

# PENNSYLVANIA HIGHWAY SAFETY ANNUAL REPORT 2011



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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, are responsible for the coordination of the Commonwealth’s highway safety program by Executive Order 1987-10 (Amended).

A comprehensive Highway Safety Plan (HSP) is developed by BHSTE on an annual basis to document the goals and objectives related to creating safer roadways in the Commonwealth. This plan identifies current highway safety problems, defines the processes used to identify these problems, and describes the projects and activities that will be implemented to address highway safety concerns and achieve set goals. In this report, the HSP is closely referenced each year to determine our yearly status on accomplishing our highway safety goals.

This report:

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



## EXECUTIVE SUMMARY

The Highway Safety Annual Report for Federal Fiscal Year (FFY) 2011 (October 1, 2010 – September 30, 2011) 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), and 2010 (Motorcyclist Safety Programs) of 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, young driver safety programs, motorcycle safety programs, and school bus safety programs. A total of 100 projects were funded for both state and local entities. The Highway Safety Office continues to manage a partnership with EMS, police agencies, ignition interlock providers, engineering infrastructure improvements, and the Low Cost Safety Improvement Program (LCSIP).

This report provides the status of each program goal and performance measurement identified in the FFY 2010 Highway Safety Plan. For FFY 2011, seven major goals were identified\*. PennDOT reports the following based on the available 2010 data:

- **One goal was met**
- **Six goals were not met**

*\*Please see the table of the Statewide Goals and Results (page 5) for more detail.*

## STATEWIDE GOALS AND RESULTS

Seven Vital Safety Focus Areas (SFAs) were identified in the Strategic Highway Safety Plan for Pennsylvania. These are the seven areas that offer the highest potential for lives saved and the possibility of reaching our fatality reduction goals. The goals and results listed below are based on FARS and Pennsylvania State data:

GOAL	RESULT
Reduce speeding related fatalities to 470 or less by 2011. 552 speed related fatalities in 2009, 511 in 2010, and 470 in 2011	<b>Goal not met:</b> There were 702 speed-related fatalities in 2010.
Reduce alcohol-related fatalities from 496 in 2009 to 422 in 2010, and 388 in 2011.	<b>Goal not met:</b> There were 433 DUI related fatalities in 2010.
Increase the seat belt usage rate from 87.9 in 2009 to 88.0 in 2010, and 88.5 in 2011.	<b>Goal not met:</b> The seat belt usage rate was 83.8% in 2011.
Reduce fatalities from head-on collisions to 157 in 2010 and 145 by 2011. Reduce intersection fatalities to 280 in 2010 and 257 by 2011. Reduce run-off-the-road fatalities to 601 in 2010 and 567 by 2011. Reduce hit fixed object fatalities to 511 in 2010 and 476 by 2011.	<b>Goal not met:</b> There were 220 local road fatalities in 2010.
Complete all 2010 year crash data by April 2011.	<b>Goal met:</b> All 2010 crash data were completed by April 2011.
Reduce motorcycle fatalities from 239 in 2008 to 190 in 2010, and 185 in 2011.	<b>Goal not met:</b> There were 223 motorcycle fatalities in 2010.
Reduce mature driver related fatalities from 276 in 2009 to 244 in 2010, and 206 in 2011.	<b>Goal not met:</b> There were 266 mature driver related fatalities in 2010.

## 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 24 grants in FFY2011 totaling \$8,483,127.57 under this program. As of 12/27/11, \$6,279,145.86 of Section 402 funds (74%) has been spent during the fiscal year.

#### SECTION 405 PROGRAM (Occupant Protection Incentive Grants)

Section 405 funding provides incentive grants to encourage States 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 in FFY2011 totaling \$1,204,021.00 under this program. As of 12/27/11, \$753,729.38 (62.6%) of Section 405 funds has been spent during the fiscal year.

#### 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 by improving timeliness, accuracy, data integration, and availability to end users. BHSTE awarded 4 grants in FFY2011 totaling \$1,034,972.04 under this program. As of 12/27/11, \$288,447.10 of Section 408 funds (27.9%) has been spent during the fiscal year.

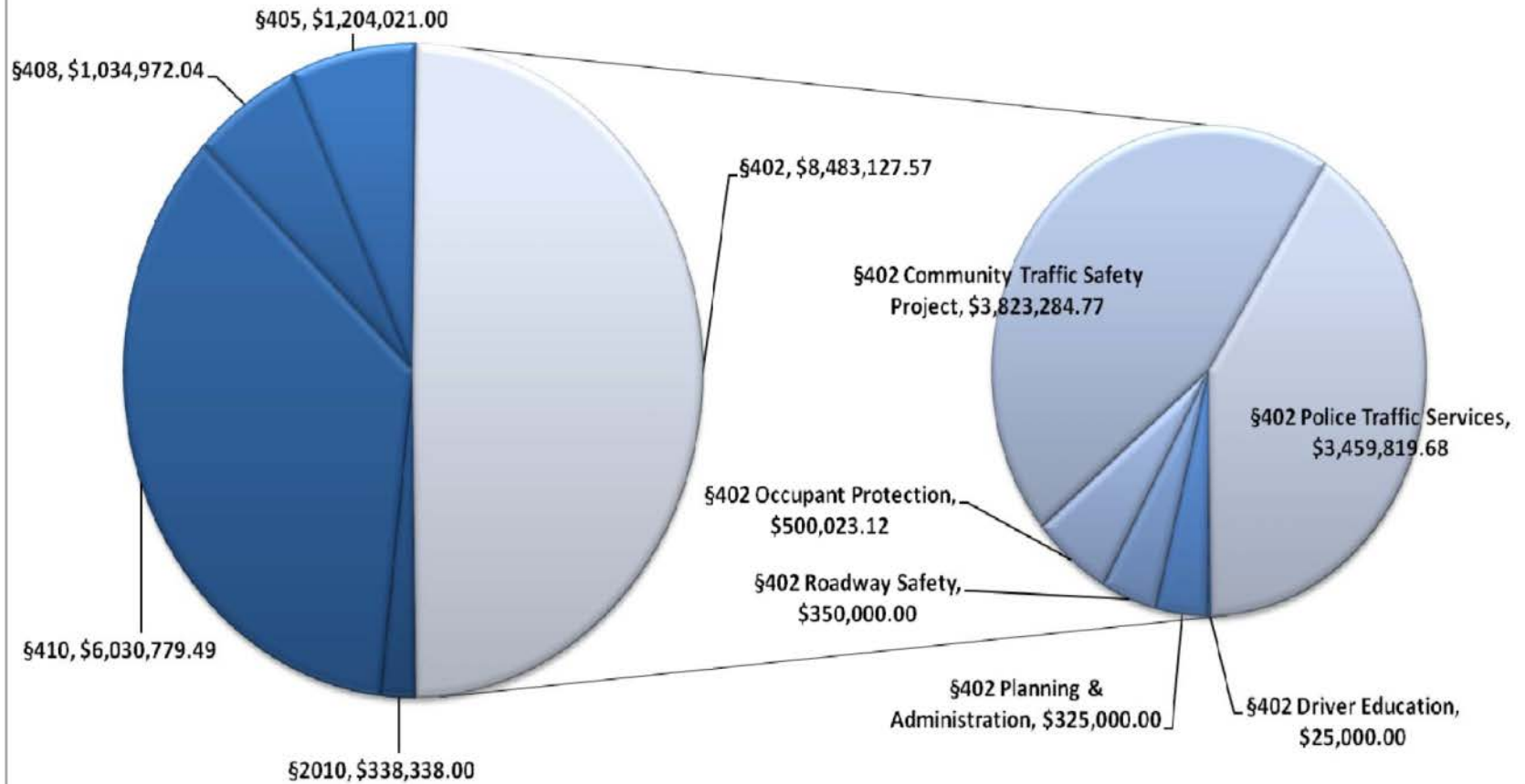
#### SECTION 410 PROGRAM (Alcohol-Impaired Driving Countermeasures)

Section 410 provides incentive grants to States to implement programs that 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 59 grants in FFY2011 totaling \$6,030,779.49 under this program. As of 12/27/11, \$3,706,317.46 of Section 410 funds (61.5%) have been spent during the fiscal year.

#### SECTION 2010 PROGRAM (Motorcyclist Safety Programs)

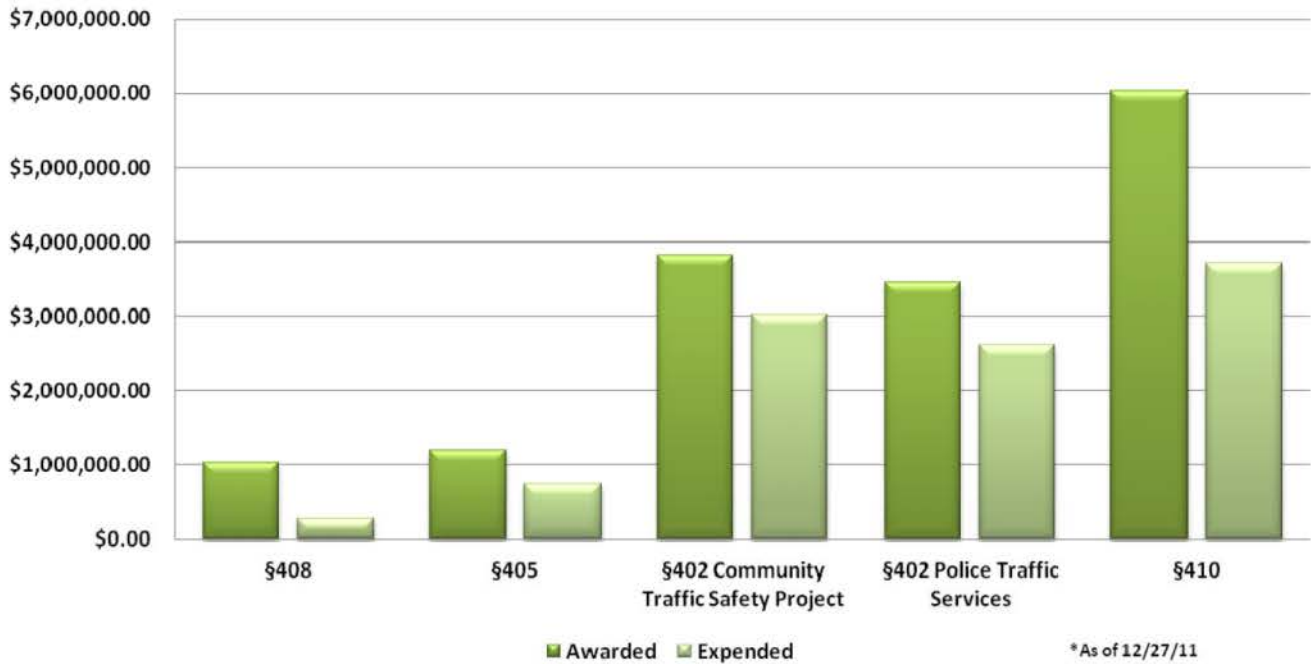
Section 2010 provides incentive grants to States for motorcyclist safety training and motorcyclist awareness programs. BHSTE awarded 3 grants in FFY2011 totaling \$338,338.00 under this program. As of 12/27/11, \$77,013.78 (22.8%) of Section 2010 funds have been spent during the fiscal year.

## NHTSA SAFETEA-LU FUNDS - FFY 2011 TOTAL AWARDED HIGHWAY SAFETY GRANTS - §402 Fund Breakdown

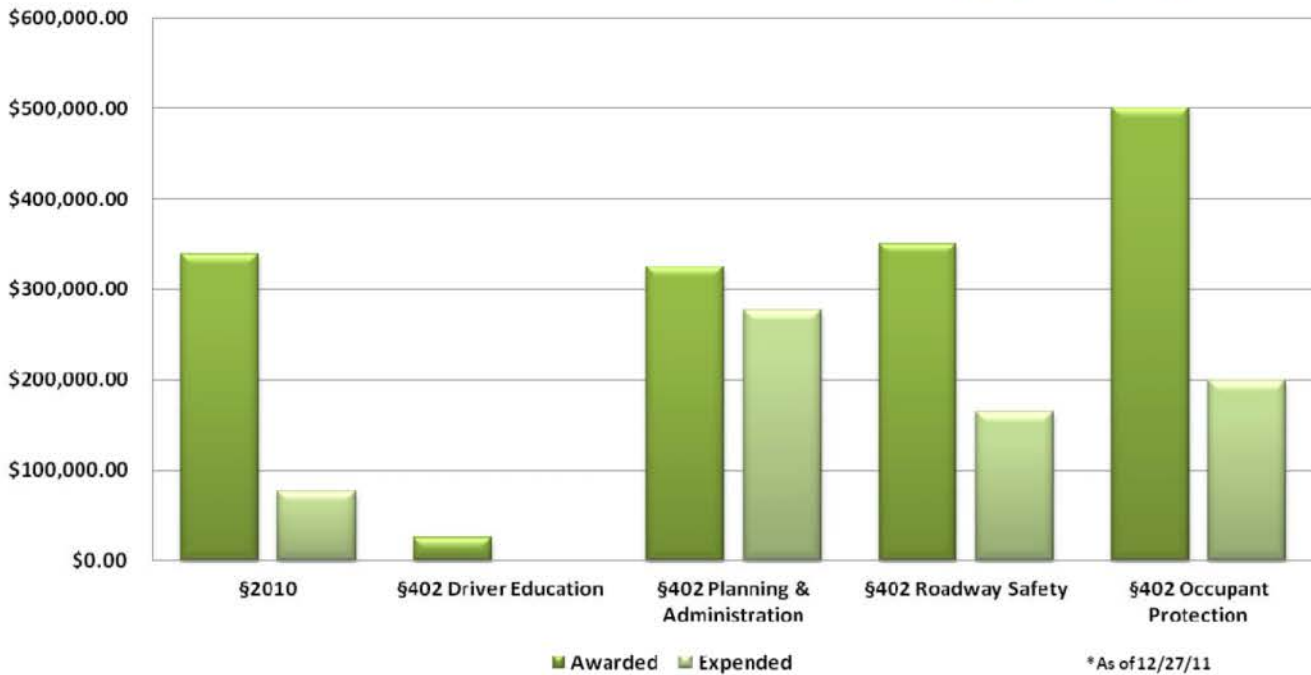




**FFY2011 NHTSA SAFETEA-LU OVERALL HIGHWAY SAFETY GRANT FUNDS - AWARDED vs EXPENDITURES\* (>\$1,000,000)**



**FFY2011 NHTSA SAFETEA-LU OVERALL HIGHWAY SAFETY GRANT FUNDS - AWARDED vs EXPENDITURES\* (≤\$1,000,000)**





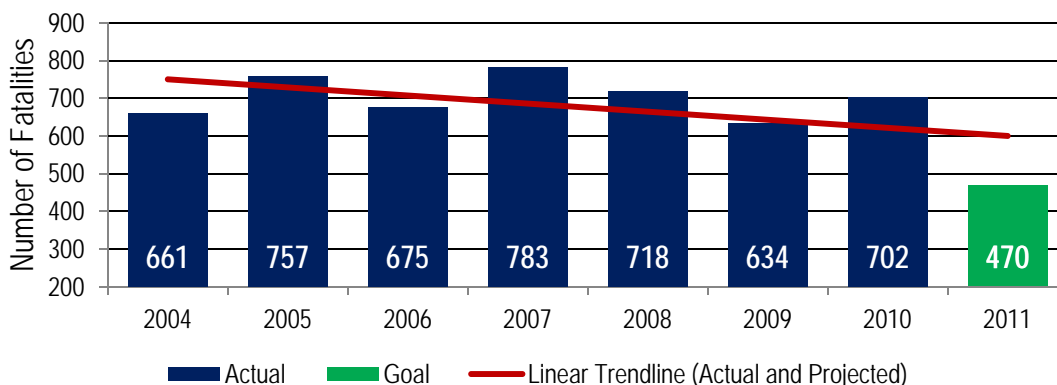
## POLICE TRAFFIC SERVICES

**Goal: Pennsylvania’s goal is to reduce speeding related fatalities to 470 or less by 2011 and to reduce aggressive driving related fatalities to 130 or less by 2011. This represents the pace at which the speeding related and aggressive driving fatality reduction would need to remain if overall statewide fatalities were to reduce by 100 per year.**

