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INTRODUCTION

In accordance with the “U.S. Highway Safety Act of 1966” (P.L. 89-564) and any acts amendatory or supplementary thereto, the Pennsylvania Department of Transportation (PennDOT) develops an annual comprehensive plan designed to reduce traffic crashes, deaths, injuries, and property damage resulting from traffic crashes. The Department’s Bureau of Highway Safety and Traffic Engineering (BHSTE), under the direction of the Deputy Secretary for Highway Administration, is responsible for the coordination of the Commonwealth’s highway safety program by Executive Order 1987-10 (Amended).

A Comprehensive Highway Safety Performance Plan is developed by the BHSTE on an annual basis to document the goals and objectives related to creating safer roadways in the Commonwealth. This Performance Plan identifies highway safety problems, defines the processes used to identify these problems, and describes the projects and activities that will be implemented to address its problems and achieve its goals. Also documented are the participants in the process, the methods used for project or activity selection, and reference materials consulted.

This report:

- Documents the Commonwealth’s progress in meeting its highway safety goals identified in the Performance Plan.
- Describes how the projects and activities funded during the fiscal year contributed to meeting the Commonwealth’s identified highway safety goals.
- Addresses the progress of programs and activities funded by the National Highway Traffic Safety Administration (NHTSA).

EXECUTIVE SUMMARY

The Highway Safety Annual Report for FFY 2008 (October 1, 2007 – September 30, 2008) documents the use of federal grant funding administered by NHTSA in accordance with 23 USC, Sections 402 (Highway Safety Programs), 405 (Occupant Protection Incentive Grants), 408 (State Traffic Safety Information System Improvement Grants), 410 (Alcohol-Impaired Driving Countermeasures), 157 (Safety Incentive Grants For Use of Seat Belts), 2003(b) (Child Passenger Protection Programs), and 2010 (Motorcyclist Safety Programs) of TEA-21 and SAFETEA-LU.

The following program types were funded under these sections of 23 USC: police traffic services, impaired driving programs, occupant protection programs, roadway safety, crash records systems improvements, pedestrian safety, community traffic safety projects, older driver safety programs, motorcycle safety programs, and school bus safety programs. A total of **91** projects were funded for both state and local entities. PennDOT also continued to manage or partner with EMS, Ignition Interlock, higher cost engineering infrastructure improvements, the Top 5% List, and the Low Cost Safety Improvement Program.

This report provides the status of each program goal and performance measurement identified in the FFY2008 Comprehensive Highway Safety Plan. For FFY2008, **11** goals were identified*. PennDOT is pleased to report the following based on the available data:

- **4 goals were achieved**
- **1 goal was not met**
- **6 goals require additional data**

*Please see the Appendix of Goals and Results (page 30) for more detail.

Upon receipt of full data from calendar year 2008 an update to this document will be submitted to NHTSA.

PennDOT is confident the funded activities and projects greatly contributed to the achievement of goals met and the overall successes of the Commonwealth's highway safety program.

PROGRAM FUNDING

I. FEDERAL GRANT FUNDING

- SECTION 402 PROGRAM (State and Community Highway Safety Grant Program)

Section 402 funding supports State highway safety programs designed to reduce traffic crashes and resulting deaths, injuries, and property damage. A state may use these grants funds only for highway safety purposes; at least 40 percent of these funds are to be used to address local traffic safety problems. BHSTE awarded **30** grants totaling **\$14,614,943.00** under this program.

- SECTION 405 PROGRAM (Occupant Protection Incentive Grants)

Section 405 provides incentive grants to encourage States to implement programs to adopt and implement effective programs to reduce highway deaths and injuries resulting from individuals riding unrestrained or improperly restrained in motor vehicles. These funds must be used for implementation and enforcement of occupant protection programs. BHSTE awarded **2** grants totaling **\$2,800,000.00** under this program.

- SECTION 408 PROGRAM (State Traffic Safety Information System Improvement Grants)

Section 408 provides incentive grants to encourage States to adopt effective programs to improve traffic data systems to improve timeliness, accuracy, data integration, and availability to end users. BHSTE awarded **2** grants totaling **\$2,241,000.00** under this program.

- SECTION 410 PROGRAM (Alcohol-Impaired Driving Countermeasures)

Section 410 provides incentive grants to States to implement programs to reduce driving under the influence of alcohol and/or drugs. A state may use these grant funds only to implement and enforce impaired driving programs. BHSTE awarded **53** grants totaling **\$4,430,308.00** under this program.

- SECTION 157 INCENTIVE PROGRAM (Safety Incentive Grants For Use of Seat Belts)

Section 157 provides incentive grants to encourage States to increase seat belt usage rates. A State may use these grant funds for any project eligible for assistance under 23 USC. BHSTE awarded **2** grants totaling **\$155,862.00** under this program.

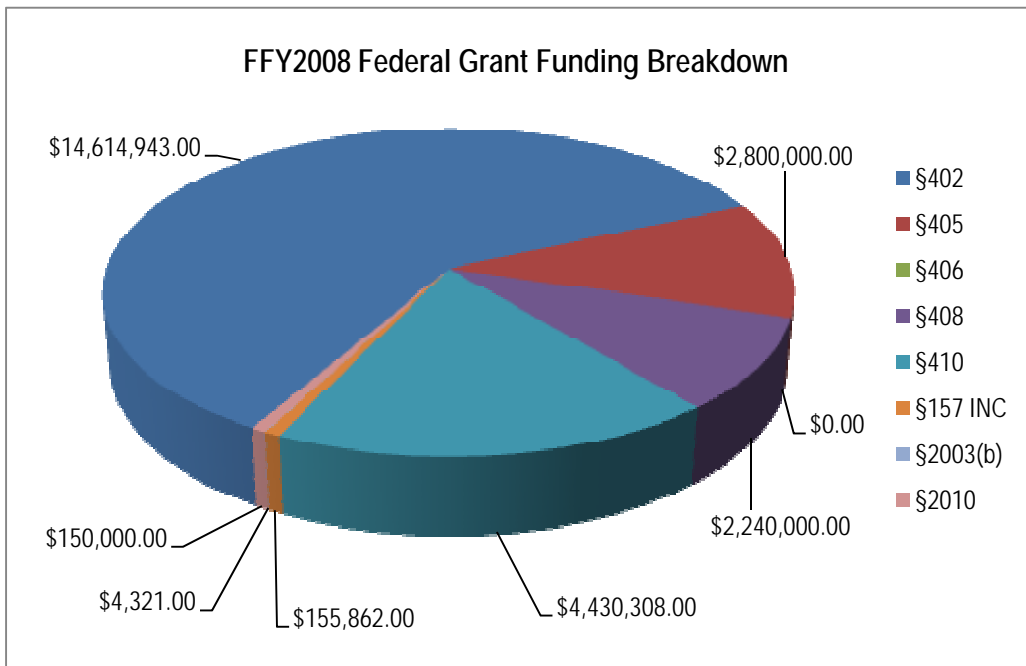
- SECTION 2003(b) PROGRAM (Child Passenger Protection Education Grants)

Section 2003(b) provides incentive grants to encourage States to implement child passenger protection programs. A state may use these funds to implement programs that are designed to (a) prevent deaths and injuries to children; (b) educate the public

concerning all aspects of the proper installation of child restraints, appropriate child restraint design, selection, and placement, and harness threading and harness adjustment on child restraints; and (c) train and retrain child passenger safety professionals, police officers, fire and emergency medical personnel, and other educators concerning all aspects of child restraint use. BHSTE awarded **1** grant totaling **\$4,321.00** under this program.

