

PENNSYLVANIA

Department of Transportation

Bureau of Highway Safety and Traffic Engineering

FY 2007



Highway Safety Annual Report

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Introduction

The Pennsylvania Department of Transportation (PennDOT) goal remains focused upon the reduction of the motor vehicle related fatality rate to 1.0 per 100 million vehicle miles traveled by 2008. This goal requires a 26 percent reduction from the 1999 to 2003 average (1,559 fatalities), to a total of 1,146 fatalities in 2008.

With safety identified as one of PennDOT's primary strategic focus areas, five major driver-related initiatives will receive considerable attention through PennDOT's large and highly structured Highway safety network:

1. Reduce deaths attributed to aggressive driving
2. Reduce alcohol-related fatalities
3. Increase seat belt use
4. Improving Crash Data
5. Increase Pedestrian Safety

Although a significant percentage of safety resources will be required to impact upon the above five major focus areas, the Department will continue to allocate necessary resources toward other less impacting, but nevertheless considerable contributors to the level of crashes and fatalities.

Crash Summary

Traffic related fatalities decreased 4% percent, from 1,616 in 2005 to 1,554 in 2006. Contributing to this decline was a reduction in Aggressive driving related fatalities by 10% percent from 1016 in 2005 to 909 in 2006, a decline in alcohol-related fatalities from 2005 to 2006 from 579 to 544, a 6% percent reduction, while the number of unbelted occupant fatalities decreased from 647 in 2005 to 611 in 2006, a decrease of 5.6% percent.

The following reductions from the five year averages (1999-2003) were also experienced in 2006:

- Young driver fatalities down 34.6%
- Pedestrian fatalities down 3.4%
- Heavy truck crash fatalities down 1%

Additionally, motorcycle fatalities have shown a decrease of 8.78 percent from 2005 to 2006, from 205 to 187.

Accomplishments in Safety Focus Areas and Performance Goals

Pennsylvania continued to refine and expand its Comprehensive Highway Safety efforts throughout FY 2007. Most notable was the refinement of the process of developing the "Comprehensive Strategic Highway Safety Improvement Plan", (CSHSIP) driven by the twenty- two (22) AASHTO safety focus areas. Multi-state agencies and critical partners gathered for a "Safety Summit". This forum served as the kick-off for an intensive and thorough strategic plan development process. It was characterized by a more efficient, effective, focused, measurable and manageable highway safety program. This process resulted in a final plan which was approved by PennDOT, the Governor's Office and FHWA. The CSHSIP is currently in implementation statewide.

In accordance with this structured planning process and statewide plan, the following ten (10) critical goals have been identified and addressed within the 2007 Highway Safety Performance Plan (HSP): (a more detailed discussion of each goal appears within each safety focus area report.)

1. *To reduce the fatality rate to 1.0 per 100 million vehicle miles traveled by 2008.*

The present Pennsylvania fatality rate as of this report for 2006 is 1.41 fatalities per 100 million VMT. This is a reduction in the fatality rate from 1.51 in 2005. The accomplishments identified within this report under each safety focus area were realized with this goal in the forefront of our planning and implementation process.

2. *Pennsylvania has identified a target reduction of 400 fatalities per year to achieve its overall goal.*

The numbers of fatalities for 2005 totaling 1,616 were reduced in 2006 to 1,554. This is a 4% reduction. Central to this downward trend as well as the capability needed to achieve this ambitious goal was the need to continue to improve Pennsylvania's initiative deliver system or infrastructure. Redesigning our Highway Safety office grant program from A to Z, planning to performance, was the first step towards reintroducing a safety network which is well targeted and focused, goal oriented, performance based, measurable, and accountable. Most notable in this transition has been the creation of regionalized planning teams comprised of all essential safety personnel, grantees, contractors, law enforcement, and other valued partners. Six regions throughout Pennsylvania work in tandem with the Highway safety office to implement a structured plan driven by localized data and resources.

3. *Reduce aggressive driving fatalities by 14% in calendar year 2006 and by 26% from the 5-year baseline average (1999-2003) by 2008.*

An aggressive driving pilot initiative was launched within 3 of Pennsylvania regions during 2006 in conjunction with the multi-state Smooth Operator initiative. The results were impressive with a 12% reduction in aggressive driving related crashes within the 3 regions. Total statewide reduction in aggressive driving related fatalities was 11% compared to our goal of 14%. This success prompted the statewide implementation of the Smooth Operator aggressive driving enforcement effort during 2006. 1st year (Smooth Operator) effort targeted 29 priority roadways with approximately 34 participating police agencies, while the 2nd year statewide project was expanded to approximately 200 roadways with over 175 participating police departments.

4. *Reduce alcohol related fatalities 21% from 1999-2003 baseline average by 2007.*

Alcohol-related fatalities as per the Pennsylvania crash reporting system were reduced from 579 in 2005 to 544 in 2006, a 6.1% reduction. With a five year baseline average of 558 fatalities, the percentage reduction in 2006 was 2.5%. Pennsylvania also had a decline in alcohol-related fatalities reported by FARS from 2005 to 2006, 6.1%. In addition, there was a 7.4% reduction in alcohol-related fatalities involving a driver/motorcycle operator with a BAC of 0.08 or higher.

Other accomplishments in the impaired driving program include, expansion of SFST training, an increase in DUI arrests per grant funded operation, growth in the number of grant funded DUI courts, and an increase in the number of ignition interlock devices installed.

5. Increase safety belt usage rates from the 2006 rate of 86.3% to 88.5% by September 30, 2007.

Pennsylvania's seat belt use rate in 2007 was 86.7%, up from the 2006 rate of 86.3%. In 2007 Pennsylvania converted 3% of the non-user population compared to 2006. Although falling short of achieving this goal, Pennsylvania continues to display a consistent upward trend due to our aggressive enforcement and educational posture. As a secondary law state Pennsylvania has made significant strides toward increasing and maintaining a high usage rate, a rate commonly associated with primary law states. Sustaining a rate at or above 85% for a two consecutive year period has qualified Pennsylvania for the NHTSA 406 incentive funding.

According to a recent study conducted by the Children's Hospital of Philadelphia, Pennsylvania ranked highest in child restraint use, 86%, and booster seat use, 57%, for 2006, compared to 10 other states. Child passenger safety remains one of Pa's essential focus areas.

6. Reduce the total number of motor vehicle fatalities on local roads by 14% for calendar year 2006 and by 27% for calendar year 2008 from the 5-year baseline average (1999-2003).

In 2006, 40% of all crashes and 18% of all fatalities occurred on locally owned roadways. Although significant law enforcement presence is directed toward local/secondary roadways targeting aggressive driving and DUI, we face considerable challenges in improving local road safety due to limited funding for hard side safety improvements on local roads.

7. Enter all crash data into the Crash Record System by April 2007.

The Pennsylvania Department of Transportation continued its efforts to eliminate a substantial crash case backlog. It was successful in eliminating the backlog of un-entered crash cases. All crashes for 2006 were completed in March, 2007. To aide the fight against continuing a backlog for 2007 PennDOT successfully increased the electronic submissions from 15% to 22%, lowered the average number of days it takes for crash data to be received from 100 to 50, and began to assess the amount of errors within different sections of reporting agencies. CDART, a tool that utilizes crash data, has been steadily being updated and more plans are in the works for 2008. Future plans include the expansion of capabilities and permitted users such as non-PennDOT personnel.

8. Reduce pedestrian fatalities for calendar year 2006 by 14% from the 5-year baseline Average (1999-2003)

In 2006, pedestrian fatalities were down by 3.4% compared to the 5-year baseline average (1999-2003). The Highway Safety office has worked with numerous communities in the implementation of efforts designed to improved pedestrian safety. Although communities reflecting the highest rates of pedestrian safety incidence are addressed through our funded Highway safety projects, many municipalities participating in Community Development and main street revitalization efforts are identifying pedestrian safety as a top priority. The Highway Safety office incorporates the services of the Local Technical Assistance Program (LTAP), to advise local officials of the related safety issues and potential enhancements. Our safety officials have incorporated the use of visible enforcement, education, and available safety engineering to address pedestrian issues throughout many Pennsylvania communities.

To aid in fleshing out this effort, BHSTE has just completed the 2007 Bicycle/Pedestrian Master Plan, which provides specific guidance for achieving many safety goals and is fully congruent with FHWA and state-level goals for those modes.

BHSTE continues to work with FHWA as one of 13 designated national focus states for pedestrian safety.

In addition, BHSTE works with Bureau of Design, Planning, and other PennDOT offices as well as other state agencies to advance pedestrian safety in all aspects of PennDOT operations.

9. Reduce motor vehicle fatalities for calendar year 2006 by 14% from the 5-year Baseline average (1999-2003).

Successes achieved within each of the proceeding goals will ultimately impact upon our level of success in achieving this overall goal. Numerous enhancements have been incorporated into our daily grant/program management practices as we direct the highway safety efforts statewide. Our recognized need to develop a program which is efficient, effective, focused, measurable, accountable and manageable can be seen clearly within each grant and contractual activity. At the forefront of our accomplishments are the resources we have made available to our network partners as well as the level of accountability we require from each. They are many; however the most significant are the following:

- Enhanced crash data collection system which is user friendly, affording the user the ability to easily query the system for relevant, well focused localized statistics.
- Training opportunities for users to generate crash data enabling the development of a well focused plan, targeting the most significant Highway safety issues at the most needed locations.
- Development of a structured grantee planning process directly related to problem identification and the assignment of specific and proven action items available to effectively address the problem (s).
- A structured grantee reporting mechanism and schedule of project reviews designed to provide continuous progress assessments and ultimate evaluations.
- A structured regionalized highway safety network, working in tandem to identify problem areas, solutions, formalized plan development and implementation responsibilities among safety partners.

With the above as a foundation, Highway Safety managers are assigned to each of the six (6) regions to monitor adherence to program requirements, provide technical assistance, and to insure that continuity of program planning, development and implementation remains consistent among all regions and grantees.

10. Reduce older driver fatalities for calendar year 2006 by 14% from the 5-year baseline average (1999-2003).

Older Driver fatalities have been reduced from 307 in 2005 to 252 in 2006, an 18% reduction. This reflects an 11% reduction from the 5-year baseline average (1999-2003).

Data representing the roadways and communities reflecting the highest number of crashes/fatalities involving older drivers is provided to each regional planning team for their use in developing a plan designed to promote further reductions of older driver crash involvement.

Pennsylvania Crash and Fatality Data

Pennsylvania experienced reductions in several safety focus areas for 2006. Below are charts and graphs depicting these accomplishments.

<i>Lowest in 10 Years</i>		
Fatalities in Drinking Driver Crashes (According to FARS)	600	
Bicycle Fatalities	13	
Fatalities in Head-on/Opposite Direction Side Swipe Crashes	204	
Fatalities in Stop Controlled Intersection Crashes	135	
Fatalities in Crashes involving a 65+ year old Driver	252	
Fatalities in Crashes involving a 65-74 year old Driver	113	
Fatalities in Crashes involving a 16-17 year old Driver	68	
Fatalities in Crashes involving a 16 year old Driver	18	
Fatalities in Crashes involving a 17 year old Driver	50	
<i>Largest Fatalities Decreases from 2005-06</i>	2005	2006
Fatalities in Drinking Driver Crashes	550	489
Fatalities in Crashes Involving a 65+ year old Driver	308	252
Fatalities in Crashes Involving a 65-74 year old Driver	126	113
Fatalities in Crashes Involving a 75+ year old Driver	184	152
Fatalities in Work Zone Crashes	30	17
Fatalities in Crashes Involving a 16 year old Driver	27	18

Crash Data / Trends*

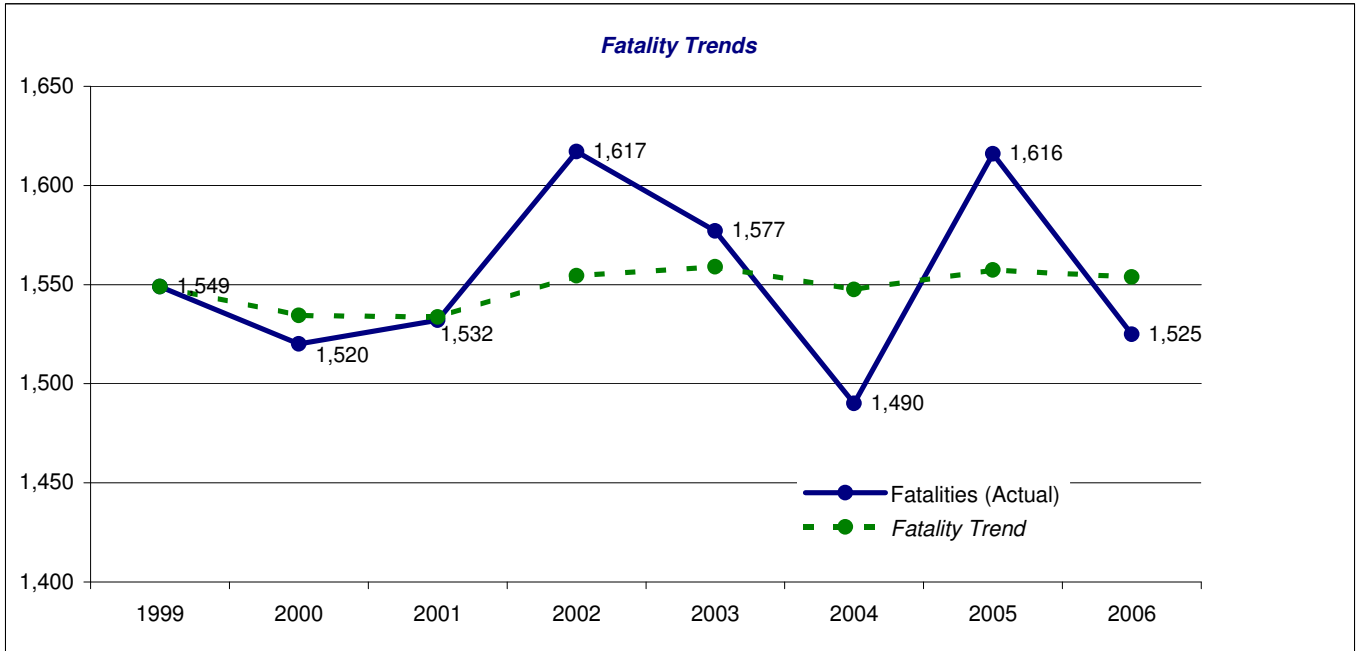
	Baseline Data 1999-2002				Progress Report Data 2003-2006			
	1999	2000	2001	2002	2003	2004	2005	2006
Fatalities (Actual)	1,549	1,520	1,532	1,617	1,577	1,490	1,616	1,525
Fatality Trend	1,549	1,535	1,534	1,555	1,559	1,548	1,557	1,554
Fatality Rate/100M VMT	1.54	1.48	1.50	1.56	1.50	1.40	1.51	1.41
Fatality Rate Trend	1.54	1.51	1.51	1.52	1.52	1.50	1.50	1.48
Injuries (Actual)	114,103	113,189	105,289	106,902	106,319	104,909	104,590	96,597
Injury Trend	114,103	113,646	110,860	109,871	109,160	108,452	107,900	105,399
Fatality & Serious Injury Rate/100 million VMT	6.58	6.52	6.36	6.42	5.87	5.45	5.54	5.31
Fatality & Serious Injury Rate Trend	6.58	6.55	6.44	6.39	6.15	5.66	5.50	5.43
Fatality Rate/100K Population	12.59	12.36	12.46	13.15	12.82	12.11	13.00	12.25
Fatality Rate Trend/100K Population	12.59	12.48	12.47	12.64	12.68	12.58	12.64	12.59
Fatal & Serious Injury Rate/100K Population	54.85	54.28	53.51	53.97	50.61	47.53	47.81	46.02
Fatal & Serious Injury Rate Trend/100K Population	54.85	54.57	54.21	54.15	53.44	52.46	51.79	50.53
Alcohol Related Fatalities	532	553	544	601	558	542	579	544
Alcohol Related Fatality Trend	532	543	543	558	558	555	558	560
Proportion of Alcohol Related Fatalities	0.34	0.36	0.36	0.37	0.35	0.36	0.36	0.36
Alcohol Proportion Trend	0.34	0.35	0.35	0.36	0.36	0.36	0.36	0.36
Alcohol Related Fatality Rate/100 million VMT	0.53	0.54	0.53	0.58	0.53	0.51	0.54	0.50
Alcohol Fatality Rate Trend	0.53	0.54	0.53	0.55	0.54	0.54	0.54	0.53
Percent of Population Using Safety Belts*	70%	71%	71%	76%	79%	82%	83%	86%
Safety Belt Use Trend	70%	71%	71%	72%	73%	75%	76%	78%

*NOTE: The trends are floating trends, calculated from 5-year average (previous 4 years + current year data).

Performance Goals and Trends*

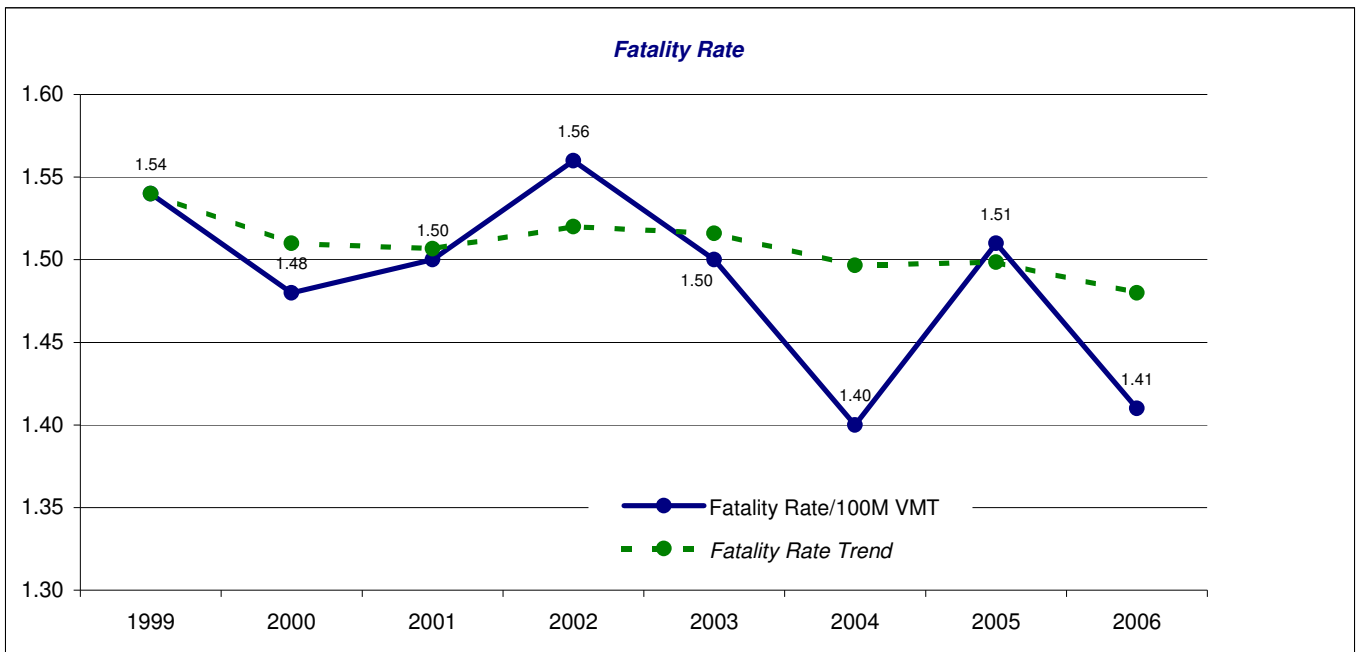
Fatalities

Goal: To reduce traffic-related deaths by 26 percent to 1,146 by 2008.
 Baseline: Average of five years of data (1,559) from 1999-2003.



Fatality Rate

Goal: To reduce the fatality rate per 100 MVMT to 1.0 by 2008.
 Baseline: Average of five years of data (1.52) from 1999-2003.

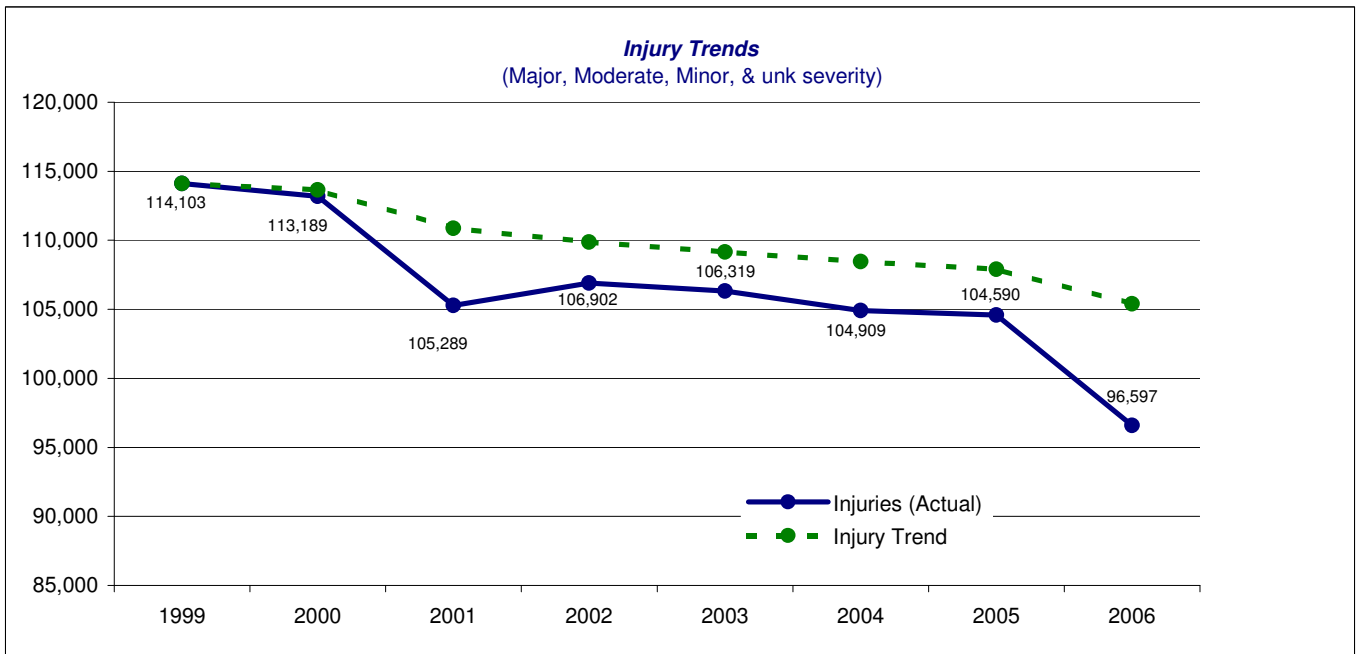


*NOTE: The trend lines in the graph are floating trends, calculated from 5-year average (previous 4 years + current year data).

