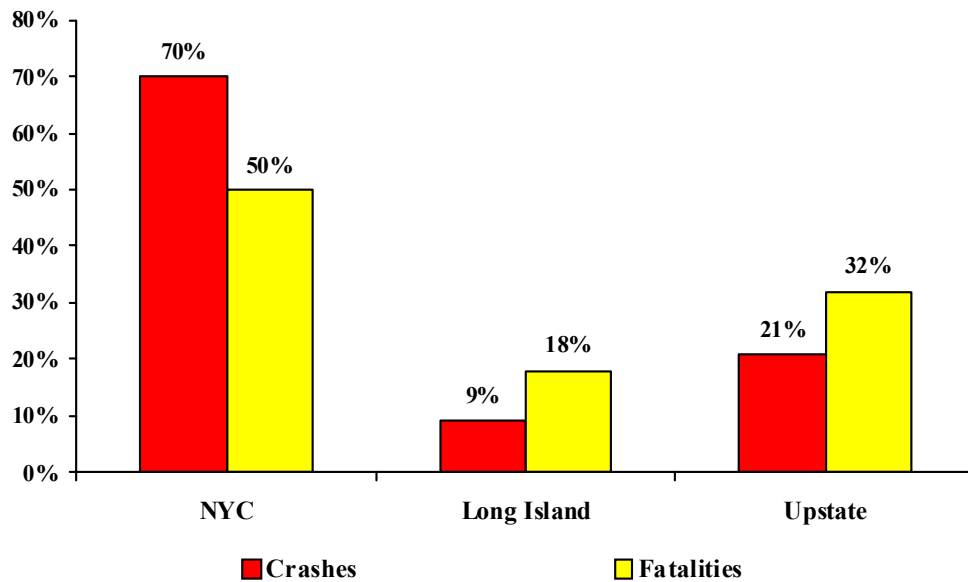


	2004	2005	2006	2007*
<b>Fatal Crashes</b>	322	327	312	277
% of all fatal crashes	23.5%	25.0%	23.5%	22.7%
# of pedestrians killed in NYS	328	328	315	274
# killed in New York City	155	159	156	137
<b>Injury Crashes</b>	15,522	15,349	15,355	N/A
% of all injury crashes	10.0%	10.5%	11.1%	N/A
# of pedestrians injured	15,678	15,392	15,369	N/A

\* Preliminary data

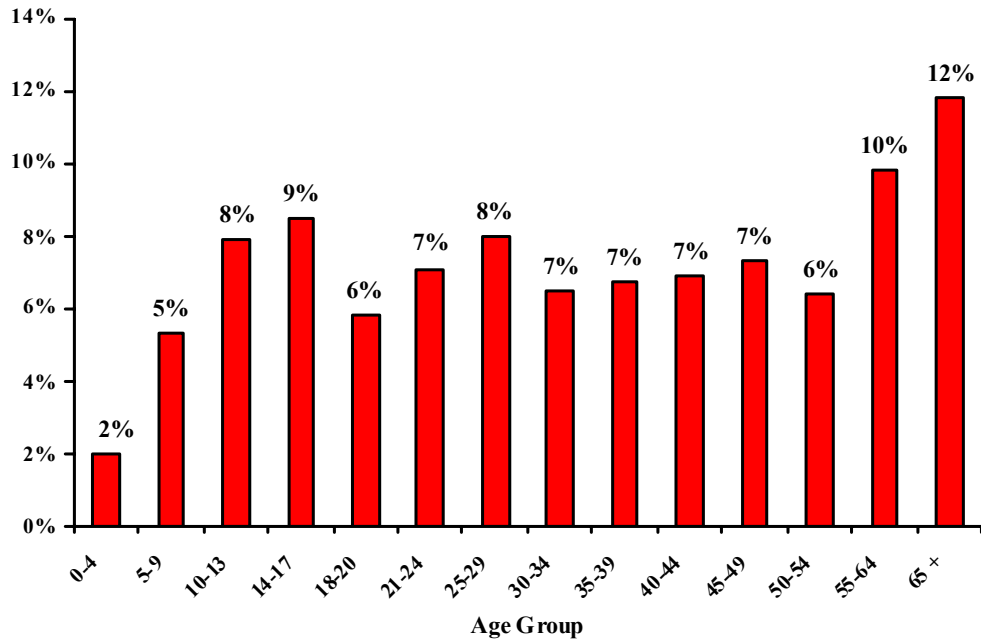
- ▶ In 2006, 70% of the pedestrian crashes and 50% of the pedestrian fatalities occurred in New York City, 21% of the crashes and 32% of the fatalities occurred in the Upstate region, and 9% of the crashes and 18% of the fatalities occurred on Long Island.

### NEW YORK STATE PEDESTRIAN CRASHES AND FATALITIES BY AREA, 2006



- ▶ In 2006, the largest proportion of pedestrian/motor vehicle crashes occurred between 3pm and 6pm (23%), followed by 6pm-9pm (20%). Crashes involving pedestrians were more likely to occur on weekdays than weekends; 14%-17% of the crashes occurred on each of the five days during the week (Monday-Friday), compared to 13% on Saturdays and 10% on Sundays.
- ▶ 72% of all pedestrian crashes and 50% of the fatal pedestrian crashes in 2006 occurred at intersections.
- ▶ 15% of the pedestrians killed or injured in 2006 were under 14 years of age; 12% were 65 years of age or older.

## AGE OF PEDESTRIANS KILLED OR INJURED IN NEW YORK STATE, 2006



## BICYCLE SAFETY

Compared to the previous year, preliminary data for 2007 indicate that there has been an increase of approximately 13% in the number of fatal crashes involving bicycles. The seasonal nature of bicycle riding and the lack of information on annual travel by bicycle, in addition to the relatively small numbers, make it difficult to draw conclusions about the data.

### BICYCLE CRASHES IN NEW YORK STATE, 2004-2007



	2004	2005	2006	2007*
<b>Fatal Crashes</b>	42	48	45	51
% of all fatal crashes	3.1%	3.7%	3.4%	4.2%
# of bicyclists killed (NYS)	41	47	45	50
# killed in New York City	15	21	17	25
<b>Injury Crashes</b>	5,738	5,735	5,484	N/A
% of all injury crashes	3.7%	3.9%	4.0%	N/A
# of bicyclists injured	5,690	5,680	5,426	N/A