- SECTION 2010 PROGRAM (Motorcyclist Safety Programs)

Section 2010 provides incentive grants to States for motorcyclist safety training and motorcyclist awareness programs. BHSTE awarded **1** grant totaling **\$150,000.00** under this program.



STATE AND FHWA FUNDED PROGRAMS

I. EMERGENCY MEDICAL SERVICES (EMS)

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 (BHSTE) 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. The Department of Health and PA SAFE KIDS utilizes PennDOT's materials to promote child passenger safety and seat belt use.

The BHSTE has met with the EMS Office on possible strategies to improve emergency response times.

II. IGNITION INTERLOCK

The Pennsylvania Ignition Interlock law requires an individual convicted of a second or subsequent DUI offense in the past 10 years 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.

A summary of the statistics for drivers in the ignition interlock program in Pennsylvania for FY 2008 are as follows:

- **4,675** program participants
- **4,336** installations
- Drove over **51** million sober miles
- Performed over **8.9** million breath tests
- Failed **33,300** times with a Breath Alcohol Concentrations (BrAC) ranging from 0.025 to 0.08 percent, **1,860** times with a BrAC ranging from 0.08 to 0.099 percent, **2,295** times with a BrAC ranging from 0.10 to 0.16 percent and **604** times with a BrAC at 0.16 or higher.
- **38,059** attempts to operate vehicles on Pennsylvania's roadways with an operator's BrAC greater than or equal to 0.025 percent were prevented by the use of ignition interlock devices.

III. SECTION 148 - HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)

Target: Obligate 75% of \$38,428,454 Section 148 funds.

Target achieved. 82% (\$31, 694,844) of the funds were obligated. Forty-nine Section 148 Safety Projects were planned during FFY 2008.

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 Federal Highway Administration (FHWA) Section 148 Highway Safety Improvement Program (HSIP). PENNDOT Engineering Districts use a data-driven analysis process to identify eligible projects and collaborate with Metropolitan and Rural Planning Organizations (MPO/RPO’s) to develop a program of safety infrastructure projects. This process was designed to improve highway safety using data-driven project development methods and to fulfill the requirements as per Section 148 of SAFETEA-LU.

IV. TOP 5%

SAFETY MEASUREMENTS	RESULTS
Identify Top 5% Statewide High Crash Locations	17 locations were identified.
Investigate Top 5% Statewide High Crash Locations	17 locations were investigated.
Program Top 5% Statewide High Crash Locations	For the most current status report, please see: http://safety.fhwa.dot.gov/fivepercent/index.htm
Complete Top 5% Statewide High Crash Locations	2 projects were completed.

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). Seventeen locations have been identified to comprise the Top 5% List. The Department has started the process of identifying the improvements and implementing countermeasures.

V. LOW COST SAFETY IMPROVEMENT PROGRAM (LCSIP)

Target: Complete 800 Low Cost Safety Improvement Projects.

Target achieved. Approximately 950 LCSIP were completed.

Successful deployment of the LCSIP is an important component in terms of reducing highway fatalities. PennDOT has implemented approximately 12,000 low cost highway safety improvements since the year 2000. These improvements have ranged from installing backplates on traffic signals at high-risk intersections to shoulder and center line rumble strips over miles of state routes. PennDOT has installed many miles of centerline rumble strips to mitigate head-on crashes. As a result, head-on fatalities in 2007 dropped by 22% from the five-year average

(2001-2006). Fatalities at unsignalized (stop-controlled) intersections decreased 27% due to the implementation of low-cost safety improvements.

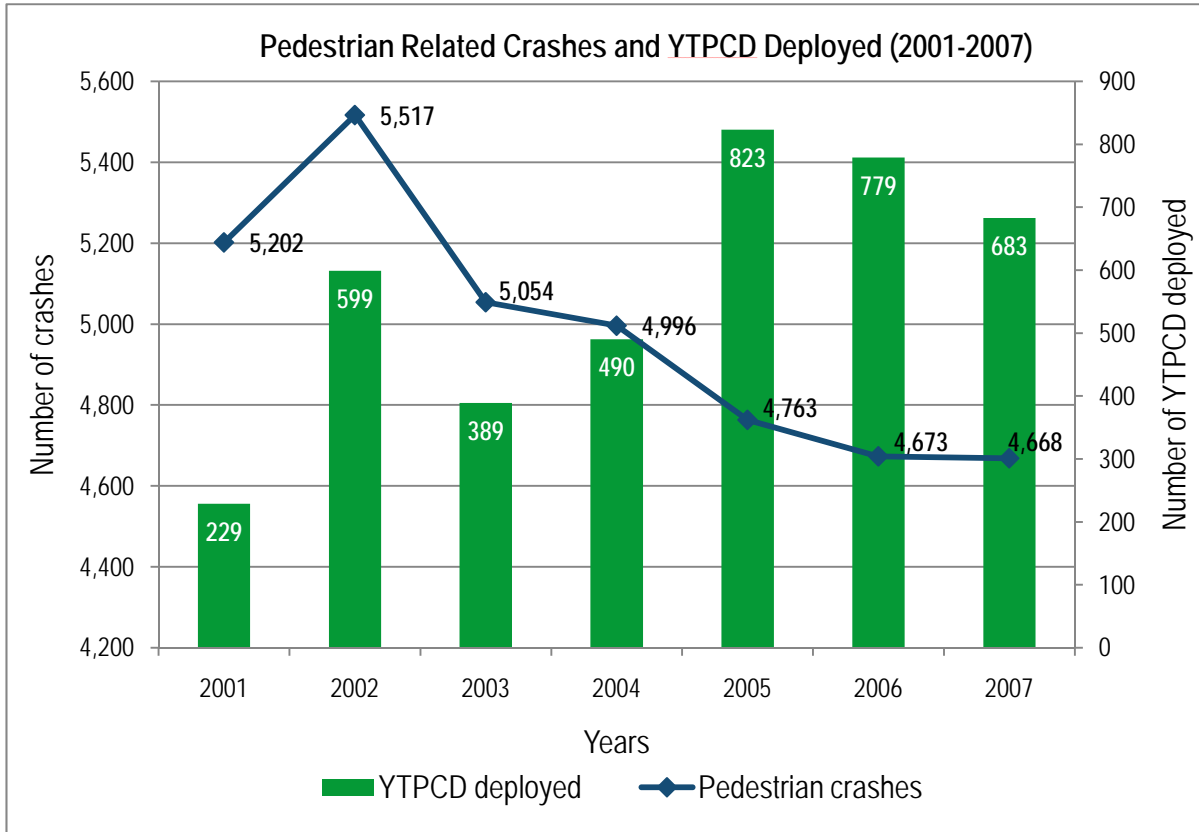
VI. PEDESTRIAN SAFETY

Goal: Reduce pedestrian fatalities by 21% for 2007 and 27% for 2008 from the 5-year baseline average.