Injuries (Major, Moderate, Minor, and Injured unk severity)

Goal: Pennsylvania currently has no goal set for this area.

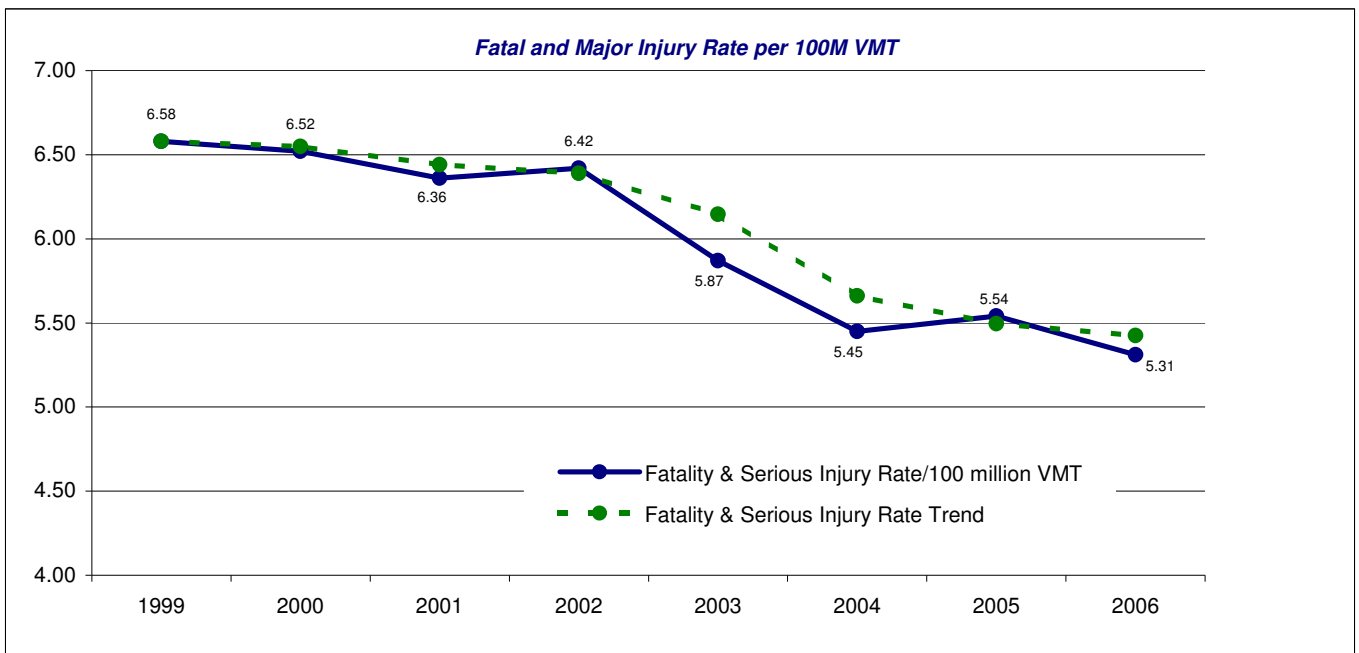
Baseline:



Fatal and Major Injury Rate

Goal: Pennsylvania currently has no goal set for this area.

Baseline:

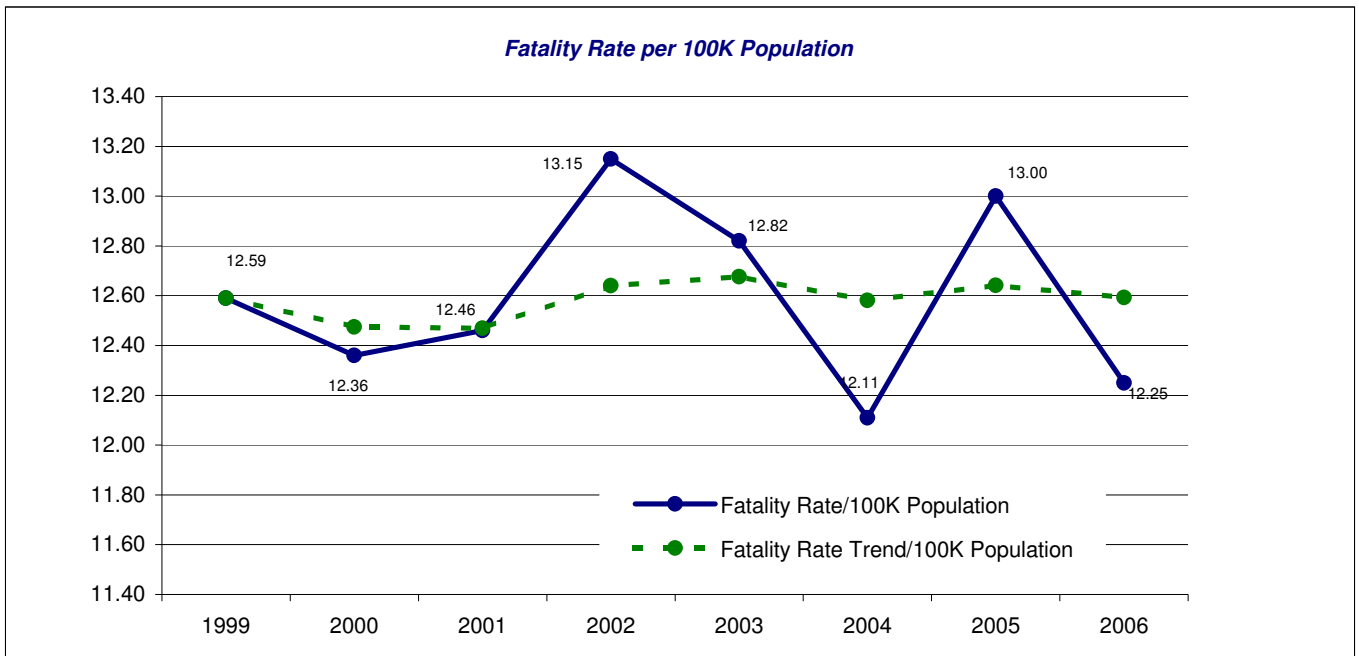


***NOTE:** The trend lines in the graph are floating trends, calculated from 5-year average (previous 4 years + current year data).

Fatality Rate per 100K Population

Goal: Pennsylvania currently has no goal set for this area.

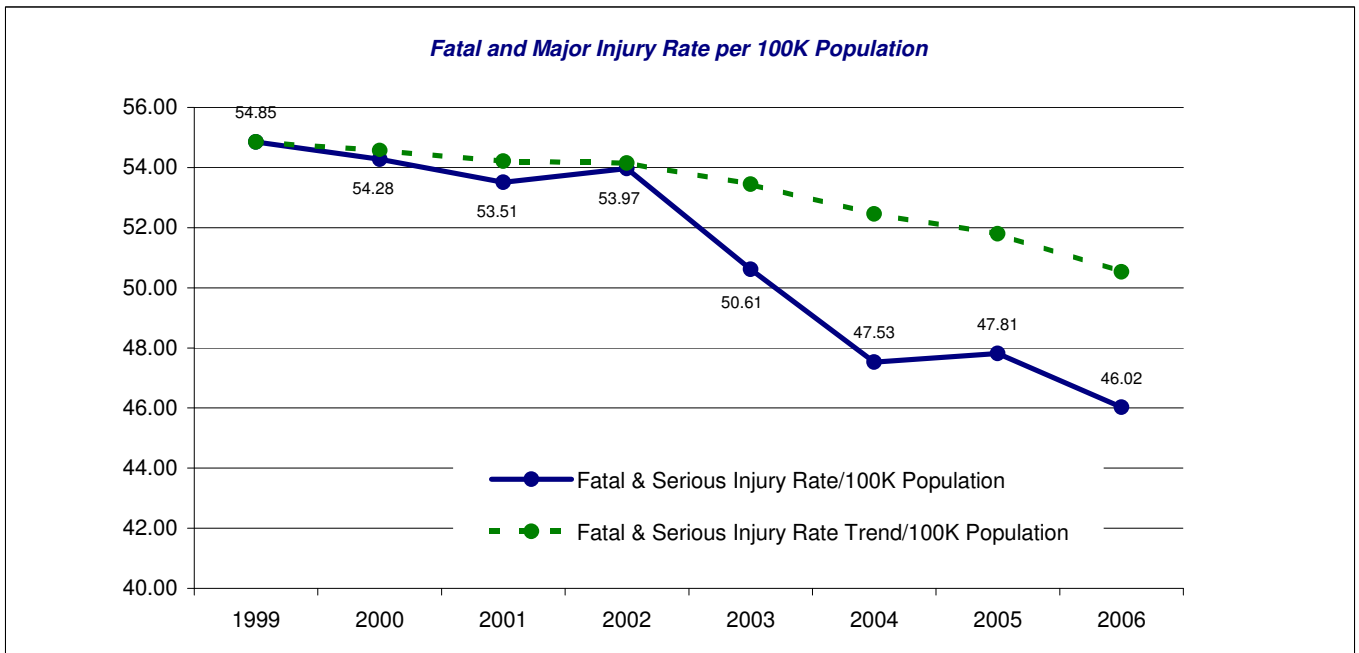
Baseline: Average of five years of data (12.68) from 1999-2003.



Fatal and Major Injury Rate per 100K Population

Goal: Pennsylvania currently has no goal set for this area.

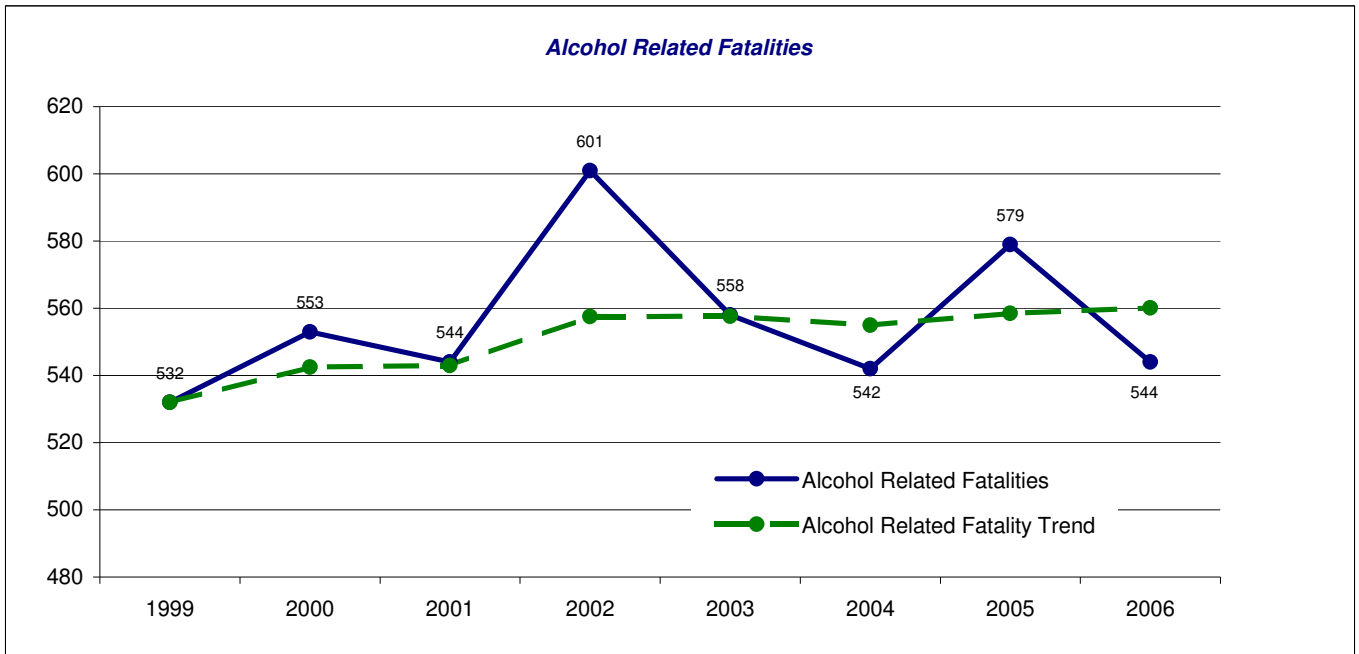
Baseline: Average of five years of data (53.31) from 1999-2003.



***NOTE:** The trend lines in the graph are floating trends, calculated from 5-year average (previous 4 years + current year data).

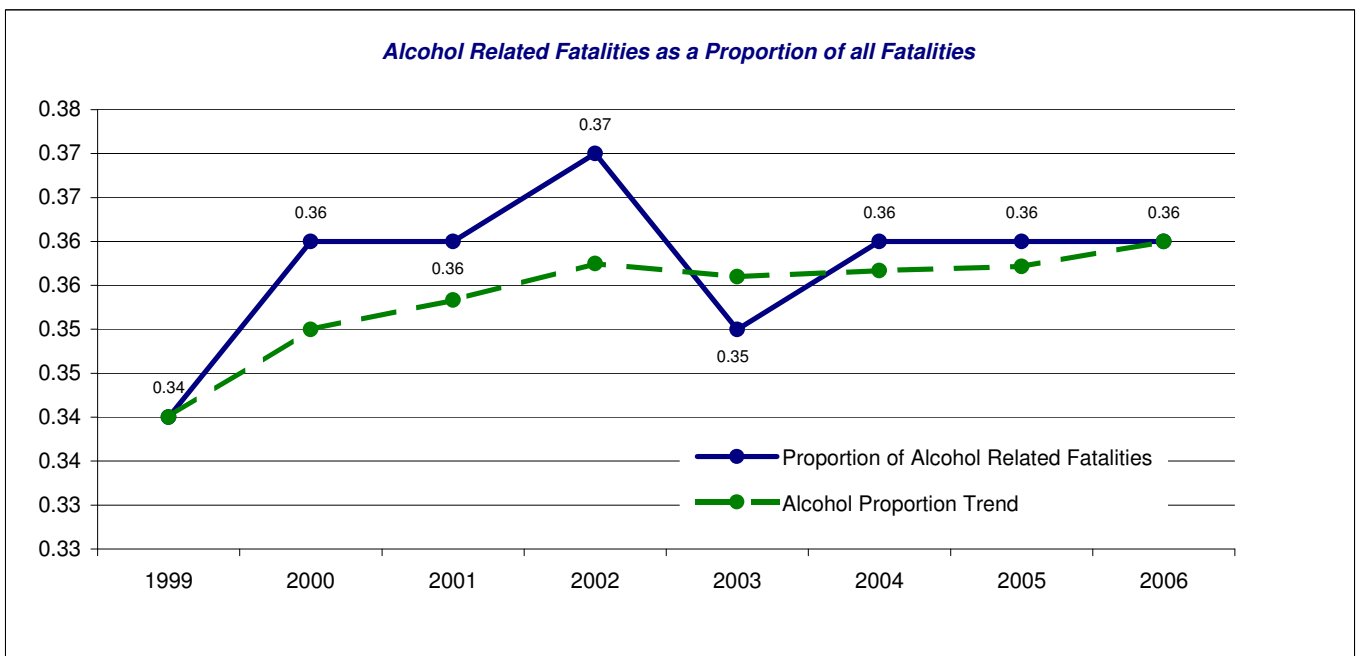
Alcohol Fatalities

Goal: To reduce alcohol-related fatalities to 410 by 2008.
 Baseline: Average of five years of data (558) from 1999-2003.



Alcohol Fatality Proportion

Goal: To reduce alcohol related fatalities as a percentage of all fatalities to 35% by 2008.
 Baseline: Average of five years of data (36%) from 1999-2003.

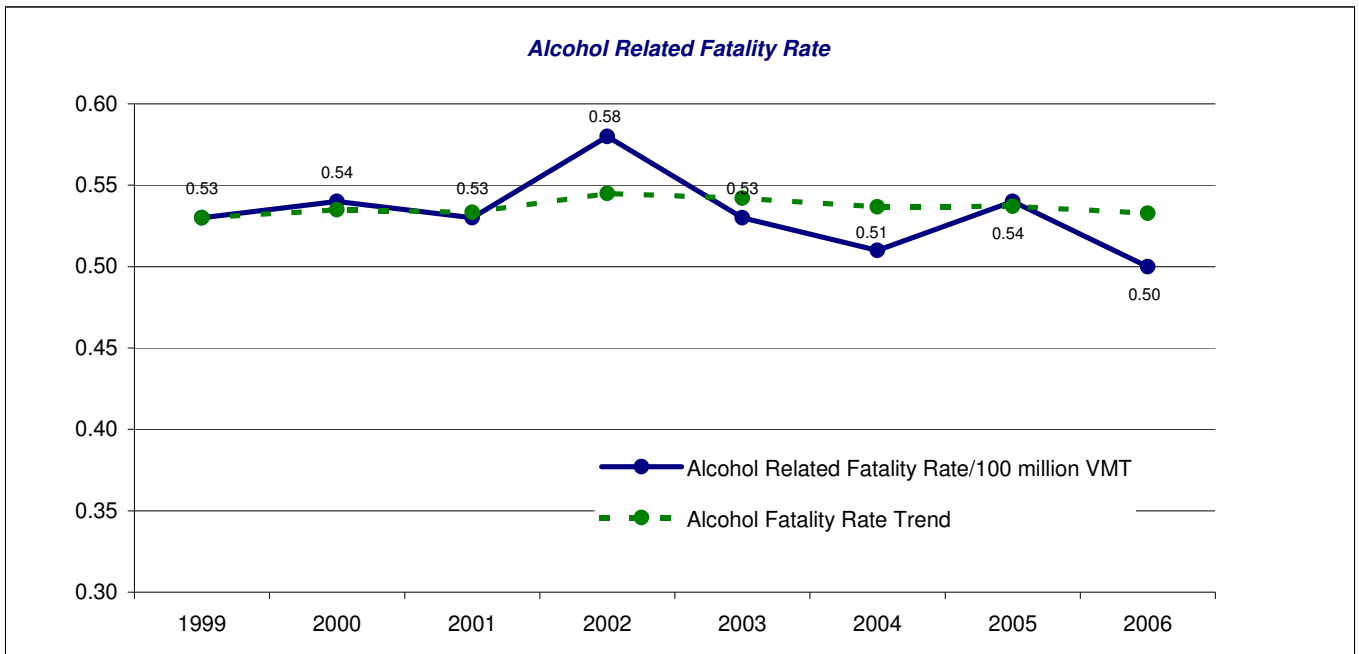


***NOTE:** The trend lines in the graph are floating trends, calculated from 5-year average (previous 4 years + current year data).

Alcohol Fatality Rate per 100M VMT

Goal: To reduce the alcohol related fatality rate to 0.35 by 2008.

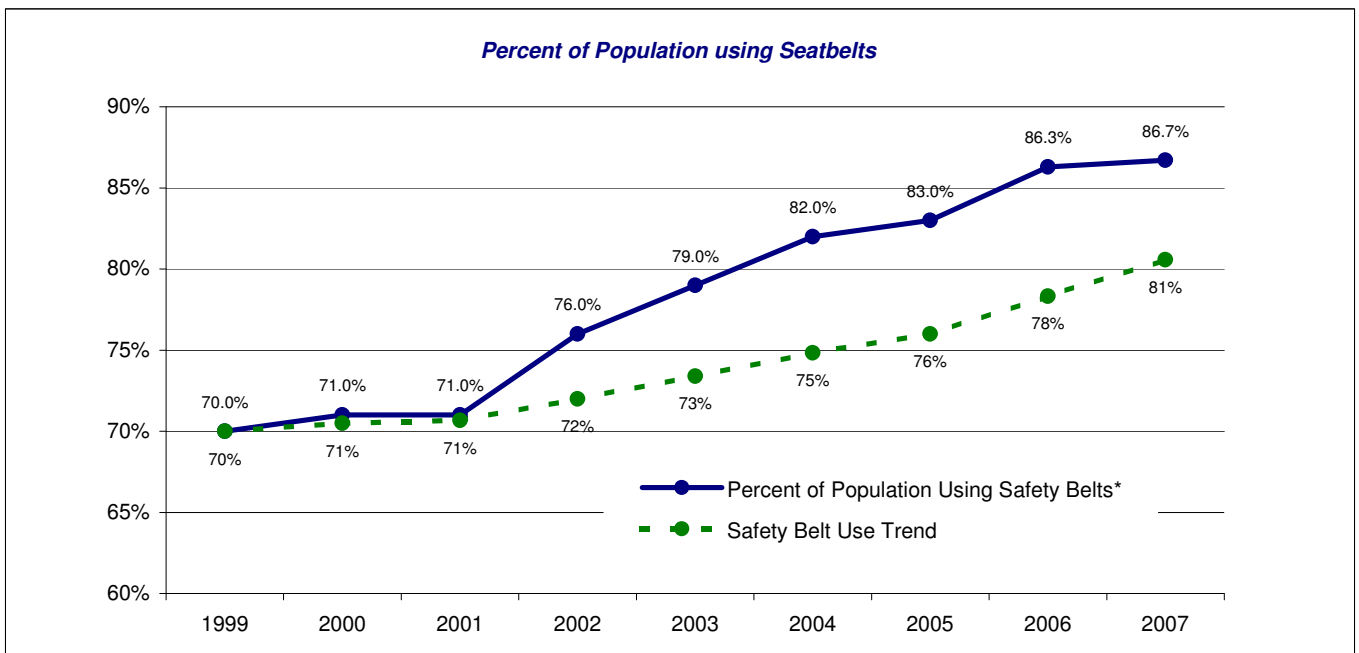
Baseline: Average of five years of data (0.54) from 1999-2003.



Safety Belt Use

Goal: Increase safety belt usage to 88% and reduce the number of unbelted fatalities to 471 by 2008.

Baseline: The current seatbelt usage rate of 86.7%



***NOTE:** The trend lines in the graph are floating trends, calculated from 5-year average (previous 4 years + current year data).