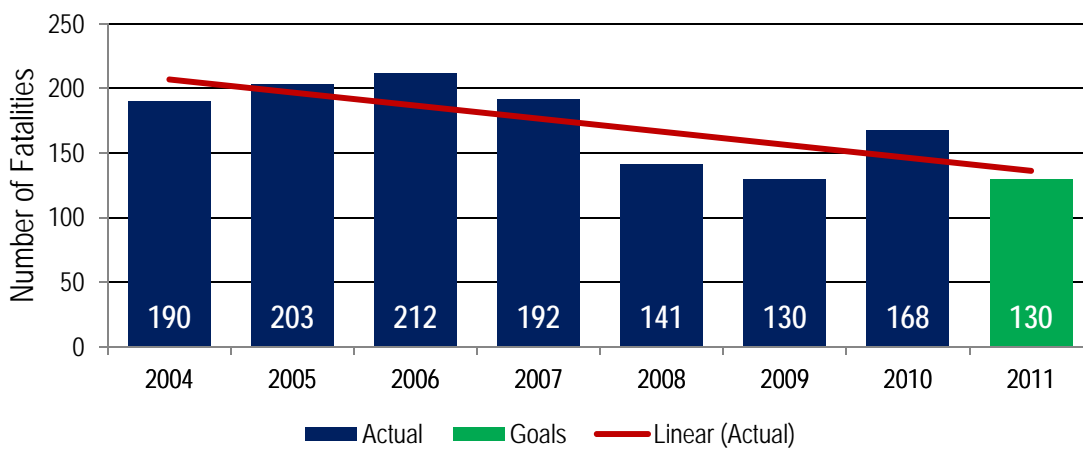
*Result: There were 702 speeding related fatalities in 2010. For Pennsylvania’s 2010 speeding related fatality number to be on pace to reach the 470 fatality or less goal by 2011, there would have to be 511 or less fatalities in 2010. **Goal not met.***

*Result: There were 168 aggressive driving related fatalities in 2010. **Goal not met.***

**Speeding Related Fatalities (2004-2010) and 2011 Goal  
(FARS Data)**



**NHTSA Aggressive Driving Fatalities (2004-2008) and Goals (2009-2011)  
(State Data)**



SAFETY MEASUREMENTS	RESULTS
Have State Police perform over 9,000 hours of enforcement during the appropriate aggressive driving initiative waves.	The State Police performed 28,995 hours of enforcement during aggressive driving waves.
Have State Police perform 100 hours of Aerial Speed Enforcement.	Due to funding constraints, no Aerial Speed Enforcement operations were completed with grant funding.
Perform 4 SFST Classes for State Trooper Personnel.	Seven separate SFST Classes were conducted for State Trooper Personnel.
Have 125 Troopers within Grant Program be trained in SFST and 15 Troopers certified as Drug Recognition Experts (DRE).	289 Troopers were trained in SFST during FFY2011. 16 Troopers were certified as DREs.
Provide continuous daily enforcement on the Roosevelt Boulevard. Make 2 contacts per hour during daily 8 hour overtime enforcement shifts. Make 16 contacts per day and at least 5,840 contacts per year.	In Fiscal Year 2011, 173 enforcement details were conducted on the corridor. These details resulted in 2,395 contacts and 1,319 citations.
Mobilize 300 local police department and all State Police Troops to provide data driven aggressive driving enforcement on high crash corridors. Provide a perception of continuous enforcement on 320 corridors over three waves.	Every State Police Troop and 320 municipal police agencies conducted aggressive driving enforcement on 355 high crash corridors. Three waves were completed between October 2010 and September 2011.
Reduce crashes on aggressive driving corridors from prior three year crash average. PennDOT would like to have at least a 10% reduction each year.	While there was a reduction in the total number of crashes in 2010, there was a 10% increase in NHTSA defined aggressive driving crashes on the corridors. This increase can be attributed to better reporting amongst the participating departments.

## I. STEP ENFORCEMENT PROGRAM (§. 402)

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 traffic crashes and fatalities. Enforcement locations and times are selected based upon analysis of crash data, traffic volume, frequency of traffic violations, traffic conditions, and includes consideration of geographic and temporal factors. Each State Police troop and station conducts their enforcement at different times of the year. There is no specific state-wide wave. During FFY 2011, the State Police wrote over 94,901 traffic related citations and 2,391 DUI arrests were made through this enforcement program alone. In FFY 2010, 111,828 traffic related citations were written and in FFY 2009, there 41,629 were citations. The extra commitment to STEP will result in reductions in crashes and fatalities on the enforced roadways.

## 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 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. Crashes and fatalities on the corridors have reduced since the implementation of the signs and enforcement in 2004. Over the past five years an average of approximately 800 traffic crashes have occurred on all eleven corridors combined each year. In 2010 there were 815 total crashes on the corridors.

CRASHES PER YEAR ON HIGHWAY SAFETY CORRIDORS					
	2006	2007	2008	2009	2010
I-81 Scranton Area	56	53	47	61	56
I-81 Capital Beltway	136	143	166	148	158
I-81 Carlisle Area	25	40	28	25	21
SR 30 Westmoreland Co	44	36	41	35	43
I-81 Wilkes-Barre	80	88	73	85	74
SR 100 Chester Co	126	76	64	63	56
I-80 Monroe Co	97	93	70	70	82
US 30 Somerset Co	28	16	20	19	17
SR 119 Westmoreland Co	30	25	9	14	14
SR 220 Lycoming Co	17	21	23	25	28
US 1 Philadelphia (Roosevelt Boulevard)	218	212	197	225	266
<b>Total</b>	<b>857</b>	<b>803</b>	<b>738</b>	<b>770</b>	<b>815</b>

Despite a rise in 2010, there has been an overall decline in the number of crashes on these safety corridors since 2006. By maintaining highly visible levels of enforcement, we are on the path to significantly reducing crashes on these roadways. In 2012 a twelfth corridor will be added in Fayette County on SR 4006.

PennDOT continued to fund and support the Philadelphia City Roosevelt Boulevard speed enforcement project. These funds pay for overtime enforcement on the 12.5 mile corridor. The Boulevard is also one of the eleven designated Highway Safety Corridors and the only corridor that receives primarily municipal enforcement as opposed to State Police enforcement. The picture on page 13 shows some of the southbound traffic on this road. It’s essentially a high speed 12 lane highway with traffic lights and pedestrian crossings at a majority of the intersections. This roadway design possesses many crash problems. Over 1,300 citations were written to curb dangerous driving behavior on the road in Federal Fiscal Year 2011.



### III. TRAINING THE POLICE COMMUNITY (§. 402)

Funding for police training continues to be provided to the Institute for 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 order for PennDOT to successfully implement its highway safety enforcement initiatives, law enforcement must be properly trained in these strategies. The impaired driving enforcement grantees are required to use properly SFST trained officers in the checkpoint testing areas as well as in the motorist contact area of checkpoints. ILEE serves as the means for officers to receive this specialized training.

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 FFY 2011, 3,774 personnel received training in 185 courses and workshops.

### IV. PENNSYLVANIA AGGRESSIVE DRIVING ENFORCEMENT AND EDUCATION PROGRAM (§. 402)

The goal of the project is to reduce the number of aggressive driving crashes, injuries, and deaths through a coordinated and singularly focused aggressive driving enforcement and public awareness initiative. In selecting corridors and police departments for enforcement, PennDOT examined aggressive driving crashes over the length of a road segment. PennDOT wanted to ensure that 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. The impact and reach of the program has grown greatly since FFY 2006. In FFY 2011 aggressive driving enforcement was conducted on 355 corridors as opposed to the 29 corridors enforced in FFY 2006.

In FFY 2011, a total of 320 municipal police agencies and all State Police Troops participated in enforcement activities. The North Central Highway Safety Network, working under a statewide grant awarded by PennDOT, established a contractual agreement for each of these agencies including conditions of approval and a signature sheet for an elected official approval. The PA Aggressive Driving website (<http://www.stopaggressivedriving.org/>) is used for law enforcement reimbursement and data submission. It is also a valuable resource for up-to-date information for enforcement wave planning.



The program is structured in “waves”, three of which occurred during the 2011 fiscal year. Each 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 Project Coordinators, District Safety Press Officers, and other highway safety partners each participate. All eleven District Safety Press Officers coordinated at least one press conference.

**6 Aggressive Driving Regions were identified they include:**

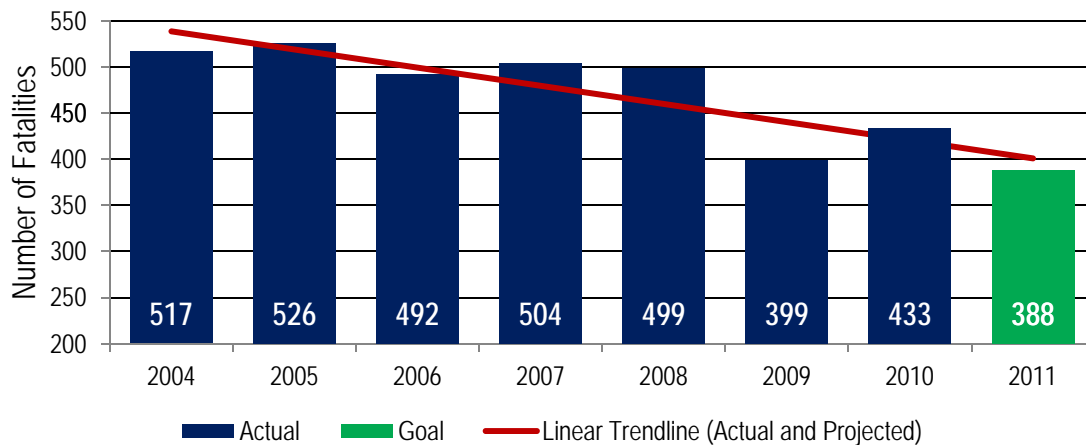
- **Region 1:** Bucks, Chester, Delaware, Montgomery, Philadelphia
  - **Region 2:** Adams, Cumberland, Dauphin, Franklin, Lancaster, Lebanon, Perry, York
  - **Region 3:** Berks, Carbon, Lehigh, Monroe, Northampton, Schuylkill
  - **Region 4:** Bradford, Columbia, Lackawanna, Luzerne, Lycoming, Montour, Northumberland, Pike, Snyder, Sullivan, Susquehanna, Tioga, Union, Wayne, Wyoming
  - **Region 5:** Bedford, Blair, Cambria, Cameron, Centre, Clearfield, Clinton, Crawford, Erie, Elk, Forest, Fulton, Huntingdon, Juniata, McKean, Mercer, Mifflin, Potter, Somerset, Venango, Warren
  - **Region 6:** Allegheny, Armstrong, Beaver, Butler, Clarion, Fayette, Greene, Indiana, Jefferson, Lawrence, Washington, Westmoreland
- 
- **142,013 citations were written**
  - **47,426 enforcement funded hours and 37,151 in-kind enforcement hours**
  - **1.98 contacts per enforcement hour**

## IMPAIRED DRIVING

**Goal: To reduce statewide alcohol-related fatalities to 411 deaths per year or less by 2011. This represents the pace at which the alcohol related fatality reduction would need to remain if overall state-wide fatalities were to decline by 100 deaths per year.**

*Result: There were 433(FARS data) alcohol-related fatalities in 2010. The impaired driving fatality reduction rate is ahead of the old 2011 goal. The chart below reflects the new goal going forward. **Goal not met.***

**Alcohol Impaired Fatalities BAC .08+ (2004-2010) and 2011 Goal  
(FARS Data)**



SAFETY MEASUREMENTS	RESULT
Certify 200 AHSS instructors and 300 CRN evaluators by September 30, 2011.	162 AHSS instructors and 236 CRN evaluators were certified.
Certify 20 officers as Drug Recognition Experts and conduct 3 ARIDE courses by September 30, 2011.	There were 16 officers certified as DREs and 5 ARIDE courses were held.
Conduct 700 sobriety checkpoints, 1,700 roving patrols, and 125 cops in shops operations by September 30, 2011.	There were 627 checkpoints, 1,419 roving patrols, and 117 cops in shops operations conducted during Fiscal Year 2011.
Fund five DUI Courts through September 30, 2011.	DUI Courts were funded in Centre, Lebanon, Union, Wyoming, and York counties in Fiscal Year 2011.
Secure two (2) BAT Mobiles by September 30, 2011.	No BAT Mobiles were purchased in Fiscal Year 2011.
Perform 45 SFST related trainings by September 30, 2011.	35 SFST related trainings were conducted.
Hold 50 breath test related trainings by September 30, 2011.	33 breath test related trainings were conducted.



Perform 30 sobriety checkpoint related trainings by September 30, 2011.	19 sobriety checkpoint related trainings were conducted.
Train 5,000 law enforcement officers in highway safety related disciplines in September 30, 2011.	3,774 individual students received training thru ILEE.

## I. ENFORCEMENT (§. 410)

The Department continues to sustain an aggressive DUI enforcement presence throughout Pennsylvania. During FFY 2011, forty nine (49) DUI enforcement projects (encompassing approximately 600 municipal police departments) and every State Police Troop were actively engaged in impaired driving enforcement. Sobriety checkpoints, roving patrols, mobile awareness patrols, and cops in shops operations (underage drinking) were all conducted during NHTSA designated impaired driving campaigns and other various times during the year. Mobile awareness patrols (phantom checkpoints) are 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 and dates/times for DUI enforcement.

Month	Operations	Motorist Contacts	DUI Arrests	Underage Drinking	Other Arrests & Citations	Warnings
FFY 2001	472	73,255	1,053	327	3,275	N/A
FFY 2002	722	98,901	1,400	410	5,983	N/A
FFY 2003	853	144,868	1,686	451	8,113	7,402
FFY 2004	1,212	190,150	2,327	970	10,546	8,417
FFY 2005	1,110	147,665	1,966	702	15,602	11,440
FFY 2006	2,233	231,626	3,686	926	34,620	22,868
FFY 2007	1,804	196,557	3,516	1,184	40,898	19,199
FFY 2008	2,098	227,185	3,427	790	16,796	20,628
FFY 2009	2,735	303,128	4,946	1,064	28,716	33,629
FFY 2010	2,845	321,074	5,383	1,065	31,520	34,217
FFY 2011	2,046	214,016	3,728	794	22,098	22,015
Totals	18,130	2,148,425	33,118	8,683	218,167	179,815

## II. OPERATION NIGHTHAWK (§. 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 PennDOT at one location during FFY 2011. This large operation contacted over 700 motorists and netted over 50 DUI arrests. Both PSP troopers and municipal officers participated in the operations.

### III. OVER THE LIMIT, UNDER ARREST / DRIVE SOBER OR GET PULLED OVER (§. 410)

Police conducted sobriety checkpoints and roving patrols intensively during the holiday periods. The enforcement was coupled with nationwide advertising of *Over the Limit, Under Arrest / Drive Sober or Get Pulled Over*. This extra enforcement will lead to fewer alcohol-related crashes and fatalities. The enforcement occurred primarily during the holidays between July 4th and New Years Day. As identified by crash data, the demographic target for the media component is males age 18 to 34.



Our most recent mobilization occurred around Labor Day weekend 2011. The overtime enforcement (both State and local Police) over the three week period resulted in approximately 532 DUI citations (398 Labor Day DUI citations written in 2010). The earned media theme for the campaign was “Border to Border” enforcement. This strategy results in continuous DUI enforcement from state line to state line (or county line to county line) on high crash roadways that will deter impaired driving. Local municipal departments on state or county lines were encouraged to reach out to their neighboring departments on the opposite side of the border for a coordinated enforcement effort. During the mobilization PennDOT also partnered with the Pennsylvania DUI Association to deliver a drug impaired driving message focusing on bath salts and other certain synthetic drugs. A bill was signed into law on June 23, 2011 making it illegal to possess bath salts and synthetic drugs; however driving under the influence of these drugs still remains a problem.

### IV. DRUG IMPAIRED DRIVING ENFORCEMENT (§. 410)

PennDOT also provided funds to conduct Advanced Roadside Impaired Driving Enforcement (ARIDE) training and Drug Recognition Expert (DRE) training and certification. ARIDE training is offered in 38 states and focuses on recognizing signs of drug induced impairment and the steps to be taken when encountering a drug impaired driver. Since 2007, over 1,000 Pennsylvania law enforcement officers have been trained in ARIDE. The eighth DRE School in Pennsylvania was completed during the 2<sup>nd</sup> quarter of FFY 2011. Sixteen new officers were certified by the International Association of Chiefs of Police (IACP) as Drug Recognition Experts. Pennsylvania now has 92 certified Drug Recognition Experts. Of the 92 certified, 25 are municipal police officers and 67 are state troopers.

During 2011, Pennsylvania State Police Corporal David Andrascik was awarded the first MADD Hero Award for Drugged Driving Enforcement. Corporal Andrascik works as the Coordinator of the Drug Evaluation and Classification Program and trains officers to become Drug Recognition Experts (DREs). After their training, officers become far more effective in identifying drug impaired individuals. This program has been recognized as being the finest program of its kind in the nation.

The Drug Evaluation and Classification Program (DEC) focuses on training troopers and police officers to recognize when an individual has been driving under the influence of drugs and to identify the type of drug causing impairment. The DEC Program was developed by the National Highway Traffic Safety Administration (NHTSA) and approved by the International Association of Chief's of Police (IACP). Andrascik, of Dauphin, was selected for his outstanding work in furthering public safety through the Pennsylvania State Police Drug Evaluation and Classification Program. Selection for the award was based upon the criteria of leadership, innovation, partnership and effectiveness in the detection of drivers who are under the influence of drugs. "The Pennsylvania State Police Drug Evaluation and Classification Program has grown to be one of the most successful in the nation," said State Police Commissioner Frank Noonan. "I am very proud that a Pennsylvania State Trooper was chosen as the first recipient of this most honorable award."