Additional data needed. The number of pedestrian fatalities for 2007 was 155, a 5% decrease from the 5-year baseline average. The 2008 crash data will not be finalized until April 2009.

SAFETY MEASUREMENTS	RESULTS
Implement safe-crossing designs for mid-block crossings.	LTAP's Walkable Communities Program worked with 12 communities across the Commonwealth to address pedestrian transportation needs. Crosswalks, sidewalks, signals, and signing, as well as future planning initiatives, were designed for the host communities.
Continue to deploy yield-to-pedestrian channelizing devices (YTPCD) to communities across PA and measure their effectiveness.	A total of 1175 units were distributed to 182 communities. The program continues to grow and PennDOT has now dispensed over 4700 units since the program commenced in 2001.
Continue to improve pedestrian safety in Transportation Enhancements, Hometown Streets, and Safe Routes to Schools programs.	BHSTE participated in the process to select 23 Safe Routes to School projects totaling just over \$12.53 million from an original applicants pool of 95 projects.
Continue to provide education, outreach, and training to motivate a change in specific behaviors that can lead to fewer pedestrian injuries.	PennDOT provided two training sessions in each district office on the proper construction of curb ramps and other ADA-compliant facilities.
Continue to improve signal hardware for pedestrians (pedestrian signals and timing, accessible pedestrian signals, right turn on red restrictions, pedestrian countdown signals).	PennDOT also issued a new Strike-off Letter to meet pedestrian signalization requirements for ADA.
Support the Heed-the-Speed Program in Philadelphia.	Technical guidance to support the program consisted of liaison on pavement markings and providing technical assistance on program design.

Pedestrian Safety continued to be a critical component of PennDOT's overall highway safety effort in FFY 08. PennDOT maintained existing programs and added new ones to the mix. The Yield to Pedestrian Channelizing Device Program continued to be very active. The state's Local Technical Assistance Program (LTAP) initiated a new Walkable Communities program in 12 communities across the Commonwealth. New education efforts focused on professional training on compliance with the Americans with Disabilities Act. Twenty-two training sessions were held in the district offices during the period. The graph on the following page provides a comparison of YTPCD distribution and pedestrian crashes in PA since 2001.



VII. PAID MEDIA

Pennsylvania Department of Transportation (PennDOT) used state funds to support paid advertising activities in FY 2008.

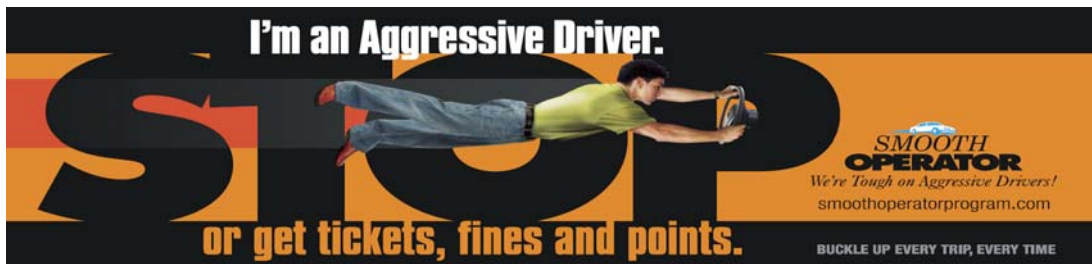
PennDOT has a Public Information and Education contract with the advertising firm of Harmelin Media to develop and conduct paid media activities for the Department. Through this contract, in 2008, approximately \$1.8 million in state funds were spent. Overall, approximately **100** billboards, and over **1,200** radio spots aired promoting State Highway Safety messages. Four focus areas (DUI, Occupant Protection, Aggressive Driving, and Teen/DUI) were targeted through media campaigns.

Team venues such as Beaver Stadium (Penn State Football), Lincoln Financial Field (Philadelphia Eagles), Heinz Field (Pittsburgh Steelers and University of Pittsburgh Football), and the Peterson Event Center (University of Pittsburgh Men’s and Women’s Basketball) were utilized to help drive home the DUI message. The sports venue media strategy included in-game radio spots, arena banners, portable toilet advertising, 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 Seat belt and Aggressive Driving enforcement with the intent that the media message coupled with enforcement would make a positive impact upon driver behavior. A few new strategies were used in FFY 2008 for the first time. During the “Click it or Ticket” mobilization gas station ice boxes were outfitted with graphics promoting the buckle up message. For Smooth Operator waves, the panels on the side of large trucks displayed a “Smooth Operator” theme. These trucks would continue on their normal daily routes and pass by thousands of motorists each day.

Starting in FY 2008, PennDOT is partnered with the Dept of Health, Drug Free PA, and the Liquor Control Board to create a web page focusing on Teenagers and DUI. The website is <http://www.fullapologies.com>. “Full Apologies” is advertised and promoted in high school health classes as well as in television commercials. PennDOT committed approximately \$150,000 in state funds to this initiative. This initiative will be continued in FY 2009.



This is a sample of the graphic used on the side panels of selected trucks during the Smooth Operator Mobilizations

POLICE TRAFFIC SERVICES

Goal: Reduce aggressive driving fatalities 21 percent from the 1999-2003 average by 2007 and 27 percent by 2008.

Additional data needed. There were 971 aggressive driving-related fatalities in 2007, a 5% increase from the 5-year baseline average. The 2008 crash data will not be finalized until April 2009.

Goal: Reduce speed-related fatalities from 322 in 2006 to 190 in 2007 and to 176 in 2008.

Additional data needed. Speed-related fatalities rose from 322 in 2006 to 385 in 2007. The 2008 crash data will not be finalized until April 2009.

SAFETY MEASUREMENTS	RESULTS
Implementing the Smooth Operator enforcement and public awareness program in 34 counties during summer 2008.	Smooth Operator was implemented in 53 counties during summer 2008.
Number of citations issued	209,626 citations were issued.
Number and types of educational/media events conducted.	Each of the 11 PennDOT districts held at least one Smooth Operator press conference. Educational material promoting the program was distributed to motorists at each of the 229,402 police stops.
Results of new technology devices and methods.	Currently there are 50 ENRADD speed timing devices in the field to be shared among departments. Each department also receives a "Aggressive Driving Enforcement" roadway sign to place at the beginning of a corridor during active enforcement. The combination of both the sign and visible enforcement is anticipated to positively impact driver behavior. There are 342 "Aggressive Driving Enforcement" roadway signs currently in the field.

I. STEP ENFORCEMENT PROGRAM (§. 402)

The Pennsylvania Department of Transportation (PennDOT) continued to provide funding for the Pennsylvania State Police to conduct Special Traffic Enforcement Programs (STEP) on interstates as well as non-interstate highways. Special 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. During FY 2008 the State Police wrote over **20,000** traffic-related citations through this enforcement program.