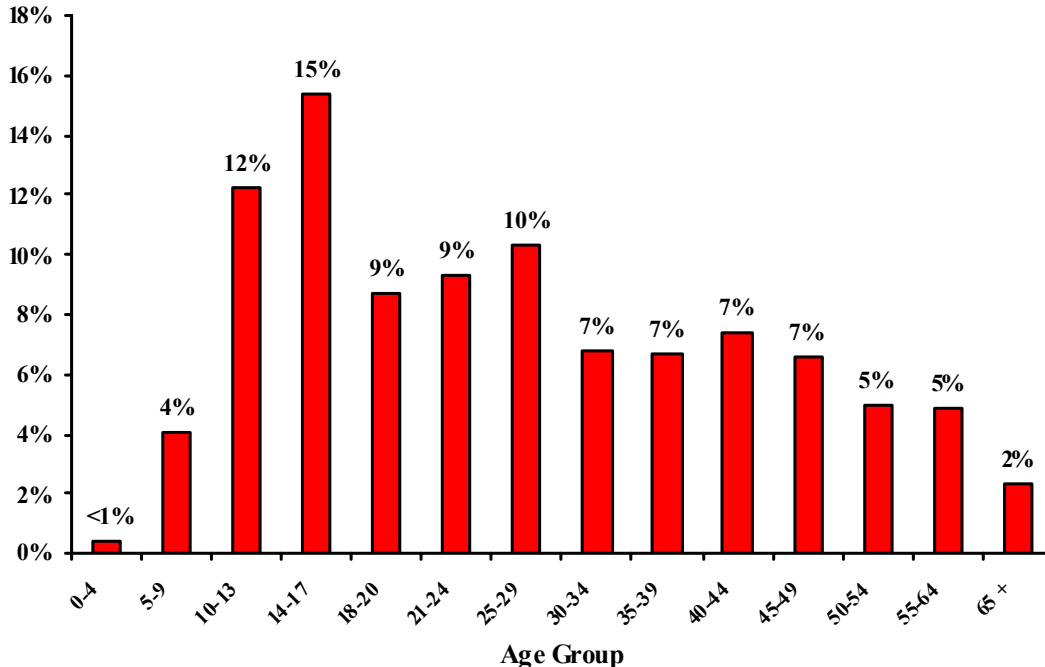
\* Preliminary data



The key results of analyses of bicycle/motor vehicle crash data are presented below.

- ▶ Preliminary data indicate that there were 51 fatal bicycle crashes in 2007, an increase of six over the previous year. A total of 50 bicyclists were killed in these crashes, compared to 45 in 2006.
- ▶ Half (25) of the bicyclist fatalities in 2007 occurred in New York City, an increase of eight over the previous year.
- ▶ Bicycle/motor vehicle fatal crashes represented approximately 3%-4% of all fatal crashes in each of the four years, 2004-2007.
- ▶ In each of the three years, 2004-2006, 4% of all injury crashes involved a bicycle. The number of bicyclists injured has been on a downward trend, decreasing by approximately 5% between 2004 and 2006 (from 5,690 to 5,426).
- ▶ In 2006, 17% of the bicyclists killed or injured in motor vehicle crashes were under 14 years of age and another 15% were 14-17 years of age.

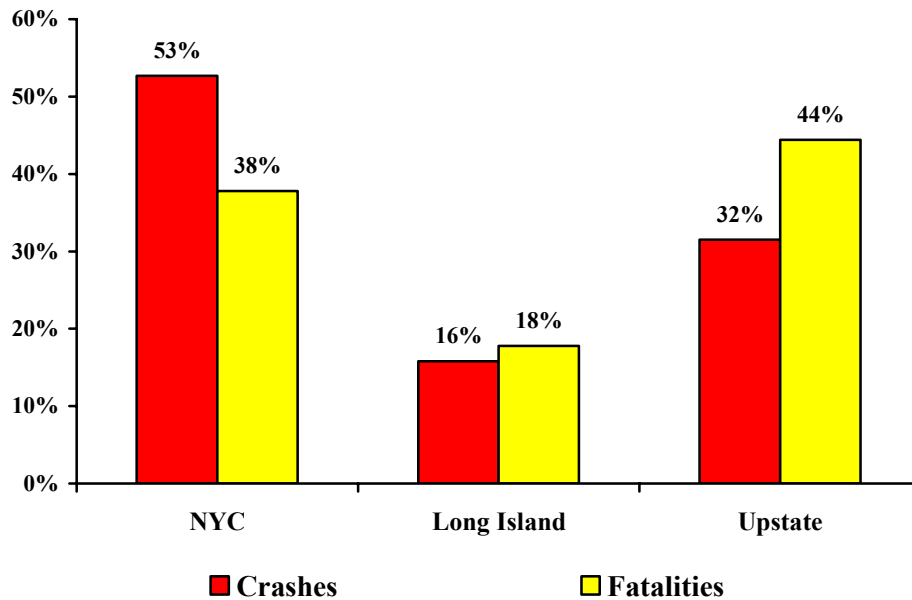
### AGE OF BICYCLISTS KILLED OR INJURED IN NEW YORK STATE, 2006



- ▶ In 2006, one-half of the bicycle/motor vehicle crashes occurred between 3pm and 9pm. Bicycle crashes were slightly more likely to occur on a weekday (14%-16%) than on a Saturday (13%) or a Sunday (11%).

- ▶ Nearly three-quarters (72%) of all bicycle crashes in 2006 occurred on municipal streets.
- ▶ In 2006, more than half (53%) of all bicycle crashes and 38% of the bicyclist fatalities occurred in New York City. In comparison, 32% of the bicycle crashes and 44% of the fatalities occurred Upstate.

### NEW YORK STATE BICYCLE CRASHES AND FATALITIES BY AREA, 2006



## SKATING, SCOOTER AND SKATEBOARDING SAFETY

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

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

# PERFORMANCE GOALS AND MEASURES

## **Long-term Performance Goals**

- Reduce the number of pedestrians killed in traffic crashes statewide from 274 in 2007 to 226 in 2013
- Reduce the number of pedestrians killed in traffic crashes in New York City from 137 in 2007 to 120 in 2013
- Reduce the number of pedestrians injured in traffic crashes from 15,369 in 2006 to 12,600 in 2013
- Reduce the number of bicyclists killed in traffic crashes statewide from an annual average of 44 in 2003-2007 to 35 in 2013
- Reduce the number of bicyclists killed in traffic crashes in New York City from an annual average of 19 in 2003-2007 to 14 in 2013
- Reduce the number of bicyclists injured in traffic crashes statewide from 5,426 in 2006 to 4,600 in 2013

## **Short-term Performance Goals**

- Reduce the number of pedestrians killed in traffic crashes statewide from 274 in 2007 to 258 in 2009
- Reduce the number of pedestrians killed in traffic crashes in New York City from 137 in 2007 to 132 in 2009
- Reduce the number of pedestrians injured in traffic crashes from 15,369 in 2006 to 14,140 in 2009
- Reduce the number of bicyclists killed in traffic crashes statewide from an annual average of 44 in 2003-2007 to 40 in 2009
- Reduce the number of bicyclists killed in traffic crashes in New York City from an annual average of 19 in 2003-2007 to 17 in 2009
- Reduce the number of bicyclists injured in traffic crashes statewide from 5,426 in 2006 to 5,050 in 2009

## **Performance Measures**

- Number of pedestrians killed in traffic crashes statewide
- Number of pedestrians killed in traffic crashes in New York City
- Number of pedestrians injured in traffic crashes statewide
- Number of bicyclists killed in traffic crashes statewide
- Number of bicyclists killed in traffic crashes in New York City
- Number of bicyclists injured in traffic crashes statewide