Alcohol related fatalities in Pennsylvania reduced from 579 in 2005 to 544 in 2006. In 2006, alcohol-related crashes accounted for 11% (13,576 of 128,290) of the total crashes, but resulted in 36% of all traffic related fatalities. Pennsylvania utilized approximately \$5.8 million in both Federal and State funds to combat impaired driving during federal fiscal year 2007.

Goal: To reduce alcohol-related fatalities 21 percent from the 1999-2003 average by 2007 and 27% by 2008.

Measurements:

Enforcement (Section 410)

- 404 sobriety checkpoints and 1,400 roving patrols resulting in 3,516 DUI arrests and 1,184 underage drinking arrests.
- 138 Cops in Shops (underage drinking enforcement) operations resulting in 6,161 identification checks, 33 false identifications recovered, 308 underage drinking arrests, 12 DUI arrests, and 57 arrests for furnishing alcohol to minors.
- Over 80 Mobile Awareness Details were conducted resulting in 130,197 contacts.
- Pennsylvania also participated in the NHTSA Mid Atlantic Region Checkpoint Strikeforce campaign as well as the July 4th, Labor Day, Halloween, Thanksgiving, and Christmas/New Years Crackdowns.

Ignition Interlock (State Funds)

- 25,241 attempts to operate vehicles on Pennsylvania's roadways with BAC's greater than or equal to 0.025 percent were prevented by the use of ignition interlock devices.
- Over 43 million sober miles were driven by the program's 4,257 participants.
- The Pennsylvania DUI Association has been handling PennDOT's Ignition Interlock Quality Assurance Contract since 2002.

DUI Courts (Section 410)

- Currently there are three funded DUI courts (Allegheny County, Blair County, Philadelphia County) operating in Pennsylvania with two more proposals (Centre County, Lebanon County) being reviewed.
- The DUI Court model is very similar to the preexisting Drug Court and much of the same infrastructure is used between the two. The repeat offender will go through a series of parole and treatment phases until the judge decides the proper progress is made and a change in behavior has occurred.

District Judge Outreach (Section 402)

- Judges were provided advance notice of DUI Enforcement Events happening in their region.
- Many judges were invited as guests to witness checkpoints first hand.

Training (Section 402)

- There were 63 alcohol highway safety workshops held providing training to 983 attendees.
- In total there were 459 Certifications and Recertifications issued in FY 2007.
- SFST, DRE (Drug Recognition Expert), and Advanced Roadside Impaired Driving Enforcement (ARIDE) training coordinated through ILEE (Institute for Law Enforcement Education), Pennsylvania DUI Association, and State Police

Future strategies include additional checkpoints in support of the Pennsylvania State Police Checkpoint Strike Force initiative, the establishment of additional DUI courts, more SFST training, working with the Department of Health regarding Brief Screening and Intervention, and securing a traffic safety research prosecutor position.

The proper and consistent use of safety belts and child safety seats is known to be the single most effective protection against death, and a mitigating factor in the severity of traffic crashes. PennDOT addresses occupant protection safety by using an approach that incorporates enforcement, media messages, and education. Furthermore, these initiatives help PennDOT achieve the most efficient results in reducing fatalities, and increasing the seatbelt usage rate.

Since the implementation of the Click It or Ticket (i.e., enforcement, education & paid media) model, the Commonwealth has achieved over a 16-percentage point increase (70.7% in 2000, to 86.7% in 2007). Measurements Accomplished:

- Conducted one "Click It or Ticket" campaign in the Commonwealth from May 14 – June 3, 2007, using paid advertising, education and enforcement (both day and night) to increase awareness and usage.
- Conducted a minimum of one federally approved daytime observational safety belt use survey immediately following the May CIOT Mobilization.
- Maintained funding for the Buckle Up PA project to ensure continuation of all Law Enforcement Liaisons (LEL) positions and enforcement & education grants to a minimum of 350 local and municipal law enforcement agencies.
- Maintained safety belt enforcement funding for the PA State Police to ensure their participation in the 2006 mobilization (s).
- Identified and supported a Pennsylvania Occupant Protection Coordinator. *Mark Alonge, North Central Highway Safety Network, was appointed*
- Provided and completed a 12 month Occupant Protection Enforcement and Media Planner
- Completed an unfunded Sustained Seat Belt Enforcement Project with 350 municipal police agencies from December 2006 to May 2007.
- Established 6 Regional Occupant Protection Planning Teams for 2006-2007 Mobilization Strategic Planning.
- Conducted a combined safety belt/alcohol (BOLT) mobilization during Labor Day 2007.
- Updated and provided Occupant Protection Educational Curriculums to Regional Comprehensive Highway Safety Projects, Police Agencies, and Other Partners for K-12 grade levels.

Regarding child passenger safety, Pennsylvania has 985 active child passenger safety (CPS) technicians and 40 CPS instructors. 20 classes of the Standardized Child Passenger Safety (CPS) Certification Training were conducted training 270 CPS technicians and 4 new instructors. Measurements Accomplished:

- Funding was maintained to the PA Traffic Injury Prevention Project (PATIPP) to ensure continuation of CPS Instructor & Technician trainings, 1-800-CARBELT hotline and all necessary staff positions.
- Funding was maintained to the PA State Police to continue operation of the Commonwealth's 82 CPS fitting stations.
- Funding was maintained for the Community Traffic Safety Projects and the Traffic Injury Prevention Project to conduct educational programs on the effectiveness of occupant restraints in conjunction with airbags, educate parents on the proper installation of child safety seats and on advancing their children to booster seats as they grow older, develop educational programs to be implemented in communities, churches, teen centers, and elementary and secondary schools

Comprehensive HSP

Program Overview

PennDOT's Highway Safety Office continued to support single-county and regional Community Traffic Safety Programs (CTSP). These programs educate the public on issues such as: Occupant protection (such as seat belt use, child and toddler restraints, air bag safety), DUI prevention, pedestrian and bicycle safety, motorcycle, truck and school bus safety, aggressive and drowsy driving, safe vehicle, safe driving characteristics, and commercial vehicle safety.

Intervention strategies are targeted at five particular groups: Schools, Community and Family, Health Care, Enforcement and Industry/Workplace.

PennDOT's District Safety Press Officers and the PA Traffic Injury Prevention Project (operated under a contract between PennDOT and the Pennsylvania Chapter of American Academy of Pediatrics) assisted the coordinators with educating the public on highway safety issues.

These programs partnered with state and local police, SAFE KIDS, AARP Driver Safety Program, AAA, Liquor Control Board, PA Department of Health, injury prevention agencies and numerous community groups to promote highway safety.

To track our progress in the above listed areas, we have listed the following measurements, set in the HSP, to ensure that our programs are keeping on track with our initiatives:

- Increase in the observed safety belt use rate
 - Pennsylvania's Certified Seat Belt Rate is 86.7%, a 0.4% increase from 2006.
- Reduction in alcohol-related fatalities
 - Our Alcohol-Related fatalities were reduced to 544 in 2006, from 579 in 2005.
- The numbers and types of programs conducted
 - Safety Presentations – 6436
 - Public Presentations - 4907
 - School Presentations – 1188
 - Community Presentations – 341
 - Child Safety Seat Clinics - 89
- The number of individuals reached
 - 2,260,835 Citizens
- Amount of earned media and the estimated dollar value
 - We currently have no method of gathering this information, however, we do have an accurate picture of our media presence.
- Reduction in traffic crashes
 - We have a reduction in total reportable crashes to 4199 in 2006, from 4322 in 2005.
- Number of municipalities receiving pedestrian channeling devices
 - We distributed 712 Pedestrian Channelizing Devices statewide.

Police Traffic

Services &

Program Overview

Aggressive Driving

The Pennsylvania Department of Transportation (PennDOT) continued to provide funding to the Pennsylvania State Police and municipal police departments to conduct enforcement of traffic, alcohol and seat belt/child restraint laws. Funds used to support these activities included 402 funds, 410 funds (alcohol safety), 157 Innovative, 157 Incentive, and 405 Funds.

The objectives of the funded programs are to reduce the number and severity of crashes occurring on targeted highways; encourage voluntary compliance with our traffic laws by creating a perception of constant enforcement; to reduce alcohol-related crashes, fatalities and injuries; to increase seat belt use through education and enforcement; and to create a public/driver awareness and concern for highway safety.

Goal: To reduce the number of aggressive driving related fatalities by 14% in calendar year 2006 and by 26% from the 5-year baseline average (1999-2003) by 2008.

Measurements:

PSP Enforcement Programs

- Problem specific policing and selective traffic enforcement programs (STEP)

Highway Safety Corridors (Act 229)

- PennDOT continued to monitor its State Police enforced Act 229 Highway Safety Corridors.
- The chosen corridors are sections of roadway with historic crash/fatality problems.
- With extra enforcement and the authority to write "double the fine" citations, it is hoped that a positive influence will be made on motorist behavior.
- Currently there are nine enforced corridors.

Training

- In addition to enforcement, funding was provided to conduct training for the police through the Institute for Law Enforcement Education (ILEE).
- A total of 219 courses were conducted training 5,025 police officers and other professionals.

Aggressive Driving ("Smooth Operator")

Aggressive driving fatalities reduced from 1016 in 2005 to 909 in 2006. It is anticipated that a greater reduction will occur in FY2008 as the program continues to expand.

- Pennsylvania uses Federal 402 funds for the aggressive driving program.
- These funds were used to conduct education and enforcement programs by providing money to both the Pennsylvania State Police (all troops except PA Turnpike) and over 170 municipal police agencies throughout the Commonwealth.
- Through a coordinated effort between PennDOT and the North Central Highway Safety Network, four enforcement mobilization periods were organized. The Mobilizations occurred in March 2007, July 2007, August 2007 and September 2007. These 4 operations yielded 96,457 citations. More than half of these citations (54,140) were for speeding.
- In 2006, the pilot program produced 18,290 citations; however there were only 34 municipal police agencies and 3 waves of enforcement for the entire campaign last year.
- A 12% reduction in aggressive driving crashes (from prior three year average on selected corridors) resulted from the three 2006 enforcement waves. The reduction in crashes is directly related to the number of citations issued for each corridor.

In addition to the continued efforts to eliminate crash case backlog activities have also been happening to increase crash data accuracy. To ensure that police departments are using the correct form, those agencies receiving grants from PennDOT are being advised that the current crash reporting form must be used or future grant funding may not be approved for their agency.

PennDOT is continuing to release new versions of the Crash Data Analysis and Retrieval Tool (CDART). This tool integrates GIS maps with a powerful ad-hoc query tool. This allows users to quickly analyze, breakdown, and map crash data from many perspectives. Studies are currently underway to determine the feasibility of allowing access to CDART to non-PennDOT personnel.

Section 408 Funding Goals (Traffic Records) and Measurements

1. *Goal: Increase the **timeliness** of the reporting process*
 - Identified the police agencies using the old form of data submission
 - Contacted those major agencies using the old form and identified the factors to allow positive change
 - Set a state deadline for those agencies using the old form to be updated by, 12/31/2007
 - Conducted 16 focus groups with local police officers to stress the importance of timely reporting of crash data and electronic submissions
 - Lowered the average number of days crash reports were received from 100 days to 50 days
 - Increased electronic submission from 15% to 22% in 2007
2. *Goal: Increase the **quality** (Accuracy and Completeness of traffic records)*
 - Conducted second major assessment of crash data since the inception of new report
 - Average # of errors = 10.6/report 2006 Baseline = 12/report
 - State Police's # of errors = 7.7/report 2006 Baseline = 8/report
 - Philadelphia's # of errors = 20.8/report 2006 Baseline = 22/report
 - Electronic # of errors = 5/report 2006 Baseline = 5.5/report
 - Developing a training package and online reference manual to respond to Police questions
3. *Goal: Promote the **integration** of traffic records with other state data.*
 - Funding project to allow GIS coordinates to be identified for all local road crashes
 - Proposed funding a project to determine how PA roadway information compares with MMIRE standard (Minimum Model Inventory of Roadway Elements)
 - Propose funding to expand integration activities for all of PA traffic records
4. *Goal: Increase the **accessibility** of CDART*

CDART stands for "Crash Data Analysis and Retrieval Tool".

 - Home grown data analysis tool
 - Makes extensive use of GIS technology
 - Allows users to tailor input data into reports or map making
 - Summarizes data to allow for quick and easy data recovery.
 - Allows for limited data mining

Pedestrians

Program Overview

- To improve pedestrian safety, PennDOT provided 715 pedestrian channelizing devices to districts and municipalities throughout the Commonwealth. PennDOT has begun implementing the Bicycle/Pedestrian Master Plan, which contains extensive goals for addressing pedestrian safety through engineering, education, enforcement, and other means. One NHTSA program, the Heed the Speed Pedestrian Safety Program in Philadelphia, is already assisting in completing those goals. PennDOT, as a National Pedestrian Focus State, assisted FHWA by conducting training in creating a state/municipal safety action plan. PennDOT's new Footpath Crossing Agreement will aid in ensuring safe crossing practices where footpaths cross state highways. Please refer to the Pedestrian/Bicycle and Comprehensive Highway Safety Program write-ups included in this annual report for additional information on activities conducted in the pedestrian safety area. The following measurements were met to fulfill the pedestrian focus area initiatives set in the HSP.
- Implement safe-crossing designs for mid-block crossings
- Continue to deploy yield-to-pedestrian channelizing devices to communities across the commonwealth and measure their effectiveness (State funds)
- Continue to improve pedestrian safety in Transportation Enhancements, Hometown Streets and Safe Routes to Schools programs
- Continue to provide education, outreach, and training to motivate a change in specific behaviors that can lead to fewer pedestrian injuries
- Continue to improve signal hardware for pedestrians (pedestrian signals and timing, accessible pedestrian signals, right turn on red restrictions, pedestrian countdown signals)

Bicycles

Program Overview

- PennDOT has begun implementing the Bicycle/Pedestrian Master Plan, which contains extensive goals for addressing bicycle safety through engineering, education, enforcement, and other means. PennDOT distributed approximately 15,000 copies of "The Pennsylvania Bicyclist Driver's Manual" and 5,000 copies of "The Pennsylvania Bicycling Directory". The latter document has been extensively re-written and updated. Both publications are also available on the PennDOT website. Please refer to the Pedestrian/Bicycle and Comprehensive Highway Safety Program write-ups included in this annual report for additional information on activities conducted in the bicycle safety area.

Emergency Med Services

Program Overview

Although no Federal funds were provided to conduct activities in the emergency medical services area, PennDOT has continued to work with the Division of Emergency Medical Services (EMS) Office and the Bureau of Chronic Diseases and Injury Prevention (BCDIP) of the Pennsylvania Department of Health.

The Bureau of Highway Safety and Traffic Engineering worked closely with the BCDIP to address child passenger safety and seat belt issues throughout the year. BCDIP also provides funding received from the Center for Disease Control to the PA SAFE KIDS organization which has been a great partner to PennDOT. The Department of Health and PA SAFE KIDS utilizes PennDOT's materials to promote child passenger safety and seat belt use.

As part of developing the CSHSIP, the BHSTE has met with EMS office on possible strategies to improve emergency response times.

PennDOT has continued to work towards achieving its highway safety goal of 1.0 fatality per 100 million vehicle miles traveled by 2008. Pennsylvania will update its Comprehensive Strategic Highway Safety Improvement Plan (CHSIP) in 2008 and in doing so will revise this goal to match the newly established national goal of 1.0 fatality per 100 million vehicle miles traveled by 2011. The actual fatality rate in 2006 was 1.41, indicating that there is a substantial amount of effort required to attain the current goal by 2008.

One of PennDOT's high-level objectives established to meet the safety goal is the implementation of safety infrastructure improvements at targeted high-crash locations. BHSTE has developed safety engineering countermeasures to reduce the occurrence of specific crash types. These improvements include the deployment of low-cost safety improvements. Since 2000, PENNDOT has improved over 12,000 sites with low-cost safety improvements.

Implementation of safety countermeasures has been shown to reduce crashes in Pennsylvania. In 2006, Pennsylvania had the lowest number of fatalities in ten years in the following crash types: DUI-related crashes, head-on/opposite direction sideswipe crashes, crashes at stop-controlled intersections, crashes involving bicyclists, crashes involving drivers 65+ years of age, crashes involving drivers 65 to 74 years of age, crashes involving drivers 16 to 17 years of age, crashes involving drivers 17 years of age, and crashes involving drivers 16 years of age.

PennDOT also improves highway safety by installing higher cost engineering infrastructure improvements to mitigate known safety problems at spot locations using federal funds made available through the FHWA Section 148 Highway Safety Improvement Program.

Through LTAP, Pennsylvania is providing for increased opportunities to improve local road safety through its new Local Safe Road Community program. The program identifies communities with higher-than-average crash rates and provides them with clear direction and the necessary tools to improve highway safety at specific locations.

The Department has submitted its annual FHWA report describing no less than five percent of its highway locations exhibiting the most severe safety needs, based primarily on fatalities and serious injuries. Seventeen locations have been identified, of which nine have existing projects in process while the remaining eight do not currently have planned projects. The Department has begun investigating these locations and plans to have projects programmed by March 2008.

Pennsylvania continues to provide for the opportunity for engineering Districts to perform Roadway Safety Audits in an effort to maximize safety in the design and construction of highway projects. An open-end consultant contract is available to help Districts in conducting the Safety Audit Process.

Motorcycle riding is an activity with special needs and special concerns. One tool the Pennsylvania Department of Transportation's Bureau of Driver Licensing (PA BDL) is using to respond to those needs and concerns is the Motorcycle Safety Program (MSP). The MSP was established as a free service to teach riders of all skill levels the basic fundamentals needed in order to safely operate a motorcycle.

The goal of the MSP is to give all riders the skills necessary to combat everyday hazards encountered on the road. The [Basic Rider Course](#) (BRC) is offered to all riders and covers topics such as protective gear, basic riding skills, shifting, swerving, turning and mental skills for hazard avoidance. The BRC is recommended for all riders.

The [Experienced Rider Course](#) (ERC) is based on motorcycle accident research. Deficiencies in cornering, braking and swerving are corrected. This course is usually completed in one day and is designed for riders with a Class M license and at least 6 months riding experience. In addition, many insurance companies will give a reduced rate on premiums for individuals who pass the course.

During the 2007 riding season, (March –November), 24,500 riders received training through the MSP and approximately \$3.3 million was spent. No Federal monies were used since motorcycle license fees provide the funding for the MSP. There are 71 MSP training sites in 46 of PA's 67 counties. Overall, 84% of all motorcycles in Pennsylvania are registered in the 46 counties with training sites. Intensive quality control procedures for both the site coordinators and instructors help maintain a high level of program performance.

Pennsylvania was fortunate enough to receive Federal 2010 funding for Motorcycle Safety. The money is currently being used to fund an MSP evaluation. Through this evaluation the strengths and weaknesses of the program will be identified and necessary improvements will be made. An improved MSP curriculum will eventually result in safer riding practices for participants and fewer crashes on the roadways. Motorcycles and alcohol related crashes will also be addressed in the revamped curriculum. It is anticipated that more public awareness and education towards motorcycles and DUI will help reduce crashes and fatalities.

Paid Media Report

Program Overview

The Pennsylvania Department of Transportation (PennDOT) used state funds to support paid advertising activities in FY 2007.

PennDOT used its Public Information and Education contract with the advertising firm of Harmelin Media to develop and conduct paid media activities for the Department. Through this contract, approximately \$1,900,000 of state funds were used.

The three major focus areas (DUI, Occupant Protection, and Aggressive Driving) were targeted through media campaigns. Team venues such Beaver Stadium (Penn State Football) and Lincoln Financial Field (Philadelphia Eagles) were utilized to help drive home the DUI message. The sports venue media strategy included in-game radio spots, arena banners, and message boards. The "Click it or Ticket" and "Smooth Operator" paid media messages both had a slightly different approach than the DUI message. Radio messages, billboards, store signage and gas pump toppers were conveniently placed during state-wide waves of Seatbelt and Aggressive Driving enforcement hoping that the media message coupled with enforcement would make a positive impact upon driver behavior. Overall there were approximately 75 billboards, and over 1,000 radio spots aired promoting the three main focus areas.

Noteworthy Practices

Project Title: Statewide Highway Safety Program Regionalization

Target: Highway Safety Grantees, Contractors, and Safety Partners

Program Area: All Strategic Focus Areas

Problem Statement: The Pennsylvania grant program prior to 2005 was characterized by duplication of services in poor accountability, insufficient focus upon critical safety areas, insufficient level of individual project monitoring/management, and absence of valid performance measures.

Objectives: To incorporate a manageable structure and consistency of approaches among our diverse highway safety network and to employ a data driven response to critical highway safety factors.

Strategies: A complete Highway Safety Review/ evaluation was performed through outside contract as well as an Independent Management review of each active project. All grantees and contractors were assembled on several occasions to outline our transition plan. This plan included providing grant conditions with the following: concise crash data reflecting the priority focus areas, training on the development of specific work tasks to address highway safety (HS) issues, development of performance measures, and the creation of the six (6) Regional HS planning teams whose planning and implementation of efforts conform strictly with local crash data and the NHTSA/PennDOT highway safety event calendar, and PennDOT Comprehensive Strategic Highway Safety Improvement plan.

Results: Six (6) Regions are established and in operation. The planning teams bring together essential Highway Safety Grantees and other partners six (6) times per year to plan and coordinate activity. Overseeing each region is a statewide steering committee comprised of each region team leader, PennDOT program managers assigned to each regional team, the PSP internal media personnel and critical contractual entities.

Costs: None, other than individual project/contract operational costs similar to, or in most cases, anticipated to be reduced in ensuing years.