II. HIGHWAY SAFETY CORRIDORS (§. 402)

In August of 2004, the Highway Safety Office met with the PennDOT 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. Locations were determined from both crash history and

the possibility of local PSP Troop cooperation for increased visible enforcement. Currently there are eleven designated Highway Safety Corridors in Pennsylvania. A comparison of the three fiscal years before safety corridors were implemented (October 1, 2001-September 30, 2004) and the three fiscal years after the implementation (October 1, 2004-September 30, 2007) shows a **12.77% decrease in speed-related crashes**. PennDOT continued to fund and support the Philadelphia City Roosevelt Boulevard speed enforcement project. Over **5,000** citations were written to curb dangerous driving behavior in this corridor.

III. TRAINING THE POLICE COMMUNITY (§. 402)

Funding for police training continues to be provided to the Institute for the Law Enforcement Education (ILEE) program within the Department of Education. 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. During FY 2008, **4,870** personnel received training in **228** different courses.

IV. AGGRESSIVE DRIVING SMOOTH OPERATOR PROGRAM (§. 402)

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

In selecting roadways for enforcement, PennDOT examined aggressive driving crashes over the length of a road segment. PennDOT ensured officers were on roadways with the opportunity to make numerous contacts per hour. During the pilot effort in 2006, 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 that range ensures that officers would be in the presence of more aggressive drivers. In FY 2006 the pilot program saw enforcement on **29** corridors and **206** corridors in FY 2007. To expand the program, in FY 2008 the threshold was reduced to 15 or more aggressive driving crashes over the previous five years. Enforcement was strategically targeted at **392** separate corridors in FY 2008. Local police in Pennsylvania are prohibited from using radar for speed enforcement. To overcome this roadblock, approximately **50** Electronic Non Radar Devices (ENRADD) were distributed to local police for speed enforcement during Smooth Operator.

In 2008, a total of **330** individual police agencies participated including the State Police (all Troops except the PA Turnpike). The North Central Highway Safety Network established a contractual agreement for each of these agencies including conditions of approval and a signature sheet for an elected official approval. The PA Smooth Operator website (www.pasmoothoperator.org) is used for law enforcement reimbursement and data submission. It is also a valuable resource for up to date information on wave planning.

The program is structured in “waves” that occur several times per year. Each 2-week long wave includes targeted media and enforcement activities crafted to maximize the effects on aggressive driving behavior.

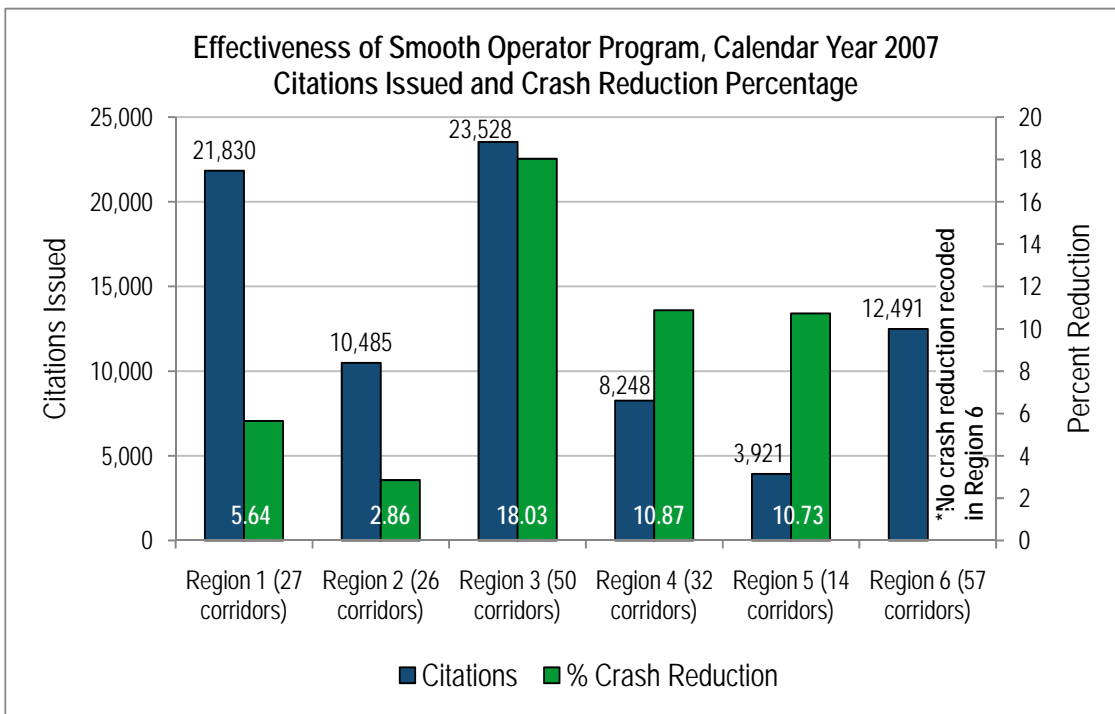
Press events and special activities occurred as part of each enforcement wave. The Pennsylvania State Police, municipal police, Community Traffic Safety Program Coordinators, District Safety Press Officers and other highway safety partners participated. State media funds were used to pay for radio, and billboard advertising of the “Smooth Operator” message.

Summary of 2008 Smooth Operator Activities:

- **4** Waves were completed from December 1, 2007 – September 21, 2008
- **53** aggressive driving target areas (53 counties)
- **6** Aggressive Driving Regions were identified and include the following counties:
 - Region 1: Bucks, Chester, Delaware, Montgomery
 - Region 2: Adam, Cumberland, Dauphin, Franklin, Lancaster, Lebanon, York
 - Region 3: Berks, Bradford, Carbon, Columbia, Lackawanna, Lehigh, Luzerne, Lycoming, Monroe, Montour, Northampton, Northumberland, Pike, Schuylkill, Snyder, Union, Wayne, Wyoming
 - Region 4: Armstrong, Bedford, Blair, Butler, Cambria, Clarion, Huntingdon, Indiana, Jefferson, Somerset
 - Region 5: Centre, Clearfield, Crawford, Erie, Mercer, Mifflin, Venango, Warren
 - Region 6: Allegheny, Beaver, Fayette, Lawrence, Washington, Westmoreland
- **392** enforcement corridors were targeted
- **330** Police Departments participated
- **101,272** Grant funded enforcement hours (Local and State Police)

- **20,135** Municipal police hours donated (10% in-kind donation was required)
- **209,626** total citations were issued
- **1.72** citations per hour

The 2007 crash data shows an approximate 7% reduction from the 2004-06 baseline in aggressive driving crashes on the selected corridors during the enforcement period. During the same time period (March to September) from years 2004-2006 an average of 3,622 aggressive driving crashes occurred per year on all of the roads combined. After intense targeted enforcement in 2007 on the 206 corridors, the number dropped down to 3,364. The reduction in crashes is directly related to the number of enforcement hours and citations issued for each corridor. In 2008, an increase in man hours and citations should have a greater impact on the crash reduction.



We're Tough on Aggressive Drivers!

[HTTP://WWW.PASMOOTHOPERATOR.](http://www.pasmoothoperator.com)

IMPAIRED DRIVING

Goal: Reduce alcohol-related fatalities 21% from the 5-year baseline average by 2007 and 27% by 2008.

