

2012

Highway Safety Annual Report

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NHTSA

New York State Governor's Traffic Safety Committee
Andrew M. Cuomo, Governor
Barbara J. Fiala, DMV Commissioner & Chair





ANDREW M. CUOMO
Governor

STATE OF NEW YORK
GOVERNOR'S TRAFFIC SAFETY COMMITTEE
DEPARTMENT OF MOTOR VEHICLES



BARBARA J. FIALA
Commissioner

December 26, 2012

mc
sf
*Will
checklist/
draft response
please*

Mr. Thomas M. Louizou
Regional Administrator, Region II
National Highway Traffic Safety Administration
222 Mamaroneck Avenue, Suite 204
White Plains, New York 10605

Dear Mr. Louizou:

Enclosed please find two (2) copies of the 2012 Governor's Traffic Safety Annual Report. The Governor's Traffic Safety Committee is very proud of its accomplishments for 2012. Although preliminary data show a slight increase in fatal crashes in 2012 as compared to 2011, it is only the second slight increase we have seen in the past seven years and the percentage increase is similar to what we are seeing at the national level. New York retained an all time high seat belt compliance rate of 90 percent as indicated in our most recent survey, and our legislature is passing important laws to help us reach our goal of zero deaths. New York continues to distribute child safety seats to low income families and educate users on proper installation. Our law enforcement agencies continue to value the importance of traffic enforcement and are working hard to reduce incidences of speeding, impaired driving, and aggressive driving through educational campaigns and enforcement. We continue to conduct training for law enforcement officers (DRE, ARIDE, DITEP, Leandra's Law, pedestrian safety and motorcycle awareness training).

2013 will bring a new set of challenges with uncertain and reduced funding, but that only means we will need to be ever more vigilant to make data driven decisions and find innovative ways to bring crash rates down. I am confident we have a dedicated core of traffic safety professionals here at GTSC and throughout the state which can adapt and find innovative programs that will further reduce injuries and fatalities on our roads. We value our partnership with your office and are eager to tackle the challenges head on in the coming year.

Sincerely,

Charles R. DeWeese
Assistant Commissioner

CRD/mr
Enclosures

cc: Jonathan McDade, FHWA
Brian Temperine, FMCSA

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NEW YORK STATE FFY 2012 ANNUAL REPORT

EXECUTIVE SUMMARY

This Annual Report describes the accomplishments of New York State's Highway Safety Program in FFY 2012 (October 1, 2011-September 30, 2012) and the progress made toward the goals established in the FFY 2012 Highway Safety Strategic Plan (HSSP). New York's FFY 2012 HSSP incorporated the 10 core outcome measures and the one core behavioral measure, observed seat belt use, recommended by the National Highway Traffic Safety Administration (NHTSA) to assess performance and measure the progress of the highway safety program.

Nine of the ten recommended outcome measures relate to fatalities; the source for these measures is the federal Fatality Analysis Reporting System (FARS). The total motor vehicle fatalities number is the only fatality measure for which 2011 FARS data are currently available; the 2010 FARS data are the most recent data available for the other eight fatality measures. The last outcome measure is serious injuries; the source for this measure and all other crash measures used in the HSSP and this Annual Report is New York's Accident Information System (AIS) maintained by the NYS Department of Motor Vehicles (DMV); 2011 is the most recent year for which a complete year of crash data is available from the AIS.

The source for the one behavioral measure, observed seat belt use, is the state's annual seat belt observation survey. The most recent results are from the survey conducted in June 2012, immediately following the May seat belt mobilization.

In addition to the performance measures discussed above, beginning in FFY 2010, NHTSA now also requires states to conduct annual surveys to track driver reported behaviors, perceptions and awareness related to three major traffic safety issues: drinking and driving, speeding and seat belt use. New York's second survey was conducted this year at five NYS Department of Motor Vehicles offices. The survey results for 2012 are presented under the appropriate program areas in this Annual Report.

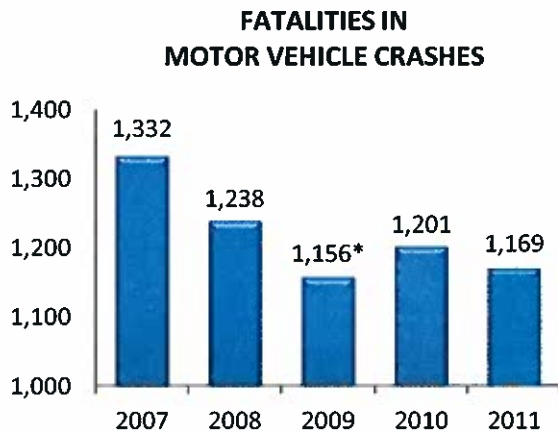
STATEWIDE HIGHWAY SAFETY PROGRAM

The goals of New York's statewide highway safety program are to prevent motor vehicle crashes, save lives and reduce the severity of injuries suffered in crashes occurring on the state's roadways. The statewide goals set targets for reductions in fatalities and serious injuries in traffic crashes; the overall, urban and rural fatality rates per 100 million vehicle miles traveled (VMT); and the number of drivers under age 21 involved in fatal crashes.