## VI. DUI TECHNICAL SERVICES CONTRACT (§. 402)

The Vehicle Code mandates that PennDOT maintain driver improvement schools for DUI offenders, including (re)certifying the instructors conducting the classes. 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, 398 individuals were (re)certified for both the AHSS and CRN programs.

The DUI Technical Services Contract employs two DUI Law Enforcement Liaisons who visit and review each of the PennDOT DUI enforcement grantees. In addition to the two DUI LELs, there is also a DUI Court Liaison position in the contract. Various trainings conducted under this contract have (re)certifying 1,562 individuals in various law enforcement trainings.



The Traffic Safety Resource Prosecutor (TSRP) is also funded under the Technical Services Contract. The Pennsylvania District Attorney's Association houses the TSRP and plays a fundamental role by providing access to a network of legal professionals in Pennsylvania. The TSRP serves as a source of contact regarding traffic case law for the legal community and has developed a "TSRP Forum and Document Library" to answer questions, while referencing past questions for others in the future. The TSRP also presented at and offered multiple classes this fiscal year for variety of professionals throughout the state, for example, "Protecting Lives Saving Futures", "DUI Boot Camp", "Cops in Court", and "Drug DUI Basics".



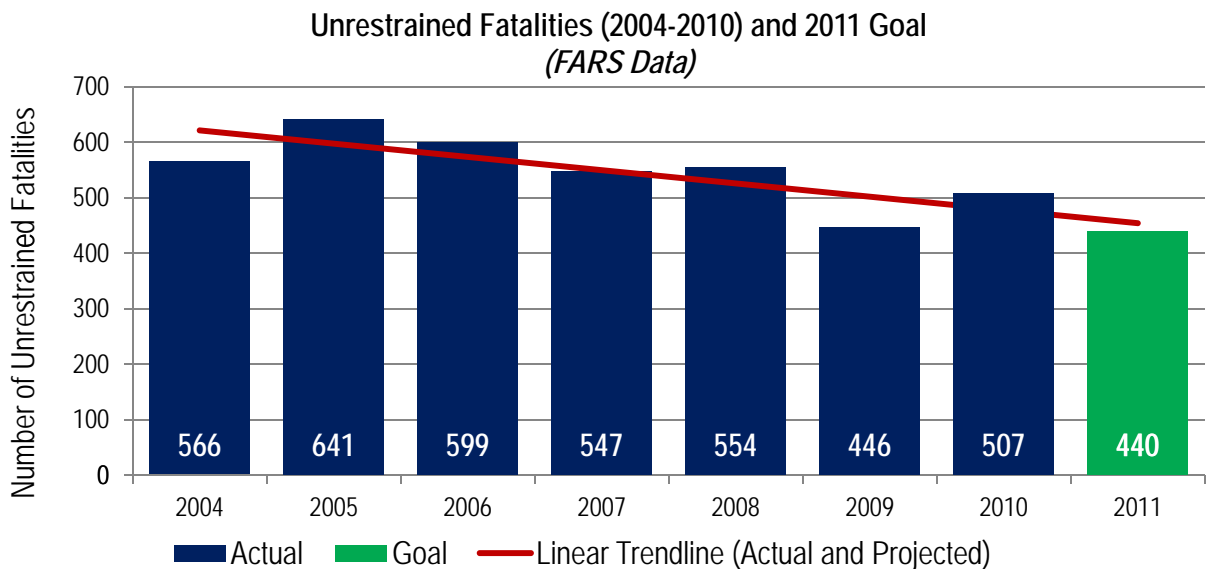
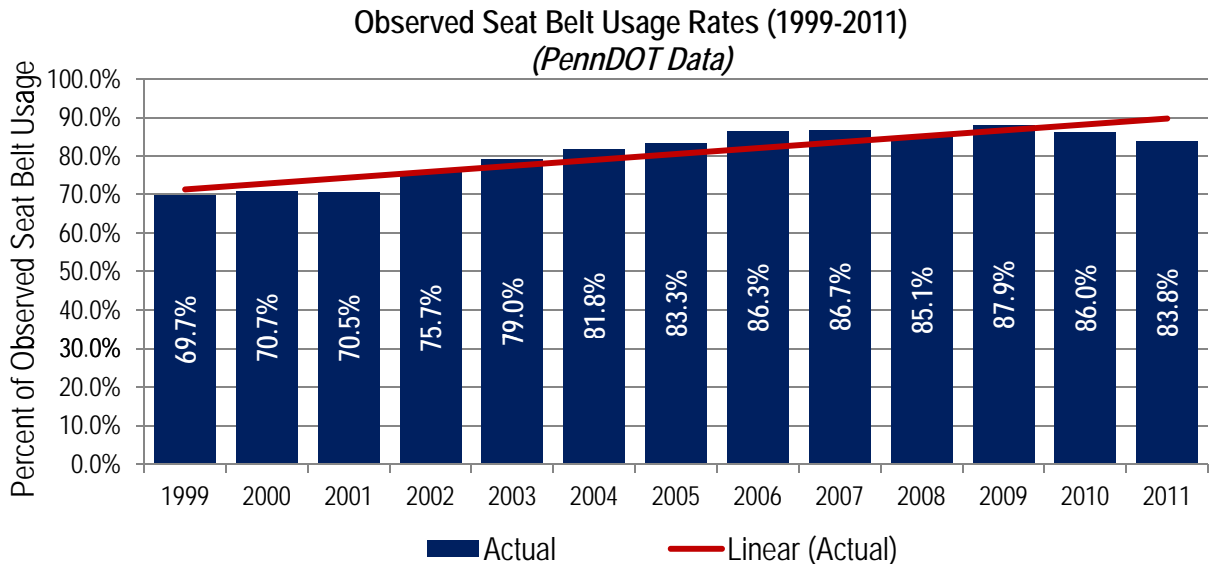
## OCCUPANT PROTECTION

**Goal: Increase the observed seat belt use rate to 88.0% or higher by the end of 2010 and to 88.5% or higher by the end of 2011.**

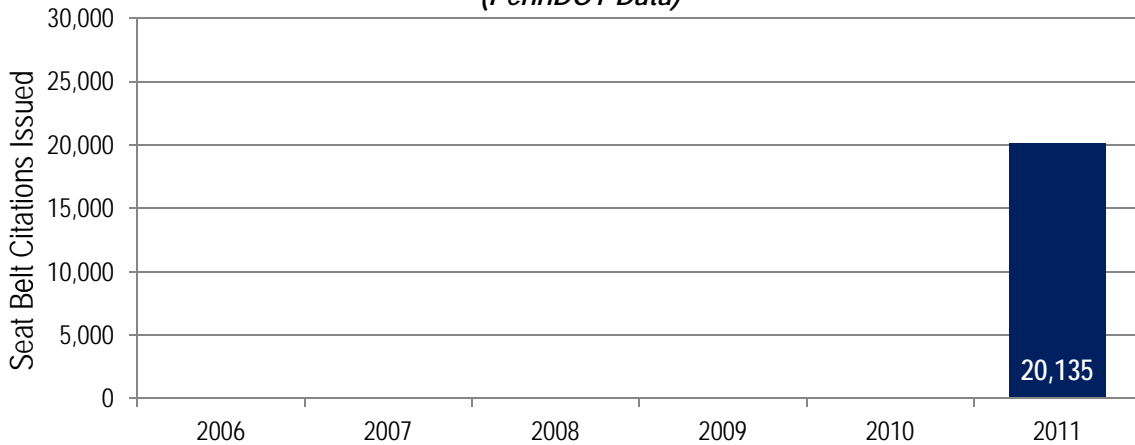
*Result: The observed seatbelt use rate for 2011 is 83.82%. Goal not met.*

**Goal: Reduce statewide unbelted fatalities to 451 deaths per year or less by 2011. This represents the pace at which the unbelted fatality reduction would need to remain if overall statewide fatalities were to reduce by 100 deaths per year.**

*Result: There were 507 unbelted fatalities in 2010. Goal not met.*



**Seat Belt Citations Issued During Grant Operations FFY2006-2011**  
(PennDOT Data)



SAFETY MEASUREMENTS	OBJECTIVE
Participate in Thanksgiving 2010 and Memorial Day 2011 seat belt enforcement mobilizations. (PA State Police).	All 16 troops of the PA State Police participated in both mobilizations plus CPS Week activities.
Coordinate participation of "zero-tolerance" local and municipal police departments in Thanksgiving 2010 and Memorial Day 2011 seat belt enforcement mobilizations with at least one week devoted solely to nighttime belt enforcement. (BUPA)	Police issued 3,939 occupant protection citations and made 587,845 contacts during both mobilizations. 533 departments participated in the Thanksgiving mobilization, 520 participated in the May CIOT mobilization.
Implement expansion plan to include additional, new LEAs in the Thanksgiving 2010 mobilization. (BUPA)	600 new departments were contacted; however, only 137 departments signed on to the BUPA program.
Conduct one joint Seat Belt and DUI enforcement mobilization in cooperation with PA DUI Task Forces statewide. (BUPA)	No action.
Coordinate and preserve the integrity of the statewide observational seat belt survey immediately following the 2011 Memorial Day Click It or Ticket mobilization. (BUPA)	Surveys were completed immediately following the May CIOT mobilization. The observed usage rate for 2011 is 83.82%.
Create, implement, and monitor a statewide strategic seat belt plan to reach every county during the Thanksgiving 2009 and Memorial Day 2010 mobilizations. (BUPA)	Final version of plan was created and implemented by the end of October 2010.

Provide a comprehensive statewide Earned Media Plan for each Mobilization with at least 16 activities for the Memorial Day Mobilization (BUPA)	Earned media plans were created for each mobilization with at least 16 activities.
Provide data and direction to target the NHTSA Paid Media Buy for Memorial Day Mobilization or other identified campaigns. (BUPA)	Data was gathered and compiled by February 25, 2011. The state supplemented the national media buy with its own paid media funds.
Train officers to provide educational programs to elementary, middle, and high schools. (BUPA)	264 new officers were trained to teach the re-designed Survival 101 middle and high school programs. Also 34 and 54 new officers were trained in the 16 Minutes high school program and Back Is Where It's At elementary program, respectively.
Provide educational programs to elementary, middle, and high schools. (BUPA)	A combined 828 educational programs were taught in schools throughout the course of FFY2011. These programs reached a total of 54,182 students.
Continue operation of 87 Child Passenger Safety Fitting Stations statewide. (PA State Police)	Over 1,183 car seat inspections were performed by appointment and during mobilization events.

## I. ENFORCEMENT (§. 402 & 405)

The proper and consistent use of seat belts and child restraint systems is known to be the single most effective protection against motor vehicle fatalities 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 a significant increase in the observed seat belt usage rate (70.7% in 2000, to 83.82% in 2011). There were two full-scale CIOT mobilizations during FFY 2011: Thanksgiving 2010 “Operation Safe Holiday Kick-Off” and Memorial Day 2011 “*Click It Or Ticket*.” During these mobilizations, the participating municipal police departments made 587,845 contacts with motorists and issued 3,768 seat belt citations, and 171 child passenger safety citations. In addition to the municipal police operations, the PA State Police participated in the mobilizations, resulting in a total of 2,010 seat belt citations and 165 child passenger safety citations. PSP also conducted 91 regulatory checkpoints during these time periods.



To enhance nighttime enforcement effort, Traffic Enforcement Zones (TEZ) were introduced statewide during the May CIOT mobilization following the success of the TEZ Demonstration Project in September 2010. The concept of the TEZ is not new as it is currently used in other states and by some law enforcement agencies in PA. The enforcement model behind the TEZ is almost identical to a normal traffic enforcement operation. The main difference is signage that alerts motorists that they are entering a TEZ. This signage was reviewed and approved by PennDOT and is available statewide. TEZ are established on a roadway with a concealed observation officer at the entrance of the Zone who relays observed violation information to pursuit vehicles within the Zone who make traffic stops. A TEZ is not a checkpoint as officers do not rely on a systematic process to stop vehicles. Only those vehicles or driver actions that can be observed to be in violation of Pennsylvania's Vehicle Code are stopped.

The TEZ did, as predicted, create a highly visible public awareness environment on 60 different targeted roadways. There were 85 total funded TEZs completed by 48 different LEAs. There were 52 daytime and 33 nighttime TEZs scheduled and completed. The Safety Focus Area of the TEZs reported was Occupant Protection, but a review of citation and arrest statistics showed that reason for the primary stop was speeding with 1,368 citations issued.

PennDOT may consider introducing TEZs to the Impaired Driving and Aggressive Driving Programs as an effective strategy for high-visibility nighttime enforcement.

## II. EDUCATION (§. 402)

The three approved enforcement-led school programs; "The Back is Where It's At," "Survival 101," and "16 Minutes" continued to be offered to schools statewide. These programs are specifically designed to be delivered by a police officer and are intended to create a better understanding of the experience and the relationship between the officer and students as drivers or passengers. The curriculums are age/grade appropriate and utilize the resources of both the enforcement officer and additional highway safety partners across the state.

The re-designed Survival 101 curriculum proved to be a huge success as more schools are interested in the up-to-date program and more officers are interested in teaching it. (35,483) There were 833 total educational programs completed during this grant period. A total of 54,182 students were reached directly, a significant increase from FFY2010. "The Back Is Where It's At" reported 169 programs reaching 11,139 students. There was a substantial increase in "Survival 101" programs with 570 recorded contacting 41,443 middle and high school students, roughly double the number of students contacted during FFY2010. The "16 Minutes" curriculum also nearly doubled during FFY11 reaching 1,336 15- to 16- year old students through 89 programs.

During this reporting period, a letter was sent to every PA school district, both public and private, with program and contact information. Over 2,000 letters were delivered. Every municipal police agency was contacted and encouraged to participate in BUPA educational programs and was provided training opportunities.

### III. CHILD PASSENGER SAFETY (§. 402)

In 2010, there were 121,430 total reportable crashes in Pennsylvania. Involved in those crashes were 13,669 children 8 years of age and under. The data shows that up to 2,000 of those children were improperly restrained which put them at increased risk for serious injury and death. 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 eight 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 currently has 1,182 active CPS technicians and 45 certified CPS instructors. The PA Traffic Injury Prevention Project (TIPP) conducted 17 classes of the Standardized CPS Certification Training certifying 189 new CPS technicians. In addition, 48 CPS technicians renewed their certification at one of 9 Renewal Courses held statewide. TIPP presented the following CPS training courses as well: 32 Update/Refresher classes (303 participants), 53 Hospital Staff/Continuing Medical Education Training courses (607 participants), 26 Loan Program Training courses (164 participants), and 59 primary and secondary school programs. During FFY2011, TIPP developed a new hour-long educational program for law enforcement that teaches basic, child restraint misuses that patrol officers can easily recognize without being a certified CPS Technician.

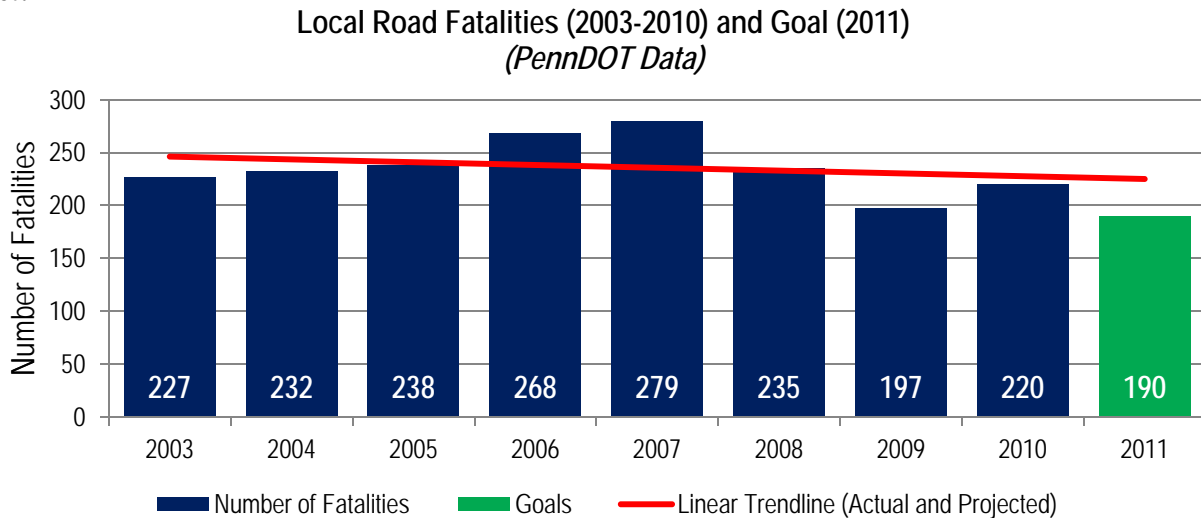
In addition to TIPP's activities, the State Police continued to operate 87 Fitting Stations statewide and promote the Standardized CPS Certification Course among Troopers. During grant funded enforcement activities alone, PSP issued 491 child passenger safety-related citations and inspected over 1,100 car seats.