Additional data needed. The number of alcohol-related fatalities during FFY 2007 was 525, a 4.5% decrease from the 5-year baseline average. Although PennDOT did not obtain the goal, this was the lowest number of alcohol-related fatalities in the past 10 years. Crash data for 2008 will not be finalized until April 2009.

SAFETY MEASUREMENTS	RESULTS
Maintain approximately 50 local and 1 State Police DUI law enforcement projects statewide. These projects will involve over 450 law enforcement agencies.	In 2008, there were 49 local and 1 State Police DUI law enforcement projects statewide. The projects involved over 500 law enforcement agencies.
Conduct over 1,000 DUI enforcement events including sobriety checkpoints, roving patrols, and mobile awareness patrols (phantom checkpoints).	Over 2,000 DUI enforcement events were conducted.
Continue funding the PA State Police for their participation in the sobriety checkpoint program and to conduct "Operation Nighthawk" enforcement events on four separate occasions statewide.	Five "Operation Nighthawk" operations were conducted in FFY 2008.
Conduct one County DUI Program Coordinator and one Sobriety Checkpoint update conferences.	On March 26-28, the annual Sobriety Checkpoint Conference was held in State College. There were 125 Officers in attendance. On June 11-13, the annual County DUI Program Coordinator Conference was also held in State College. There were 75 Coordinators in attendance.
Continue funding for Cops in Shops activities within existing DUI law enforcement projects to address underage drinking. It is anticipated that 20 projects will conduct Cops in Shops activities, with 100 events planned.	In 2008, 22 enforcement projects conducted over 115 Cops in Shops events.
Continue to support the ILEE grant for municipal police trainings. ILEE will conduct approx. 300 training programs. ILEE will also provide quality control and technical assistance to the 300 police departments that received state-funded breath testing devices in 1999. ILEE will also create and update training curriculum and materials and train approx. 6,500 police officers annually.	During FFY 2008, 4,870 personnel received training in 228 different courses.

I. ENFORCEMENT (§. 410)



The Department continues to create and sustain an aggressive DUI enforcement presence throughout Pennsylvania. During FY 2008, 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 operations (underage drinking), targeting the most problematic roadways throughout the Commonwealth. Mobile awareness patrols (phantom checkpoints) 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. DUI enforcement locations are selected based on alcohol-related crash data supplied by PennDOT. Police also use their local arrest data to justify locations for DUI enforcement.

Sobriety Checkpoint and Roving Patrol Enforcement Data (State and Local Police) FFY 2008

Month	Operations	Motorist Contacts	DUI Arrests	Underage Drinking	Other Arrests & Citations	Warnings
October	55	16,712	137	31	507	605
November	185	10,379	324	44	1,956	1,902
December	175	11,923	310	79	1,696	2,308
January	67	1,793	100	63	661	901
February	106	2,315	130	35	827	1,092
March	201	8,984	305	64	1,749	2,144
April	123	12,727	223	72	793	1,134
May	274	25,926	403	61	2,087	2,780
June	141	25,911	238	46	854	952
July	299	31,647	410	82	2,110	2,123
August	293	38,520	534	132	2,272	2,807
September	179	40,348	313	81	1,284	1,880
Totals	2,098	227,185	3,427	790	16,796	20,628

II. OTHER ENFORCEMENT INITIATIVES (§. 410)

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 five locations during FY 2008. Two of the larger operations in Chester and York Counties contacted over 1,300 motorists netting 99 DUI arrests. 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 and local Police) over the two week period resulted in approximately **340** DUI citations.

PennDOT also provided funds to conduct Drug Recognition Expert (DRE) training and certification. The fifth DRE School in Pennsylvania began April 8, 2008 and was completed on May 14, 2008. Fifteen officers were certified by the International Association of Chiefs of Police (IACP) as Drug Recognition Experts. Pennsylvania now has **50** certified Drug Recognition Experts. Of the 50 certified, 8 are Municipal Police officers and 42 are Pennsylvania State Troopers.

III. DUI COURTS (§. 410)

In an effort to curb DUI recidivism, PennDOT has established and funded DUI Courts. The DUI Court model is very similar to the preexisting Drug Court and much of the same infrastructure is used. The repeat offender goes 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 2008, three DUI Courts were funded and 300 repeat DUI offenders were treated. For FY 2009, six DUI Courts will be funded and approximately 400 repeat DUI offenders will be treated.

IV. DUI TECHNICAL SERVICES CONTRACT (§. 402)

The Motor Vehicle Code mandates that PennDOT maintain driver improvement schools for DUI offenders, including (re)certifying the instructors conducting the classes and to annually perform quality control and ensure compliance in each of the **67** counties. The driver improvement schools are referred to as the alcohol highway safety schools (AHSS). In addition, the Department is tasked with maintaining the Court Reporting Network (CRN) for DUI offenders and (re)certifying the CRN Evaluators. The CRN system is comprised of evaluation tools utilized to determine the DUI offender's alcohol highway safety history and the possible need for addiction treatment. Under this contract, **308** individuals were (re)certified for both the AHSS and CRN programs. The contract employs two DUI Law Enforcement Liaisons who visit and review each of the **49** PennDOT DUI enforcement grantees. In addition to the two DUI LELs, there is also a DUI Court Liaison position in the contract. This LEL has been instrumental in providing technical assistance to the **3** existing as well as the **3** additional DUI Courts that are in the implementation phase. Various trainings conducted under this contract have (re)certified **980** individuals.

OCCUPANT PROTECTION

Goal: Increase the safety belt use rate in fiscal year 2008 to 90%.

*Goal not met. In 2008, a new seat belt survey methodology was implemented in Pennsylvania as recommended by NHTSA. Based on new population and DVMT data, we now observe a total of 150 sites across Pennsylvania, versus over 500 sites that were previously observed. We conducted two surveys to ensure the new methodology worked correctly, one in June and one in September. **The observed seat belt use rate for 2008 is 85.06%**, a decrease from the 2007 rate. We are confident that the usage rate has actually increased but, the new survey methodology makes the rates incomparable.*

SAFETY MEASUREMENTS	RESULTS
Conduct one "Click it or Ticket" (CIOT) campaign from May-June 2008 using paid advertising, education, and enforcement (both day and night) to increase awareness and usage.	The CIOT daytime mobilization ran from May 12-June 8, 2008 and used a combination of paid and earned media, public education and enforcement. A nighttime enforcement wave took place August 4-17, 2008, the first of its kind in PA. During the two waves, police worked 49,963 reimbursed enforcement hours, 12,522 in-kind hours, and issued 7,830 occupant protection citations.
Conduct a statewide nighttime safety belt observational use survey.	All nighttime safety belt observational use survey sites were completed. The compliance rate was measured at 79.11%.
Conduct one federally approved daytime observational safety belt use survey during the 2008 calendar year per NHTSA guidelines.	Two federally approved daytime observational safety belt use surveys were conducted during the 2008 calendar year, one in September and one in June.
Identify and support a PA Occupant Protection Coordinator.	Mr. Mark Alonge of North Central Highway Safety Network remained the PA Occupant Protection Coordinator.
Provide and complete a 12-month Occupant Protection Enforcement and Media Planner.	Goal achieved.
Maintain 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.	Funding was maintained for the Buckle Up PA project, all LEL positions were continued, and enforcement and education grants were given to 450 local and municipal law enforcement agencies.
Maintain safety belt enforcement funding for the PA State Police to ensure their participation in the 2007 and 2008 mobilizations.	Funding was maintained for the PA State Police to participate in 2007 and 2008 safety belt enforcement mobilizations.
Participate in the NHTSA Regions' Occupant Protection task force meetings and/or conference calls.	Not applicable.
Complete an unfunded Sustained Seat Belt Enforcement Project with 350 municipal police agencies from December 2007-May 2008.	No unfunded Sustained Seat Belt Enforcement Project was conducted.