NOTE: The Commonwealth of Pennsylvania, in the *State Certifications and Assurances* section of the Highway Safety Plan, agreed to uphold specific activities in support of national highway safety goals to reduce motor vehicle related fatalities that also reflect the primary data-related crash factors within the State as identified by the State highway safety planning process, including:

- **National law enforcement mobilizations**(*See supplemental section for a full FFY 2007 enforcement summary*)
- **Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits**(*I.E: Click it or Ticket, Smooth Operator, Operation Nighthawk, ETC.*)
- **An annual statewide safety belt use survey in accordance with criteria established by the Secretary for the measurement of State safety belt use rates to ensure that the measurements are accurate and representative.** *The SAFE Grants Program conducted observational seatbelt surveys adhering to all NHTSA established regulations*
- **Development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources.** *Further development of CDART allows the users to create, store, and execute queries that present results in several formats including maps, spreadsheets, and reports*

Looking to the Future

Pennsylvania is committed to reaching the goal of reducing fatalities to 1 per 100 million vehicle miles traveled by 2008, as well as attaining a greater than 88% seat belt usage rate during the next fiscal year and sustaining that success level. In order for us to attain our goals we have significant challenges before us:

Throughout much of FY 2005 and 2006 the Highway Safety Office focused much of its attention upon a critical assessment of not only our grant process from an efficiency standpoint but primarily from a grant effectiveness perspective. We ask the question, are our funded projects focused, data driven and performance based in their approaches to the critical highway safety areas? In order to satisfy our need for accountability for the distribution of valuable funds we recognize the need for change in how we do business, from strategic planning for the allocation of our grant funds to the appropriateness of our delivery systems throughout Pennsylvania. Our first priority was to build an effective process where by all partners take part in the identification of strategic focus areas as well as ownership for relevant initiatives. This is and will be driven by the Comprehensive Strategic Highway Safety Improvement Plan. The challenge here is to insure that we continue to develop and refine this valuable process with an emphasis upon accountability and measurements of our efforts. In addition to this critical plan development and progress monitoring process, we began to challenge our system during FY 2006 which continued throughout FY 2007 with the pursuit of the following various safety initiatives:.

- **Reducing Aggressive Driving Fatalities**
 - Expansion of targeted enforcement corridors
 - Increase the number of participating police agencies
 - Increase the number of motorist contacts during enforcement waves
- **Reducing Impaired Driving (DUI) Fatalities**
 - Identification of Counties of Opportunity for increased enforcement
 - Addition of a Traffic Safety Resource Prosecutor position
 - Expansion of the DRE (Drug Recognition Expert) program
 - Increase number of DUI Courts
 - Provide online enforcement training to police agencies
 - Embrace new technology in DUI enforcement
- **Increasing the Seatbelt Usage Rate**
 - Development of an effective nighttime seatbelt enforcement effort
 - Continue sustained occupant protection enforcement
 - Continue media efforts advertising "Click it or Ticket"
- **Other Safety Focus Areas**
 - Improve the Crash Reporting System and crash data
 - Integration of CDART crash mapping into problem identification
 - Continued refinement of PA's Highway Safety Program
 - Improve Pedestrian Safety
 - Older Driver Safety
 - Motorcycle Safety

Significant training, technical assistance, expertise and other resources necessary for success:

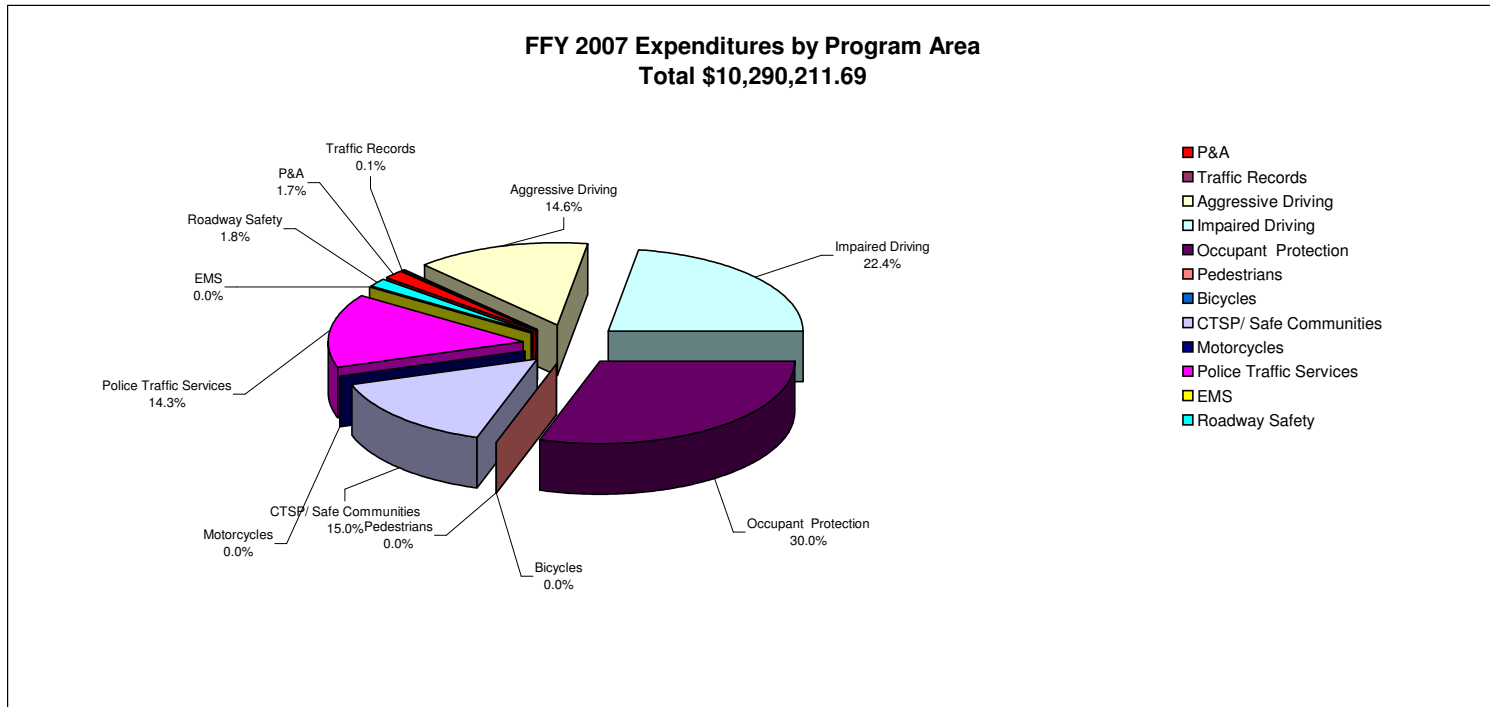
PennDOT has allowed the highway safety staff to attend national, regional, and state conferences in order to receive the most up-to-date transportation related information. In addition, BHSTE allowed several individuals to receive Crystal Reports training which will allow them to create and generate crash information tailored to our needs. Also, each year PennDOT has been a partner in holding a Traffic Engineering and Safety Conference. This conference provides an opportunity for highway professionals and engineers to learn more about the programs being conducted, upcoming concerns that need to be addressed, and the most up-to-date engineering and safety improvements implemented.

In July of 2007, our dotGrants system went live. This new electronic grants system will allow PennDOT to complete electronic processing of our grants. Including many safeguards such as program manager approval and fiscal review, this system allows better communication between grantees and their program managers, as well as faster data processing and collection, such as quarterly report gathering and reimbursement requests. This system allows for a complete review of all aspects of the grant process, from initial application to the final grant awarded, in a paperless fashion to allow faster processing times and minimal human error. All of our grantees are currently online and are using this system to develop, manage and report on their projects, and although we aren't completely paperless in our grant processing, we estimate a complete transition within the next two years. The end result of this system will allow PennDOT to better track their projects, collect more data, and keep our projects focused and efficient on the areas that are vital to highway safety in Pennsylvania today.

It is hoped that NHTSA will continue to provide funding through Section 402 and other special funding programs. These funds are then leveraged with other resources to conduct a comprehensive approach to improve highway safety.

Financial Summary

	402	403	405	408	410	154	157 Innovative	157 Incentive	163	164	2003b	Total	% of Total
P&A	179,560.10	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	179,560.10	1.7%
Traffic Records	0.00	0.00	0.00	14,759.83	0.00	0.00	0.00	0.00	0.00	0.00	0.00	14,759.83	0.1%
Aggressive Driving	1,499,969.39	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1,499,969.39	14.6%
Impaired Driving	0.00	0.00	0.00	0.00	2,307,469.15	0.00	0.00	0.00	0.00	0.00	0.00	2,307,469.15	22.4%
Occupant Protection	495,543.72	0.00	1,705,869.31	0.00	0.00	0.00	239,038.18	644,110.10	0.00	0.00	0.00	3,084,561.31	30.0%
Pedestrians	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0%
Bicycles	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0%
CTSP/ Safe Communities	1,544,588.87	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1,544,588.87	15.0%
Motorcycles	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0%
Police Traffic Services	1,301,629.54	0.00	0.00	0.00	0.00	0.00	0.00	173,972.30	0.00	0.00	0.00	1,475,601.84	14.3%
EMS	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0%
Roadway Safety	183,701.20	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	183,701.20	1.8%
	\$5,204,992.82	\$0.00	\$1,705,869.31		\$2,307,469.15	\$0.00	\$239,038.18	\$818,082.40	\$0.00	\$0.00	\$0.00	\$10,290,211.69	100.0%



FFY 2007 Expenditures by Project

	402	403	405	408	410	154	157 Innovative	157 Incentive	163	164	2003b	Total	% of Total
P&A													
Planning & Administration	179,560.10	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	179,560.10	1.7%
Total P&A	179,560.10	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	179,560.10	1.7%
Traffic Records													
C-DART	0.00	0.00	0.00	14,759.83	0.00	0.00	0.00	0.00	0.00	0.00	0.00	14,759.83	0.1%
Total Traffic Records	0.00	0.00	0.00	14,759.83	0.00	0.00	0.00	0.00	0.00	0.00	0.00	14,759.83	0.1%
Aggressive Driving													
Smooth Operator	1,499,969.39	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	1,499,969.39	14.6%
Total Aggressive Driving	1,499,969.39	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1,499,969.39	14.6%
Impaired Driving													
51 Local Municipal DUI Enforcement	0.00	0.00	0.00	0.00	1,415,713.46	0.00	0.00	0.00	0.00	0.00	0.00	1,415,713.46	13.8%
PA DUI Association	0.00	0.00	0.00	0.00	545,729.92	0.00	0.00	0.00	0.00	0.00	0.00	545,729.92	5.3%
PA State Police	0.00	0.00	0.00	0.00	346,025.77	0.00	0.00	0.00	0.00	0.00	0.00	346,025.77	3.4%
Total Impaired Driving	0.00	0.00	0.00	0.00	2,307,469.15	0.00	0.00	0.00	0.00	0.00	0.00	2,307,469.15	22.4%
Occupant Protection													
Traffic Injury Prevention Project (TIIPP)	495,543.72	0.00	0.00	0.00	0.00	0.00	239,038.18	0.00	0.00	0.00	0.00	734,581.90	7.1%
Buckle Up Pennsylvania (BUPA)			1,703,566.21				0.00	644,110.10				2,347,676.31	22.8%
PA State Police Task 4			2,303.10									2,303.10	0.0%
Total Occupant Protection	495,543.72	0.00	1,705,869.31	0.00	0.00	0.00	239,038.18	644,110.10	0.00	0.00	0.00	3,084,561.31	30.0%
Pedestrian Safety													
Total Pedestrian Safety	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0%
Bicycle Safety													
Total Bicycle Safety	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0%
CTSP/ Safe Communities													
20 CTSPs	1,544,588.87	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1,544,588.87	15.0%
Pulic Information & Education (PI&E)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0%
Total CTSP/Safe Communities	1,544,588.87	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1,544,588.87	15.0%
Motorcycle Safety													
BDL Motorcycle Safety	0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0%
Total Motorcycle Safety	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0%
Police Traffic Services													
Institute for Law Enf. & Edu.(ILEE)	357,271.62	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	357,271.62	3.5%
Roosevelt Blvd. Corridor Safety (City of Phila.)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	173,972.30	0.00	0.00	0.00	173,972.30	1.7%
PA State Police Task 1,2,3,6,7,8	944,357.92	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	944,357.92	9.2%
Total Police Traffic Services	1,301,629.54	0.00	0.00	0.00	0.00	0.00	0.00	173,972.30	0.00	0.00	0.00	1,475,601.84	14.3%
EMS													
Total EMS	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0%
Roadway Safety													
Local Technical Assistance Program (LTAP)	183,701.20	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	183,701.20	1.8%
Total Roadway Safety	183,701.20	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	183,701.20	1.8%
Totals	\$5,204,992.82	\$0.00	\$1,705,869.31	\$14,759.83	\$2,307,469.15	\$0.00	\$239,038.18	\$818,082.40	\$0.00	\$0.00	\$0.00	\$10,290,211.69	100.0%



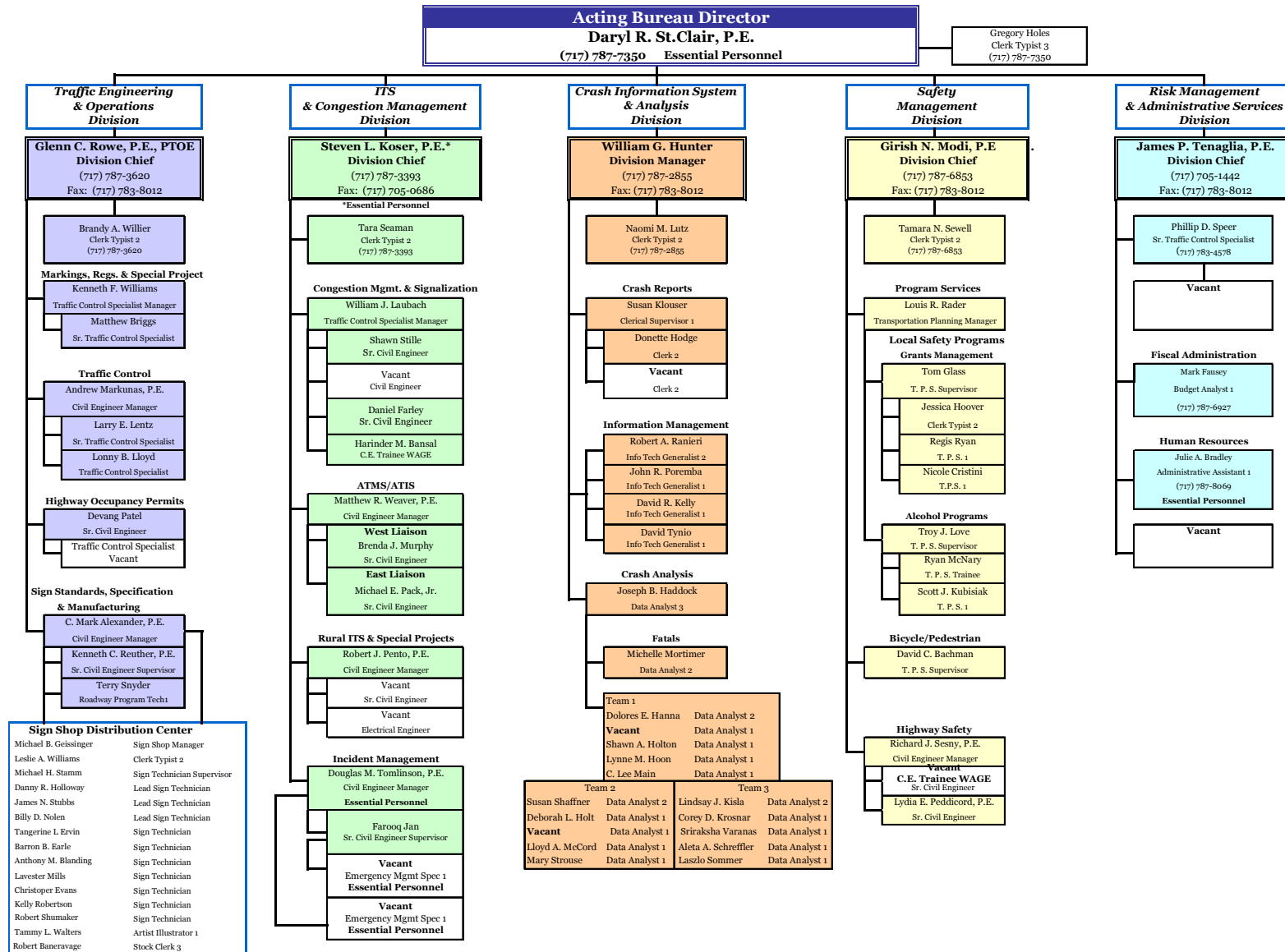
Supplemental Overview

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Bureau of Highway Safety & Traffic Engineering

Organization Chart



Personnel Changes

Transportation Planning Specialist Trainee (TPST)

Ms. Nicole Cristini was hired as the TPST of the Comprehensive Highway Safety Program of the Program Services Section, Safety Management Division, effective March 12, 2007.

Transportation Planning Specialist Trainee (TPST)

Ms. Ryan McNary was hired as the TPST of the Alcohol Highway Safety Program of the Program Services Section, Safety Management Division, effective April 24, 2007.

Impaired Driving

Goal:

Reduce alcohol related fatalities 21% from 1999-2003 baseline average by 2007.

Enforcement (Section 410)

The Department continues to create and sustain an aggressive DUI enforcement presence throughout Pennsylvania. During FY 2007, forty-nine (49) DUI enforcement projects as well as the State Police were actively engaged in conducting sobriety checkpoints, roving patrols, mobile awareness patrols, and cops in shops (Underage Drinking), targeting the most problematic roadways throughout Pennsylvania. Mobile awareness patrols are a low manpower event characterized by one or two officers setting up limited checkpoint equipment for a brief period of time to create a perception of an impending checkpoint. Tables 1 and 2 provide a monthly summary of events as well as results.

Table 1 Sobriety Checkpoint and Roving Patrol Enforcement Data (State and Local Police) **FY 2007**

Month	Operations	Motorists Contacted	DUI Arrests	Underage Drinking Arrests	Other Arrests and Citations	Warnings
October	131	5,314	154	85	3,088	1,542
November	166	12,725	300	86	3,897	2,423
December	183	9,104	300	77	3,941	2,075
January	56	605	72	18	1,419	671
February	85	1,816	96	33	1,932	993
March	147	9,061	258	123	2,813	1,208
April	112	12,238	193	165	4,229	1,152
May	176	25,222	350	62	3,981	1,781
June	178	31,144	425	89	3,247	1,267
July	174	22,695	401	123	3,789	1,976
August	198	40,674	537	112	4,396	2,150
September	198	25,959	430	211	4,166	1,961
Totals	1,804	196,557	3,516	1,184	40,898	19,199

The partnership between PennDOT, the Pennsylvania Liquor Control Board (PLCB), the Pennsylvania State Police Bureau of Liquor Control Enforcement, and the municipal police continued to provide a deterrent to underage drivers obtaining alcohol. (Table 2) This effort is enhanced by the availability of training and awareness efforts of the LCB through their “Responsible Alcohol Management Program” (RAMP). PennDOT initiated this program several years ago, and the LCB sustained and expanded its use. It has become a valuable supplement to each of our efforts to educate and partner with licensed beverage establishments in our attempt to approach the DUI and underage drinking problem with various tools on a variety of fronts.

Table 2 Cops in Shops Operations (Local Police) FY 2007

Month	Operations	ID's Checked	False ID's Recovered	UAD Arrests	DUI Arrests	Furnishing to Minors	Disorderly Conduct	Open Container	Other Arrests/Cit
October	9	530	1	23	0	11	11	5	621
November	15	264	3	12	0	5	5	9	326
December	11	279	1	12	0	3	20	6	349
January	5	169	0	4	1	1	1	1	180
February	9	263	3	14	3	2	4	2	299
March	15	204	3	25	0	2	5	2	253
April	5	2077	0	77	1	2	7	24	2190
May	9	825	0	6	0	2	0	0	838
June	8	490	0	8	0	1	13	0	513
July	10	178	2	14	2	3	3	3	218
August	22	310	2	27	4	2	8	6	439
September	20	572	18	86	1	23	14	8	749
Totals	138	6161	33	308	12	57	91	66	6975

Other Enforcement Initiatives (Section 410)

-Checkpoint Strikeforce is a coordinated effort of the states in the NHTSA Mid Atlantic Region that is focused on combating impaired driving. States in the region have agreed to conduct at least one sobriety checkpoint per week during the period between Fourth of July and New Years. Pennsylvania conducted a heightened level of DUI enforcement during the 2007 campaign. Visit the Checkpoint Strikeforce webpage for the latest stats. <http://www.nhtsa.dot.gov/nhtsa/whatis/regions/region03/Checkpoints/index.cfm>

-Operation Nighthawk is a specialized two-day training and enforcement program aimed at reducing drinking and driving. Conducted on Friday and Saturday evenings, this program combines classroom instruction containing workshops on DUI case law and drugged driving with professional motivational speakers. The Pennsylvania State Police (PSP) conducted "Operation Nighthawk" in cooperation with the Pennsylvania Driving Under the Influence Association (PA DUI) and the Pennsylvania Department of Transportation (PennDOT) at various locations during 2007. Both PSP troopers and municipal officers participated in the operations

-Police conducted Sobriety Checkpoints and Roving Patrols intensively during the holiday periods, coupled with nationwide advertising of the "Over the Limit, Under Arrest". It is anticipated that this extra enforcement coupled with intensive media coverage will lead to fewer alcohol related crashes and fatalities. The enforcement was targeted primarily during the holidays between July 4th and New Years Day. Our most recent mobilization occurred during the Labor Day weekend. The extra enforcement (both State Police and Municipal) over the two week period, resulted in approximately 450 DUI citations

Ignition Interlock (402 Funding)

The Pennsylvania Ignition Interlock law requires an individual convicted of a second or subsequent DUI offense to have an approved ignition interlock installed on each motor vehicle they own, operate, or lease for one year before they are eligible to apply for an unrestricted driver's license. In addition, the law has provisions for economic hardship and employment exemptions. As of June 30, 2007, if the second or subsequent DUI offense occurred prior to 6/30/07, any prior DUI offense will result in ignition interlock being required. If the DUI offense occurred on or after 6/30/07, only DUI offenses that occurred during the previous ten years will be considered for Ignition Interlock purposes.

On May 11, 2006, an amendment to the ignition interlock law was signed into law. The amendment permits mobile installation of ignition interlock devices statewide. The amendment holds mobile installations to the same security and procedural standards required in the specifications. However, regular maintenance must be performed as required by the specifications.