In December 2011, a primary booster seat law will be enacted in the state of Pennsylvania. This upgrade to the law will make it easier for police to enforce all aspects of the Commonwealth's CPS laws and act as yet another tool to educate parents and caregivers.

## LOCAL ROAD SAFETY EDUCATION

**Goal: Reduce local road fatalities from 197 in 2009 to 197 in 2010 and 190 in 2011.**

*Result: 220 fatalities occurred on local roads in 2010, a 12% increase from 2009. **Goal not met.***



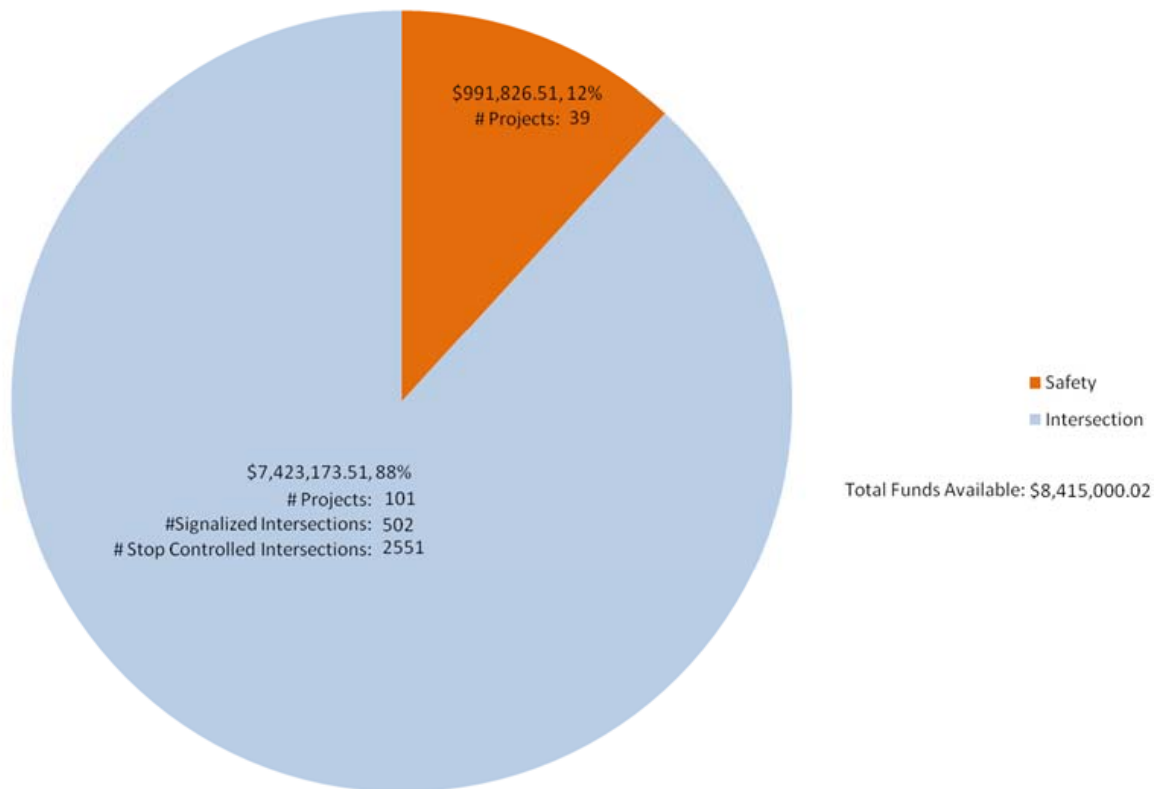
SAFETY MEASUREMENTS	RESULTS	
Provide more than 50 on-site safety-related technical assists to municipalities.	235	
Provide more than 50 additional telephone safety-related technical assists to municipalities.	153	
Conduct 50 safety training courses.	27	
Training Sessions	Number of Sessions	Number of Attendees
Common Sense Solutions to Intersection Problems	2	33
Traffic Signal Maintenance	2	25
Conduct and develop 10 Safety Improvement Plans for identified "Local Safe Roads Communities" (LSRC).	21	
Number of site reviews resulting from training sessions.	10	
Number of municipalities receiving assistance.	235	

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

Over the last five years, 17% 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 portion of the contract addressing behavioral traffic safety 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.

Beginning in calendar year 2011, Automated Red Light Enforcement (ARLE) grant funds were used to provide grants to local governments to implement safety improvements, some of them recommended by LTAP.

### ARLE Funding- Safety Improvements vs. Intersection Improvements





## DATA PROGRAMS

**Goal: To Complete all 2010 year crash data by April 2011. *Goal met.***

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

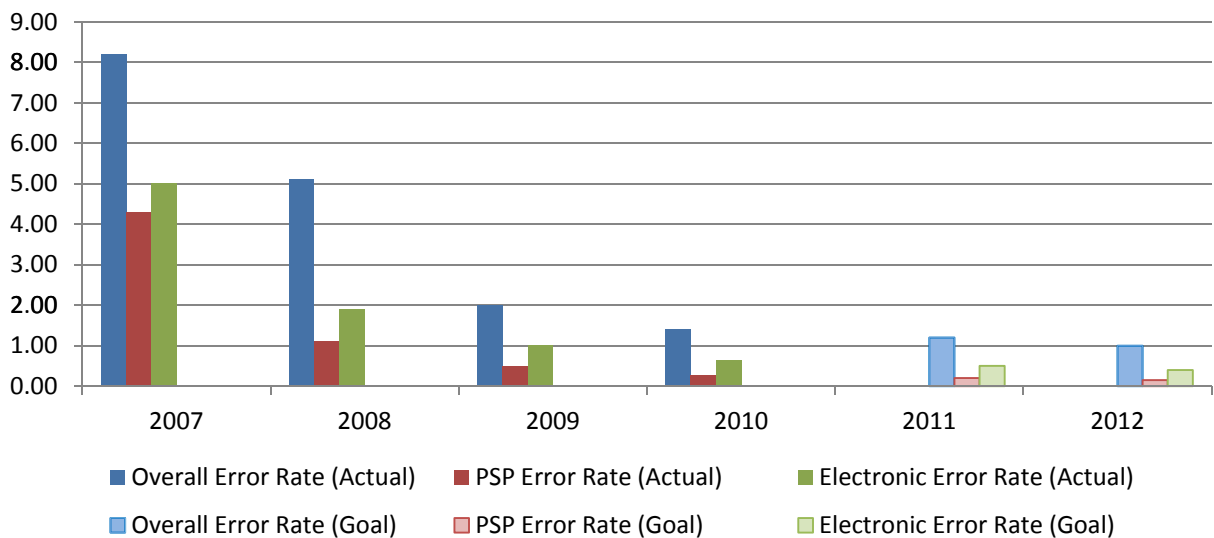
The following tasks were completed during FY 2011:

- 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

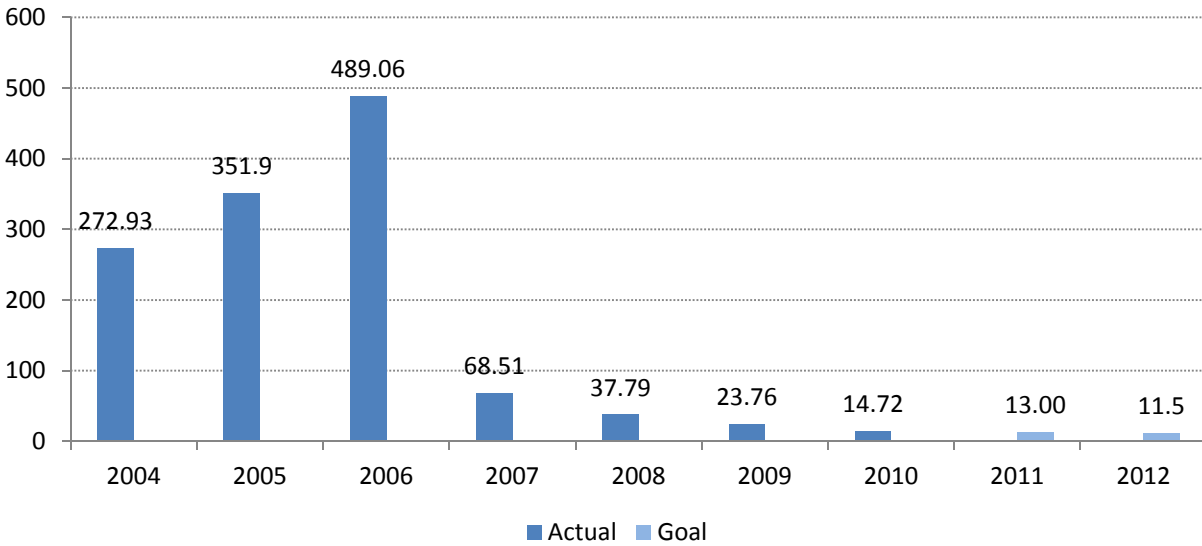
The following tasks will be determined in subsequent years:

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

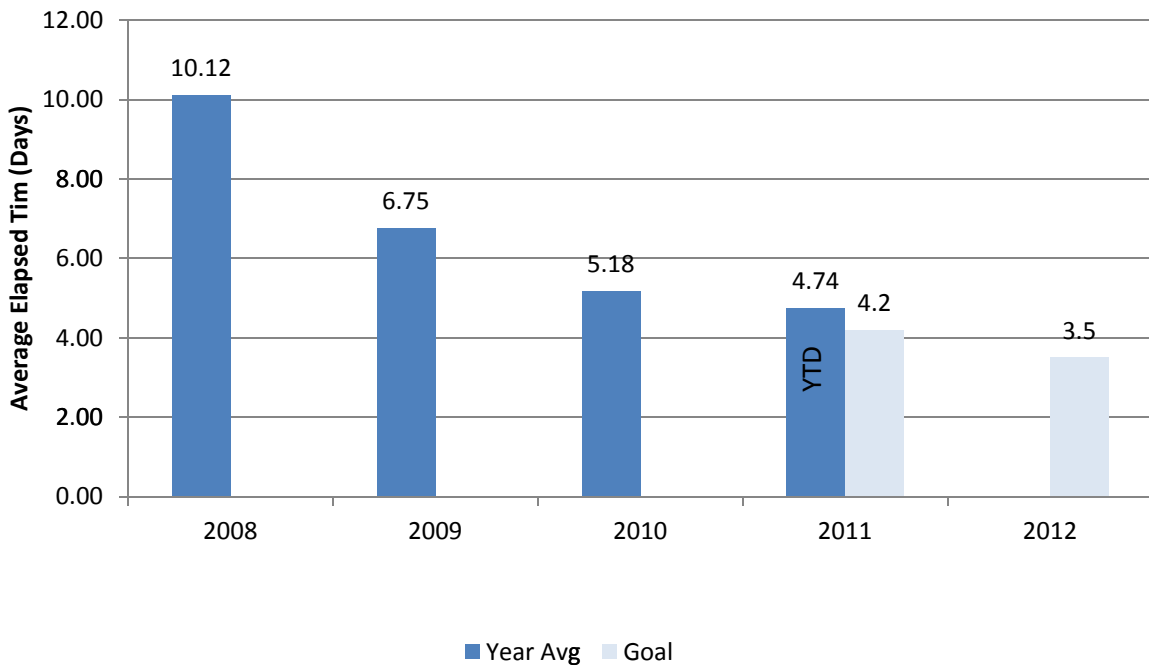
### Crash Data Quality (Average Errors per Case)



## Average Process Days (Measured as average days between Crash Date and Crash Data Availability Date)



## FastFARS Timeliness Measures (Measured as difference from crash date to date entered into FastFARS)



GOALS	RESULTS
Meet or exceed a 91% electronic submission rate.	The electronic submission rate reached 88.49% in 2010.
Reduce the crash record error rate to 3% or less.	The average crash record error rate was 1.41% in 2010.
Reduce the processing time of a crash report to 20 days or less (using the new calculation method).	The average process time was 14.72 days in 2010.
Reduce the processing time of a FastFARS report to 4 days or less.	The average processing time of a FastFARS report was 5.18 days in 2010.

## 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.

## II. CRASH RECORDS LAW ENFORCEMENT LIASON PROJECT PHASE II (§408)

The Bureau of Highway Safety and Traffic Engineering continued its use of a team of Law Enforcement Liaisons (LEL) in FFY 2011. The size of the team was reduced from 5 to 4 due to the accomplishments in FFY 2010 for increasing electronic reporting of crashes. The focus of the program was modified. One of the LELs objectives is to provide training to police officers statewide in the use of the web-based automated reporting system, which will result in improved data timeliness and fewer errors in crash reports.

## III. CRASH TRAFFIC RECORDS ASSESMENT (§408)

A new traffic records assessment was conducted in FFY 2011, to adhere to federal requirements in relation to Section 408 Funding. This assessment provided updated guidance on the state of traffic records in Pennsylvania. The analysis identified new and/or existing deficiencies, so that appropriate projects and countermeasures shall be implemented to counteract them. This assessment took place November 14-19, 2010.

#### IV. CRASH DATA ANALYSIS AND REPORTING TOOL (CDART) TRAINING (§408)

The Department recognized the need to continue a proper learning mechanism to teach State users CDART. This training is conducted through a qualified contractor who is knowledgeable of PennDOT's CDART application. The classes are taught to new employees, and refresher classes are taught to existing employees who request them.

As the user base increases, so does the Department's ability to more efficiently respond to the highway safety information requests for our roadways. This availability of information is a main goal in developing the CDART tool and with the continual updates of information the application is consistently enhanced for all users.



## COMMUNITY TRAFFIC SAFETY PROJECTS

**Goal: Reduce overall statewide fatalities by 100 fatalities per year, with the goal of 1,250 fatalities or less in 2010**

*Result: There were 1,324 traffic fatalities in 2010. Goal not met.*

SAFETY MEASURES	RESULTS
Conduct Informal Seat Belt Surveys to identify low usage areas for targeted enforcement during Memorial Day Click It or Ticket mobilization .	Conducted Informal Surveys at 100% of the official Seat Belt Survey Sites by March 31, 2011.
Contacts with the general public.	Increased the amount of contacts with the general public from the total reached in 2010 by 3%.
Contacts with local and municipal law enforcement agencies.	Increased the amount of law enforcement contacts from the total reached in 2010 by 38%.
Contacts with Magisterial District Judges.	Increased the number of MDJ contacts from the total in 2010 by 192%.
Distribute Medical Information Carrier Systems for helmets to the general public.	The amount of medical identification tags distributed fell by 50% (10,000 to 5,000) in 2011 versus the previous year.
Distribute bicycle helmets to the public.	Due to a funding decrease the number of helmets distributed in 2011 decreased by 70% from the 2010 total.
Implement Walkable Communities Programs throughout the state.	Five new Walkable Communities Programs were initiated by September 30, 2011.
Numbers and types of educational programs and trainings conducted.	See detailed tables and descriptions on pages 30-32.
From CPS Assessment, identify proper levels of service by county (fitting stations, training, education) .	Maintained service to 95% of Pennsylvania's total population of 12,702,379 (2010 U.S. Census).

### I. OVERVIEW (§. 402)

PennDOT's Highway Safety Office continued to support 12 single-county and regional Community Traffic Safety Projects (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.

## II. ENFORCEMENT OUTREACH (§. 402)

Enforcement outreach involves preparing data reports for police departments, conducting meetings with local law enforcement, and coordinating out of wave enforcement to address high risk roadways. Compared to 2010, Activities were up 36% and contacts up 41%, reflecting PennDOT’s rising emphasis on targeted law enforcement

ACTIVITY TYPE	# OF ACTIVITIES	# OF CONTACTS
Enforcement Outreach	7,338	346,834

## III. JUDICIAL OUTREACH (§. 402)

Judicial Outreach refers to meetings with District Justices to discuss programs such as Aggressive Driving and Click It or Ticket. A relatively recent component of our overall program, it is closing a gap in the chain from arrest through rehabilitation. Judicial coordination continues to play an important role in the success story and the number of activities and contacts are up over last year. In addition, judicial efforts resulted in a higher conviction rate for aggressive driving and other targeted behaviors.

ACTIVITY TYPE	# OF ACTIVITIES	# OF CONTACTS
Judicial Outreach	363	1,328

## IV. COORDINATED EDUCATION PROGRAMS (§. 402)

Coordinated Education Programs include training police officers to teach programs for school students like “The Back is Where It’s At,” “Survival 101,” and “16 Minutes”; distributing informational materials at health fairs, community centers, and schools; and contacting local businesses and other agencies about upcoming programs and safety concerns. Law enforcement personnel and CTSP conduct and coordinate these programs after receiving training from PennDOT. The Survival 101 program was modernized and updated in 2010 and is now being fully utilized in our programs. Initial participants have accorded the revised program very solid reviews. With this and other programs, the number of activities more than doubled over the previous year.