SAFETY MEASUREMENTS	RESULTS
Establish 6 Regional Occupant Protection Planning Teams for 2007-2008.	Goal achieved.
Update and provide Occupant Protection Educational Curriculums to Regional Community Traffic Safety Projects, Police Agencies, and other partners for K-12 grade levels.	Goal achieved.
Participate in the NHTSA Regions' Traffic Safety Summit.	Not applicable.
Conduct nighttime enforcement in a minimum of 75% of the municipal enforcement projects and implement the program in 10 additional jurisdictions.	Nighttime safety belt checkpoints were performed at 100% of the 450 enforcement projects. 25 additional jurisdictions implemented the program.
Pilot one pickup truck safety belt use enforcement/education project.	No action.
Conduct one Hispanic safety belt/CPS enforcement/education project.	No action.
Maintain funding to TIPP to ensure continuation of CPS Instructor & Technician trainings, 1-800-CARBELT hotline, and all necessary staff positions.	Funding was maintained for these activities.
Maintain funding for the PA State Police (PSP) to continue operation of the Commonwealth's 82 CPS Fitting Stations.	Funding was maintained for the PA State Police to continue operation of all 82 fitting stations.
Maintain funding for the Community Traffic Safety Coordinators and the Traffic Injury Prevention Project (TIPP) to conduct education 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.	Funding was maintained for CTSP and TIPP's educational programs. 28 preschool, 5 elementary, 1 middle school, 4 secondary school, 1 college, 1 business, and 1 community education programs were presented to a total of 2,932 contacts.

I. ENFORCEMENT (§. 402 & 405)



<http://www.buckleuppa.org>

The proper and consistent use of seat belts and child restraint systems is known to be the single most effective protection against motor vehicle fatality and a mitigating factor in the severity of traffic crashes. PennDOT addresses these occupant protection issues by using an approach that incorporates enforcement, media messages, and education. These initiatives help PennDOT achieve our goals of increasing seat belt use and decreasing child restraint system misuse thereby reducing fatalities on our roadways as a whole.

Since the implementation of the Click It or Ticket (CIOT) (i.e. enforcement, education & paid media) model, the Commonwealth has achieved over a 14-percentage point increase in the

observed seat belt usage rate (70.7% in 2000, to 85.06% in 2008). There were four CIOT mobilizations during FFY 2008. Two modified Seat Belt Enforcement Events and 2 full Mobilizations (Thanksgiving 2007 and May 2008). The participating police departments contacted a total of **2,143,784** motorists during the 4 scheduled mobilizations and issued **12,262** seat belt citations and **754** child passenger safety citations.

II. CHILD PASSENGER SAFETY (§. 402 & 2003[b])



More than 7,000 children across the Commonwealth escaped vehicle crashes without injury in 2007 because they were properly restrained in the appropriate safety seat. While securing children provides added protection in the event of a crash, the use of child safety seats is also mandated by Pennsylvania law. Pennsylvania's Child Passenger Safety (CPS) Law requires all children from birth up to age four to be secured in an approved child safety seat. Violators of this primary law are subject to a fine of \$100 plus associated costs. In addition, children age

four to age 8 must be restrained in a seat belt system and appropriate child booster seat. Safety advocates recommend that children stay in a booster seat until they are at least 4-feet, 9-inches tall or the seat belt fits them correctly. Violators of this secondary law also face a \$100 fine plus associated costs.

Pennsylvania crash statistics emphasize the importance of a booster seat. During the past five years, more than 4,200 children ages 4 through 8 were injured and 40 were killed because they were not properly restrained in the vehicle.

Pennsylvania currently has **1,057** active CPS technicians and **39** certified CPS instructors. The PA Traffic Injury Prevention Project conducted **16** classes of the Standardized CPS Certification Training certifying **220** CPS technicians and **4** new instructors. TIPP presented the following CPS training courses as well: **18** Update/Refresher classes (**229** participants), **1** Renewal Certification class (**5** participants), **1** two-day Special Needs Class (**16** participants), **63** Continuing Medical Education/Community Education Unit Training courses (**560** participants), **36** Staff Training courses (**723** participants), **21** Loan Program Training courses (**71** participants), and **33** Parent Programs (**1,096** participants). During FFY 2008, TIPP performed **166** CPS Car Seat Check events where **2,001** car seats were inspected.

ROADWAY SAFETY

Goal: Reduce the total number of motor vehicle fatalities 21% for 2007 and 27% for 2008 from the 5-year baseline average.

Additional data needed. The total number of motor vehicle fatalities for 2007 was 1,491, a 3% decrease from the 5-year baseline average. The 2008 crash data will not be finalized until April 2009.

SAFETY MEASUREMENTS	RESULTS	
LTAP Safety Goals		
Provide more than 50 on-site safety-related technical assists to municipalities	54	
Provide more than 50 additional telephone safety-related technical assists to municipalities	79	
Conduct 100 safety training courses	83	
Training Sessions	Number of Sessions	Number of Attendees
Work Zone Traffic Control	28	599
Traffic Signs	11	209
Risk Management/Tort Liability	7	138
Roadway Safety Improvement Program	1	5
Engineering and Traffic Studies	4	69
Traffic Calming	1	15
Equipment and Worker Safety	13	303
Conduct 10 "Safety Improvement Program" Training Sessions	1	
Conduct and develop 10 Safety Improvement Plans for identified "Local Safe Roads Communities" (LSRC)	12	
Number of site reviews resulting from training sessions	0	
Number of municipalities receiving assistance	228	

I. LOCAL TECHNICAL ASSISTANCE PROGRAM (LTAP) (§. 402)

Over the last five years, 16% of statewide fatalities occurred on local (municipally owned) roads, and 28% of statewide reportable crashes occurred on local roads in Pennsylvania. To address this problem, the BHSTE currently funds a contract for the LTAP. Through this contract, two program engineers act as traffic safety advocates to the Commonwealth's municipalities by performing one-on-one technical assistance and by providing classroom training. Pennsylvania's municipalities employ over 12,000 road and bridge workers to manage over 70,000 miles of road. This program is aimed at educating and assisting these workers to improve safety and reduce fatalities on Pennsylvania's local roads.

CRASH RECORDS SYSTEM IMPROVEMENTS

Goal: To Complete all 2007 year crash data by April 2008.

Goal achieved.