# PERFORMANCE OBJECTIVES AND MEASURES

## **Performance Objectives**

- Continue to provide education on pedestrian safety to both the general public and specific target groups in 2009
- Continue to develop and evaluate engineering solutions to pedestrian safety problems in 2009
- Conduct research in 2009 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 2009
- Participate in collaborative planning to re-energize the pedestrian and bicycle advisory council spearheaded by the NYSDOT

## **Performance Measures**

- Number of people educated on pedestrian safety
- Development of engineering solutions to pedestrian safety problems
- Interim report on the nature and scope of the pedestrian safety problem
- Number of people educated on bicycle safety
- Number of planning meetings held

# STRATEGIES

## **Public Information and Education**

Pedestrians, bicyclists, and wheel sport participants are among the most vulnerable highway users. Education for these groups to increase their awareness of safety issues and ways to avoid crash involvement and injuries will be a part of the GTSC's FFY 2009 plan. In addition, heightening the awareness of the motoring public to the behaviors and vulnerabilities of these other roadway users is an important tool in promoting the concept of "share the road." Examples of specific strategies include:

### **Share the Road Promotional Material**

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

## **Safety Equipment**

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

## **Helmet Distribution Programs**

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

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

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

### **Community Pedestrian Safety Projects**

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

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

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

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

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

## **Training**

Various training programs in the area of pedestrian, bicycle, in-line skating, non-motorized scooter, and skateboarding safety will be considered for implementation. The objective of the training programs will be to increase knowledge and awareness of topics related to these areas of highway safety. Training may be delivered on a local, regional, or statewide basis and may utilize electronic media. The GTSC will join other agencies in providing support for a fourth Creating Walkable Communities conference to be held in May 2009 and will also support other programs that address these issues.

## **Research and Evaluation**

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



# OCCUPANT PROTECTION

## OVERVIEW

The long-term success of New York's occupant protection program is reflected in the results of the most recent statewide observational seat belt use survey. In June 2008, New York's use rate was measured at 89%, the highest level reached to date. After the initial increase in seat belt use immediately following the 1984 implementation of New York's law, the use rate continued to increase at a gradual pace until it leveled off in the mid-1990s at about 75%. New York then initiated the Buckle Up New York (BUNY) high-visibility enforcement and public information and education (PI&E) campaign. The national Click It or Ticket slogan was added to the BUNY program in 2002 in conjunction with New York's participation in the national seat belt mobilization. Since 2002, occupant protection and compliance with the safety restraint laws have remained top priorities in New York. Following the Click It or Ticket model, New York was able to reach usage rates as high as 85% over the next five years; the attainment of 89% compliance indicates that New York has broken through to the next level.

Seat belt enforcement mobilizations combined with PI&E have proven highly effective in New York State. The multi-agency press conference held at the State Capitol to kick off the May 2008 mobilization featured a 40 foot inflatable gorilla wearing a seat belt to attract attention from the public and generate additional press coverage. For FFY 2009, New York will modify the BUNY program to allow agencies more flexibility in scheduling their enforcement efforts. All police agencies receiving BUNY grants will be required to participate in the May 2009 mobilization, however, participation in the November 2008 wave will be optional; agencies may use their grant funds to conduct dedicated seat belt enforcement anytime between October and April. Nighttime enforcement and strategies involving multiple agencies will also be encouraged in FFY 2009.

The GTSC has developed an enhanced evaluation system to assess the performance of the enforcement agencies that have been participating in the BUNY grant program. Agencies from areas of the state with use rates below these new performance standards have been put on notice that higher use rates must be achieved in their jurisdictions.

Nationally, motor vehicle crashes continue to be the number one cause of death for children three to fourteen years of age. New York has been actively promoting the proper use of child safety seats since 1982, when it became the second state to pass a child restraint law. Subsequent amendments have strengthened the law to cover children up to age seven. New York still does not have a law to prohibit children from riding in the front seat and the GTSC will encourage legislation to address that issue. The NYS Child Passenger Safety Advisory Board,

established in 2004, guides the activities of the community child passenger safety (CPS) programs across the state. The CPS Board sets standards and skills for New York technicians and helps to coordinate an annual CPS conference with partnering states in NHTSA Region II. The GTSC uses the federal Section 405 incentive funds it receives to support approximately 180 local programs to provide education and awareness at permanent fitting stations, car seat distribution programs for low-income families, car seat check events, and awareness training classes.

Based on an analysis of the most current New York State data available, the status of issues related to occupant protection is summarized as follows:

- ▶ In 2008, New York’s statewide seat belt use rate was measured at 89%, an increase of six percentage points over the level in 2006 and 2007 and the highest rate to date.

<b>NEW YORK STATE SEAT BELT USAGE RATES, 2004-2008</b>				
<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>
85%	85%	83%	83%	89%

- ▶ Over the period 2004 to 2006, the Mean Severity of Injury (MSI) measure indicates that the severity of injuries suffered by vehicle occupants covered by the seat belt law remained stable at 1.25. In calculating the MSI, a weight of 4 is assigned to a fatality, 3 to a serious injury, 2 to a moderate injury, and 1 to a minor injury.

<b>MEAN SEVERITY OF INJURY (MSI) FOR VEHICLE OCCUPANTS COVERED BY NEW YORK STATE’S SEAT BELT LAW,* 2004-2006</b>			
<b>2004</b>	<b>2005</b>	<b>2006</b>	
1.25	1.25	1.25	

\* Police-reported crashes

- ▶ Based on police crash reports, reported restraint use in crashes increased from 84% in 2004 and 2005 to 86% in 2006. While restraint use information is not consistently reported for every occupant involved in a crash and is considered less reliable than observed use, the rate of reported restraint use in crashes is similar to the rate of use observed in traffic during statewide surveys.

<b>REPORTED RESTRAINT USE IN CRASHES IN NEW YORK STATE,* 2004-2006</b>			
	<b>2004</b>	<b>2005</b>	<b>2006</b>
<b>Restraint Used</b>	84.4%	83.8%	85.7%
<b>No Restraint</b>	6.1%	5.5%	4.5%
<b>Unknown</b>	9.5%	10.7%	9.8%

\* Police-reported crashes



The success of New York's Buckle Up New York campaign and the efforts of the more than 300 participating enforcement agencies is reflected in the number of seat belt tickets issued by enforcement agencies. Although the number of tickets issued annually has decreased in recent years, the level of seat belt enforcement remains high; more than 460,000 tickets were issued for seat belt violations in 2007.

- ▶ In 2007, seat belt violations comprised 11% of all tickets issued. Local enforcement agencies issue over 70% of the tickets. Currently, over 90% of seat belt violations result in a conviction.