ACTIVITY TYPE	# OF ACTIVITIES	# OF CONTACTS
Coordinated Educational Programs	35,653	539,573

#### V. PLANNING AND ADMINISTRATION (§. 402)

Planning and Administration includes participating in recurring regional and location planning meetings for Aggressive Driving, partnering with other professional highway safety entities to coordinate activities, and planning conferences.

ACTIVITY TYPE	# OF ACTIVITIES	# OF CONTACTS
Planning and Administration	2,563	280,512

#### VI. MEDIA (§. 402)

PennDOT utilizes both paid (state-funded) and earned media campaigns developed in association with PennDOT Safety Press Officers (SPOs). Print, television, and radio were all utilized in this effort. Both earned and unearned media are carefully tracked and monitored by PennDOT. PennDOT’s SPOs often take the lead in providing the public with information about important safety programs. While paid media provides important new safety messages, the bulk of the activities and skills of the SPOs lies in their ability to arrange cooperative efforts with local media to run press releases, cover safety news stories, cover enforcement activities, cover school activities, and publicize follow-up stories to keep safety messages in the public eye. Reflecting the value placed of this area, media activities more than tripled from the previous year.

ACTIVITY TYPE	# OF ACTIVITIES	# OF CONTACTS
Media	1,979	36,831,075

#### VIII. CHILD PASSENGER SAFETY (§. 402)

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.

Activities encompass a wide range of techniques to improve knowledge and enforcement of CPS laws: 1) high visibility enforcement which includes CPS violations among other types of infractions, 2) educating health care providers on the proper installation of child restraint systems, 3) seat checks to ensure proper installation by parents and guardians, 4) education on the awareness of the purpose and value of child booster seats, 5) providing hospitals with restraint systems for special needs children, and 6) educating police officers to recognize violations of the CPS laws among other tasks.

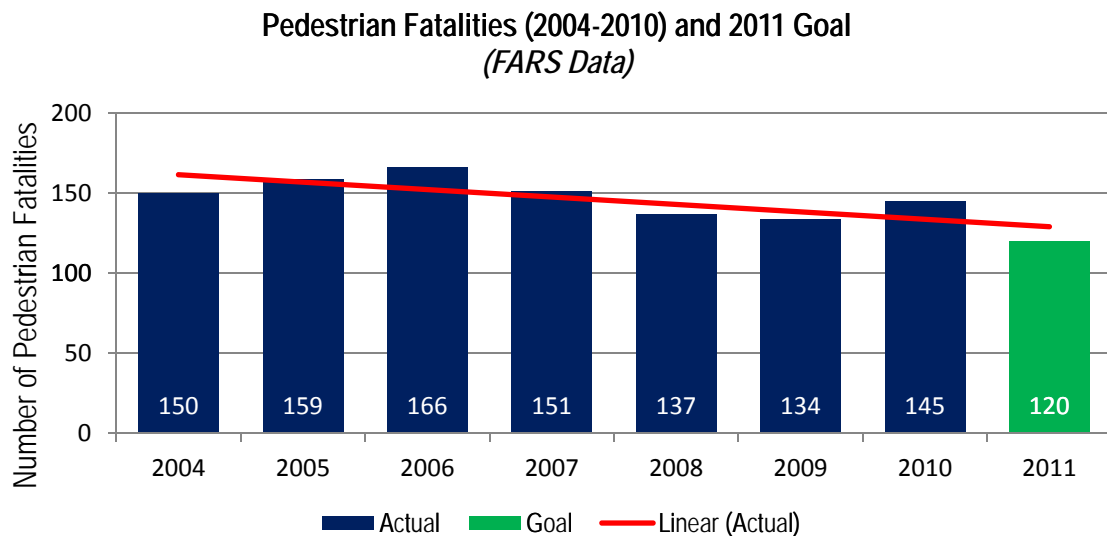
As a result of these activities, fatalities and injuries to children from birth to age 21 declined in 2010.

ACTIVITY TYPE	# OF ACTIVITIES	# OF CONTACTS
Child Passenger Safety	7,486	48,121

## VI. PEDESTRIAN SAFETY

**Goal: To reduce the statewide pedestrian fatalities to 130 or less in 2010.**

*Result: There were 145 pedestrian fatalities in 2010. Goal not met.*



SAFETY MEASUREMENTS	RESULTS
Implement 12 Walkable Community Programs in municipalities across the Commonwealth. These programs outline the combined engineering, enforcement, and education options that are tailored to fit specific participating communities.	5 new Walkable Community programs were initiated in the Commonwealth for 2011. PennDOT continues to aggressively develop this program for 2012.
Assist the District Bicycle/Pedestrian Office to address one bike/ped safety problem per quarter. The goal is 44 problems addressed.	A total of 76 problem situations were addressed by the District Offices during the period.
Continue to deploy yield-to-pedestrian channelizing devices to communities across the commonwealth (State funds). It is anticipated that 1,000 will be distributed this year. A 2006 study by PennDOT contractor Western Transportation Institute found substantial improvements in motorist and pedestrian compliance with pedestrian laws at locations where the devices had been deployed.	A total of 684 units were distributed during FFY 2011.



Continue to improve pedestrian safety in Transportation Enhancements, Hometown Streets, and Safe Routes to Schools programs.	BHSTE serves as a proposal reviewer and a technical advisor for the Safe Routes to School program as well as the Transportation Enhancements Program (now includes the formerly separate Hometown Streets program).
Continue to provide education, outreach, and training to motivate a change in specific behaviors that can lead to fewer pedestrian injuries.	Statewide, the CTSPs held over 6700 pedestrian safety activities, 92% of which were conducted in the City of Philadelphia, the locality with the highest number of pedestrian fatalities in the Commonwealth.
Continue to improve signal hardware for pedestrians (pedestrian signals and timing, accessible pedestrian signals, right turn on red restrictions, pedestrian countdown signals). The Department is incorporating widespread new guidance to improve access and safety in this area.	PennDOT Publication 149 (Traffic Signal Design Handbook) was updated to make pedestrian countdown signals standard for all new and modified signal systems in the Commonwealth. PennDOT Publication 46 (Traffic Engineering Manual) was modified to restrict Right-Turn-on-Red and make travel safer for pedestrians. PennDOT Design Manual, Part 2, and the Roadway Construction (RC) Standards were modified to make it congruent with the Americans with Disabilities Act and the U.S. Access Board's recommendations.

Pedestrian Safety continued to be a critical component of PennDOT’s overall highway safety effort in FFY 2011. PennDOT maintained existing programs and added new initiatives to the mix. The Yield to Pedestrian Channelizing Devices (YTPCD) Program continued to be very active. The state’s Local Technical Assistance Program (LTAP) continued or initiated a new Walkable Communities program in 13 communities across the Commonwealth. New education efforts in FFY 2011 focused on National Highway Institute training on bicycle and pedestrian safety and accommodation.

## IX. SUMMARY

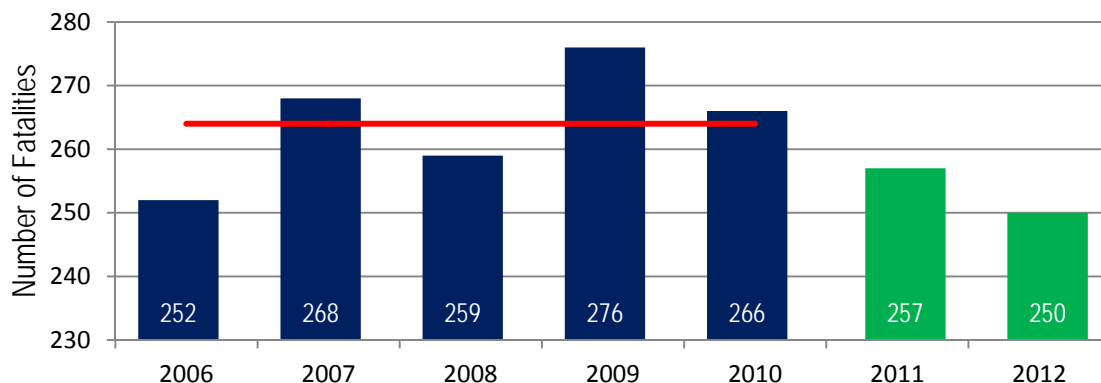
Although there are significant gains yet to be achieved in Pennsylvania highway safety, overall fatalities and major injuries have dropped significantly in recent years and the reduction is in large part due to the persistent and effective activities of the Community Traffic Safety Program grantees. The CTSPs remain the bulwark of PennDOT’s behavioral safety efforts. As an extension of the PennDOT safety office, the CTSPs serve as the chief interface between government highway safety offices and the citizens of the Commonwealth. They are directly responsible for the breadth and quality of our highway safety efforts. The coordinated behavioral, enforcement, judicial outreach, and media activities are significantly advertised and promoted through the CTSPs, who are responsible for a very positive approach to highway safety presented to the public. Along with high visibility law enforcement, they are an indispensable part of the highway safety successes in the Keystone State.

## MATURE DRIVER SAFETY

**Goal: To reduce statewide older driver fatalities to 206 deaths per year or less by 2011. This represents the pace at which the older driver fatality reduction would need to remain if overall statewide fatalities were to reduce by 100 deaths per year.**

*Result: There were 266 mature driver fatalities in 2010 exceeding our goal of 224. Goal not met.*

**Older Driver Fatalities and 2011-12 Goals with 5-Year Average  
(State Data)**



SAFETY MEASUREMENTS	OBJECTIVE
Create statewide mature driver taskforces that include partnerships with state and local agencies to develop educational and safety opportunities.	1 additional task force has been formed.
Promote mature driver education classes (AAA/AARP/Seniors for Safe Driving).	In 2010, AAA trained 5,207 people, Seniors for Safe Driving trained 7,097, and AARP trained 26,245 people in mature driver education classes, totaling approximately 38,500 mature drivers trained.
Promote CarFit program (AARP/AAA).	7 CarFit programs were sponsored by grantees and 6 "Seats and Seniors" programs were completed in FFY 2011. "Seats and Seniors" is a program that incorporates both child passenger safety (CPS) technicians and trained CarFit technicians at one seat check. Approximately, 50 mature driver vehicles were checked during TIPP

Provide education and training to increase the public's awareness of mobility alternatives.	Public Transportation website has been promoted through mature driver safety/education presentations. Approximately, 125 mature driver outreach programs were conducted in FFY 2011.
Conduct NHTSA Older Driver Enforcement Course (Train the Trainer).	2 Classes were held.
Conduct training for engineers in road design for mature driver issues.	No trainings were conducted.

## I. MATURE DRIVER UPDATE (§. 402)

According to the United States Census, Pennsylvania has approximately 12.7 million residents and roughly 2 million individuals over the age of 65. Mature drivers represent a subset of their total population and approximately 80%, or 1.6 million, of all people over the age of 65 have a valid driver's license. Around 18% of PA's total licensed population is over the age of 65. Mature driver fatalities in automotive crashes totaled 266 in 2010, approximately 20% of all traffic fatalities in PA.

As we age the body goes through many changes. Eyesight, physical mobility, and reflexes are all examples of a progressive transformation that is either self-managed or prescribed through professional aid. Many times, individuals recognize these signs of change but think it is a "normal" evolution and maintain, in their minds, a healthy ability to drive. This thought is directly related to the "special" relationship a personal vehicle holds to individuals. It can be someone's lifeline, their sense of freedom or in some minds an "entitled" right. For these reasons, we will continue to work with our mature drivers by educating them on the cultural/physical changes and safe driving procedures that can limit/reduce injuries in crashes. We will continue to reach out to our medical community to consider the impairment concerns of multiple prescriptions and driving. We will continually assist with mobility options and help getting the information out to our residents that senior public transportation programs are available at fractions of the normal cost, if not free.

Pennsylvania is a state that has vast differences of community, infrastructure, population, and resources, but one holds consistent, the personal vehicle. We will have to work with our growing population of older drivers and our partners to see that mature driver's safety improves through all the changes life poses.

## II. COMMUNITY TRAFFIC SAFETY PROGRAMS (§. 402)

Through the Community Traffic Safety Projects, PennDOT funds educational programs for mature drivers. These grantees are encouraged to help take the programs into senior centers, AARP meetings, and other places where the demographic gathers. The programs cover safe driving practices, updated laws and regulations, information about driving alternatives, and informative ways for law enforcement and loved ones to relate to the mature drivers.

The Traffic Injury Prevention Program (TIPP) developed a new program in FFY 2011 that addressed a growing relationship between mature drivers and children's safety seats. TIPP acknowledged they were seeing higher amounts of grandparents bringing their grandchildren to car safety seat checks, but at the same time were not abiding by safety protocol themselves. This sparked the idea to incorporate the two and the program, "Seats and Seniors", evolved. The program involves both certified CPS technicians and certified CarFit technicians providing safe driving habits for both kids and our older drivers.

## III. MATURE DRIVER SAFETY STUDY (§. 402)

During FFY 2010, a statewide study was completed that analyzed the trends that are over-represented in certain types of mature driver behaviors. A grant was issued to the Bureau of Driver Licensing to implement some of the post-study findings. No action was taken during FFY 2011.



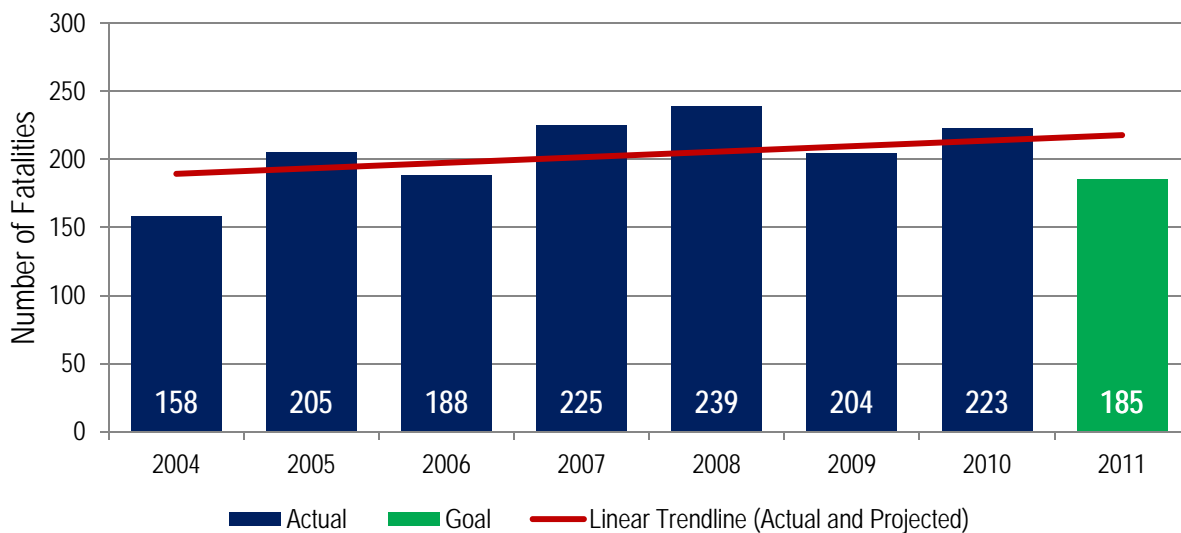
## MOTORCYCLE SAFETY

**Goal: To reduce motorcycle fatalities to 141 or less by 2011 and reduce unhelmeted motorcycle fatalities to 69 or less by 2011. This represents the pace at which the motorcycle and unhelmeted motorcycle fatality reduction would need to remain if overall statewide fatalities were to reduce by 100 per year.**

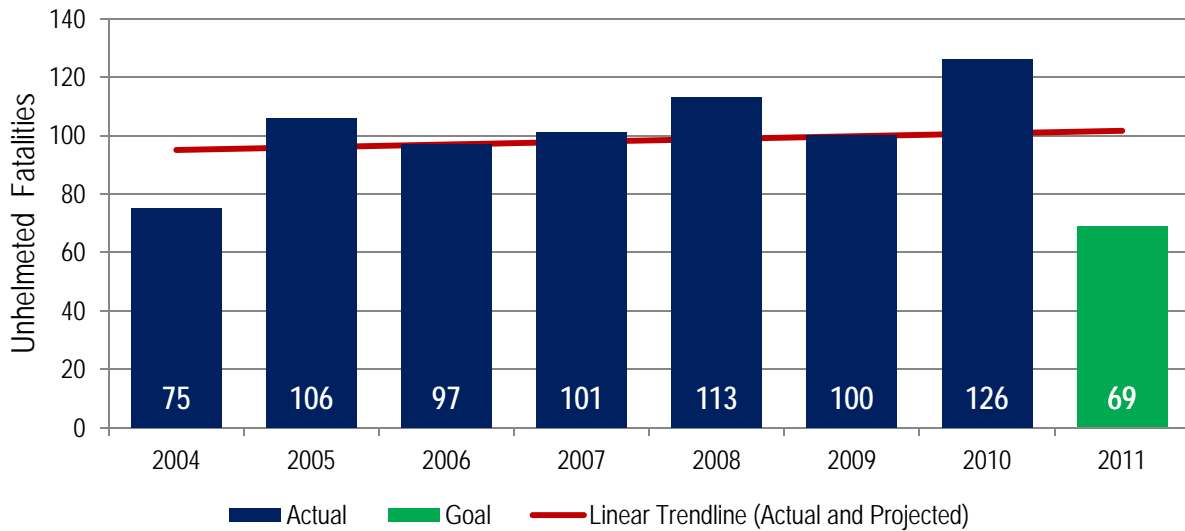
*Result: There were 223 (FARS data) motorcycle fatalities in 2010. For Pennsylvania's 2010 motorcycle fatality number to be on pace to reach the 141 fatality or less goal by 2011, there would have to be 190 or less fatalities in 2010. The chart below reflects the new goal going forward. **Goal not met.***