As part of additional informal goals for improving the crash records system, PennDOT has noted the current and future activities listed below:

The following tasks were completed during FY 2008:

- Supported an active Traffic Records Coordinating Committee (TRCC)
- Developed a multi-year strategic plan
- Indicated how deficiencies were identified
- Showed progress in implementing the plan
- Indicated how funding was to be spent
- Submitted a progress report

The following tasks will be determined in subsequent years:

- Certify a Traffic Record assessment of the past five years
- Certify a TRCC operational and support plan
- Demonstrate measureable progress and submit progress reports

Goal: To improve the timeliness and quality of crash data.

Goal achieved.

SAFETY MEASUREMENTS	RESULTS
Improve the timeliness of crash data submitted by local police departments.	The average crash submission time for local police departments in FFY 2007 was 33.53 days. It dropped to 25.01 days in FFY 2008, a 25% decrease.
Increase electronic submission which will also reduce crash submission time and improve data quality.	22% of all FFY 2007 crash report submissions were electronic, in FFY 2008 the rate was 55%. As of January 2008, the PA State Police submit all of their crash reports electronically.
Conduct major initiatives to improve data quality	The average number of errors per paper crash case submitted dropped in 2008 from 7.3 to 7.2. For electronic cases it dropped from 4.6 to 4.2.
Enhance the analytical capability of the crash system users by future expansion of CDART.	There were no new updates.
Developing a training package for police officers in crash reporting.	Completed AA500 online Crash Reporting Reference (CRF) Tool. This gave officers a troubleshooting guide which could be accessed from the help screen on the web-based Crash Reporting System. The CRF was announced in the PennDOT newsletter to all police departments.

I. OVERVIEW (§. 408)

Motor vehicle crash data are required by Federal and State laws. Timely and accurate crash data are needed by PennDOT and other agencies for safety planning and program development, tort defense and responding to inquiries by many parties including the Legislature. The data are also used to develop intervention strategies to reduce fatalities and injuries throughout the Commonwealth. It is used by the Highway Safety Office, State and municipal police agencies, engineering districts, etc. to target high crash areas with education, engineering and enforcement efforts. The data are also used to evaluate the programs implemented.

The Crash Data Analysis Retrieval Tool (CDART) is a web-based query tool with the ability to present crash data in several formats, including maps, spreadsheets, reports and data files. The application allows the user to write queries against up to 10 years of Crash Records System data which has been extracted and loaded into the GIS database.

COMMUNITY TRAFFIC SAFETY PROJECTS

Goal: Reduce motor vehicle fatalities by 21% for 2007 and 27% for 2008 from the 5-year baseline average.

Additional data needed. The total number of motor vehicle fatalities for 2007 was 1,491, a 3% decrease from the 5-year baseline average. The 2008 crash data will not be finalized until April 2009.

SAFETY MEASURES	RESULTS
Reduction in alcohol-related fatalities	Unknown; we are unable to release the 2008 crash data because it has not been finalized. We expect that the data will be finalized in March or April of 2009
Increase in the observed safety belt use rate	Pennsylvania's seat belt usage rate for 2008 is 85.06%, a decrease from the previous fiscal year. We are confident that the usage rate has actually increased but, due to the new survey methodology provided by NHTSA for fiscal year 2008, the rates are incomparable.
Numbers and types of programs conducted	Programs and activities are separated into 7 categories: enforcement outreach, judicial outreach, education, planning and administration, media, seat belt surveys, and child passenger safety. (See table below)
Number of individuals reached	(See table below)
Amount of earned media and estimated dollar value	PennDOT is currently formulating a method to collect this data.
Number of municipalities receiving yield-to-pedestrian channelizing devices (YTPCDs)	182 municipalities received YTPCDs.

ACTIVITY TYPE	# OF ACTIVITIES	# OF CONTACTS
1. Enforcement Outreach	4,049	741,785
2. Judicial Outreach	228	505
3. Coordinated Educational Programs	52,634	452,147
4. Planning and Administration	54	57,785
5. Media	966	66,265,364
6. Seat Belt Surveys	512	91,367
7. Child Passenger Safety	800	132,488
TOTAL	59,513	68,033,385
1. Enforcement outreach includes preparing data reports for police departments, conducting meetings with local law enforcement, and coordinating out of wave enforcement to address high risk roadways. Contacts are the total number of police officers reached during these activities.		
2. Judicial outreach refers to meetings with District Justices to discuss programs such as Smooth Operator and Click It or Ticket. Contacts are the total number of District Justices reached at these meetings.		
3. Coordinated Education Programs include training police officers to teach programs like "Survivor 101" and "16 Minutes" to teens and children; distributing informational materials to health fairs, community centers and events,		

<p>schools, and more; and contacting local businesses and other agencies about upcoming programs and safety concerns. Contacts are the number of police officers, teens and children, and other people reached through these programs and events.</p>
<p>4. Planning and administration includes participating in recurring regional and location planning meetings for Smooth Operator, partnering with other professional highway safety entities to coordinate activities, and planning conferences. Contacts are the total number of people in attendance at these events.</p>
<p>5. Media refers to both paid (state-funded) and earned media campaigns developed with PennDOT Safety Press Officer. The number of contacts is estimated based on population statistics provided by radio stations, newspapers, television stations, and other media outlets where we advertise our safety programs.</p>
<p>6. Seat Belt Surveys refer to both informal surveys conducted at schools and formal surveys per NHTSA guidelines. Contacts are the total number of vehicles observed during these surveys.</p>
<p>7. Child Passenger Safety includes coordinating programs and activities with the enforcement community during CPS week and collaborating with the PA Traffic Injury Prevention Project to increase the number of car seat fitting stations and loaner programs in communities. Contacts are the total number of people reached during Car Seat Check events, CPS conferences, trainings, and at car seat fitting stations.</p>

I. OVERVIEW (§. 402)

PennDOT’s Highway Safety Office continued to support 17 single-county and regional Community Traffic Safety Programs (CTSP). The statewide network of CTSP is viewed as an extension of the highway safety office and is a critical component of the highway safety program. These programs coordinate with law enforcement and educate the public on issues such as occupant protection, DUI prevention, pedestrian and bicycle safety, motorcycle, heavy truck and school bus safety, aggressive and distracted driving, safe vehicle, and safe driving characteristics.

PennDOT’s District Safety Press Officers and the PA Traffic Injury Prevention Project (operated under a contract between PennDOT and the Pennsylvania Chapter of the 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.

MATURE DRIVER SAFETY

Goal: Reduce mature driver fatalities by 21% for 2007 and 27% for 2008 from the 5-year baseline average (1999-2003).

Additional data needed. There were 268 mature driver fatalities in 2007, a 3% reduction from the 5-year baseline average. The 2008 crash data will not be finalized until April 2009.

SAFETY MEASUREMENTS	RESULTS
Through the Community Traffic Safety Program coordinators, conduct educational programs to senior citizen centers and offer assistance to the older driver courses provided by AAA, National Safety Council and AARP Driver Safety Program	5,512 contacts were made through 385 activities. 3,200 Mature Driver educational workshops were completed by AARP.
Encourage seat belt use by older drivers and passengers	1,306 contacts were made through 52 activities.
Strengthen the role of medical advisory boards	709 physicians were contacted in respect to older driver safety.
PennDOT is working to develop an older driver safety plan with counterparts throughout various agencies	An RFP was issued to procure a vendor.
Enhance PennDOT's Medical Advisory Computerized System infrastructure	No action.