### SEAT BELT TICKETS ISSUED IN NEW YORK STATE,\* 2004-2007

	2004		2005		2006		2007**	
<b>State Police</b>	99,292	19.0%	105,872	21.4%	101,386	21.0%	111,689	24.2%
<b>County Police</b>	38,414	7.4%	35,988	7.3%	36,567	7.6%	24,832	5.4%
<b>Local Police</b>	383,642	73.6%	353,644	71.4%	343,829	71.4%	325,506	70.5%
<b>Total</b>	521,348		495,504		481,782		462,027	

\* Includes tickets issued under the TSLED and Administrative Adjudication systems

\*\* Preliminary data

## PERFORMANCE GOALS AND MEASURES

### *Long-term Performance Goals*

- Increase the statewide observed seat belt use rate from 89% in 2008 to 94% in 2013.
- Reduce the MSI for occupants in vehicles covered by the seat belt law from 1.25 in 2006 to 1.20 in 2013

### *Short-term Performance Goals*

- Increase the statewide observed seat belt use rate from 89% in 2008 to 90% in 2009.
- Reduce the MSI for occupants in vehicles covered by the seat belt law from 1.25 in 2006 to 1.23 in 2009

### *Performance Measures*

- Proportion of front seat occupants observed using their seat belts
- Mean Severity of Injury (MSI)

# PERFORMANCE OBJECTIVES AND MEASURES

## **Performance Objectives**

- 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

## **Performance Measures**

- Number of persons trained/educated on issues related to seat belts and child safety seats
- Number of education and awareness programs on safety restraint use that are delivered to teen drivers

# STRATEGIES

## **Enforcement**

The BUNY program will continue with a new emphasis on high visibility nighttime enforcement and expanded efforts.

### ***Buckle Up New York***

In addition to strong support from police agencies, grant funding has made it possible to mobilize substantial numbers of police officers dedicated solely to enforcement of the occupant restraint laws. While approximately 250 agencies currently receive funding to participate in BUNY, nearly every police agency in the state actively supports the program. This support is further promoted on a state and national level by the International Association of Chiefs of Police and GTSC Law Enforcement Challenge award program.

In FFY 2009, the BUNY campaign will feature two enforcement wave periods, one in November and the national mobilization in May. All police agencies receiving BUNY grants are required to participate in the May mobilization. To allow agencies more flexibility in scheduling their enforcement efforts, the November wave is optional; agencies may use their grant funds to conduct dedicated seat belt enforcement anytime between October and April. As in previous years, to participate in grant funding an agency must have a belt use policy and conduct roll call training, a seat belt use survey and PI&E activities. The GTSC also encourages multi-agency efforts and nighttime enforcement.

## **Public Information and Education**

Efforts to educate the public about the importance and correct use of occupant restraints, including seat belts, booster seats, and child safety restraints, will promote even greater compliance. The strategies funded under this task will include educational programs and public information campaigns directed toward the general public; groups identified as

having low usage rates, including minority, rural, low income, and special needs populations; and groups such as medical personnel who interact with the public and are in a position to assist with the educational effort. The GTSC will continue to participate in media events to draw the public's attention to this issue.

### **Occupant Restraint Campaign**

The Department of Motor Vehicles and the New York State Police provide an occupant restraint display at the New York State Fair each year; the State Fair draws nearly one million visitors annually. In addition to the PI&E materials displayed and disseminated, the State Police provide "Rollover" and "Convincer" demonstrations. The Rollover is a motor vehicle set on an axis that rolls over with dummies inside. The public is able to see first-hand the effectiveness of seat belt use in rollover crashes. The Convincer is a sled that travels down a decline at five miles per hour and comes to an abrupt stop, simulating a crash at low speeds; the person on the sled experiences the effectiveness of the seat belt in a crash. The State Police will also host the annual Empire State Law Enforcement Traffic Safety Conference, disseminating valuable information to officers from the more than 200 police agencies attending. Each year occupant protection is one of the highlighted programs. The New York State Association of Chiefs of Police is also now promoting the program at their semi-annual Vendor Expo, which draws hundreds of municipal police from across the state.

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

The New York State Sheriffs' Association, with funding provided by the GTSC, has placed three safety belt Convincer trailers throughout New York State. These devices are currently housed in Rensselaer, Onondaga, and Livingston counties and are available to sheriffs' offices for use at county fairs, law enforcement displays, and other traffic-safety related programs.

The GTSC, the New York State Police, and the New York City Police Department will engage in joint efforts including conducting press events, issuing public service announcements for specific minority communities, and providing a display and presentation at the New York City Auto Show. Prior to the start of the BUNY mobilization each May, a high-profile press conference is conducted at Times Square in New York City. Representatives from NHTSA, the GTSC, the NYPD, the State Police and other organizations and agencies participate in this event which attracts wide media coverage. The GTSC will continue to support the message to use safety restraints in press releases, public information materials and on its web site.

## **Child Restraint Programs**

### **Child Passenger Protection Public Information and Education**

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

- A public information and education campaign promoting the use of booster seats for children ages four to six
- A public information and education campaign that uses new and updated materials and media messages to disseminate information on the importance of child restraint and seat belt use, the types of restraint systems that are appropriate for children of different ages and weights, the importance of having children 12 and under ride in the rear seat, and instructions on the proper use of child safety seats
- A public information and education campaign for culturally diverse populations that incorporates educational materials in different languages and media formats appropriate for the specific populations
- A statewide public information campaign to promote Child Passenger Safety Week focusing on a specific child passenger safety issue in conjunction with NHTSA's planning guide
- Child passenger safety training for personnel representing various professions and organizations involved in promoting traffic safety, including law enforcement, the public health and medical communities, fire and other emergency response personnel, transportation services personnel, social services personnel, daycare providers, pre-school bus drivers, other school bus drivers, and staff in other related community programs
- A public information campaign encouraging expectant parents to obtain a child safety seat and receive instruction on the proper installation and use of the seat at least three weeks prior to the delivery of the child
- A public information program, "Spot the Tot", emphasizing the importance for drivers to walk around their vehicle before getting into their vehicles and backing up
- A pilot project involving the establishment of partnerships with car dealerships in eight counties to distribute CPS information to the public
- A public information campaign that focuses on "tweens," children ages 9 through 12, to promote increased seat belt use and riding in the back seat
- A statewide public information and education campaign to promote the Child Passenger Safety program among the employers of law enforcement, fire, emergency medical services, and health care professionals
- Child safety seat check events and permanent fitting stations sponsored by state or local agencies or coalitions to educate the public and provide individualized instruction on the correct installation and proper use of the child safety seats and booster seats
- The State Police CPS program which includes training, fitting station activities, low-income seat distribution, PI&E, and other activities

### ***Training/Updates for Child Passenger Safety Technicians and Instructors***

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

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

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

### ***Child Passenger Safety Awareness Training Programs***

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

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

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

### ***Seat Belt Use on School Buses***

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

### ***Child Safety Seat Distribution Programs***

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

### ***Permanent Fitting Stations***

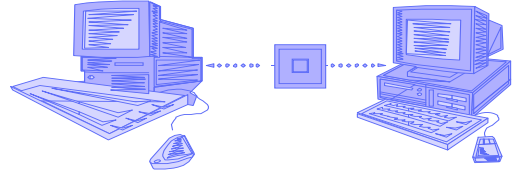
The GTSC will continue to support the operation of existing permanent fitting stations across the state and encourage the establishment of new fitting stations in areas of the state that have none. Emphasis will continue to be placed on establishing permanent fitting stations staffed by bilingual certified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

### **Child Safety Seat Check Events**

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

### **Research and Evaluation**

Evaluations will be undertaken to measure the effectiveness of the occupant protection program by analyzing changes in the number and severity of injuries sustained by vehicle occupants, and the number of tickets and convictions for violations of the seat belt law. In FFY 2009, the Institute for Traffic Safety Management and Research will conduct New York's annual statewide observational survey of seat belt use following the May seat belt enforcement mobilization. Where appropriate, administrative or program evaluations will also be conducted to document the implementation of special projects or new legislation. Research to identify the characteristics of those motorists who do not use safety restraints will be considered; these groups can then be the focus of future campaigns. Research on child restraint programs and policies will also continue.