*Result: There were 126 (FARS data) unhelmeted motorcycle fatalities in 2010. For Pennsylvania's 2010 unhelmeted motorcycle fatality number to be on pace to reach the 69 fatality or less goal by 2011, there would have to be 75 or less fatalities in 2010. **Goal not met.***

**Total Motorcycle Fatalities (2004-10) and 2011 Goal  
(FARS Data)**



**Unhelmeted Motorcycle Fatalities (2004-10) and 2011 Goal  
(FARS Data)**



SAFETY MEASUREMENTS	RESULT
Place a "Watch for Motorcycles" message on all driver license and registration renewal envelopes. Reach 10,500,000 motorists yearly through distribution of envelopes.	There were 12,312,500 envelopes sent out displaying the "Watch for Motorcycles" message. Section 2010 funds were used for this initiative.
Coordinate the dispersal of 15,000 "Watch for Motorcycle" bumper stickers in FFY 2011.	While the actual number of stickers distributed was not tracked, PennDOT members staffed a kiosk promoting the "Live Free Ride Alive" motorcycle safety campaign at six different motorcycle rallies in 2011. In addition to the bumper stickers being distributed, information on motorcycle training and impaired riding was also distributed at the rallies.
Develop a campaign to promote the training courses offered by the Motorcycle Safety Program. Increase the number of students trained in the Basic Rider Course by 10% and increase the number of students trained in the Basic Rider Course 2 by 20%. Have 100% of all motorcycle dealers distribute training materials.	Motorcycle training promotional kits were sent to 702 motorcycle dealerships statewide. Each kit contains 100 motorcycle training brochures and 100 mini-training flyers. Section 2010 funds were used for this initiative. See chart on page 40 for number of students trained.
Open three 3-Wheeled Riding Course training sites in FFY2011. Hold 18 training sessions (6 at each site). Fill all available spots in all 18 trainings.	Three 3-Wheeled Riding Course sites were opened. There were 16 training sessions conducted and 62 riders were trained. Section 2010 funds were used for this initiative.

Educate law enforcement on impaired motorcyclists. Provide 20 trainings statewide in FFY 2011 and provide DUI tip cards as requested.

During Federal Fiscal Year 2011, five trainings were conducted reaching nine different municipal police departments. Activity under this contract was delayed until the DUI Association's contract was approved in August. PennDOT also hosted a Motorcycle Safety & Enforcement Train-the-Trainer Workshop in June. The training occurred in Harrisburg and 15 officers were in attendance.

## I. SHARE THE ROAD/WATCH FOR MOTORCYCLISTS (§. 2010)



Pennsylvania receives Section 2010 funding for Motorcycle Safety. In FFY 2011, PennDOT directed approximately \$200,000 in Section 2010 funding towards the deployment of “Share the Road” gas pump toppers. The pump toppers were on display from May through September in the top ten counties for motorcycle related crashes. A sample gas pump topper in use is pictured to the left. Gas pump toppers are a popular paid media initiative that is often used for our DUI and Click it or Ticket campaigns. The PennDOT DriveSafePA.org website is listed at the bottom of the message.

PennDOT also used over \$175,000 in Section 2010 funds towards the printing of “Watch for Motorcycles” on the exterior of 12,312,500 envelopes used for mailing vehicle registration and driver’s license renewal applications. The “Share the Road/Watch for Motorcycles” messages will help raise awareness amongst motorists to be cautious of the vulnerability of motorcyclists. Because of their size, motorcycles can be easily hidden in the blind spots and often overlooked.

## II. MOTORCYCLE TRAINING COURSES (State Funds and §. 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 three 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 Basic Rider Course 2 (BRC2) 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.

- 3-Wheeled Beginner Rider Course (3WBRC) is an entry-level training and education course. Participants learn fundamental riding skills and safety strategies similar to what is provided in the MSP Basic Rider Course, but on three wheels. The course was offered for the first time in fiscal year 2011. Section 2010 funds were used to help pay for some of the start-up costs, including the purchase of three 3-wheeled motorcycles.

Year	Number Trained BRC	Number Trained BRC 2	Number Trained 3WBRC	Total Trained
2010	21,557	2,438	0	23,995
2011	20,729	2,233	62	23,024



Outside of the startup costs for the 3WBRC, no federal monies were used since motorcycle license fees provide the funding for the MSP. In an effort to make more riders aware of the free training available, PennDOT began printing course contact information on the actual motorcycle permit itself. Printing this information on the permit helps ensure that our target audience understands there is a training course available to help them get their license.

Under grant K6 11-03-1, Section 2010 funds were used to conduct a mass mailing to 702 motorcycle dealerships statewide. Each motorcycle dealership received motorcycle safety training promotional kits for display in their shops. Each kit contains 100 motorcycle training brochures and 100 mini-training flyers.

### III. LIVE FREE RIDE ALIVE (State Funds)

LiveFreeRideAlive.com is Pennsylvania’s motorcycle themed interactive website. Important messages on the site include obeying the speed limit, not riding impaired, being properly trained, and wearing protective gear. The website also emphasizes the importance of being properly licensed and encourages the use of protective gear. The website is promoted through online advertising, license plates, t-shirts, billboards, gas pump toppers, delivery truck advertising, bar coasters, and kick stand coasters. In addition PennDOT members manned a Live Free Ride Alive kiosk during Pennsylvania’s biggest motorcycle rallies in 2010 and 2011. Hundreds of items promoting the campaign and website were distributed at the rallies. Rider coaches in PennDOT’s Motorcycle Safety Program direct their students to view the site as well. Motorcyclists are also encouraged to use the site to share stories of their experiences riding and to upload amateur documentaries depicting the riding culture. Section 2010 funds are not used for this initiative.

## PLANNING AND ADMINISTRATION

### I. OVERVIEW

In addition to receiving federal Section 402 funds each year, the Commonwealth is also eligible to apply for additional funds to conduct activities such as seat belt education and enforcement, DUI enforcement, child passenger safety education, and other activities identified by NHTSA. In some cases, Pennsylvania also qualifies for additional funds based on its seat belt use rate or because of laws such as the .08% BAC law. In FFY 2011, funds were awarded through 92 state and local agreements. The implementation of dotGrants, our electronic grants management system, has made the process of applying and approving funding more efficient and timely. In order to have a coordinated program and ensure that Pennsylvania is following both Federal and State laws and procedures, a dedicated staff is required.

SAFETY MEASUREMENTS	RESULTS
Issue approximately 100 or more projects to various state and local agencies by September 30, 2010 for FFY2010 beginning October 1, 2010.	92 projects were funded in FFY 2010
Perform approximately 100 site evaluations of projects, and approximately 50 fiscal audits by year end September 30, 2011.	___ site visits were performed and ___ fiscal audits were performed by September 30, 2010
Create 1 Annual Report Submission, for reporting activity, to NHTSA and submit no later than December 31, 2010.	Completed
Prepare 402 Application for funding to NHTSA and submit no later than September 1, 2011.	Completed
Prepare 405 Application for funding to NHTSA and submit no later than February 15, 2011.	Completed
Prepare 408 Application for funding to NHTSA and submit no later than June 15, 2011.	Completed
Prepare 410 Application for funding to NHTSA and submit no later than August 1, 2011.	Completed
Prepare 2010 Application for funding to NHTSA and submit no later than August 1, 2011.	Completed
Prepare 2011 Application for funding to NHTSA and submit no later than July 1, 2011.	No action



## STATE FUNDED PROGRAMS

### I. EMERGENCY MEDICAL SERVICES (EMS)



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.

### 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 Pennsylvania drivers in the ignition interlock program for FFY 2011 are as follows:

- 6,270 program participants
- 5,706 installations (5,265 in 2010)
- Drove over 59.7 million sober miles
- Performed over 13.1 million breath tests
- Participants failed 46,052 tests with Breath Alcohol Concentrations (BrAC) ranging from 0.025 to 0.079 percent, 2,481 tests with a BrAC ranging from 0.08 to 0.099 percent, 2,882 tests with a BrAC ranging from 0.10 to 0.159 percent, and 1,175 tests with a BrAC at 0.16 or higher.
- 52,590 (53,890 in 2010) 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. PAID MEDIA

The Pennsylvania Department of Transportation (PennDOT) used state funds to support paid advertising activities in FFY 2011.

DUI paid media was purchased for the July 4<sup>th</sup> mobilization in 2011. Strategies such as radio messages, gas pump toppers, bar & convenience store advertising and internet advertising were used during the campaign. Over \$730,000 in state funds was spent on impaired driving media. Males age 18-34 were the target demographic.

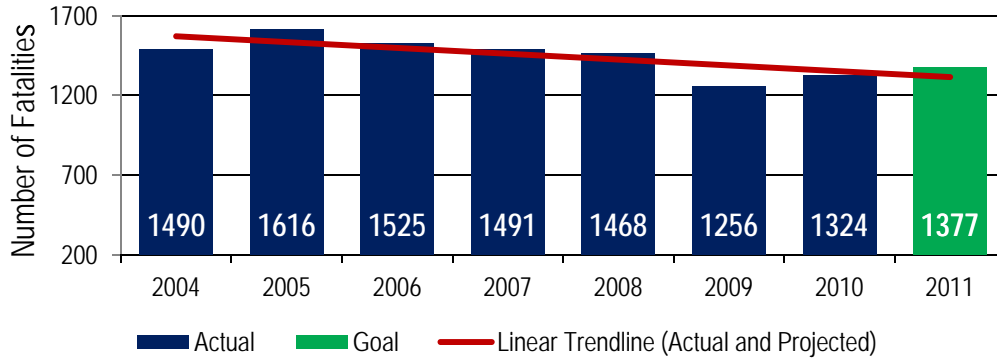
Click it or Ticket paid media advertising also occurred during FFY 2011. Approximately \$570,000 was spent on the campaign. The advertising campaign occurred during the national enforcement mobilization in May. Radio messages, billboards, and gas pump toppers made up the majority of the advertising. Males 18-54, night-time, pickup truck drivers were the target demographic for Click it or Ticket media.

## NHTSA PERFORMANCE MEASURES

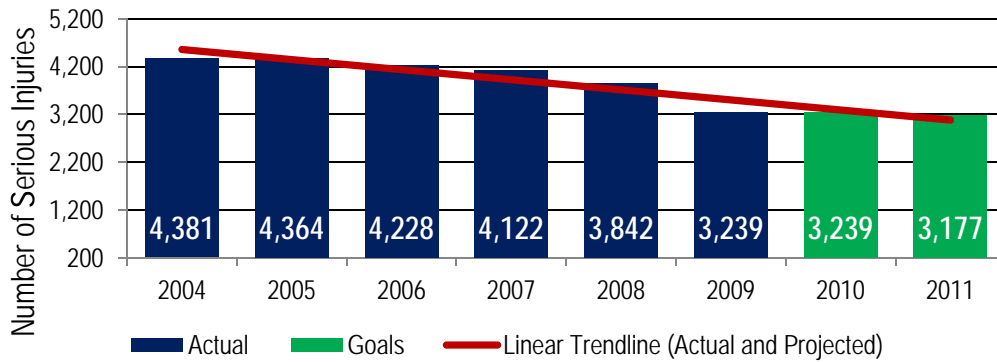
The National Highway Traffic Safety Administration (NHTSA) established a new requirement in FFY 2010 for state's receiving federal traffic safety grant funds. Applicable states are now required to report on 14 performance measures that include a variety of highway safety focus areas, and specific NHTSA funded enforcement statistics. Listed below are the NHTSA identified performance measures and each respective graph:

MEASUREMENT	DESCRIPTION/OBJECTIVE
Traffic Fatalities	Reduce the number of traffic fatalities.
Number of Serious Injuries	Reduce the number of serious injuries related to motor vehicle crashes.
Fatalities per VMT	Reduce the number of fatalities per vehicle mile traveled.
Unrestrained Passenger Vehicle Fatalities	Reduce the number of unrestrained passenger fatalities.
Fatalities in Crashes with a BAC of +0.08	Reduce the number of motor vehicle fatalities related to drivers with a Blood Alcohol Content of .08 or higher.
Speeding Related Fatalities	Reduce the number of motor vehicle fatalities related to speeding.
Motorcycle Fatalities	Reduce the number of motor vehicle fatalities related to motorcycles.
Unhelmeted Motorcycle Fatalities	Reduce the number of motor vehicle fatalities related to un-helmeted motorcyclists.
Drivers age 20 or less in Fatal Crashes	Reduce the number of drivers aged 20 or less involved in motor vehicle crashes resulting in fatality.
Pedestrian Fatalities	Reduce the number of pedestrian fatalities related to motor vehicle crashes.
Seat Belt Usage	Observe and collect, per 2008 Methodology, seat belt observations to calculate the statewide seat belt usage rate.
Seat Belt Citations	Collect the amount of seat belt citations issued resulting from federally funded local projects.
DUI Arrests	Collect the amount of DUI Arrests issued resulting from federally funded local projects.
Speeding Citations	Collect the amount of speeding citations issued resulting from federally funded local projects.

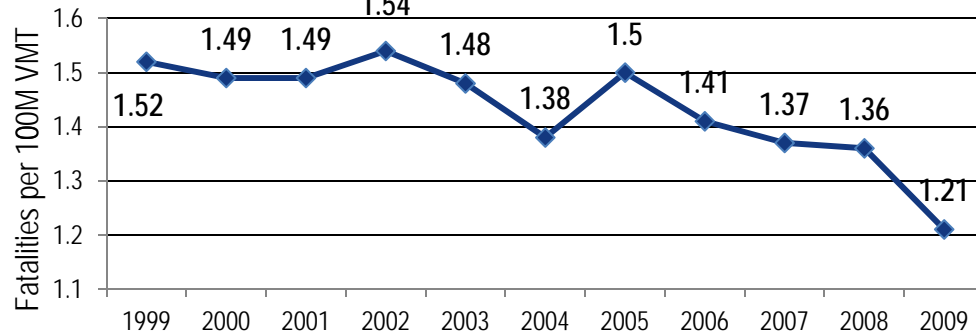
**Total Fatalities (2004-2010) and 2011 Goal**  
(FARS Data)



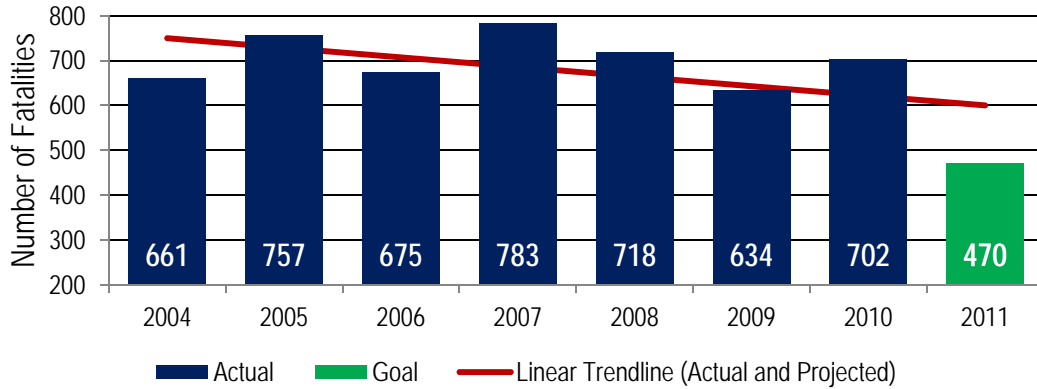
**Total Serious Injuries (2004-2009) and Goals (2010-2011)**  
(State Data)