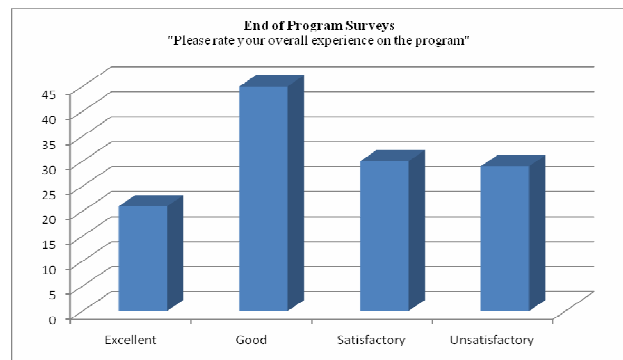
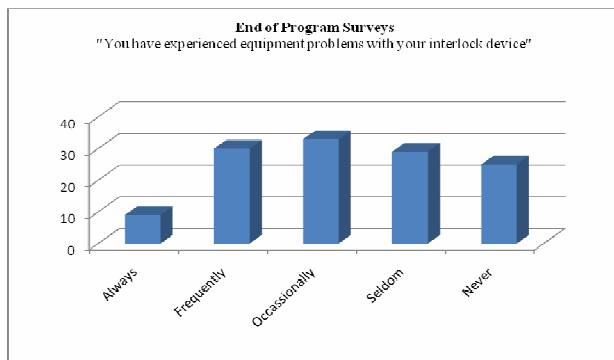
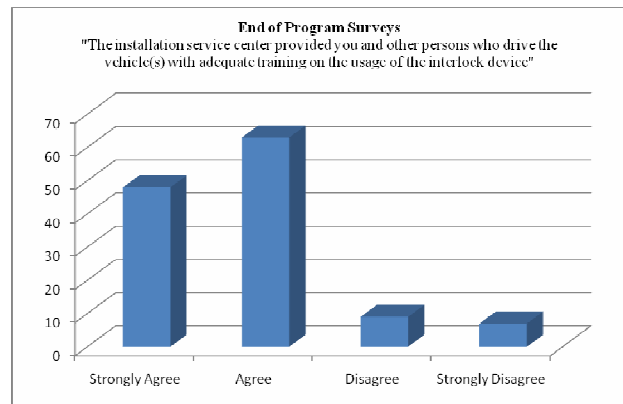
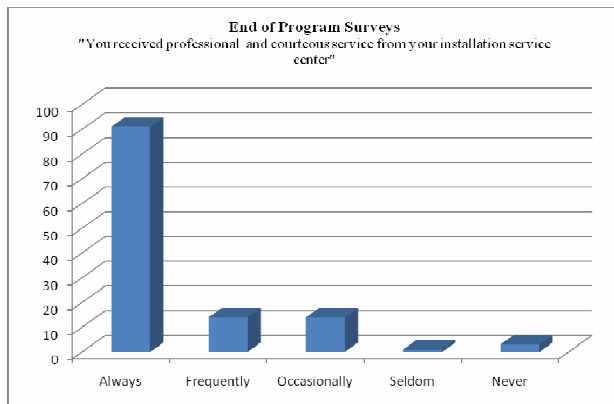
In FY 2005, revised specifications were released that included device bench testing by the Department based on customer feedback. The Department contracted with the Institute for Law Enforcement Education to conduct the testing. Testing was completed on two devices in FY 2006.

In January 2002 the Department awarded a contract for the purpose of overseeing the quality assurance aspect of ignition interlock in Pennsylvania. Through this contract the Department has developed an installation service center check list for use in the field while designated personnel conduct site visits. The seven approved manufacturers have a combined total of 131 installation service centers located throughout the Commonwealth. Ninety-seven on-site quality assurance inspections of ignition interlock installation service centers that are servicing Pennsylvania were conducted from October 1, 2006 to September 30, 2007, with a 53% increase in witnessed activity (i.e. installation, monitoring, and removals) during those inspections.

The Department facilitates ignition interlock presentations to professional audiences who will be working closely with the population of offenders. These presentations are designed to introduce the program, explain frequently asked questions, provide program updates and offer assistance when necessary. A presentation was given to the Lebanon County Probation Department on April 4, 2007. As requested by NHTSA, a presentation on the Pennsylvania Ignition Interlock Program was conducted during the 2007 North Atlantic Safety Forum & Peer Exchange, on September 5-6, 2007 in Cape May, NJ. Technical assistance was provided to law enforcement, judicial and legislative agencies, as well as to device manufacturers, service providers, and installation service centers.

Ignition interlock clients contact the Department for assistance in cases where they are having difficulty with their devices or service provider. The Department has developed a procedure for problem resolution between service providers and interlock customers. An end-of-program customer feedback survey was developed for distribution in 2003. The survey takes into account all aspects of Pennsylvania's program from the application process through to program completion. Seven-hundred-twenty (720) end-of-program

surveys were mailed to participants, and one-hundred-twenty-five were returned, representing a 17% response rate. The following charts summarize responses to individual questions:



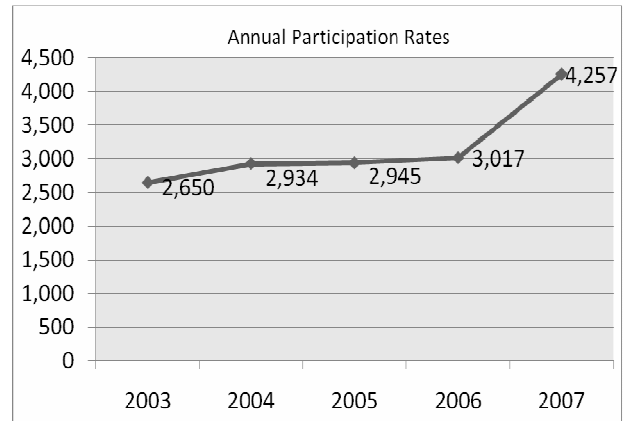
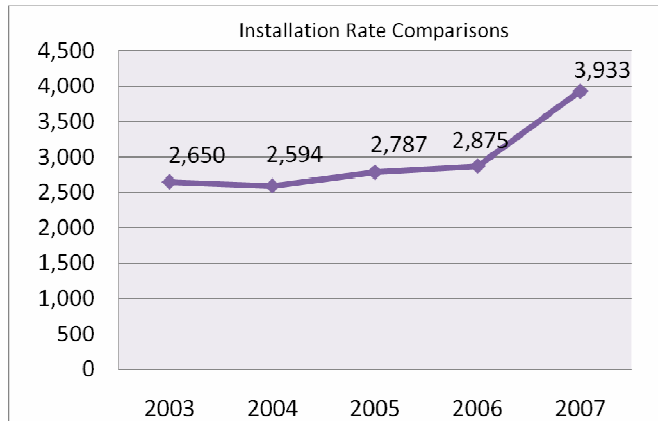
A summary of the statistics for the ignition interlock program in Pennsylvania from October 1, 2006 to September 30, 2007 follows:

- 4,257 Program Participants
- 3,933 Installations
- They drove over 43 million sober miles
- They took over 5.6 million breath tests
- They failed 22,096 times with Breath Alcohol Concentrations (BrAC's) ranging from 0.025 to 0.08 percent, 1,211 times with BrAC's ranging from 0.08 to 0.099 percent 1,506 times with BrAC's ranging from 0.10 to 0.16 percent and 428 times with BrAC's at 0.16 or higher.

25,241 attempts to operate vehicles on Pennsylvania's roadways with BrAC's greater than or equal to .025 percent were prevented by the use of ignition interlock devices.

These statistics allow for monitoring of the progress of the interlock program, as well as, providing areas of focus for future program enhancements. Approved manufacturers must also report service center locations, site changes and a complete listing of certified installation technicians to the Department. All service center personnel must have a motor vehicle background check and criminal history verification completed prior to being eligible for employment.

The number of installations increased from 2,875 in FY 2006, to 3,933 in FY 2007. This increase in installations indicates that the ignition interlock program continues to experience growth since the enactment of the ignition interlock law in 2003. The annual participation rate also increased from 2,875 in FY 2006, to 4,257 program participants in FY 2007.



DUI Courts (Section 410)

In 2000, the Pennsylvania Department of Transportation received federal section 403 funding from NHTSA to increase levels of DUI enforcement and public information. These additional funds allowed the Department to redirect much needed focus toward the “hardcore” or “repeat” DUI offender. In an effort to curb DUI recidivism, PENNDOT decided to fund DUI Courts. Two pilot locations (Berks and Lackawanna County) were chosen to for the programs implementation. The DUI Court model is very similar to the preexisting Drug Court and much of the same infrastructure is used between the two. The repeat offender will go through a series of parole and treatment phases until the judge decides the proper progress is made and a change in behavior has occurred. Not all repeat offenders have the option to be admitted to the program. In FY 2007, PENNDOT funded DUI Courts in Allegheny, Blair, and Philadelphia counties. For FY 2008, we are looking towards bringing Centre and Lebanon counties on board as well.

DUI Technical Services Contract (Section 402)

In support of the statewide DUI network the Department maintains a contract to provide consulting and administrative services to the Alcohol Highway Safety Program (AHSP). Under this contract Master Trainers conduct workshops for Alcohol Highway Safety School (AHSS) Instructors and Court Reporting Network Evaluators so that they can be initially certified and then recertified every two years. Sixty-three of these workshops were conducted in (FFY) 2007, providing certification and recertification credits to 983 attendees. Under this contract a Sobriety Checkpoint Conference was held on May 17th and 18th, 2007 in State College to provide Section 410 project directors, State Police personnel, and other police officers with information on Best Practices, New Enforcement Concepts, Adaptive Routine Enforcement, Officer Safety, Aggressive Driving Enforcement, Drug Recognition Experts, and case law updates. One-hundred-

twelve people attended the conference. Additionally, a DUI Coordinators' Conference was held on June 14th and 15th, 2007 in State College to update the county coordinators on DUI issues and concerns. Seventy-five people attended the Conference and heard presentations on licensing issues, revamping of the Court Reporting Network (CRN), 10 Goals of DUI Courts, case law and legislative updates, and an opportunity to provide input on issues affecting the Alcohol Highway Safety Program.

Counties' DUI programs were reviewed for performance quality. The survey of all sixty-seven county DUI programs totaling 51 elements including: enforcement, prosecution, supervision, treatment, CRN, Alcohol Highway Safety School, Prevention/Education was updated. The Directory of county AHSPs including statewide program personnel, used primarily for referring out-of-state offenders to Pennsylvania county programs, was produced. Educational materials for Master Trainers to use in AHSS and CRN workshops were updated as well as CRN statistics for DUI Coordinators. Twice a year the contractor reviews the errors committed by CRN evaluators in filling out the CRN questionnaire and reports the error rates to the county DUI Coordinators. Efforts to implement a multiple offender curriculum for use in AHSS continued. The contractor provided technical assistance in the form of being a call center for network users of the revamped CRN.

Technical assistance was provided in setting up DUI Courts in Allegheny, Blair, Berks and Philadelphia Counties to improve the processing of DUI cases in their respective county.

Workshops, Conferences, and certifications conducted in 2007

<u>Workshops:</u>	<u>No. of workshops</u>	<u>No. of attendees</u>
AHSS Instructor	3	43
AHSS PAW	4	47
CRN Evaluator	6	73
CRN PAW	6	63
Underage Drinking & Underage DUI Instructor	2	20
DUI & the Law	4	57
Ethics	3	54
Basic Addictions	2	29
Evidence Based Treatment	3	23
Non-Traditional DUI Offenders	2	41
Offender Favorites	3	44
Miscellaneous	22	492
Total	63	983
	<u>No. of conferences</u>	<u>No. of attendees</u>
Sobriety Checkpoint Conference	1	112
DUI Coordinators' Conference	1	75
Regional DUI Mini-Conferences	3	208
Total	5	395
Grand Total	69	1,378
	<u>No. of Certifications/Recertifications</u>	
AHSS Instructor Certification	38	
AHSS Instructor Recertification	125	
CRN Evaluator Certification	75	
CRN Evaluator Recertification	183	
Underage Drinking & Underage DUI Instructor Recertification	38	
Total	459	

Police Traffic Services / Aggressive Driving

Goal:

To reduce the number of aggressive driving related fatalities by 14% in calendar year 2006 and by 26% from the 5-year baseline average (1999-2003) by 2008.

Police Traffic Services (402& 410 Funding)

Enforcement Programs

The Pennsylvania Department of Transportation (PennDOT) continued to provide funding for the Pennsylvania State Police to conduct enforcement on interstates as well as non-interstate highways.

The Pennsylvania State Police conducted selective traffic enforcement programs designed to increase traffic safety and reduce the number of crashes through innovative traffic enforcement operations. Selective traffic enforcement programs target specific areas that have a high incidence of crashes, traffic violations, etc. Enforcement locations and times are selected based upon analysis of traffic volume, crash data, frequency of traffic violations, traffic conditions, and includes consideration of geographic and temporal factors. A review of patrol and traffic-related data captured from the Department's computer based Prophecy Program and the Automated Incident Memo System (AIMS) is utilized to target these enforcement locations. The objective is to direct appropriate enforcement efforts towards violations that are likely to cause crashes. Speed enforcement programs, such as RADAR, Operation State Police Aerial Reconnaissance Enforcement details, and targeted enforcement including aggressive driving are identified by the Problem Specific Policing analysis.

Pennsylvania State Police Special Traffic Enforcement FY 2007:

DUI Arrests	134
Speed Citations	12,392
Seat Belt Citations	517
Child Passenger Seat Citations	91
Other Traffic Citations	6,560
Warnings	6,847

Highway Safety Corridors

In August of 2004, BHSTE met with PennDOT's legal department to finalize policy to implement a Highway Safety Corridor pilot study in Pennsylvania. According to Act 229, the Department is authorized to declare a section of highway as a "Highway Safety Corridor" in which fines for moving violations will be doubled. The pilot study began in October 2004, and involved five sections of roadway in four Engineering Districts (4, 5, 8, and 12). Locations were determined by BHSTE from both crash history and the

possibility of local Troop Pennsylvania State Police cooperation for increased visible enforcement. Roadways which met the criteria were treated with signs.

Since 2004, four more corridors were added to the original five. Our studies have shown that the combination of signs and enforcement is effective in getting a higher percentage of motorists to adhere to the posted speed limit within the designated corridor. The data also indicates that there is a minimal effect on tailgating.

Training the Police Community

Funding was provided to PennDOT for the Institute for the Law Enforcement Education (ILEE) program. ILEE is a recognized leader in law enforcement training. The primary focus of their training is chemical breath test administration and other impaired driving skills such as standardized field sobriety testing, drug recognition, vehicle search and seizure, and juvenile DUI. In addition, ILEE is a major provider of advanced training for municipal police in specialized areas like collision investigation, drug interdiction and areas of court testimony related to traffic law enforcement. A chart of the courses conducted follows.

The Institute for Law Enforcement Education (ILEE) held its Nineteenth Annual Law Enforcement Conference September 11-13, 2007 at the Seven Springs Conference Center. There were 148 participants in attendance.

The following chart provides an overview of the courses given by ILEE in FY 2007. In grant year October 1, 2006 to September 30, 2007, 5,025 personnel received training in FY 2007 in 219 different courses funded with 402 funds.

TRAINING COURSES	COURSES CONDUCTED	STUDENTS TRAINED
Alcohol: Pharmacology and Toxicology	3	74
Armed with the Latest Case Law	1	19
Breath Test Instrument Operator Certification	12	141
Breath Test Instrument Operator Changeover	15	115
Breath Test Instrument Supervisor	2	5
Collision Investigation Refresher Courses	6	81
Commercial Vehicle Investigation II & IV	2	27
Conducting Complete Traffic Stops	4	116
Criminal Patrol Using Enforcement of the Vehicle Insp. Regs.	1	14
Death on the Highway: How Perceptual Errors Kill	1	11
DUI and Underage Consumption Legal Issues	8	284
DUI Testimony	2	51
DUI/Juvenile Issues and Case Law	10	325
Drug Field Test Certification	4	116
Enforcement of Vehicle Inspection Regulations	5	116
Fundamentals of On-Scene Vehicle Collision Investigations	2	36
Handling Anger in Interviews and Traffic Stops	1	22
Handling Anger in the Alcohol/Drug Impaired Subject	6	124
High Risk Vehicle Stops	3	117
How Alcohol Changes Reality: A Cop's Point of View	1	12
Interviewing I-IV	5	81
Interviewing Juveniles	3	82

TRAINING COURSES	COURSES CONDUCTED	STUDENTS TRAINED
Interviewing the Alcohol/Drug Impaired Subject	11	329
Juvenile DUI Offenders and Underage Drinking	10	246
Lamp Examination Workshop	1	21
Occupant Kinematics	1	28
Nighttime Visibility Issues	2	91
On-Scene/Homicide by Vehicle Collision Investigation	2	62
Road Rage and Managing the Aggressive Driver	1	21
Seat Belt Analysis, Air Bag Deployment and Child Restraints	1	22
SFST Practitioner	28	546
SFST Practitioner Update	13	138
Sobriety Checkpoint Refresher	7	131
Sobriety Checkpoints - PA ONLY	19	411
Technical and Advanced Analysis Collision Investigation	3	60
Special Problems	13	679
Tire Forensics Workshop	2	63
Total Station Measuring Device for Collision Scenes	1	7
Traffic Collision Reconstruction	1	19
Traffic Patrol/Drug Interdiction	2	53
Vehicle Search and Seizure	3	112
Vehicle Stops and Consent Searches	1	17
Total	219	5025

Aggressive Driving (402 Funding)

“Smooth Operator”

The aggressive driving enforcement strategy is based on the Selective Traffic Enforcement Program (STEP) model of targeted enforcement. Both municipal and Pennsylvania State police were selected based on their location in identified targeted areas. Enforcement occurred on both corridors and roadway segments that are over represented by aggressive driver crashes.

In selecting roadways to place enforcement, we decided to look at total aggressive driving crashes over the length of a road segment. We wanted to make sure all of the officers were on roadways where the opportunity is there to make numerous contacts per hour. Any road segment (1/3 to 1/2 mile in length) in the state with 30 or more aggressive driving crashes over the previous five years was considered for enforcement. Using total aggressive driving crashes in our threshold ensures that our officers will most likely be in the presence of more aggressive drivers. Eventually, over 200 separate corridors were strategically targeted for enforcement. In FY 2006 the pilot program saw enforcement on 29 corridors.

A total 170 individual police agencies were initially invited to participate including the State Police (all Troops except the PA Turnpike). Funding for these departments was established by the departments' size and aggressive driving crash data from the identified targeted areas. The North Central Highway Safety Network established contractual agreement for each of these agencies including conditions of approval and a signature sheet for an elected official approval. Reimbursement forms and stats sheets were also

created. The PA Smooth Operator website (www.pasmoothoperator.org) is used for law enforcement reimbursement and data submission.

Press events and special activities occurred as part of each wave. Special emphasis was placed on the March 2007 wave, since it was the first time the program was being unveiled state-wide. The Pennsylvania State Police, municipal police, Community Traffic Safety Program Coordinators, District Safety Press Officers and other highway safety partners took part. State media funds were used to pay for radio, and billboard advertising of the “Smooth Operator” message.

Significant time was spent to coordinate and document the enforcement statistics between Municipal and State Police. Project staff provided equipment, training, and coordination to all participating departments through the Regional Coordinators and Regional LEL. These activities were coordinated through the Regional Planning Teams.

The following aggressive driving enforcement strategies served as a guideline for each Region. Regions had the ability to modify or include new strategies based on Regional planning. The enforcement effort included the following innovative strategies:

-Enforcement Targeted to Times and Locations: PA Smooth Operator Staff created aggressive driving profiles for their jurisdiction and Region. Participating departments received CDART generated data sheets showing aggressive driving crashes by time of day, day of week, road condition, and main contributing factor.

-Infrared Speed Detection Devices: 25 ENRADD wireless speed timing devices were distributed between the 6 Smooth Operator Regions. Project staff coordinated equipment distribution and coordinated training.

-Non-Traditional Vehicles: Police agencies were encouraged to use non-traditional police vehicles in multiple vehicle details. Many departments used this strategy with great success.

-4X4 Portable Sign: 181 4x4 Aggressive Driving Enforcement Signs were purchased and at least one sign was delivered to each municipal department. The signs were displayed on each targeted roadway segment or corridor to identify the roadway as an aggressive driving enforcement zone.

-Electronic Speed Display and VDM Boards: Electronic display boards, posted at various locations throughout the regions, displayed motorists’ traveling speeds and indicated whether a motorist was exceeding the posted speed limit.

-Roll Call Videotape and Announcements: A Smooth Operator roll call videotape on the enforcement of aggressive driving was secured for the Smooth Operator Program. The video was duplicated and distributed by the LEL’s to every participating department.

-Informational Card for Officers: A pocket size laminated card was developed for officers to reference potential aggressive driving related citations. The card contains the statutory reference for each offense often considered aggressive driving. Over 5,250 Aggressive

Driving laminated citation cards were distributed to all participating Smooth Operator departments.

-Judicial Outreach Program: A judicial outreach program was included into the “Smooth Operator” project during FY 2007. The program was implemented through the Regional Planning Teams on a county by county basis. Judges were provided information and advance notice of the extra traffic safety enforcement happenings in their municipalities. All PennDOT programs (Alcohol, Occupant Protection) were discussed in addition to Aggressive Driving.