# TRAFFIC RECORDS

## OVERVIEW

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

In 2005, a key component of New York's approach in improving its various traffic records systems and data files involved the development of the state's *Traffic Safety Information Systems Strategic Plan*. Developed by New York's Governor's Traffic Safety Committee (GTSC), with assistance from the state's Traffic Records Coordinating Council (TRCC) and the Institute for Traffic Safety Management and Research (ITSMR), the strategic plan was designed to cover the four-year period, 2006-2009. The plan was updated in May 2007 and again in May 2008. The multi-year strategic plan addresses the major deficiencies identified in the state's crash, citation/adjudication, driver, injury surveillance, vehicle, and roadway data systems. Substantial progress has been attained during the initial two years of the plan (2006 and 2007), especially with regard to the state's crash and citation/adjudication systems. A summary of the progress attained during the past year in improving the state's various traffic records is provided below.

## Crash Information Systems

- The average time between the date of the crash and the date the police crash report was scanned/inserted into the AIS database dropped from 84 days in 2005 to 44 days in 2007.
- The percent of police-reported crashes received electronically by the DMV increased from 20% in 2005 to 35% in 2007.
- The percent of non-reportable crashes captured in NYSDOT's SIMS system increased from 5% in 2005 to 42% in 2007.
- The percent of crashes involving commercial vehicles captured in NYSDOT's SAFETYNET system rose from 25% in 2005 to 77% in 2007.
- The new ALIS (Accident Location Information System) application was fully implemented in spring 2008; ALIS is a critical component in identifying high accident locations and developing measures to address problems at these sites.



These key improvements are the results of a variety of initiatives undertaken in recent years. The progress reported on above with respect to police-reported crashes is due in large part to the continuing roll out of TraCS. Currently, more than 280 police agencies use TraCS to collect and submit crash data electronically, up from 158 in March 2007. The further expansion of electronic reporting, especially in New York City, will continue to be supported.

Two projects being conducted under Section 408 funding have also contributed to improvements in the crash information systems, the *Accident Information System Enhancement* project which has streamlined crash processing workflows and the *Coding of Non-Reportable Property Damage Crashes* project which has enabled non-reportable crash reports to be captured for the years 2002-2005. Both of these projects will continue in FFY 2009.

## Citation/Adjudication Information Systems

- The average time between the date the citation was issued and date it was entered into TSLED dropped from 71 days in 2005 (Oct-Dec) to 23 days in 2007 (Oct-Dec).
- The average time between the date of disposition and date it was entered into TSLED dropped from 83 days in 2005 (Oct-Dec) to 28 days in 2007 (Oct-Dec).
- The percent of citations in TSLED processed electronically rose from 23% in 2005 (Oct-Dec) to 58% in 2007 (Oct-Dec).
- The percent of dispositions in TSLED processed electronically increased from 47% in 2005 (Oct-Dec) to 72% in 2007 (Oct-Dec).

Similar to the improvements in the crash information systems, improvements in the citation and adjudication information systems are due to the increased number of police agencies and courts that collect and submit data electronically through TraCS. In addition to the more than 280 enforcement agencies that have the ability to collect and transmit ticket data electronically, approximately 760 of state's 1,400 courts are using the e-disposition process to submit data electronically to the DMV. During the coming year, efforts will continue to focus on 1) increasing electronic submission of arrest and disposition data and 2) automating a number of transactions, including reporting of disposition and arrest amendments and suspensions pending prosecution, as well as scofflaw reporting for non e-DATE courts.

In 2006, New York's other ticket system, Administrative Adjudication (AA), added the capability of receiving data electronically. In 2006 and 2007, more than 30,000 and 36,000 tickets, respectively, were received electronically, representing two percent of all tickets issued under the AA system in each of those years. Since the percent of tickets received electronically by the AA system is not expected to increase above two percent until the NYPD begins sending tickets electronically, the NYPD will continue to be encouraged and supported to implement the electronic reporting of ticket data.

## Injury Surveillance Information Systems

To conduct studies that examine injuries and their associated medical costs, the NYS Department of Health Bureau of Injury Prevention continues to expand its capabilities to integrate crash data with hospital discharge, emergency department, and emergency medical services data. The results of such studies are used to support the development of health



education safety programs and training programs for specific populations, and to respond to data requests from other governmental agencies at the local, state, and federal levels and from the traffic safety research community. Currently, the data for these various files have been linked for the years up to and including 2005. In the coming year, the 2006 data from these various files will be linked.

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

## **Driver Information Systems**

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

Another important driver information system is the DMV's Article 19-A data system. Designed to capture bus driver and motor carrier information, the system is used in regulating who can drive a bus and monitoring their driving performance. Funded in part with a Section 408 grant, the DMV's *Article 19-A Re-write* project is continuing. Phase 1 of the project has been completed, which involved converting the data to a new database and web-based system. Designed to add more functionality to the new system, the completion of Phase 2 in FFY 2009 will make the system available to 19-A carriers through a password-protected website.

## **Vehicle Information Files**

The DMV and the NYS Department of Transportation (NYSDOT) are responsible for maintaining the state's major vehicle-related information systems. Although no major improvement projects were undertaken during the past year with regard to any of the systems, some small changes have been made. During the coming year, NYSDOT will initiate a project with Section 408 funding to make design improvements to its OSCAR/CVIEW system. One of the major components of the Federal Motor Carrier Safety Administration's Commercial Vehicle Information Systems and Network program, OSCAR is an internet-based system that allows motor carriers to perform credentialing business online. Improvements will include modifying the OSCAR database to 1) allow safety credentialing information to be uploaded to the Volpe Safer database and 2) accept downloaded safety credentialing information from other states.