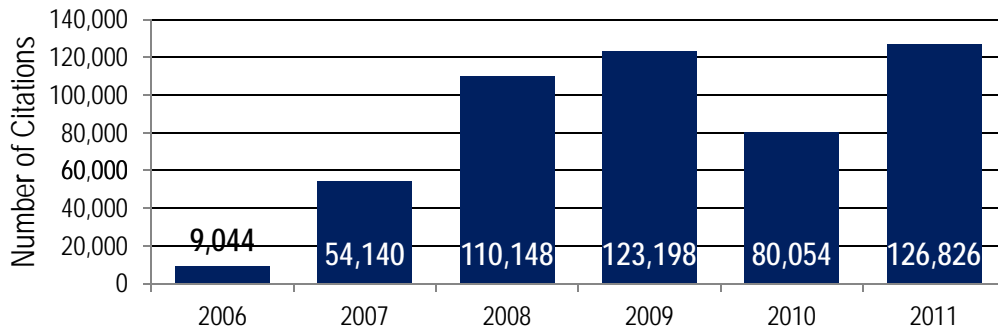
**Fatalities per 100M Vehicle Miles Traveled (1999-2008)**  
(FARS Data)



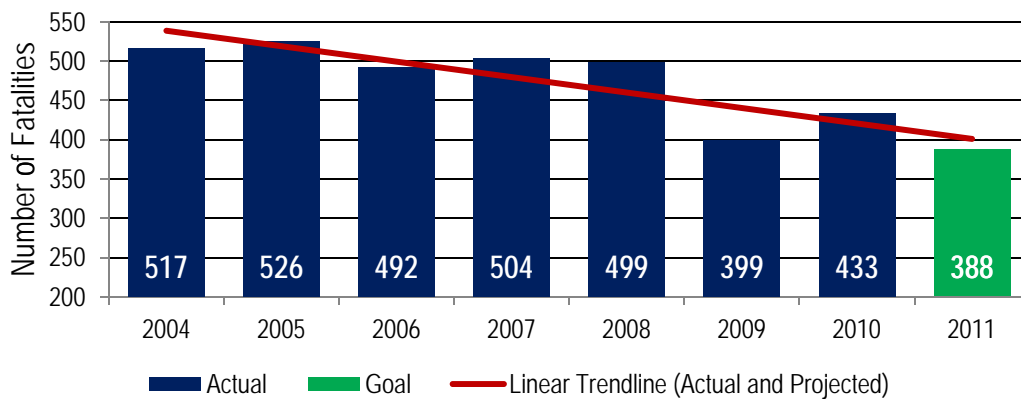
**Speeding Related Fatalities (2004-2010) and 2011 Goal**  
(FARS Data)



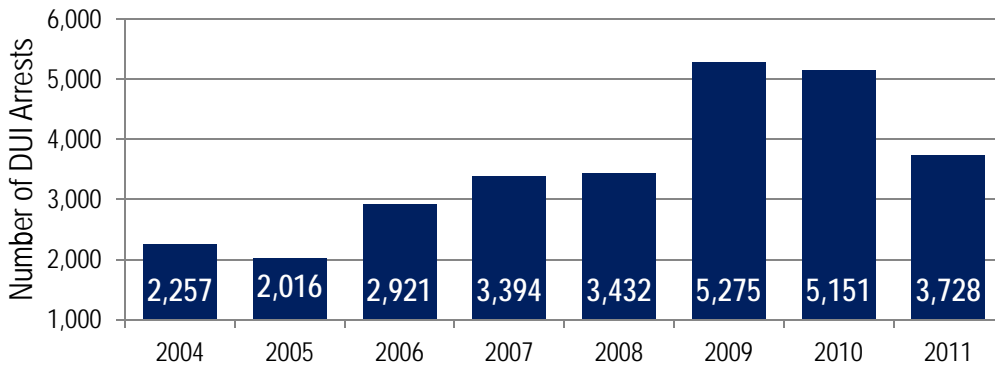
**Speeding Citations from Aggressive Driving Enforcement Operations**  
(State Data)



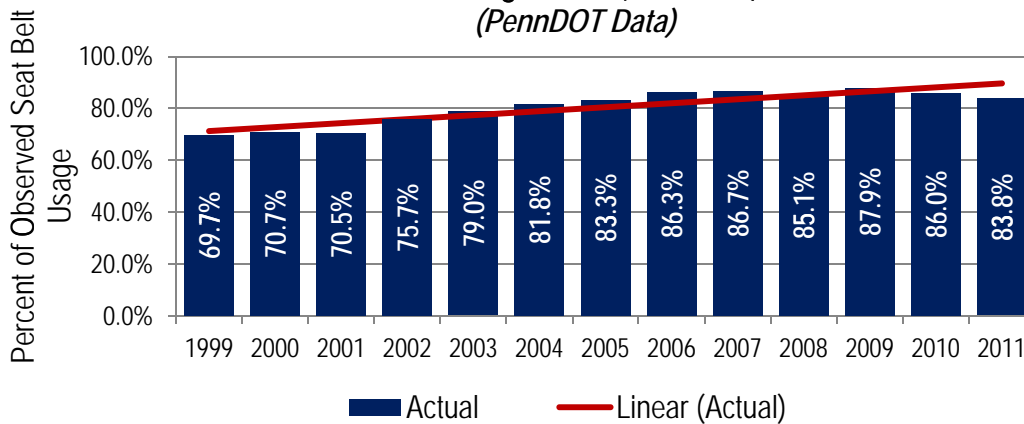
**Alcohol Impaired Fatalities BAC .08+ (2004-2010) and 2011 Goal**  
(FARS Data)



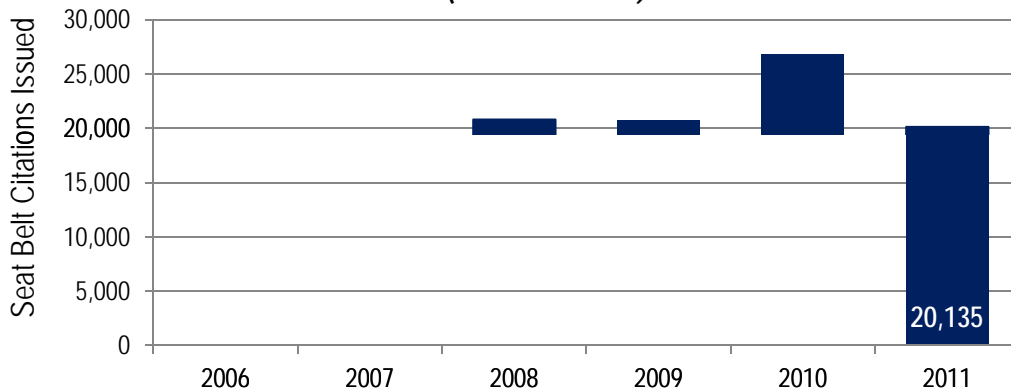
**DUI Arrests from Grant Funded Impaired Driving Enforcement  
(State Data)**



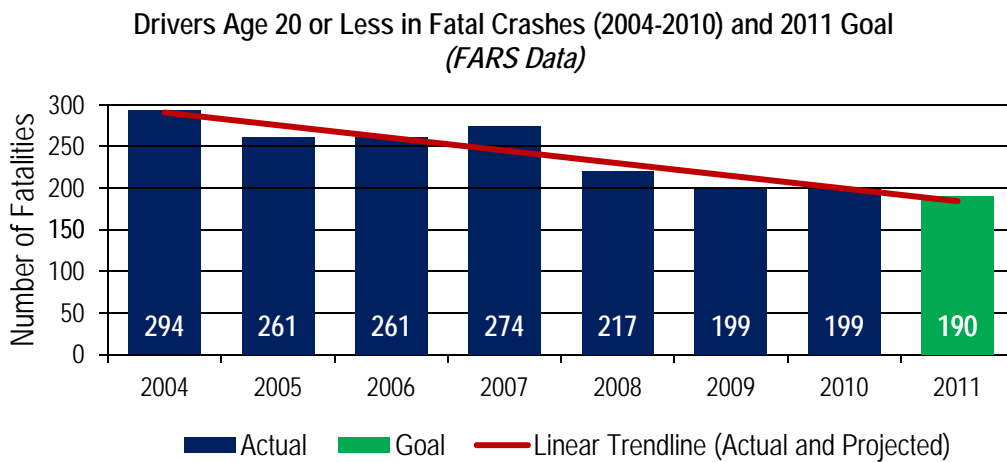
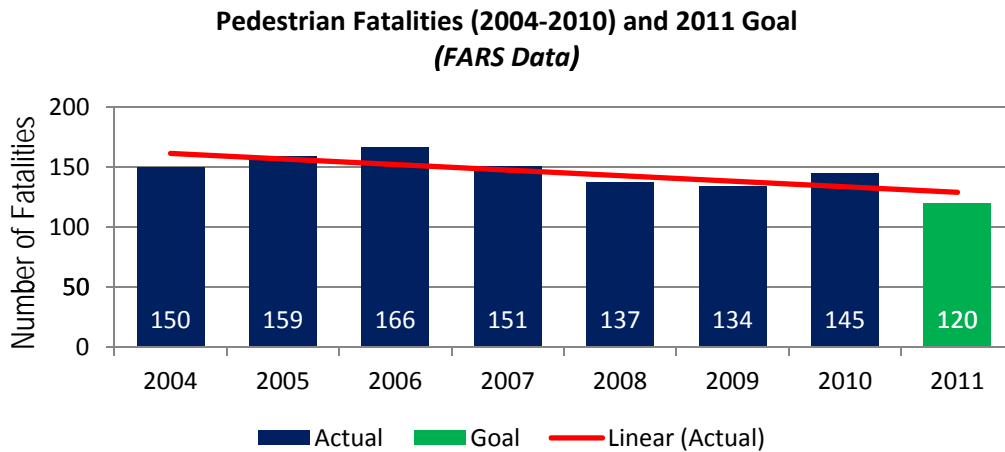
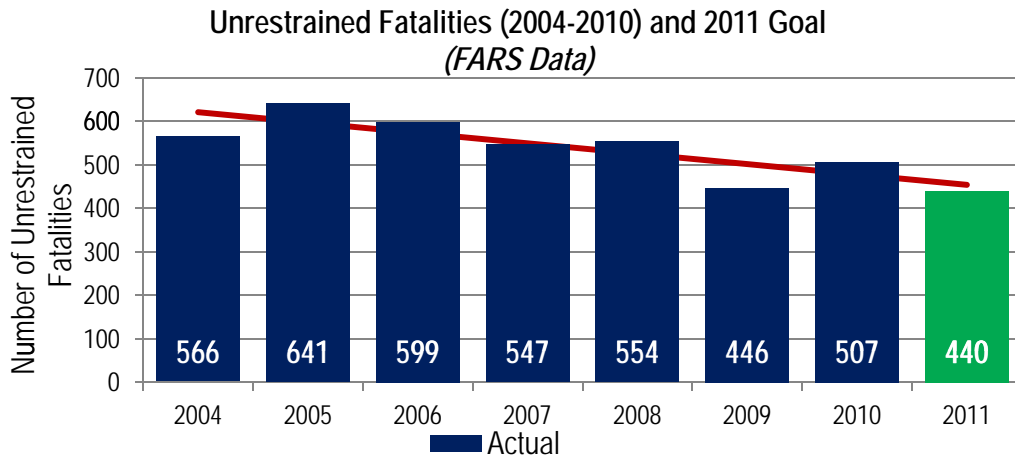
**Observed Seat Belt Usage Rates (1999-2010) and Goal 2011  
(PennDOT Data)**



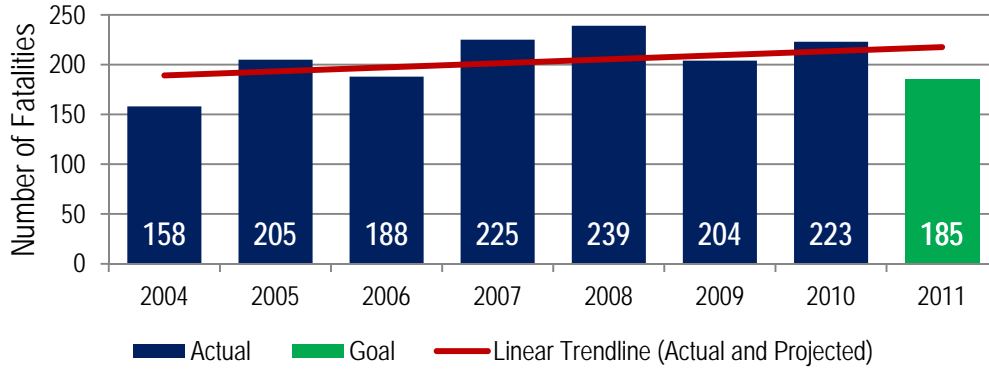
**Seat Belt Citations Issued During Grant Operations FFY2006-2011  
(PennDOT Data)**



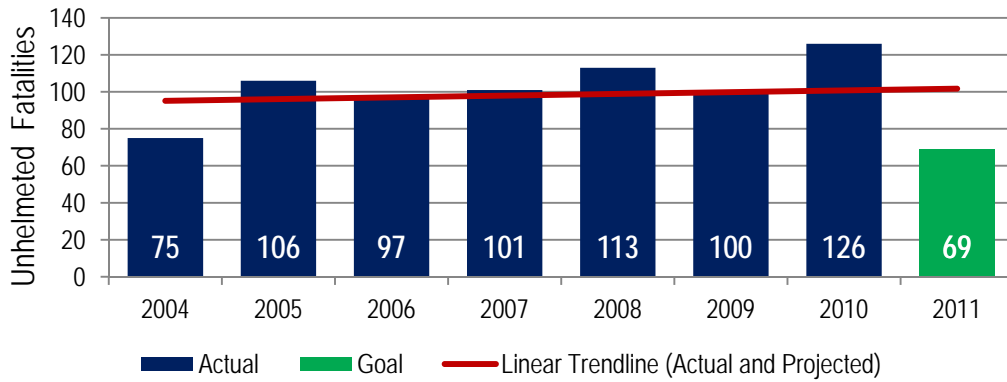




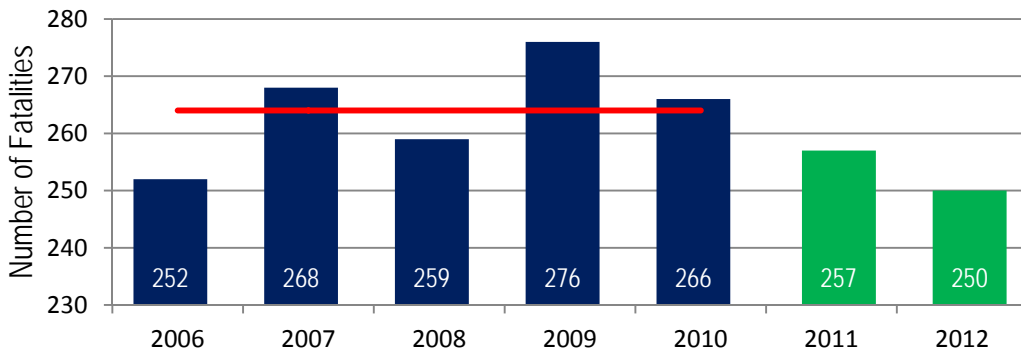
**Motorcycle Fatalities (2004-10) and 2011 Goal**  
(FARS Data)



**Unhelmeted Motorcycle Fatalities (2004-10) and 2011 Goal**  
(FARS Data)



**Older Driver Fatalities and 2011-12 Goals with 5-Year Average**  
(State Data)



Pennsylvania							
NHTSA Core Performance Measures							
FFY 2011 Highway Safety Plan							
	2006	2007	2008	2009	2010	2011	2012 Goal
<b>Traffic Fatalities</b>	1,525	1,491	1,468	1,256	1,324	1,377	1,341
<i>5-year moving average</i>	1,565	1,540	1,518	1,471	1,413		
<b>Number of Serious Injuries</b>	4,228	4,122	3,842	3,239	3,556	3,702	3,607
<i>5-year moving average</i>	4,570	4,350	4,147	3,959	3,797		
<b>Unrestrained Passenger Vehicle Fatalities</b>	597	547	553	445	505	528	514
<i>5-year moving average</i>	636	604	592	567	529		
<b>Drivers age 20 or less in Fatal Crashes</b>	262	276	224	199	201	200	214
<i>5-year moving average</i>	282	274	253	236	226		
<b>Fatalities in Crashes with a BAC of +0.08</b>	492	504	499	399	433	375	355
<i>5-year moving average</i>	431	430	435	422	395		
<b>Speeding Related Fatalities</b>	675	783	718	634	702		
<i>5-year moving average (based on State Data)</i>	291	311	309	305	304	289	281
<b>Motorcycle Fatalities</b>	187	225	236	204	223		
<i>5-year moving average</i>	168	186	202	211	215	209	203
<b>Unhelmeted Motorcycle Fatalities</b>	88	120	122	106	126	107	101
<i>5-year moving average</i>	65	82	100	106	113		
<b>Pedestrian Fatalities</b>	171	155	142	136	145	146	142
<i>5-year moving average</i>	164	163	156	153	150		
<b>Seat Belt Usage</b>	86.30%	86.70%	85.10%	87.90%	86.00%	83.82%	87.08%
<b>Fatalities Per VMT</b>	1.41	1.37	1.37	1.21	N/A	N/A	TBD
<b>Areas tracked but no goals set</b>							
<b>Speeding Citations</b>	9,044	54,140	101,148	123,198	80,054	126,826	
<b>Seat Belt Citations</b>	7,518	14,761	20,803	20,708	26,764	20,135	
<b>DUI Arrests</b>	2,016	3,394	3,432	5,275	5,151	3,728	
<b>Goals in red are set to the 5-Year Average</b>							
<b>Vehicle Miles Traveled (VMT) for 2010 have not been released. Goals cannot be determined until this number is released.</b>							

## ATTITUDE & AWARENESS SURVEY

As a part of the NHTSA performance measures an attitude and awareness survey was performed. The survey included a core set of NHTSA identified questions and a few supplementary questions that were identified as specific highway safety concerns in the Commonwealth. The attitude and awareness survey covers a variety of highway safety topics such as impaired driving, seat belt use, speeding, motorcycles, and distracted driving. The survey results help PennDOT gain valuable information from drivers for use in prioritizing its highway safety efforts.