Summary 2007:

- 6 Aggressive Driving Regions were identified include:
 - Region 1: Bucks, Chester, Delaware, Montgomery
 - Region 2: Cumberland, Dauphin, Lancaster, Lebanon, York
 - Region 3: Berks, Lackawanna, Lehigh, Luzerne, Lycoming, Northampton, Monroe, Schuylkill
 - Region 4: Armstrong, Blair, Butler, Cambria, Somerset
 - Region 5: Centre, Erie, Mercer
 - Region 6: Allegheny, Beaver, Fayette, Lawrence, Washington, Westmoreland
- 34 aggressive driving target areas
- 212 enforcement corridors
- 4 Waves were completed from March 25 – September 15, 2007
- 96,457 total citations were issued.
- 115,000 motorists contacted
- 170 Police Departments participated
- 1.64 citations per hour
- 7,863 Municipal police hours donated (A 10% in-kind donation was required)

Table 1

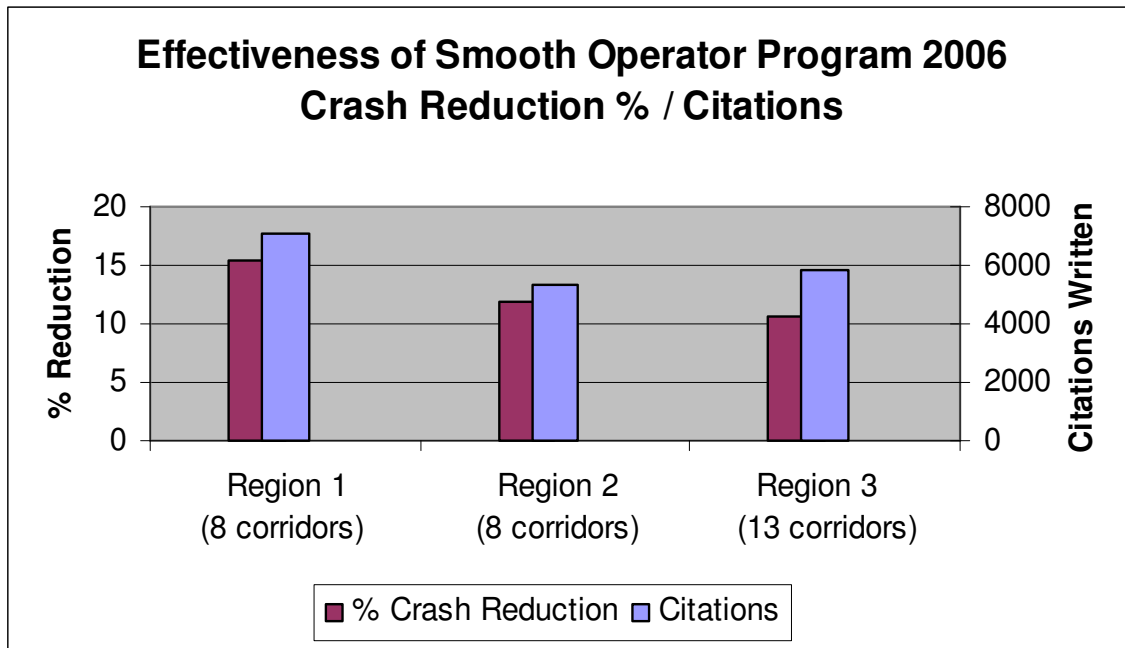
TOTAL MUNICIPAL AND PSP CITATIONS WAVES 1-4

	MUNICIPAL POLICE CITATIONS	PSP CITATIONS	TOTALS	% of Total
Speeding	37,360	16,780	54,140	56.13%
Careless/Reckless Driving	729	221	950	0.98%
Following Too Closely	506	170	676	0.70%
Improper Passing	476	89	565	0.59%
Improper Turning	1,227	162	1,389	1.44%
Traffic Control Signals/Signs	7,688	483	8,171	8.47%
Obedience to Traffic Control Devices	6,462	2,737	9,199	9.54%
Driving on Roadways Laned for Traffic	347	146	493	0.51%
Occupant Protection Violations	3,400	536	3,936	4.08%
Suspended Citations	1,944	554	2,498	2.59%
Other Citations	9,031	3,696	12,727	13.19%
Felony Arrests	66	37	103	0.11%
DUI Arrests	349	115	464	0.48%
Drug Related Arrests	175	42	217	0.22%
Warrant Arrests	267	70	337	0.35%
Other Arrests	447	145	592	0.61%
TOTAL CITATIONS/ARRESTS:	70,474	25,983	96,457	100.00%
TOTAL MUNICIPAL AND PSP	96,457			

PennDOT has set a goal to reduce the number of aggressive driving related fatalities by 14% in calendar year 2006 and by 26% from the 5-year baseline average (1999-2003) by 2008. So far Aggressive driving fatalities reduced from 1016 in 2005 to 909 in 2006. It is anticipated that a greater reduction will occur in FY2008 as the program continues to expand.

The 2006 crash data shows an approximate 12% reduction in aggressive driving crashes on the selected corridors during the enforcement period. The 12% reduction is from the prior three year average. During the same time period (July to September) from years 2003-2005, an average of 387 aggressive driving crashes occurred per year on all of the roads combined. After intense targeted enforcement in 2006 on the 29 corridors, the number dropped down to 340. The reduction in crashes is directly related to the number

of enforcement hours and citations issued for each corridor. In 2007, the state-wide enforcement should have a greater impact on the crash reduction.



Occupant Protection (405 Funding)

Goal:

To increase safety belt usage rates from the 2006 rate of 86.3% to 88.5% by September 30, 2007.

Pennsylvania continues to see great strides in our occupant protection program. Based on our statewide seat belt observational survey in June, 2007, our seat belt use rate reached an all time high of 86 percent. In addition, our booster seat law for children age 4 to 8, and seat belt law for children age 8 to 18, has been in affect now for three years.

The increase in our seat belt use rate is being attributed to the work of the Community Traffic Safety Coordinators, District Safety Press Officers, Traffic Injury Prevention Project personnel, and the Buckle Up PA Program conducted by both the Pennsylvania State Police and municipal police agencies. We were also fortunate to have additional assistance from other partners such as the Pennsylvania Department of Health, PA SAFE KIDS, PA DUI Association, AAA, and PA SADD.

Funding sources used to support this area included the following:

- Section 402 Highway Safety Funds
- Section 157 Incentive Funds
- Section 405 Occupant Protection Incentive Grant
- State Funds for advertising

The majority of the 157 and 405 funds are used to support both municipal and state police enforcement programs to increase seat belt and child safety seat use. The Pennsylvania State Police received 402 funding to continue support for their 82 non-turnpike permanent car seat inspection stations.

Highlights of Pennsylvania's Occupant Protection Program included the following:

- The child passenger safety guidelines placed in the Pennsylvania Bulletin in October, 2004, as part of the regulatory process, were closed for comments 11/15/04. The regulations were written and submitted to IRRC for final approval. The date of the Committee review was November 30, 2006.
- Held a statewide Child Passenger Safety Week press conference in Harrisburg at the Capital Rotunda on February 13, 2006. Lieutenant Governor Catherine Baker Knoll was joined by Gary Hoffman, P.E. Deputy Secretary of Transportation, Colonel Jeffrey B. Miller, Commissioner of the PA State Police, Dr. Batra, Good Samaritan/PennState Family and Community Medicine Residency Program, and Angela Osterhuber, Project Director of the PA Traffic Injury Prevention Project to mark the start of National Child Passenger Safety Week, from February 12th through Saturday, February 18th. The press conference reminded Pennsylvania residents of the risk of not using child safety seats and the importance for all family members to be appropriately restrained. The theme for that year's event was "Buckle Up for Life". Children from various age groups demonstrated the

proper use of car seats and seat belts. Also attending the event were highway safety advocates, Pennsylvania's Comprehensive Highway Safety Program, Municipal and State Police, and the Traffic Injury Prevention Project.

- Statewide observational seat belt surveys were conducted June 4-17, 2007, and the usage increased to **86.66** percent.
- The Buckle Up PA Program has a Statewide Seat Belt Law Enforcement Liaison (LEL) and five regional LELs administering the seat belt enforcement, education and police training activities.
- BUPA instructed its participating departments to initiate enforcement activities that would result in increased enforcement contacts. Events such as safety checkpoints, information sites and joint operations with other departments resulted in vehicle or occupant contacts. During each of these contacts officers were able to provide seat belt information, insist that occupant secure their safety belts or write the primary and secondary citation.
- Buckle Up PA established agreements with 350 municipal police agencies for the reporting period. These departments represent over 85% on the State's population.
- Police Departments were encouraged to initiate more contacts either through information sites, educational programs, or safety checkpoints. The 2 full Mobilizations (Thanksgiving 06 and May 07) and 2 other limited Mobilizations (Counties of Opportunity) were completed. These 4 operations yielded **10,119** seat belt and child safety seat citations and **67,817** other citations. That represented an increase of approximately 20,000 citations from last year. There were also **2,414,284**, vehicles detained over the 4 events. This was an increase of nearly 1 million from 2006. Participating departments wrote **1.22** citations per hour and **38** contacts per hour. Municipal police agencies wrote the second seat belt citation 15% of the time after the primary citation was written.
- Informational packets for each mobilization were distributed to the police through the Buckle Up PA website. The Mobilizations packets include the dates when activities were to be conducted, sample press releases, talking points, etc. to conduct the wave. Enforcement dates and summaries are as follows:
 - **Thanksgiving 2006:** The enforcement period was from November 20 to 26, 2006 with 302 police departments participating in the Wave. Departments conducted a total of 10,140 enforcement hours; 8,876 reimbursable hours and 1,264 of in-kind hours. Participating departments also contributed 14.24% of their own resources toward the Thanksgiving Day Wave. Police officers wrote the second occupant protection citation 14% of the time after writing the primary violation. BUPA anticipated a decrease in the rate as enforcement was completed at night where it is more difficult to see seat belt compliance. Each enforcement hour yielded 33 contacts and 1.29 citations.
 - **March "County of Opportunity" 2007:** 163 police departments from 18 counties participated in the Wave. Participating departments conducted a total of 6,169 enforcement hours; 5,040 reimbursable hours and 1,129 of in-kind hours. They contacted 215,564 motorists. Participating

departments also contributed 22.4% of their own resources toward the Mobilization. Police officers wrote the second occupant protection citation 13.76% of the time after writing the primary violation. Each enforcement hour yielded 34.94 contacts and 1.48 citations. The participating police departments contributed 22.4% of in-kind enforcement hours to the wave.

- **Memorial Day 2007 Mobilization-** The enforcement period was from May 14-June 3, 2007 with 331 police departments participating in the Mobilization. Participating departments conducted a total of 36,164 enforcement hours; 29,924 reimbursable hours and 6,240 of in-kind hours. They contacted 2,250,122 motorists during the 3 week enforcement effort and wrote 5,524 seat belt and child safety seat citations and 37,272 other citations Participating departments also contributed 20.85% of their own resources toward the Mobilization. Police officers wrote the second occupant protection citation 13.78% of the time after writing the primary violation. Each enforcement hour yielded 42.17 contacts and 1.18 citations.

Route 100 Project: BUPA coordinated an enforcement initiative with North Coventry PD, West Vincent PD, Upper Uwchlan PD, PSP, CTSP and the SPO. Grants totaling \$21,000.00 were given to the three municipal police departments to conduct increased aggressive driving and seat belt enforcement, in conjunction with the State Police, for the period of April 1 to June 30, 2007.

- **The Upper Schuylkill County Aggressive Driving/Pedestrian Enforcement Program-** Three police departments in the northern section of the county conducted enforcement activities during June, July and August, aimed at targeting aggressive driving, seat belt enforcement and pedestrians within their communities.
- **September “County of Opportunity” Mobilization:** 163 police departments from 18 counties participated in the Wave. This was the second County of Opportunity Mobilization and took place September 23-29, 2007. The budget for the mobilization was increased from \$221,000 to \$442,000.

2007 Occupant Protection Strategic Planning:

The purpose of the Strategic Planning and Mobilization was to create and implement an operational campaign to increase safety belt use to at least 88.5% by June 2007 and assure that strategies would be in place to reach the ultimate goal 90% by 2008. This 6 month initiative was planned and coordinated by the Buckle Up PA Project. Strategies were created based on established targeted high visibility seat belt enforcement, coordinated paid and earned media, public information/education, and training. The 2007 Strategic Mobilization planning was completed through the newly established 6 Regional Highway Safety Planning Teams.

Buckle Up PA again was asked to take a leadership role in the implementation of PennDOT's Regional Highway Safety activities. Mark Alonge and Ed Boothman, members of the State Steering Committee, attended the regional meetings across the state. Nick Hoke, BUPA LEL, is serving as Co-Team Leader in Region 5. Buckle Up PA Project Coordinator, Mark Alonge also serves to coordinate the Regional Planning process. BUPA and the LELs played vital roles in maintaining and supporting each of the Regional Teams.

Other 2007 Highlights:

- The Buckle Up PA website, www.buckleuppa.org has been kept updated. Regional activities, as well as state trainings and miscellaneous information, are made readily available.
- Buckle Up PA has developed a web based police mobilization reporting system. This has significantly reduced required time for both participating departments and project staff to processing mobilization data and reimbursement information.
- Trainings were conducted to train officers in the Survival 101 middle and high school seat belt curriculum. There were over 166 new police officers trained as instructors by Buckle Up PA LELs. The 2006-07 school year saw 829, K through 12 grade programs completed reaching **29,431** students statewide. There was nearly a 50% increase on the number of school programs completed by police and highway safety partners with over **10,000** more students reached for 05-06 to 06-07. Every PA school district and charter school will receive information regarding Survival 101. Buckle Up PA also contacted every police agency in the State to encourage their participation.
- The Back Is Where It's At elementary seat belt curriculum revisions were completed and train the trainer opportunities were completed through the Regional Highway Safety Planning Teams. Curriculum updates were also completed for the Survival 101 Middle and High School program. Old curriculums were retrieved and new materials were distributed.
- Buckle Up PA and The Pennsylvania State Police coordinated the implementation and the reporting of the 3 highway safety school programs. Pennsylvania State Police Community Service Officers (CSO) and Community Traffic Safety Coordinators now coordinate and record all programs completed to the Buckle Up PA LELs through a standardized reporting system.
- Buckle Up PA has, for the past 7 years, taken the lead to create Earned Media opportunities for each safety belt mobilization. BUPA provided every Pennsylvania law enforcement agency a complete or modified Wave packet with specific instructions and step-by-step guidelines to successfully create earned media opportunities within their jurisdictions. BUPA also printed **2,000,000** Click it or Ticket Tray placemats and **720,000** handouts for statewide distribution. Each Community Traffic Safety Project and PennDOT Safety Press Officer was also provided 16 earned media opportunity activities. Activities targeted every media

outlet, high risk occupants, retail/businesses, and specifically designed enforcement driven information highlighting the CIOT message.

- **Public Awareness/Education:** Public awareness/education activities were the cornerstone to increase public awareness during the Mobilization. BUPA provided different activities that the CTSP could utilize within their counties. The public Awareness/Education activities were events that directly contacted individuals either through school programs, distribution of CIOT placemats or other interventions. CTSPs were able to count the number of programs completed and individuals contacted. Each was asked to select 6 events. Some of these were events initiated through their LELs or SPOs. There were 3,000 individual events recorded reaching approximately **3,122,637** individuals.
- **Earned Media:** Kickoff events and earned media activities were also completed during the Mobilization. Earned media events were coordinated through a PennDOT SPO. A kickoff event was suggested in every County of Opportunity. BUPA provided fill in the blank press advisories, suggestions for photo opportunities, and press releases. There were 285 total earned media print, radio and TV activities reported, and documentation of **4,187,824** contacts. Many CTSPs were not able to estimate earned media contact within their counties. This report does not include the earned media generated through PennDOT Safety Press Officers or the PennDOT Safety Press Office in Harrisburg.
- A new initiative was developed by Buckle Up PA and put into action for the May Mobilization. A May Seat Belt Mobilization Mini Grant Project identified 206 police agencies that have already been targeted to have high unbelted crashes on particular roadways and 100 departments that have survey sites or low belt use locations. BUPA created all the necessary guidelines and documents. The project was moved forward through the CTSPs. All participating departments could have received up to \$500.00 to use for minicade details in the last 12 days of the Mobilization. **122** police agencies out of the **306** qualifying police departments participated using **1,832** hours and reaching **506,000** motorists through the use of Seat Belt Mini Cades. There were **569** other citations issued.
- Contracts were in place with TransAnalytics and Westat to complete nighttime and statewide survey analysis for seat belt surveys. The nighttime final report was completed in July and the statewide analysis in September. The overall State night seat belt use rate for all drivers and front seat passengers was **68.38%**. For the drivers it was **68.03%**; and for the front-seat passengers it was **69.59%**. The results for the seat belt rate were up slightly from 2006. Pennsylvania's usage rate was **86.66%**, rounded to **86.7%** to represent the official rate.
- Regional LELs continued to make available CDR equipment, traffic safety trailers and speed display trailers to police agencies across the state. The following summary represents equipment use during this reporting period. (**Approximately 10,536 hours of speed trailer usage**)
- BUPA assisted in the planning, organization and implementation of the Regional Highway Safety Conference scheduled for April 10-11 2007 in Grantville.

BUPA, worked with PennDOT to construct the agenda, hotel accommodations, registration, and provide staffing the Conference. Five of the Conference presenters or breakout presentations were completed through BUPA staff or contractors.

- Special packets were developed and disseminated by TIPP to pediatricians, hospitals, loaner programs, Preschool/child care facilities, law enforcement (State and Local), Injury Prevention Coordinators/DOH, State Farm, CPS Technicians and Instructors and the Highways Safety coordinators to promote Child Passenger Safety Week in February, 2006.
- A **Child Passenger Safety telephone conference** was organized and held by the TIPP in February 8, 2006 to identify the importance of motor vehicle injury as the leading cause of child death, describe gaps between current restraint laws and best practice recommendations, explain the scientific evidence behind child restraint recommendations, and describe the role of the clinician in advocacy. Participants of the teleconference included doctors, nurses, medical staff, and certified technicians who worked in medical facilities. Participation in the conference was achieved by downloading Microsoft PowerPoint presentations and dialing into a site to listen to the speakers. The speakers were Dr. F. Dennis Dawgert, Pediatric Advisor to TIPP and Dr. Dennis Durbin, Assistant Professor of Pediatrics and Epidemiology at the Children's Hospital of Philadelphia and the University of Pennsylvania School of Medicine. The teleconference was designed to increase awareness and knowledge of medical professionals so that transportation issues can be addressed with parents to increase the likelihood that children would be properly restrained. There were 126 health care professionals who attended the teleconference. All participants received a packet of sample materials that could be requested for distribution to their patients.
- Eighteen classes of the **32-hour** Child Passenger Safety (CPS) Training were conducted training **259** CPS technicians and **4** new instructors, as well as **17** Renewal classes to recertify **91** CPS technicians and ten refresher classes updating **60** technicians.
- Over **505** car seat checks were conducted throughout the state. TIPP participated in **56** CSS checks.
- To insure that the most up to date and current information s being provided, the TIPP distributed quarterly updates in December 2005 and March, June, and September 2006 to the 44 certified CPS Instructors and the 1140 active certified technicians. Information was provided on the changes in the certification process, scheduling of the refresher classes, availability and registration process for the Renewal Course, Child Safety Seat Check Location Form, NHTSA Child Passenger Safety English/Spanish Translation of Terms, New FAA regulations, order form for Safe Ride News, Seat Belts on School Buses – FAQ's and a survey to determine local CPS activity. Educational materials were provided including Seat Belt Saves Lives educational flyer, New Child Safety Seats, Safety Belt Use for "Tweens", Understanding and Handling Recalls, and NHTSA's Re-Use of CRS's in School Buses After a Minor Crash.

- A 1-800-CAR-BELT toll free number is available for individuals to call regarding questions on car seat use and child passenger safety and to order free highway safety materials.
- Currently, Pennsylvania has 1,140 active technicians and 44 child passenger safety technician instructors.
- The Project Director of our Traffic Injury Prevention Project, Angela Osterhuber, completed her term as Chair of the National CPS Board and is currently the State CPS contact.
- Pennsylvania has 106 car seat loaner programs throughout the state. Fine monies were used to purchase 200 infant, 126 convertible, 130 combination seats and 129 high back booster seats, and 50 no back booster seats for the loaner programs.
- The Traffic Injury Prevention Project is continuing to implement an educational intervention program in a pilot community to increase “correct use” in a African American community. The Pilot Project provides outreach and education activities conducted in the community geared for parents and children. Child safety seat educational fact sheets are distributed and displayed in the African-American community.
- The TIPP conducted one “Safe Travel for All Children: Transporting Children with Special Health Care Needs” Training Programs. This nationally recognized 2-day program is designed to serve CPS technicians/instructors and medical professionals who are interested in learning more about special needs transportation. The training combines classroom lectures and discussions with hands-on exercises. Participants were introduced to medical conditions that can impact restraint selection and have the opportunity to investigate and install specialized restraint systems. The training concluded with a proficiency test that evaluated the participant’s ability to assess appropriate restraints and to demonstrate proper use and installation. Fourteen professionals attended the training.
- The TIPP provided one article on CPS to be included in Lehigh Valley Hospital’s newsletter. TIPP also participated in a one hour radio talk show in Northampton County to discuss CPS and teen drivers.
- TIPP developed a Pediatrician Handbook on CPS entitled “Guiding Them Home Safely”. TIPP has worked with the University of Pittsburgh to obtain CME/CEU credit for medical professionals who attend the one hour training that is provided when distributing the Handbook.
- The TIPP presented at the Statewide Head Start Conference in December (2 presentations regarding Child Safety Seats and Transportation Services of Head Start).

- TIPP organized and prepared materials for the State CPS Assessment.
- TIPP developed and distributed to **882** public and private schools a Prom/Graduation packet of materials. The packet focused on seat belts, alcohol, and distracted driving.

2007 Occupant Protection Statistics:

MOBILIZATION	# OF DEPARTMENTS	# of OFFICER CONTACTS	SB CITATIONS	CSS CITATIONS	OTHER CITATIONS	SPEEDING CITATIONS	AGGRESSIVE DRIVING CITATIONS	FELONY ARRESTS	DUI ARRESTS	DRUG RELATED ARRESTS	SUSPENDED	WARRANT ARRESTS	TOTAL NUMBER OF REIMBURSED HOURS	TOTAL NUMBER OF IN-KIND HOURS
Thanksgiving 2006	302	294,013	1,377	17	1,330	5,169	2,794	21	157	55	396	90	8,876	1,264
Counties of Opportunity March 2007	163	215,564	1,187	72	1,349	3,864	2,196	10	61	43	321	46	5,040	1,129
May Mobilization 2007	438	1,524,981	5,182	342	6,264	17,908	10,770	113	429	195	1,317	276	29,924	6,240
Counties of Opportunity Sept. 2007 (preliminary)	n/a	379,726	1,850	92	2,166	6,109	3,484	44	114	93	525	108	9,182	2,063
Total 2006-2007		2,414,284	9,596	523	11,109	33,050	19,244	188	761	386	2,559	520	53,022	10,696

Pennsylvania State Police Statistics for Click It Or Ticket

PSP	CPS Warnings	CPS Citations	Seat Belt Warnings	Seat Belt Citations Commercial Vehicles (Heavy Trucks Etc.)	Seat Belt Citations	# CPS Checkup Events	# Safety Seats Inspected	# of Safety Seats Properly Installed	# of Safety Seats Improperly Installed
Click It or Ticket – 8 Days of Enforcement	582	111	22,567	104	970	84	576	75	501
National CPS Week	47	106	2,644	n/a	221	83	903	139	763
Click It or Ticket – Two Tickets, Two Fines	298	31	12,505	n/a	297	51	438	92	346
TOTALS	927	248	37,716	104	1,488	218	1,917	306	1,610

Traffic Injury Prevention Project Summary		
	Number of Programs	Number of People Reached
Bike Derbies	0	0
Health Fairs	12	3945
Preschool Presentations	6	200
Elementary Presentations	0	0
Middle School Presentations	0	0
Secondary/High School Presentations	8	377
College Presentations	1	150
Community Presentations	34	1558
Business Presentations	23	318
Conferences Conducted	9	1319
Designated Driver Activities	0	0
TIPPS Training	0	0
Walk Child to School Day	0	0
Safe Driving Competitions	0	0
CPS Presentations	49	897
TOTAL	142	8764

SAFE Grant Program (402 Funding)

Goals:

Reduce motor vehicle fatalities for calendar year 2006 by 14% from the 5-year Baseline average (1999-2003).