## Roadway Information Systems

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

## PERFORMANCE GOALS AND MEASURES

### *Long-term Performance Goals*

- Continue to expand the capability to collect, retrieve, and disseminate traffic safety data electronically, on both the local and statewide levels, through 2013
- Continue to improve data linkage capabilities, on both the local and statewide levels, among the various traffic safety-related data systems through 2013

### *Short-term Performance Goals*

- Continue efforts to enhance DMV's AIS, TSLED, and AA records systems which will provide for the more timely and accurate capture, reporting, and access to crash and ticket data through electronic means in 2009
- 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 2009
- Update the 2008 Inventory of Traffic Safety Information Systems in 2009
- Update the 2006-2009 NYS Traffic Safety Information Systems Strategic Plan, focusing on Program Year 4 (2009), in 2009

### *Performance Measures*

- Data linkage capabilities developed, integrated, and operational
- Proportion of crash and ticket information that is received electronically
- 2009 Inventory of Traffic Safety Information Systems
- 2009 Update (Year 4) to the 2006-2009 NYS Traffic Safety Information Systems Strategic Plan

## PERFORMANCE OBJECTIVES AND MEASURES

### *Performance Objectives*

- Continue to support implementation of technologies that promote traffic safety by enforcement agencies and the courts at the local level, including providing the training required to use such technologies, in 2009
- Continue to support implementation of technologies that promote traffic safety by agencies and courts at the state level in 2009

### *Performance Measures*

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

## STRATEGIES

### Electronic Capture and Transmittal of Ticket and Accident Data

The GTSC's support of TraCS (Traffic and Criminal Software) is ongoing. As noted previously, more than 280 police agencies are using TraCS, including all of the State Police Troops. During the coming year, the use of TraCS will continue to expand throughout the state to county and local police agencies. In addition, discussions are underway with the New York City Police Department to encourage and support their participation in TraCS or a similar technology that would enable them to collect and transmit data electronically.

### Initiatives to Improve the Accident and Citation/Adjudication Systems

Although TraCS has been a major factor in the improvements that have occurred in the DMV's accident and citation/adjudication reporting systems in recent years, many other ongoing initiatives also contribute to improving these systems. The application of new technologies and changes in workflow processes are improving not only the timeliness and accuracy of the data, but also providing better access to the data. Since identifying the location of crashes is an important factor in improving enforcement, engineering, and EMS efforts throughout the state, the full implementation of the state's new accident location information system (ALIS) in spring 2008 was a significant achievement. Refinements to ALIS in the coming year will further enhance the ability to identify crash locations quickly and accurately.

Continuing improvements in the ability to link data and data files provides more comprehensive and complete data, enabling the traffic safety community to better identify problems and develop effective countermeasures. In the coming year, based on recommendations from NHTSA's assessment of New York's traffic records systems, initiatives will explore the feasibility of 1) eliminating the motorists' accident report, 2) integrating FARS into AIS, and 3) developing a data warehouse of traffic safety-related data.

Support for the data entry of police accident reports, traffic tickets, and court adjudication reports from the field and directly from the courts through the use of state-of-the-art technology will be continued in the coming year. Support will also be provided for the development or

modification of software for crash reports and traffic ticket systems and the purchase of equipment, such as laptop computers, printers, and bar code and magnetic strip readers.

## **Improve and Expand Use of Roadway Data Files**

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

## **Use of Technology to Disseminate Information**

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

## **Development and Use of Data Linkages**

To support program planning initiatives, the traffic safety community needs a variety of information on crashes which reside in different data systems, including information about the driver, vehicle, type of crash, location of crash, types of injuries, types of medical care received, and the associated costs. Continued improvements in data linkages will enhance the development of program initiatives that focus on specific population sub-groups and permit the examination of costs associated with crashes.

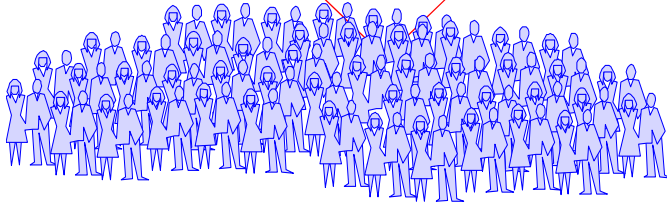
## **Statewide Coordination of Traffic Records Systems Improvements**

The GTSC will continue to coordinate efforts with other agencies and sources of funding to complete projects that improve traffic records systems, files, and programs. Upon approval of New York's application for third-year funding under Section 408 incentive funds, implementation of Program Year 3 under the state's TSIS strategic plan will begin. The TSIS Coordinator will be responsible for monitoring the implementation of the plan and providing assistance to the Traffic Records Coordinating Council (TRCC).

## **Research and Evaluation**

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

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



# COMMUNITY TRAFFIC SAFETY PROGRAMS

## OVERVIEW

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

### NEW YORK STATE DEMOGRAPHIC AND CRASH DATA BY COUNTY, 2006

	Population		Licensed Drivers		Fatal/PI Crashes		Pedestrian Crashes		Bicycle Crashes		Motorcycle Crashes	
	#	%	#	%	#	%	#	%	#	%	#	%
<b>STATEWIDE</b>	<b>19,306,183</b>		<b>11,146,368</b>		<b>139,641</b>		<b>15,702</b>		<b>5,565</b>	<b>%</b>	<b>4,912</b>	
<b>County</b>	<b>#</b>	<b>%</b>	<b>#</b>	<b>%</b>	<b>#</b>	<b>%</b>	<b>#</b>	<b>%</b>	<b>#</b>	<b>%</b>	<b>#</b>	<b>%</b>
Albany	297,556	1.5	201,694	1.8	2,537	1.8	191	1.2	73	1.3	105	2.1
Allegany	50,267	0.3	33,035	0.3	268	0.2	9	0.1	2	<0.1	17	0.3
Broome	196,269	1.0	143,664	1.3	1,273	0.9	55	0.4	30	0.5	56	1.1
Cattaraugus	81,534	0.4	58,396	0.5	554	0.4	25	0.2	21	0.4	30	0.6
Cayuga	81,243	0.4	55,906	0.5	550	0.4	24	0.2	19	0.3	26	0.5
Chautauqua	135,357	0.7	95,471	0.9	924	0.7	46	0.3	34	0.6	52	1.1
Chemung	88,641	0.5	62,201	0.6	537	0.4	26	0.2	28	0.5	29	0.6
Chenango	51,787	0.3	38,673	0.3	340	0.2	5	<0.1	6	0.1	24	0.5
Clinton	82,166	0.4	56,677	0.5	520	0.4	23	0.1	21	0.4	31	0.6
Columbia	62,955	0.3	48,617	0.4	408	0.3	11	0.1	8	0.1	28	0.6
Cortland	48,483	0.3	32,779	0.3	358	0.3	20	0.1	10	0.2	13	0.3
Delaware	46,977	0.2	38,063	0.3	315	0.2	8	0.1	3	0.1	10	0.2
Dutchess	295,146	1.5	209,851	1.9	2,256	1.6	69	0.4	28	0.5	100	2.0
Erie	921,390	4.8	644,404	5.8	7,304	5.2	486	3.1	324	5.8	278	5.7
Essex	38,649	0.2	28,956	0.3	253	0.2	11	0.1	3	0.1	24	0.5
Franklin	50,968	0.3	34,807	0.3	329	0.2	14	0.1	6	0.1	29	0.6
Fulton	55,435	0.3	40,931	0.4	333	0.2	16	0.1	6	0.1	25	0.5
Genesee	58,830	0.3	44,648	0.4	457	0.3	12	0.1	16	0.3	19	0.4