The FFY 2011 survey period lasted three weeks, beginning July 11, 2011, and remained open until July 29, 2011. To administer the survey PennDOT developed a web based survey tool in 2010 and utilized PennDOT's, [www.DriveSafePA.org](http://www.DriveSafePA.org), website as the host for respondent traffic. To help promote the survey PennDOT issued a statewide press release.

In an attempt to ensure the data received was the target audience, Pennsylvania drivers, questions inquiring whether the respondent was a "licensed driver" and their Zip Code were included in the survey. Listed below is a summary of the survey's results:

### Demographics

•**3,500** ↓ Pennsylvania drivers responded (3,800 in 2010):

•**Sex:**

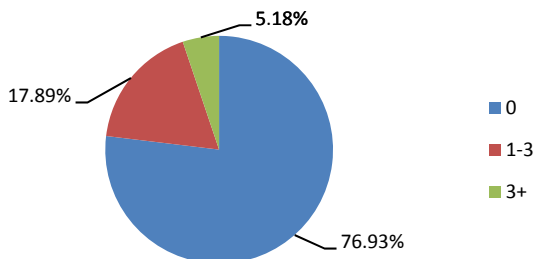
- Male – 59.2 % ↑ from 54.73% in 2010
- Female – 40.8% ↓ from 45.27% in 2010

•**Age:**

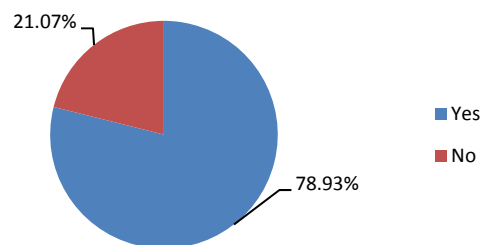
- 40-64 – 57.8% ≈ to 57.03% in 2010 of total respondents
- 25-39 – 26.4% ↑ from 22.89% in 2010 of total respondents
- 65+ - 10.4% ↓ from 14.58% in 2010 of total respondents
- 16-24 – 5.3% ↓ from 5.5% in 2010 of total respondents

### Impaired Driving

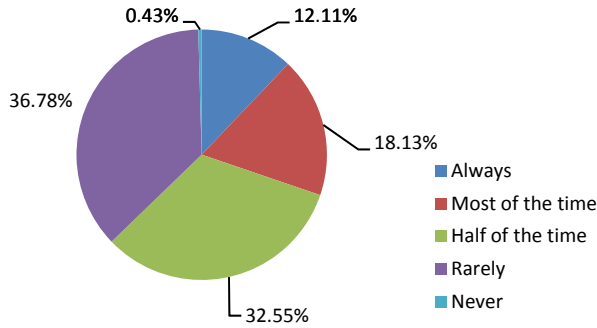
In the past 60 days, how many times have you driven a motor vehicle within 2 hours after drinking alcoholic beverages?



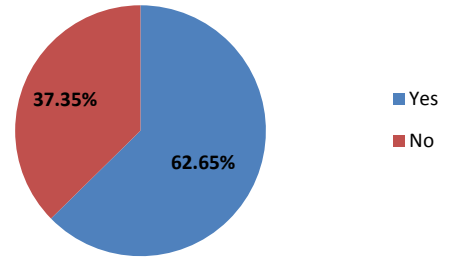
In the past 30 days, have you read, seen or heard anything about alcohol impaired driving (or drunk driving) enforcement by police?



What do you think the chances are of someone getting arrested if they drive after drinking?

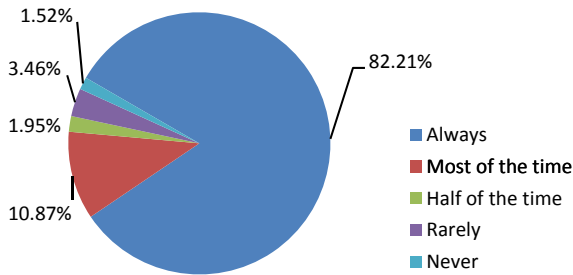


In Pennsylvania, people convicted of a second or subsequent offense of DUI are required to have an ignition interlock system installed on their vehicle for one year. Would you support a law that requires any person convicted of a first or subsequent DUI ?

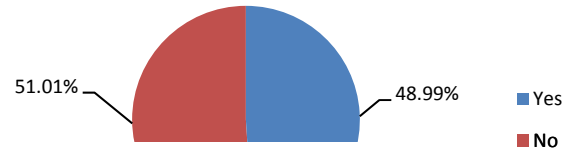


## Seat Belt Use

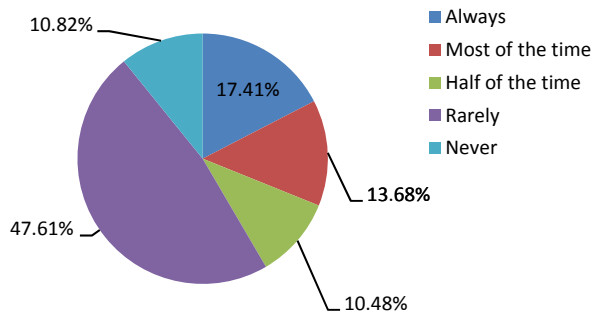
How often do you use seat belts when you drive or ride in a car, van, sport utility vehicle or pick up?



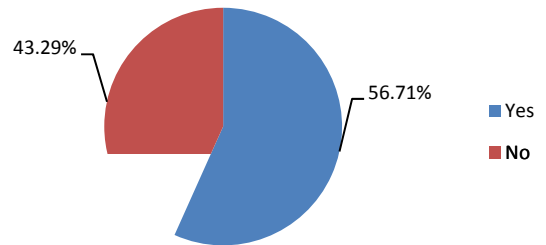
In the past 60 days, have you read, seen or heard anything about seat belt law enforcement by police?



What do you think the chances are of getting a ticket if you don't wear your safety belt?

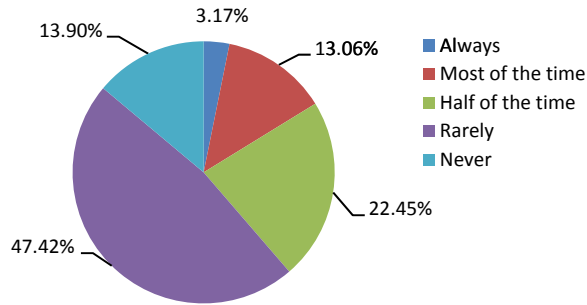


Would you support a law that made it a primary offense for adults in the front seat of a vehicle to not wear a seat belt?

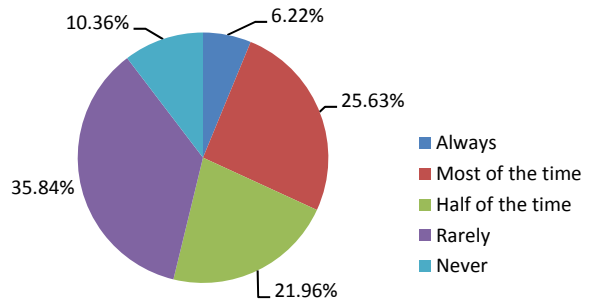


## Speeding and Aggressive Driving

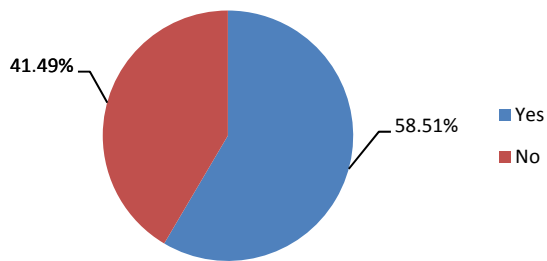
On a local road with a speed limit of 25 mph, how often do you driver faster than 35 mph?



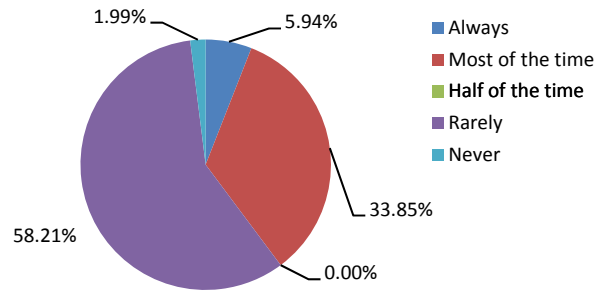
On a road with a speed limit of 65 mph, how often do you drive faster than 70 mph?



In the past 30 days, have you read, seen or heard anything about speed enforcement by police?

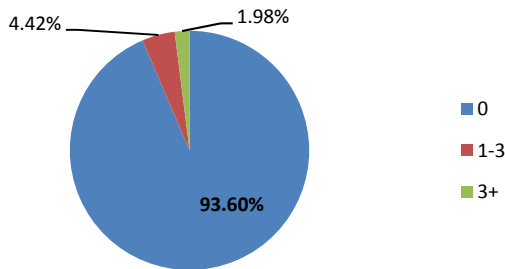


What do you think the chances are of getting a ticket if you drive over the speed limit?

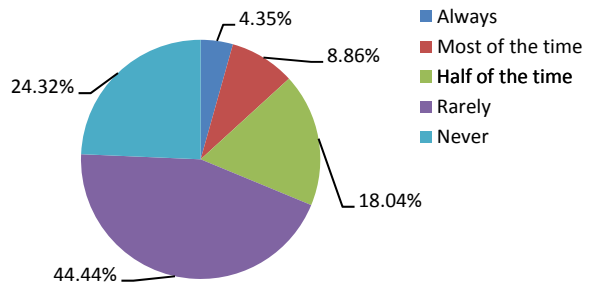


## Motorcycle Riders

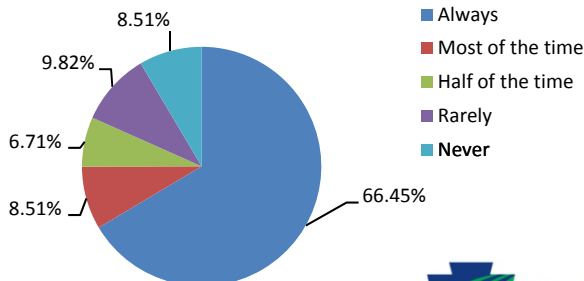
In the past 60 days, how many times have you driven a motorcycle within two hours after drinking alcoholic beverages?



While riding your motorcycle, how often do you speed (10 miles per hour or more over the posted speed limit)?

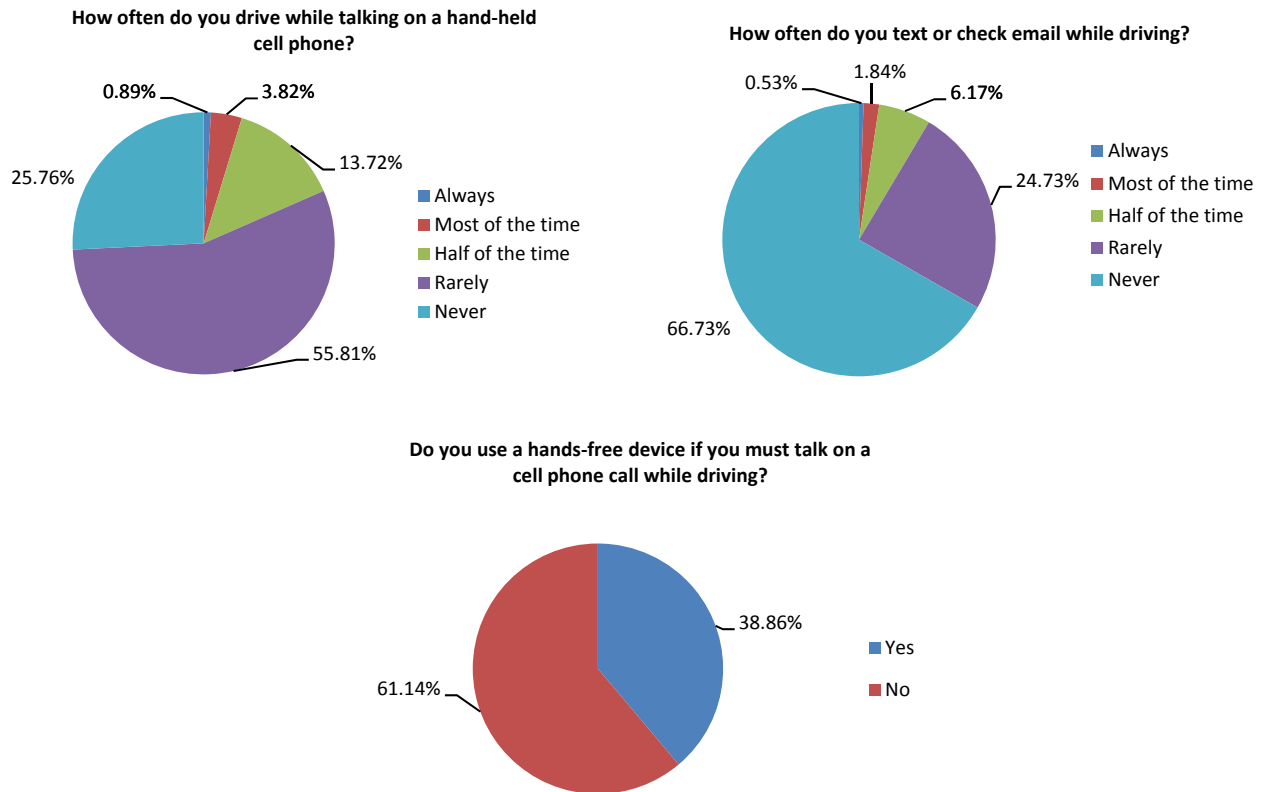


How often do you and your passengers wear helmets and other protective gear while riding on a motorcycle?





## Distracted Driving



## Overview of Results

- ❖ In 2010, we saw the majority of respondents were aware of traffic safety enforcement efforts but rarely thought someone would be arrested or cited for violating traffic safety laws. While the majority is still aware, the perception of citing/arresting offenders increased in 2011:
  - The majority (62.79% ↑ from 49.78% in 2010) of people thought that a drinking driver will be arrested at least “half the time”.
  - An increase of over 13% of respondents thought there was a chance of receiving a seat belt citation at least “half the time” (41.57% ↑ from 28.22% in 2010).
- ❖ The majority (76.93% ↓ from 78.62% in 2010) of respondents indicated they do not operate a motor vehicle within 2 hours after drinking alcoholic beverages.
- ❖ 63% of respondents said, “Yes”, they would support a law that requires any person convicted of their first DUI to have ignition interlock installed in their vehicle.
- ❖ 82.21%, ↓ from 83.61% in 2010, of respondents said they “always” utilize seat belts.
- ❖ 56.71% of respondents said, “Yes”, they would support a law that would make it a primary offense for adults who are not wearing a seat belt in the front seat of a vehicle.
- ❖ We saw an increase in admitted speeding respondents in 2011:
  - 38.68%, ↑ from 33.36% in 2010, answered they drive 10 mph or greater in a 25 mph zone at least “half the time”.
  - 53.81%, ↑ from 50.46% in 2010, answered they drive 70 mph or greater in a 65 mph zone at least “half the time”.

- ❖ Media efforts for impaired driving awareness (78.93%  $\approx$  to 79.08% in 2010) continue to reach roughly 30% more respondents than seat belt safety (48.99%  $\downarrow$  from 50.15% in 2010) media.
- ❖ Approximately, 17% (600) of all respondents are motorcycle riders.
  - 2 out of 3 respondents who ride motorcycles indicated they always wear helmets and other protective gear while riding.
- ❖ Most respondents (91.46%  $\downarrow$  from 92.57% in 2010) indicated that they “never” or “rarely” text or check email on a cell phone while driving.
  - Resulting in a 1% increase in respondents who admit to texting or checking email at least “half the time”.
- ❖ Further statistical analysis is being performed and will include more detailed comparisons between the age and location of respondents. This information should be available in early 2012.



**drive safe PA**