Reduce older driver fatalities for calendar year 2006 by 14% from the 5-year baseline average (1999-2003).

Reduce the total number of motor vehicle fatalities on local roads by 14% for calendar year 2006 and by 27% for calendar year 2008 from the 5-year baseline average (1999-2003).

2007 Program Overview:

The SAFE Grant Program, also recognized as the Community Traffic Safety Programs (CTSP), utilized the expanded data collection and analysis capabilities of the Bureau of Highway Safety & Traffic Engineering in planning their project activities for FFY 2008. All programs were required to transition the majority of their programming towards the safety focus areas which the relevant crash data indicated were the highest priority areas.

During the past year the implementation of the regional team approach to managing the SAFE grant program has produced many positives. We are seeing significant improvements in the overall performance and efficiency of our projects.

The team atmosphere has allowed the SAFE grantees to interact with other grant types within the overall highway safety community existing in the state of Pennsylvania. Thus, improving their involvement in other safety focus areas and improving the ease of communication between all involved organizations (PennDOT Central Office, PA DUI Association, Buckle up PA, PennDOT District Offices, Etc.).

The regionalization allows PennDOT to more effectively manage their projects. We are able to gather extensive data in a mass group collection, therefore portraying a specific region's snapshot of current status of statistical numbers in one particular area of Highway Safety. This, in conjunction with C-DART, allows us to more effectively align our projects with their specific highway safety problem areas.

We implemented our online grant submission system this year. The dotGrants system has greatly increased our grant processing and review time as well as streamlined the management review of all the projects currently in our highway safety office. Even though this first year is considered our testing phase of this project, we are already seeing improvements in the quality of our grant tracking ability.

Table 1: Statewide summary of activities conducted by the SAFE Grant Program and District Safety Press Officers

Statewide Summary		
	Number of Programs	Number of People Reached
Bike Derbies	101	8166
Health Fairs	95	282725
Preschool Presentations	235	8053
Elementary Presentations	426	32885
Middle School Presentations	55	7363
Secondary Presentations	437	116027
College Presentations	35	50178
Community Presentations	132	69683
Business Presentations	209	161509
Conferences Conducted	72	2606
Designated Driver Activities	214	54312
TIPPS Training	3	55
Walk Child to School Day	3	1350
Safe Driving Competitions	10	538
CPS Presentations	22	629
TOTAL	2679	796059

Table 2: Statewide summary of school programs coordinated by the SAFE Grant Programs

Buckle Up PA				
2006 2007 School Program Summary				
	2005 to 2006		2006 to 2007	
	Programs	Students	Programs	Students
Region 1				
Back is Where it's At	0	0	25	1,793
Survival 101	69	2,593	197	7,809
16 Minutes	2	30	2	30
PSP	0	0	2	115
Totals	71	2,623	226	9,747
Region 2				
Back is Where it's At	45	2,662	26	1,600
Survival 101	57	2,369	79	2,736
16 Minutes	3	37	15	195
PSP	32	905	23	1,121
Totals	137	5,973	143	5,652
Region 3				
Back is Where it's At	72	3,460	38	1,327
Survival 101	70	2,836	90	3,666
16 Minutes	22	271	105	1,315
PSP	8	120	25	436
Totals	172	6,687	258	6,744
Region 4				
Back is Where it's At	0	0	0	0
Survival 101	47	2,710	58	1,522
16 Minutes	0	0	0	0
PSP	49	1,537	39	1,213
Totals	96	4,247	97	2,735
Region 5				
Back is Where it's At	0	0	14	547
Survival 101	0	0	36	2,445
16 Minutes	0	0	26	207
PSP	0	0	29	1,354
Totals	0	0	105	4,553
TOTALS ALL REGIONS				
Back is Where it's At	117	6,122	103	5,267
Survival 101	243	10,508	460	18,178
16 Minutes	27	338	148	1,747
PSP	89	2,562	118	4,239
Totals	476	19,530	829	29,431

Executive Summary Highlights from the report, “Evaluation of Pennsylvania’s Highway Safety Grants”:

The Pennsylvania Department of Transportation (PennDOT) has established a safety goal commensurate with the national goal to reduce the fatality rate to no more than 1.0 death per one hundred million vehicle miles traveled by 2008. One of the key opportunities to help achieve that goal is the implementation of effective safety strategies in key safety focus areas that save lives generated from the twenty-one comprehensive highway safety grants. These comprehensive highway safety grants consume a large portion of the Section 402 grant monies provided by the National Highway Traffic Safety Administration (NHTSA) to Pennsylvania and have been underway, on the whole, since the late 1980s.

Pedestrian and Bicycle Safety (402 Funding)

Goal:

Reduce pedestrian fatalities for calendar year 2006 by 14% from the 5-year baseline Average (1999-2003)

PennDOT's commitment to the safety of its pedestrians and bicyclists is evident through its accomplishments this year. A full time statewide Bicycle/Pedestrian Coordinator is an integral part of BHSTE's Safety Management Division. The following is a summary of the accomplishments in FY 2007.

- In FY 2007, 715 of the "Yield to Pedestrian Channelizing Devices" were distributed. Since the program started in 2001, 4,026 of these devices have been distributed throughout the Commonwealth. TEA-21 Enhancement, Hazard Elimination, and Safety funds have been used for this program.
- Publication 380, "The Pennsylvania Bicycle Driver's Manual," continues in print and on the Department's website and demand remains strong.
- The Statewide Bicycle/Pedestrian Master Plan was completed. It contains 36 Action Items arranged under 5 broad compliance categories: Safety (15 Action Items), PennDOT's Business Plan (8 Items), SMART Transportation (6 Items), PennDOT's Mobility Plan (5 Items), and the American with Disabilities Act (2 Items).
- BHSTE provided technical assistance to PennDOT District Offices, Department of Education, Central Office, School Districts and MPO/RPO staff for the Hometown Streets and Safe Routes to School Program.
- The Heed the Speed Pedestrian Safety Plan has been initiated as a pilot program in Philadelphia. With the cooperation of the City Traffic Unit, City Police, Philadelphia Street Smarts, community leaders, and others, NHTSA contractors are developing a program to emphasize education, enforcement, and some minimal engineering this
- Two training sessions of the FHWA's Pedestrian Safety Action Plan were conducted in May: one in Scranton/Wilkes-Barre and one in Harrisburg. A total of 71 professionals received the 2-day training course.
- Assisted in the execution of PennDOT's Footpath Crossing Agreement which sets up protocols for establishing safe crossing procedures at trail crossings at state roads.
- Updated and reissued (on-line only) PennDOT Publication 316, the Bicycle Directory of Pennsylvania, which contains extensive bicycle touring and safety information for bicyclists traveling in the Commonwealth.

Roadway Safety (402 Funding)

PennDOT has consistently addressed highway safety throughout the years by including engineering improvements in construction and maintenance programs. It therefore follows that the engineering approach is an integral part of the Department setting a highway safety goal in alignment with the national (USDOT) highway safety goal of 1.0 fatality per 100 million vehicle miles traveled by 2008, originally set in 1998. This goal was recently changed to 1.0 fatality per 100 million vehicle miles traveled by 2011. Therefore, in 2008, Pennsylvania will revise its Comprehensive Strategic Highway Safety Improvement Plan (CSHSIP) and will establish a new highway safety goal in alignment with the newly established NHTSA and USDOT goal.

Attaining a 1.0 fatality rate in 2008 equates to saving approximately 400 lives per year when compared to Pennsylvania's baseline value of 1559 annual fatalities (the baseline fatality rate is 1.52). In 2006, the actual fatality rate and the actual total number of fatalities were 1.41 and 1,525, respectively. These statistics show that Pennsylvania has much ground to gain in order to attain the goal of 1.0 by 2008.

Two high-level objectives have been established to meet the highway safety goal:

- 1) Safety infrastructure improvements implemented at targeted high-crash locations (these improvements include deployment of low-cost safety improvements); and
- 2) Education/enforcement initiatives aimed at achieving safer driving in the areas of DUI, safety belts, aggressive driving, trucks, pedestrians, younger drivers (16 and 17 years of age), and older drivers (65+ years of age).

This section of the report discusses objective number one – safety infrastructure improvements.

The Safety Management Division in the Bureau of Highway Safety and Traffic Engineering (BHSTE) has developed safety engineering countermeasures. These highway safety infrastructure improvements are to be implemented at targeted high-crash locations. When implemented, these countermeasures will improve highway safety by reducing the incidence of specific crash types. Some examples of safety engineering countermeasures that have been implemented in Pennsylvania include: rumble strips (centerline, edgeline, and bicycle-tolerable shoulder rumble strips), advanced curve warning pavement legend (“SLOW” with arrow), intersection gap warning treatment, “DOT” tailgating treatment, guiderail upgrades, elimination of shoulder drop-offs, utility pole and tree delineation, utility pole and tree removal, pedestrian crossing treatments (including the deployment of over **4,026** Yield To Pedestrian Channelizing Devices (YTPCD) throughout Pennsylvania), traffic signal improvements, and the highway safety corridor signing and enforcement initiative.

Implementation of safety countermeasures has been shown to reduce crashes in Pennsylvania. In 2006, Pennsylvania had the lowest number of fatalities in ten years in the following crash types: DUI-related crashes, head-on/opposite direction sideswipe crashes, crashes at stop-controlled intersections, crashes involving bicyclists, crashes involving drivers 65+ years of age, crashes involving drivers 65 to 74 years of age, crashes involving drivers 16 to 17 years of age, crashes involving drivers 17 years of age, and crashes involving drivers 16 years of age. PennDOT has installed many miles of

centerline rumble strips to mitigate head-on crashes. As a result, head-on fatalities in 2006 dropped by 25% from the five-year average (1999-2003). Fatalities at unsignalized (stop-controlled) intersections decreased 27% and fatalities involving bicyclists decreased 29% in 2006 when compared to the five-year average (1999-2003), due the implementation of low-cost safety improvements.

LTAPP Grant Program

Since 2000, PennDOT has improved over **12,000** sites with low-cost safety improvements. As part of its effort for a system-wide safety improvement, the Department receives reports from its Engineering Districts detailing the quantity and locations of local low-cost safety improvements each quarter. Low cost safety improvements have been installed on local roadways as part of a pilot program using federal funds. The pilot projects have been implemented in seven municipalities. The chosen municipalities have publicized and shared the benefits of these projects among their peers through the help of organizations such as LTAP (Local Technical Assistance Program), PSAB (PA Association of Boroughs), and PSATS (PA Association of Township Supervisors).

Through LTAP, Pennsylvania is providing for increased opportunities to improve local road safety through its new Local Safe Road Community program. The goals of this program are to identify communities with higher-than-average crash rates and to develop safety improvement programs for these municipalities. The goal is to achieve a measurable impact in improving safety on local roads by providing participating communities with clear direction and the tools needed to improve highway safety at specific locations. The program provides to each community a prioritized list of safety problem areas within the community; a short-term plan that identifies safety improvements at specific high-crash locations; and a long-term process that enables the community to continually monitor, evaluate, implement, and update the safety improvement program. One report recently submitted by the Borough of Hanover identified three priority safety areas in the borough and provided potential improvements for increasing safety at these locations. The Department expects the success of the initial program to foster more local community safety planning through the Commonwealth. LTAP is funded in part through NHTSA grant monies.

PennDOT also improves highway safety by installing higher cost engineering infrastructure improvements to mitigate known safety problems at spot locations using federal funds made available through the FHWA Section 148 Highway Safety Improvement Program (HSIP).

The Department submits an annual report to the FHWA describing no less than five percent of its highway locations exhibiting the most severe safety needs, based primarily on fatalities and serious injuries. This report fulfills the requirements stated in Section 1401 of SAFETEA-LU for the Highway Safety Improvement Program (HSIP) under 23 U.S.C. Section 148 (g). Seventeen locations have been identified to comprise the Top 5% List. Nine locations have an existing project in process, while the remaining eight locations do not currently have planned projects.

The Department has begun investigating these eight locations in order to determine what hard-side or soft-side countermeasures may be applicable and to identify any impediments to implementation. The Department plans to have projects for these locations programmed by March 2008.

Each of the eleven Engineering Districts in Pennsylvania submits an annual District Safety Plan, which identifies a goal and specific actions to be implemented in the coming year in order to meet this goal. Implementation actions are identified in the following six categories:

- Transportation Improvement Program (TIP) (Non-HSIP) Planned Safety Projects
- Section 148 (HSIP) Planned Safety Projects
- Low-Cost Safety Improvement Projects (LCSIP)
- Other Maintenance Safety Projects
- Local Road Safety Projects and Initiatives
- Safety Press Officer Planned Activities

Pennsylvania continues to provide for the opportunity for Engineering Districts to perform Roadway Safety Audits in an effort to maximize safety in the design and construction of highway projects. A road safety audit is a formal examination of a highway by an independent team of trained specialists that assesses the crash potential and safety performance of the roadway. A report is then provided in which safety problems are identified to aid project officials in evaluating, justifying, and selecting appropriate design changes. An open-end consultant contract is available to help Districts in conducting the Safety Audit Process. **See below measurement table for a breakdown of the yearly progress of all activities:**

Training Sessions	Number of Sessions	Number of Attendees	Total Number of Site Reviews(as a result of session)
Work Zone Traffic Control	27	564	0
Traffic Signs	26	479	0
Risk Management/Tort Liability	4	33	0
Engineering and Traffic Studies	9	115	0
Traffic Calming	0	0	0
Walkable Communities	0	0	0
Low Cost Safety Improvements	0	0	0
Equipment and Worker Safety	17	302	0
New Signing and Work Zone Rules for Local Governments(MUTCD/212/213)	13	234	0
Roadside Safety Features	0	0	0
Traffic Signal Maintenance	0	0	0
Trenching and Safety	0	0	0
Common Sense Solutions to Intersection Problems	0	0	0
Roadway Safety Improvement Program(not High-crash)	5	78	0
High-Crash Location Training Sessions(Roadway Safety Improvement Program)	0	0	0
Totals	101	1805	0
Note: All values given here are Year-to-Date numbers.			

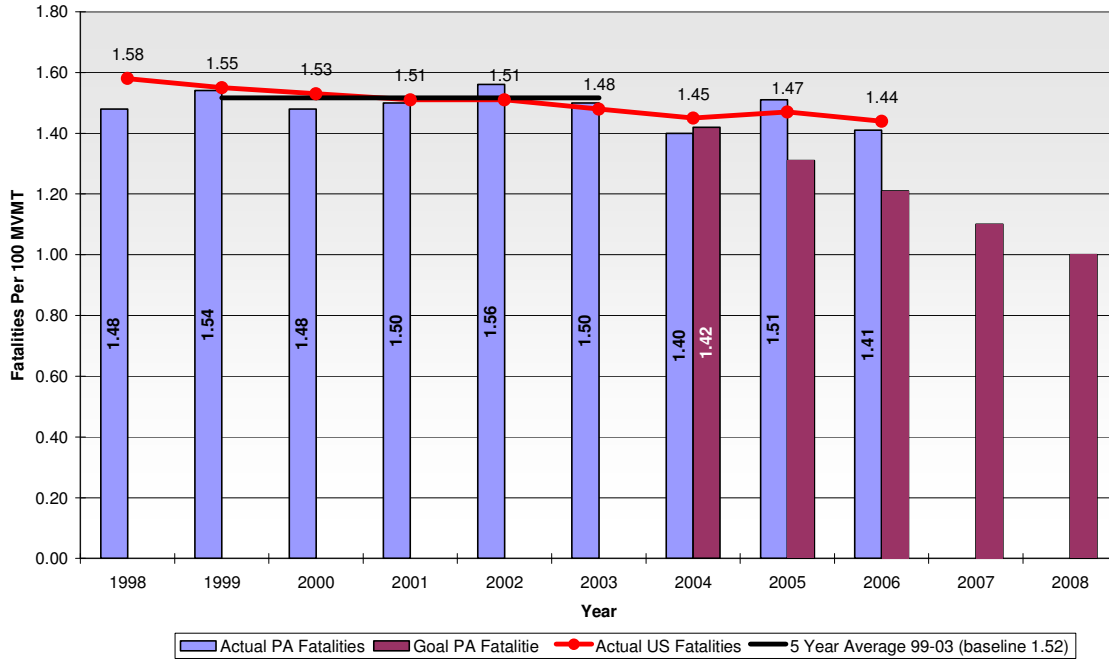
FFY 2007 HSP Grants Approved

Grant #	Grantee	FFY07 Approved	Funding Category
AL 07-01	Department of Education ILEE	998,900	402
CP 07-01-1	Indiana University of PA	131,418	402
CP 07-02-1	PennDOT 2-0	65,000	402
CP 07-03-1	Cumberland County	127,400	402
CP 07-04-1	Lackawanna County	58,650	402
CP 07-05-1	Luzerne County	126,256	402
CP 07-06-1	Philadelphia City	237,807	402
CP 07-07-1	Delaware County	79,667	402
CP 07-08-1	Allegheny County	100,381	402
CP 07-09-1	Lycoming County	100,056	402
CP 07-10-1	Cambria County	92,487	402
CP 07-11-1	Schuylkill County	319,935	402
CP 07-12-1	Washington County	122,700	402
CP 07-14-1	York County	236,951	402
CP 07-15-1	Monroe County	69,960	402
CP 07-16-1	Bucks County	95,254	402
CP 07-17-1	Erie County	134,004	402
CP 07-18-1	Allentown City	91,501	402
CP 07-19-1	Chester County	108,221	402
CP 07-20-1	Beaver County	32,458	402
CP 07-21-1	Bethlehem City	66,454	402
CP 07-22-1	PennDOT-BHSTE (TIPP)	900,000	402
CP 07-23-1	PennDOT-BHSTE (PI&E)	75,000	402
J2 07-01-1	PSP Task 4	500,000	405
J2 07-02-1	Schuylkill County BUPA	2,497,664	405
J8 07-01-1	PSP Task 5	750,000	410
J8 07-03-1	Old Lycoming Township	47,430	410
J8 07-04-1	South Whitehall Township	48,849	410
J8 07-05-1	Ferguson Township	44,032	410
J8 07-06-1	Lower Burrell City	60,291	410
J8 07-08-1	Warren County	37,630	410
J8 07-09-1	Lawrenceville Borough	24,536	410
J8 07-10-1	Pottstown Borough	47,232	410
J8 07-11-1	Towanda Borough	31,483	410
J8 07-12-1	West Norriton Township	38,234	410
J8 07-13-1	Lower Merion Township	44,458	410
J8 07-14-1	Abington Township	36,575	410
J8 07-15-1	Lackawanna County	43,310	410
J8 07-16-1	Clearfield Borough	40,529	410
J8 07-17-1	Hatfield Township	44,985	410
J8 07-18-1	Blair County	33,768	410
J8 07-19-1	Indiana County	28,247	410
J8 07-20-1	Washington Township	30,156	410
J8 07-21-1	Allentown City	33,749	410

J8 07-22-1	Gilpin Township	35,267	410
J8 07-24-1	Plum Borough	43,645	410
J8 07-25-1	Ridley Park Borough	45,752	410
J8 07-26-1	Philadelphia City	126,667	410
J8 07-27-1	Butler County	37,330	410
J8 07-28-1	Lower Saucon Township	41,054	410
J8 07-29-1	Bethlehem Township	33,068	410
J8 07-30-1	York County	112,953	410
J8 07-31-1	Montgomery Township	50,595	410
J8 07-32-1	Cumberland County	48,900	410
J8 07-33-1	Luzerne County	32,262	410
J8 07-34-1	Chester County	47,249	410
J8 07-35-1	Easton City	35,680	410
J8 07-36-1	Lebanon County	36,475	410
J8 07-37-1	Mifflin County	20,603	410
J8 07-38-1	Dauphin County	32,060	410
J8 07-39-1	Bucks County	48,935	410
J8 07-40-1	Bethlehem City	29,644	410
J8 07-41-1	Lehigh Township	47,735	410
J8 07-42-1	Richland Township	41,022	410
J8 07-43-1	Baldwin Borough	45,729	410
J8 07-44-1	Mt Lebanon Township	51,518	410
J8 07-45-1	Moon Township	63,290	410
J8 07-46-1	Hopewell Township	46,862	410
J8 07-47-1	Pittsburgh City	121,996	410
J8 07-48-1	Schuylkill County	321,314	410
J8 07-50-1	Peters Township	46,734	410
J8 07-51-1	Somerset Borough	37,558	410
J8 07-52-1	Marysville Borough	34,901	410
J8 07-53-1	Hermitage City	29,010	410
K8 07-02	PennDOT- BHSTE (DUI)	725,001	410
K6 07-01	PennDOT- BDL (Motorcycle)	200,000	2010
K9 07-01	PennDOT-BHSTE (C-DART)	150,000	408
K9 07-02	PennDOT-BHSTE (Traffic Records)	150,000	408
K9 07-03	PennDOT-BHSTE (Traffic Records)	250,000	408
PA 07-01	PennDOT-BHSTE (P&A)	300,000	402
PT 07-01	PSP - Tasks 1,2,3,6,7,8	1,645,000	402
RS 07-01-1	PennDOT-BHSTE (LTAP)	250,000	402
SE 07-01	Smooth Operator	1,899,188	402
157PT 07-01	Philadelphia City	249,996	157 INC
157TR 07-01	PennDOT - BHSTE (spatial - data)	133,117	157 INC