## NEW YORK STATE DEMOGRAPHIC AND CRASH DATA BY COUNTY, 2006

County	Population		Licensed Drivers		Fatal/PI Crashes		Pedestrian Crashes		Bicycle Crashes		Motorcycle Crashes	
	#	%	#	%	#	%	#	%	#	%	#	%
Greene	49,822	0.3	38,556	0.3	344	0.2	11	0.1	7	0.1	31	0.6
Hamilton	5,162	<0.1	4,803	<0.1	43	<0.1	2	<0.1	0	0.0	9	0.2
Herkimer	63,332	0.3	46,075	0.4	319	0.2	12	0.1	5	0.1	28	0.6
Jefferson	114,264	0.6	71,054	0.6	707	0.5	34	0.2	15	0.3	44	0.9
Lewis	26,685	0.1	19,985	0.2	155	0.1	4	<0.1	1	<0.1	8	0.2
Livingston	64,173	0.3	45,681	0.4	340	0.2	8	0.1	7	0.1	10	0.2
Madison	70,197	0.4	50,900	0.5	462	0.3	16	0.1	8	0.1	26	0.5
Monroe	730,807	3.8	513,213	4.6	5,084	3.6	319	2.0	253	4.5	187	3.8
Montgomery	49,112	0.3	36,388	0.3	340	0.2	18	0.1	13	0.2	16	0.3
Nassau	1,325,662	6.9	981,311	8.8	13,853	9.9	947	6.0	459	8.2	408	8.3
Niagara	216,130	1.1	159,206	1.4	1,388	1.0	65	0.4	66	1.2	73	1.5
Oneida	233,954	1.2	162,123	1.5	1,638	1.2	75	0.5	53	1.0	77	1.6
Onondaga	456,777	2.4	321,603	2.9	3,328	2.4	245	1.6	123	2.2	120	2.4
Ontario	104,353	0.5	77,674	0.7	676	0.5	23	0.1	14	0.3	39	0.8
Orange	376,392	1.9	247,601	2.2	3,202	2.3	122	0.8	59	1.1	170	3.5
Orleans	43,213	0.2	30,142	0.3	197	0.1	9	0.1	7	0.1	12	0.2
Oswego	123,077	0.6	86,965	0.8	781	0.6	37	0.2	16	0.3	42	0.9
Otsego	62,583	0.3	44,591	0.4	415	0.3	14	0.1	6	0.1	16	0.3
Putnam	100,603	0.5	75,894	0.7	859	0.6	22	0.1	3	0.1	42	0.9
Rensselaer	155,292	0.8	111,359	1.0	948	0.7	45	0.3	24	0.4	67	1.4
Rockland	294,965	1.5	205,078	1.8	2,410	1.7	135	0.9	45	0.8	90	1.8
St. Lawrence	111,284	0.6	75,536	0.7	588	0.4	29	0.2	12	0.2	33	0.7
Saratoga	215,473	1.1	164,085	1.5	1,264	0.9	49	0.3	30	0.5	85	1.7
Schenectady	150,440	0.8	115,873	1.0	1,084	0.8	81	0.5	63	1.1	49	1.0
Schoharie	32,196	0.2	24,522	0.2	199	0.1	2	<0.1	2	<0.1	17	0.3
Schuyler	19,415	0.1	14,065	0.1	148	0.1	6	<0.1	2	<0.1	15	0.3
Seneca	34,724	0.2	24,420	0.2	219	0.2	7	<0.1	4	0.1	12	0.2
Steuben	98,236	0.5	72,656	0.7	630	0.5	24	0.2	20	0.4	29	0.6
Suffolk	1,469,715	7.6	1,075,347	9.6	13,772	9.9	565	3.6	422	7.6	492	10.0
Sullivan	76,588	0.4	56,863	0.5	675	0.5	23	0.1	11	0.2	36	0.7
Tioga	51,285	0.3	38,488	0.3	249	0.2	4	<0.1	6	0.1	16	0.3
Tompkins	100,407	0.5	61,482	0.6	567	0.4	29	0.2	19	0.3	38	0.8
Ulster	182,742	0.9	134,792	1.2	1,524	1.1	73	0.5	38	0.7	93	1.9
Warren	66,087	0.3	52,343	0.5	536	0.4	18	0.1	11	0.2	43	0.9
Washington	63,368	0.3	45,312	0.4	366	0.3	12	0.1	7	0.1	23	0.5
Wayne	92,889	0.5	70,057	0.6	469	0.3	19	0.1	9	0.2	32	0.7
Westchester	949,355	4.9	635,432	5.7	6,777	4.9	577	3.7	146	2.6	179	3.6

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County	Population		Licensed Drivers		Fatal/PI Crashes		Pedestrian Crashes		Bicycle Crashes		Motorcycle Crashes	
	#	%	#	%	#	%	#	%	#	%	#	%
Wyoming	42,613	0.2	30,092	0.3	250	0.2	3	<0.1	5	0.1	12	0.2
Yates	24,732	0.1	17,075	0.2	115	0.1	3	<0.1	4	0.1	16	0.3
<b>New York City</b>												
Bronx	1,361,473	7.1	409,330	3.7	8,403	6.0	1,680	10.7	300	5.4	159	3.2
Kings	2,508,820	13.0	808,905	7.3	16,340	11.7	3,444	21.9	1,019	18.3	347	7.1
New York	1,611,581	8.3	689,144	6.2	10,540	7.5	3,353	21.4	1,073	19.3	373	7.6
Queens	2,255,175	11.7	1,008,551	9.0	15,071	10.8	2,167	13.8	494	8.9	336	6.8
Richmond	477,377	2.5	288,181	2.6	2,774	2.0	314	2.0	45	0.8	64	1.3

## STRATEGIES

### Community-Based Highway Safety Programs

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

#### Local Highway Safety Programs

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

#### Coalition Development

The Governor's Traffic Safety Committee will continue to promote the development of broad-based coalitions that include organizations with differing perspectives on traffic safety issues, including private sector organizations, the media, and industry associations. There is also a need to establish coalitions among the organizations with common interests, including the business community, the trucking industry, and local government associations. Efforts should focus on crash avoidance and prevention education for high risk groups within local communities. Examples of such partnerships include the New York State Partnership Against Drowsy Driving (NYPDD), the Capital Region Older Driver Assistance Network, the Capital District Safe Kids Coalition, and the New York State Partnership for Walk Our Children to School (NYSWPCS) which recently broadened its scope to include the Spot the Tot and Safe Routes to School programs described in more detail below.



### **Spot the Tot**

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

### **Safe Routes to School**

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

## **NYSATSB's Multi-Cultural Education Committee**

The Multi-Cultural Education Committee operates under the auspices of the New York State Association of Traffic Safety Board's (NYSATSB) Education Committee. The coalition consists of representatives from the NYS Department of Health Bureau of Injury Prevention, NYS Mothers Against Drunk Driving (MADD), Mid-Hudson Health and Safety Institute at SUNY Ulster, Rockland County Traffic Safety Board, Oneida Nation Health Center, Orange County STOP-DWI and Traffic Safety Program, NHTSA, and the GTSC. The objectives of the committee are to promote the development of culturally-sensitive programs to more effectively reach the state's minority populations and to build a collection of tools and resources for use by traffic safety professionals who work with minority groups around the state.