I. OVERVIEW (§. 402)

According to the National Cooperative Highway Research Program (NCHRP), older drivers represent a subset of the driving population that deserves special attention. Changes in vision, physical fitness, and reflexes cause safety concerns. According to NCHRP, older driver adults are among the safest on a licensed-driver basis but not when measured on the basis of vehicle miles traveled. Compared to an overall fatality rate of 2 per 1,000 crashes, persons ages 65-74 have a fatality rate of 3.2. For those 75-84, the rate is 5.3 and at 85 and above it climbs to 8.6. Individuals who are older are more fragile and more likely to be seriously injured or killed if involved in a crash when in a vehicle or as a pedestrian.

PennDOT has begun a research project focused on the safety of mature drivers. The Bureau of Driver Licensing is in the process of procuring a vendor to conduct a synopsis study of the state of highway safety relative to older drivers. Part of the contractor's tasks will be to analyze problematic crash locations throughout Pennsylvania to uncover any trends in the data so PennDOT can help fix the problems for the future.

MOTORCYCLE SAFETY

Goal: Issue a Request for Proposal (RFP) for program evaluation.

Goal achieved.

I. OVERVIEW (§. 2010)

Motorcycle riding is an activity with special needs and concerns. One tool the PennDOT's Bureau of Driver Licensing (BDL) uses is the Motorcycle Safety Program (MSP). The MSP was established as a free service to teach riders of all skill levels the basic fundamentals to safely operate a motorcycle. The MSP consists of two educational courses:

- -The Basic Rider Course (BRC) is offered to all riders and covers a wide variety of motorcycle riding skills. Upon completion of the BRC, a motorcycle license is issued.
- -The Experienced Rider Course (ERC) is aimed at deficiencies in cornering, braking, and swerving. 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. During the 2008 riding season, (March –November), **28,500** riders received training through the MSP and approximately \$3.4 million was spent. No Federal monies were used since motorcycle license fees provide the funding for the MSP. Overall, 84% of all motorcycles in Pennsylvania are registered in the 45 counties with training sites

Pennsylvania receives Section 2010 funding for Motorcycle Safety. Over the previous two years, these funds have been used to conduct an evaluation of the MSP. The improved curriculum, including up to date classroom material, will essentially produce more well rounded and educated PA licensed motorcyclists. In FY 2009, PennDOT plans to direct a majority of the Section 2010 funds towards creating greater public awareness of the MSP and promoting peer-to-peer training through motorcycle groups. Our currently established highway safety grantees will serve as a training and education resource to motorcyclists and motorcycle groups to make this possible.

SCHOOL BUS SAFETY

Goal: Issue a Request for Proposal (RFP) for program evaluation.

Goal achieved.

I. OVERVIEW (§. 402)

Pennsylvania is one of the few states that mandate school bus drivers to complete initial and refresher school bus driver training courses. Although the mandatory training has assisted in keeping the number of school bus crashes to a minimum, the number of fatalities from crashes involving a school bus increased from four fatalities during the 2003-2004 school year to 12 fatalities during the 2004-2005 school year and 10 fatalities in the 2005-2006 school year. The current training curriculum is outdated, the last revision being completed approximately 15 years ago under a contract with the Pennsylvania State University Department of Industrial and Management Systems engineering.

The Highway Safety Office's objective is to reduce the number of crashes and fatalities related to pupil transportation as well as pedestrians. We believe this can be achieved by updating and improving the School Bus Driver Training Curriculum. Through an evaluation of the current curriculum, recommendations can be made on how to improve it and mitigate the risks associated with pupil transportation.

During July 2008, a Request for Proposal (RFP) was issued to potential contractors who would perform the following activities:

- Conduct a comprehensive literature review to compare and contrast the training, testing, and licensing processes used in other states.
- Evaluate school bus/vehicle crashes to determine if there are situations that present greater risk and identify methods to mitigate that risk.
- Form a focus group to include stakeholders and experts from the school bus community to review the findings and identify issues that may have been overlooked.
- Form strategies and techniques to improve school bus safety.
- Develop a plan for statewide deployment of the new curriculum and strategies.

A kick-off meeting was held on September 2, 2008 where the expectations of the RFQ were highlighted and a schedule of activities and tasks was distributed. This grant was reissued for FFY 2009.

LEGISLATION

I. OVERVIEW

No new legislation affecting transportation in Pennsylvania was enacted into law during fiscal year 2008.

APPENDIX OF GOALS AND RESULTS

SAFETY GOAL	RESULTS
Reduce pedestrian fatalities by 21% for 2007 and 27% for 2008 from the 5-year baseline average.	Additional data needed. The number of pedestrian fatalities for 2007 was 155, a 5% decrease from the 5-year baseline average. The 2008 crash data will not be finalized until April 2009.
Reduce aggressive driving fatalities 21 percent from the 1999-2003 average by 2007 and 27 percent by 2008.	Additional data needed. There were 971 aggressive driving-related fatalities in 2007, a 5% increase from the 5-year baseline average. The 2008 crash data will not be finalized until April 2009.
Reduce speed-related fatalities from 322 in 2006 to 190 in 2007 and to 176 in 2008.	Additional data needed. Speed-related fatalities rose from 322 in 2006 to 385 in 2007. The 2008 crash data will not be finalized until April 2009.
Reduce alcohol-related fatalities 21% from the 5-year baseline average by 2007 and 27% by 2008.	Additional data needed. The number of alcohol-related fatalities during FFY 2007 was 525, a 4.5% decrease from the 5-year baseline average. Although PennDOT did not obtain the goal, this was the lowest number of alcohol-related fatalities in the past 10 years. Crash data for 2008 will not be finalized until April 2009.
Increase the safety belt use rate in fiscal year 2008 to 90%.	Goal not met. In 2008, a new seat belt survey methodology was implemented in Pennsylvania as recommended by NHTSA. The observed seat belt use rate for 2008 is 85.06%, a decrease from the 2007 rate. We are confident that the usage rate has actually increased but, the new survey methodology makes the rates incomparable.
Reduce the total number of motor vehicle fatalities 21% for 2007 and 27% for 2008 from the 5-year baseline average.	Additional data needed. The total number of motor vehicle fatalities for 2007 was 1,491, a 3% decrease from the 5-year baseline average. The 2008 crash data will not be finalized until April 2009.
Complete all 2007 year crash data by April 2008.	Goal achieved.
To improve the timeliness and quality of crash data.	Goal achieved.
Reduce older driver fatalities by 21% for 2007 and 27% for 2008 from the from the 5-year baseline average (1999-2003).	Additional data needed. There were 268 older driver fatalities in 2007, a 3% reduction from the 5-year baseline average. The 2008 crash data will not be finalized until April 2009.
Issue a Request for Proposal (RFP) for Motorcycle Safety program evaluation.	Goal achieved.
Issue a Request for Proposal (RFP) for School Bus Safety program evaluation.	Goal achieved.