Performance Benchmarks

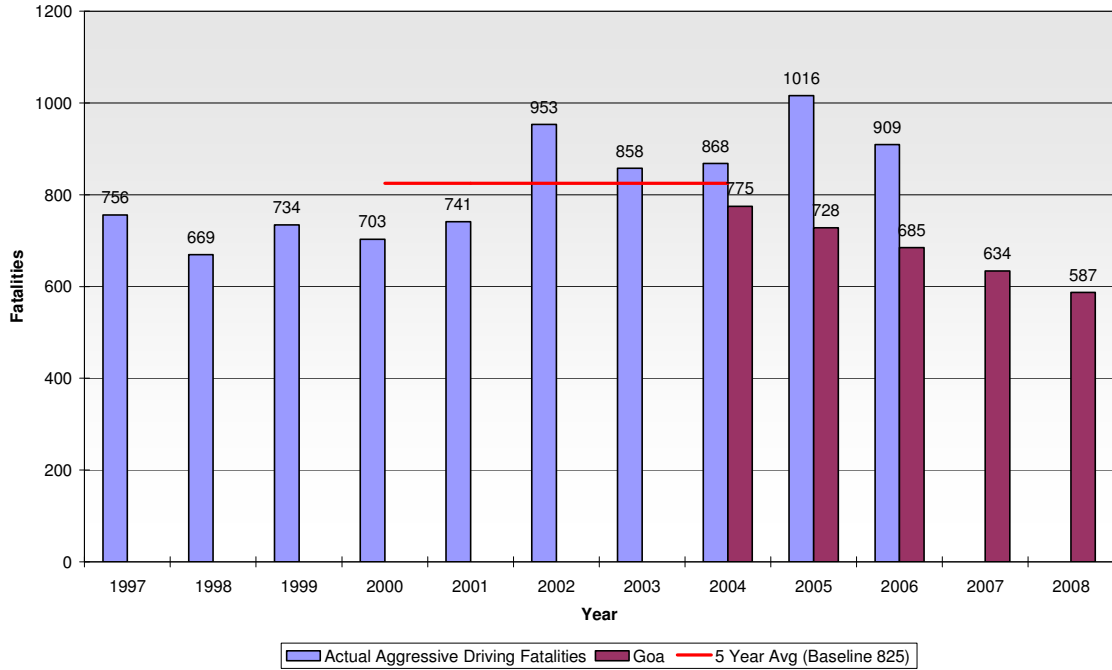
Pennsylvania's Fatality Rates and Goals
Fatality Rates - Historical Rates and Future Goals



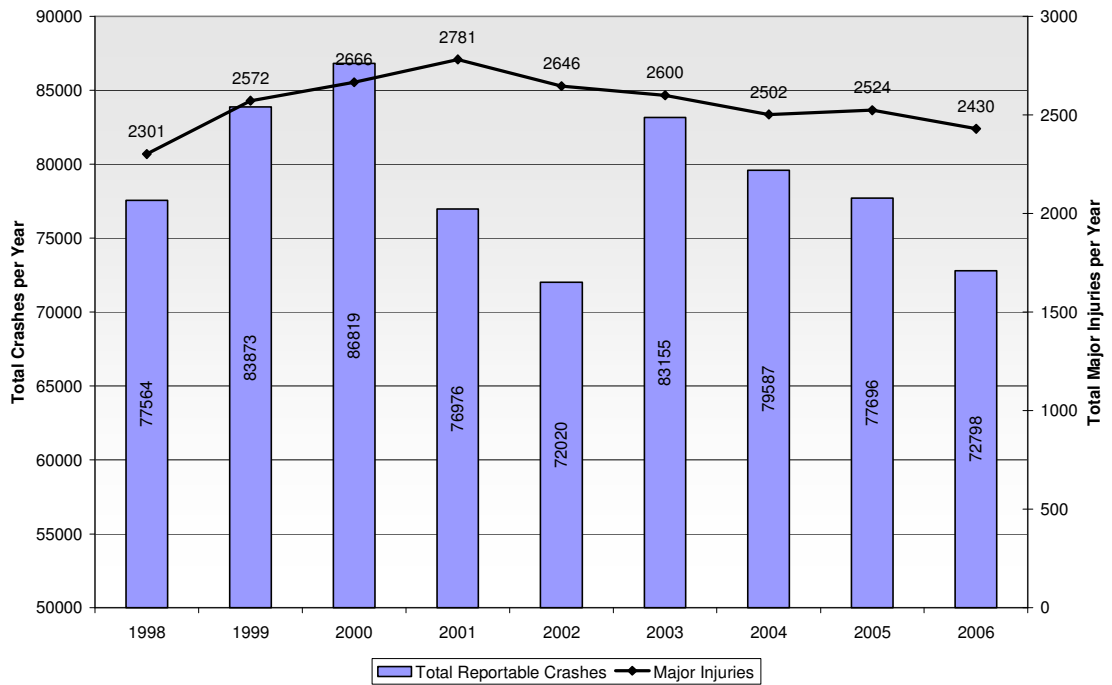
Total PA Fatalities
Historic Fatality Data and Future Goals



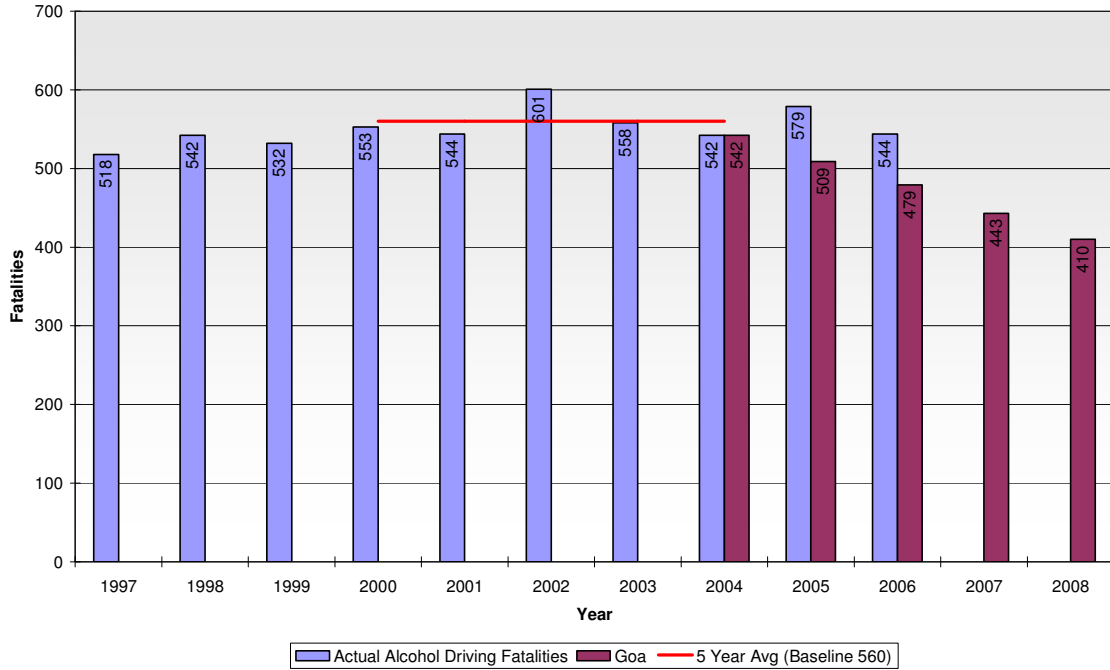
Aggressive Driving Fatalities
Historic Fatality Data and Future Goals



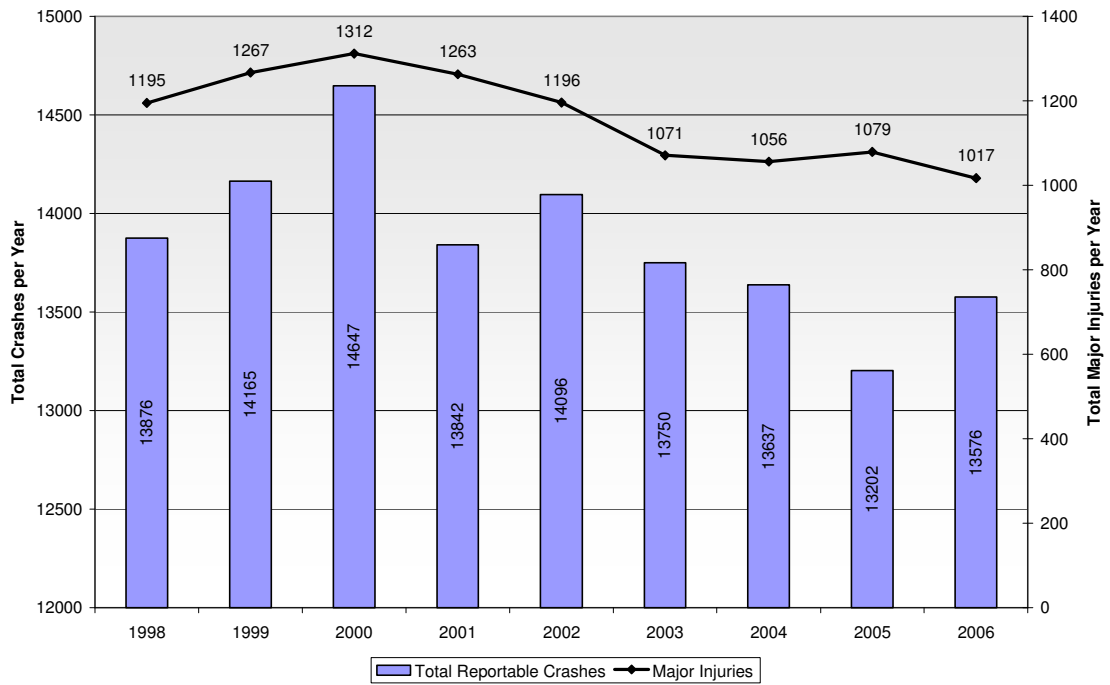
Aggressive Driving Related Crashes and Major Injuries
Historical Crash Data



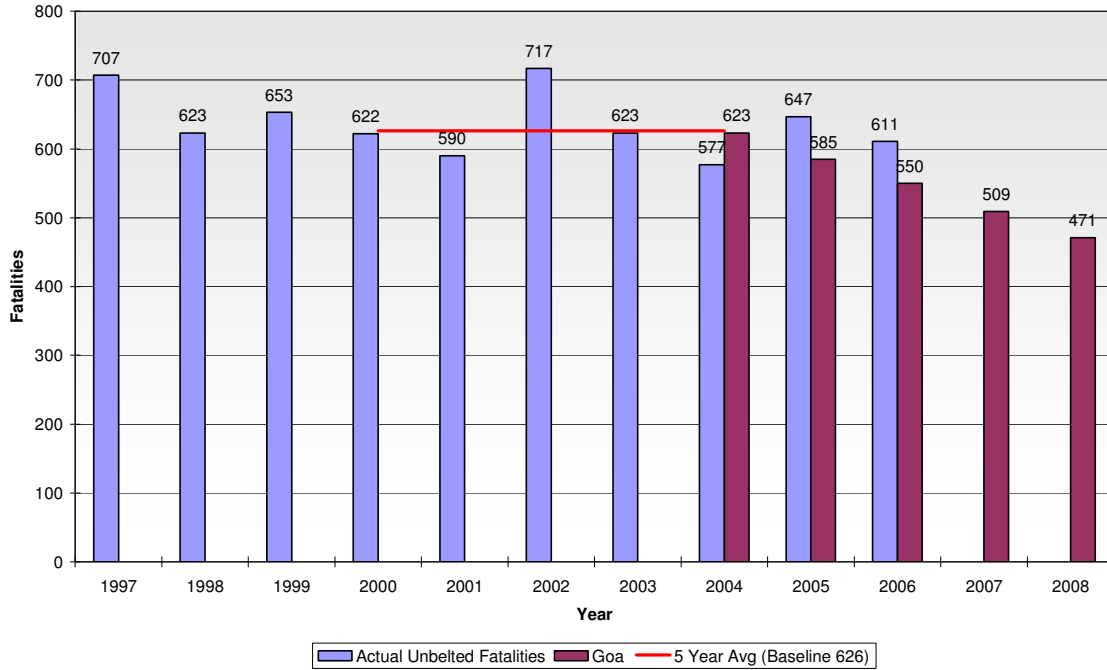
Alcohol Driving Fatalities
Historic Fatality Data and Future Goals



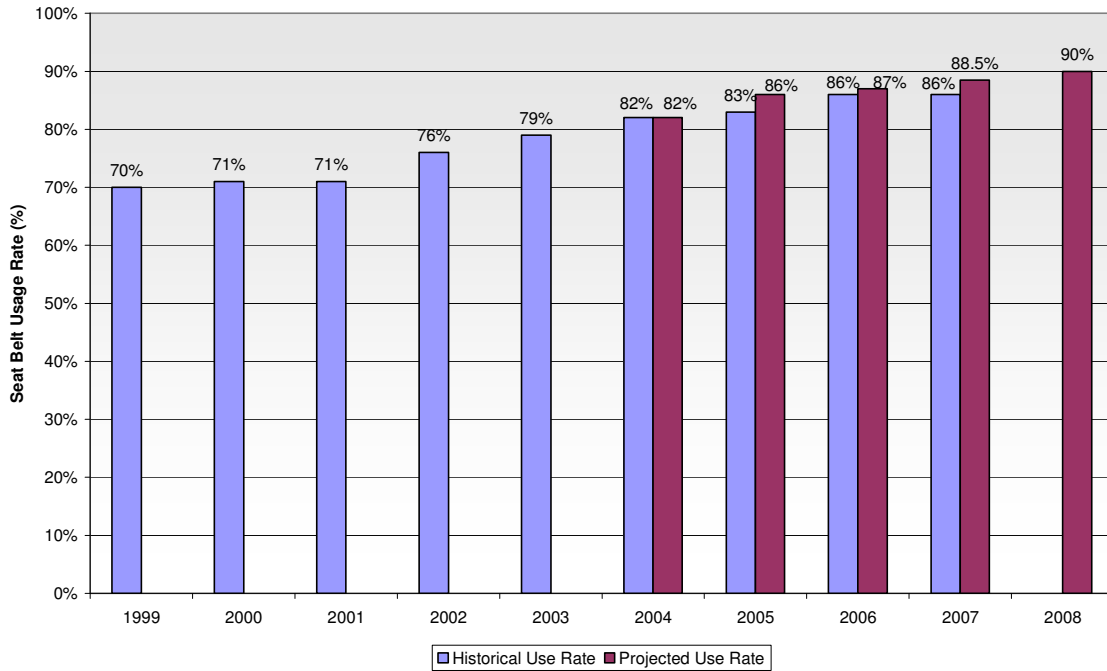
Alcohol-Related Crashes and Major Injuries
Historical Crash Data

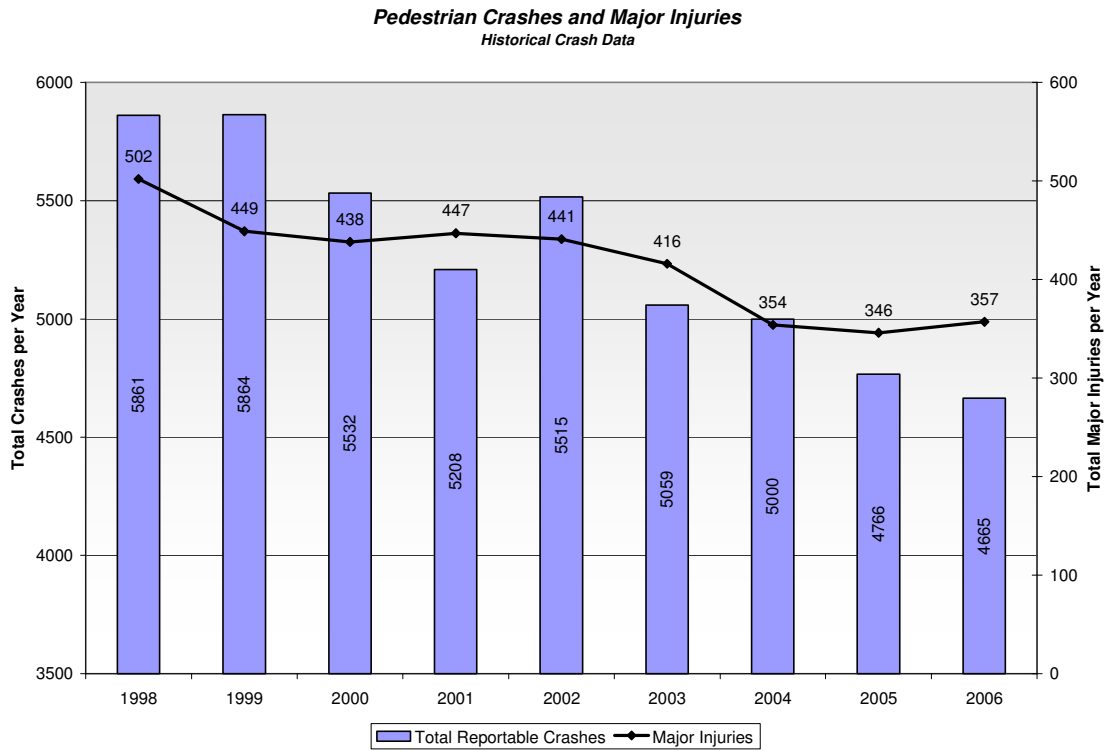
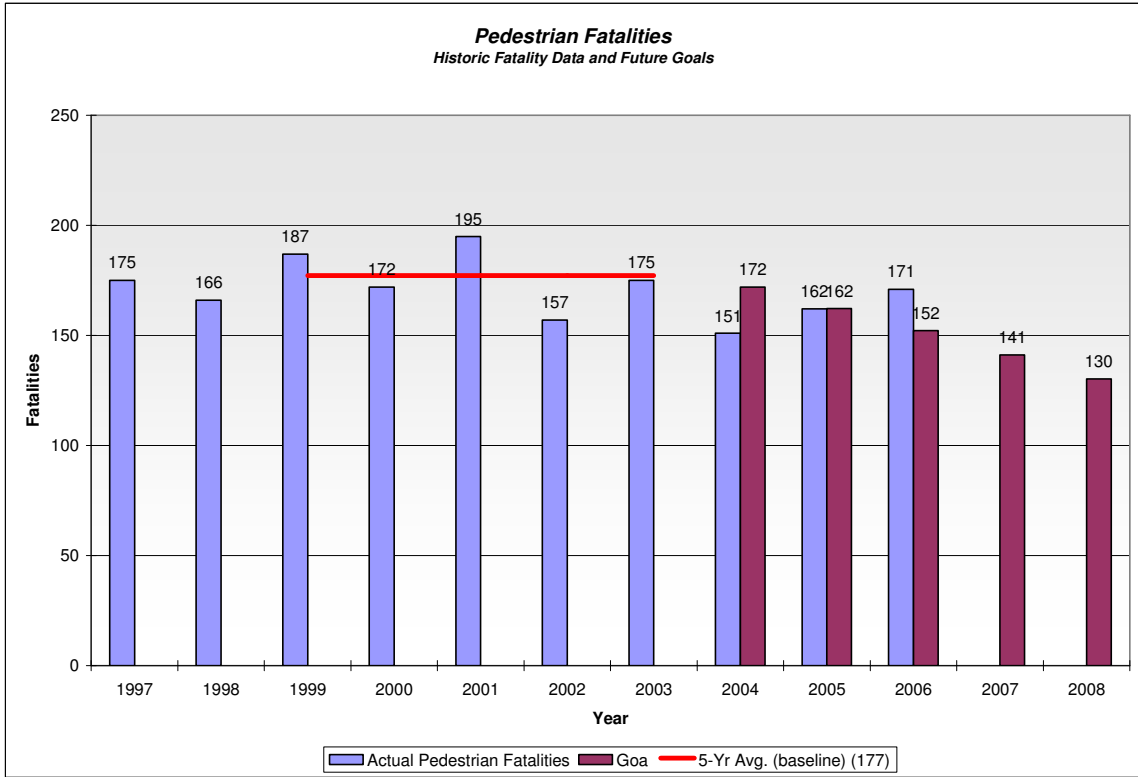


Unbelted Fatalities
Historic Fatality Data and Future Goals

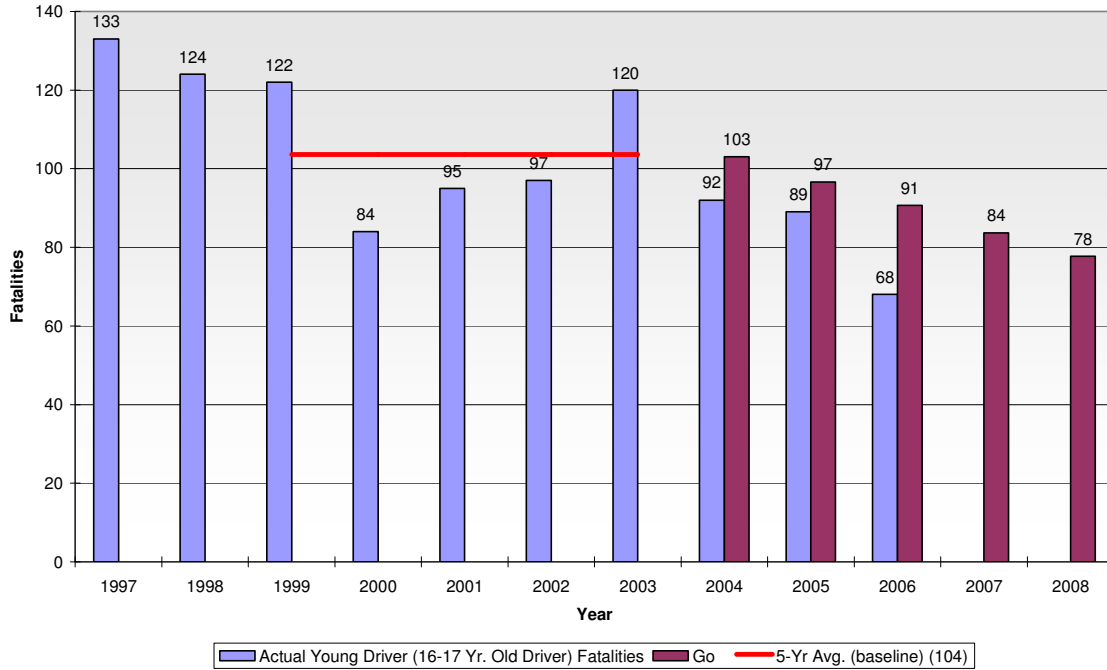


Pennsylvania's Seat Belt Usage Rate
Historical Data and Future Goals





Young Driver Fatalities
Historic Fatality Data and Future Goals



**Total Reportable Crashes with
Young Drivers and Major Injuries**
Historical Crash Data