In FFY 2009, the committee will focus on multi-cultural traffic safety education and outreach efforts directed toward various minority communities. The percentage of foreign-born residents in New York is among the top three in the nation. In order to effectively impact the traffic-related behaviors of diverse cultural groups, it is important to implement traffic safety programs that are consistent with their cultural beliefs, attitudes and values and to effectively connect and work with these diverse groups in a culturally competent manner.

The following activities are planned for the coming year:

- Build on the Multi-Cultural Traffic Safety Conference held in June 2008 at the Desmond Hotel in Albany by expanding the partnerships that were established at the conference and delivering additional educational materials addressing the diverse communities

- Serve as a multi-cultural resource for traffic safety information and provide guidance on how to work with diverse communities
- Build a list serve and utilize the expertise of individuals currently operating multi-cultural traffic safety programs
- Develop and distribute an enforcement pamphlet that will highlight successful multi-cultural programs
- Coordinate and conduct two regional meetings to assist in the development of new community outreach programs

## **Younger Driver Outreach**

### ***Young Driver Awareness Campaigns***

In the second quarter of 2008, the GTSC developed a media campaign for younger drivers incorporating the theme of young lives lost due to crashes. "We were all looking forward to what our lives would be like after graduation. We had the world at our fingertips. We were the best of friends. We vowed to stay in touch no matter where life took us. We were ready to take on anything – almost invincible – but we weren't. I can see how after graduation friends can come and go – but I didn't see that coming. Be smart, drive smart. Turn off your phone, obey the speed limit, buckle up, and never drive under the influence." The GTSC will continue to work with DMV's new Office for Younger Drivers on additional outreach and awareness initiatives.

### ***NYSATSB Youth Committee***

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

### ***Teen Driver Work Group***

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

### ***One Second, Everything Changes***

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

## Capital Region Older Driver Assistance Network

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

- Establishing a reliable, sustainable and broad-based network of mutually supportive referral pathways and support services for consumers
- Assisting older drivers, their families and other members of the community to successfully identify and address potentially unsafe and at-risk situations
- Assisting the older driver to drive safely and to drive safely longer
- Building capacity among partners by encouraging the sharing of education and training resources that can be used to assist primary referral sources such as family/neighbors/friends, physicians and law enforcement
- Enabling a greater awareness in the community about interventions that are available to assist and support older individuals who are no longer able to drive
- Providing a consistent message about older drivers

## Training

### ***Training for Community Program Personnel***

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

### ***Motorist Education to Prevent Passing of Stopped School Buses***

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

## **Safety Programs for New York's Children**

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

## **Distracted Driving**

The issue of distracted driving continues to be of concern to the state's traffic safety community. Because information on the specific sources of driver distraction is limited, efforts to determine the extent to which distracted drivers contribute to crashes are ongoing. In recent years, the use of cell phones while driving has become one of the most prominent concerns with respect to distracted driving behavior. To address this issue, in 2001, New York became the first state to pass a statewide cell phone law banning the use of hand-held cell phones by vehicle operators on the state's roadways. Recently, the dangers of text messaging while driving has emerged as a traffic safety concern and new legislation prohibiting this distracting behavior has been introduced.

Effective July 1, 2001, the police accident report form used in New York was changed to include "cell phones" as a distinct contributory factor. The revised form also changed the "Driver Inattention" option to "Driver Inattention/Distracted" and requires that the police officer state the specific nature of the distraction. These changes facilitate the collection of data necessary to determine the extent to which specific distracted driving behaviors, especially the use of cell phones, are contributory factors in crashes.

The table below presents data related to the involvement of cell phone use in crashes.

- ▶ The number and proportion of fatal crashes reported to involve "driver inattention/distracted" as a contributory factor is on an upward trend. In both 2006 and 2007, "driver inattention/distracted" was reported as a contributing factor in approximately 11% of the fatal crashes in New York State, up from 9% in the previous two years. In each of the four years, 2004-2007, five or fewer fatal crashes had a cell phone reported as a contributory factor.
- ▶ In all three years, 2004-2006, 18% of the injury crashes had "driver inattention/distracted" reported as a contributory factor. After increasing in 2005, the number of personal injury crashes where cell phone use was reported as a contributory factor in 2006 returned to approximately the level reported in 2004.

**“DRIVER INATTENTION/DISTRACTION” CRASHES  
IN NEW YORK STATE,\* 2004-2007**

	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007**</b>
<b>Fatal Crashes</b>	119	122	143	131
% of all fatal crashes	8.7%	9.3%	10.8%	10.7%
<b>Fatal Crashes Involving Cell Phone Use</b>	3	1	3	5
% of all fatal crashes	0.2%	0.1%	0.2%	0.4%
<b>Injury Crashes</b>	24,169	23,221	22,729	N/A
% of all injury crashes	18.3%	18.2%	18.5%	N/A
<b>Injury Crashes Involving Cell Phone Use</b>	229	240	222	N/A
% of all injury crashes	0.2%	0.2%	0.2%	N/A

\* Police-reported crashes

\*\* Preliminary data

***Distracted Driver Programs***

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

The Broome County Traffic Safety Program has initiated a distracted driving program in the local schools. The program includes a PowerPoint presentation and a victim of a crash involving distracted driving and a law enforcement officer speak about their experiences. The importance of seat belt use and the dangers of drowsy driving are also addressed in this program.

A distracted driving awareness public service announcement (PSA) was developed. The PSA was aired on TV; in addition, a DVD with the PSA was sent to high schools and driving schools in the county.



# PROGRAM MANAGEMENT

## OVERVIEW

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

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

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

## PERFORMANCE GOALS

- Strengthen the GTSC's role in setting goals and priorities for the state's highway safety program
- Identify highway safety problems and solutions to reduce fatalities and injuries on New York State's roadways

- Continue to expand technology as a means to disseminate traffic safety information, including grant applications and forms, and enhance the ability to communicate with customers
- Provide direction, guidance, and assistance to support the efforts of public and private partners to improve highway safety
- Develop and maintain policies and procedures that provide for the effective, efficient, and economical operation of the highway safety program
- Coordinate and provide training opportunities and programs for New York State's traffic safety professionals
- Support the use of performance measures as an evaluation tool in the state's highway safety program
- Improve the timeliness of grant approvals and the allocation and liquidation of funding

## **STRATEGIES**

### **New York's Highway Safety Strategic Plan**

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

### **Training Opportunities**

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

### **Planning and Administration**

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



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

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

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

## **Plan for Public Information & Education**

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

## **Highway Safety Presentations and Workshops**

Assistance in the form of grants, program expertise, and/or human resources may be provided to our partners, such as the Institute for Traffic Safety Management and Research, the Greater New York Automobile Dealers' Association, the media, and other non-profit groups, for the presentation of innovative highway safety topics. Topics will be presented through forums, symposia, roundtable discussions, and other venues as appropriate.