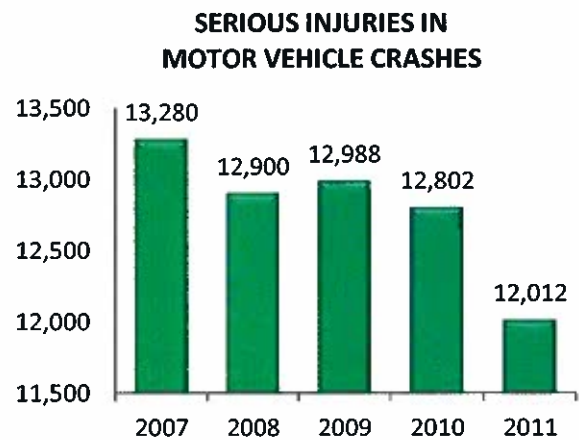
Status of Statewide Goals

Based on the newly released 2011 FARS number for total fatalities, motor vehicle fatalities in New York decreased from 1,201 in 2010 to 1,169 in 2011. While positive progress has been made since the increase in fatalities in 2010, the goal of lowering the number of fatalities to 1,121 by December 31, 2012 may be difficult to achieve.

Unlike fatalities which rose by 4% between 2009 and 2010, before decreasing by approximately 3% in 2011, serious injuries have been on a consistent downward trend since 2009. The decline in serious injuries between 2009 and 2010 (from 12,988 to 12,802) was followed by a much greater decrease in 2011. Based on the final 2011 crash data available from New York's AIS, serious injuries declined from 12,802 in 2010 to 12,012 in 2011, a decrease of 6%, exceeding the goal that was set.

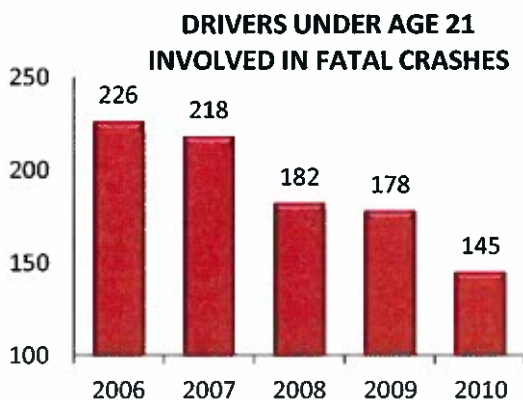


*Revised based on final 2009 FARS data
Source: FARS



Source: NYS AIS

The fatality rate per 100 million vehicle miles traveled reflected the pattern in motor vehicle fatalities. The fatality rate increased to 0.91 in 2010 after being on a consistent downward trend between 2006 and 2009. As a result, the goal of reducing the fatality rate to 0.88 by the end of 2012 is not likely to be met. While the urban fatality rate followed the same pattern and increased in 2010, the rural fatality rate continued on a downward trend in 2010. Although there was no progress in 2010 toward reaching the goal to reduce the urban fatality rate to 0.58 by 2012, the 2012 goal for the rural fatality rate (1.81) was met and exceeded in 2010.



Source: FARS

The final core outcome measure in this section relates to the involvement of young drivers in fatal crashes. Since 2006, the number of drivers under age 21 involved in fatal crashes has been on a downward trend.

Between 2009 and 2010, the number of young drivers involved in fatal crashes decreased from 178 to 145, far exceeding the goal of 164 set for December 31, 2012.

IMPAIRED DRIVING PROGRAM

In FFY 2012, New York State continued its aggressive approach to combating impaired driving. At the core of the state's impaired driving program is the STOP-DWI program through which fines collected for impaired driving convictions are returned to the counties where the offenses occurred to support enforcement and other impaired driving programs at the local level.

Are You Ready?
2012 STOP-DWI Crackdowns

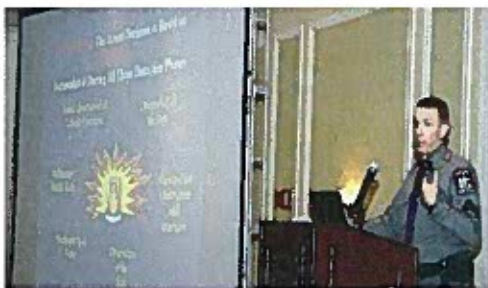
Super Bowl: February 1-4
 St. Patrick's Day: March 15-18
 Memorial Day: May 23-28
 Fourth of July: July 3-8
 Labor Day (National) August 16-September 2
 Halloween: October 26-31
 Holiday Season (National): December 12-January 1

As the organization responsible for the oversight of the STOP-DWI program, GTSC is in a position to maximize the opportunities for cooperative efforts, such as statewide enforcement mobilizations during holiday periods, and ensure their success.

In FFY 2012, the GTSC continued to raise public awareness of the dangers of drinking and driving through statewide media campaigns and at sporting events. Television and radio spots from the "Drive Sober or Get Pulled Over" media campaign were aired during the holiday season. During the summer, the "It's Your Community, It's Your Call" underage drinking media campaign was instituted.



Training programs to address impaired driving continue to be a priority. The GTSC sponsors and supports the law enforcement community with programs such as the sixteen-hour Advanced Roadside Impaired Driving Enforcement (ARIDE) Training and the much more intensive three-week Drug Recognition Expert (DRE) Certification Program.



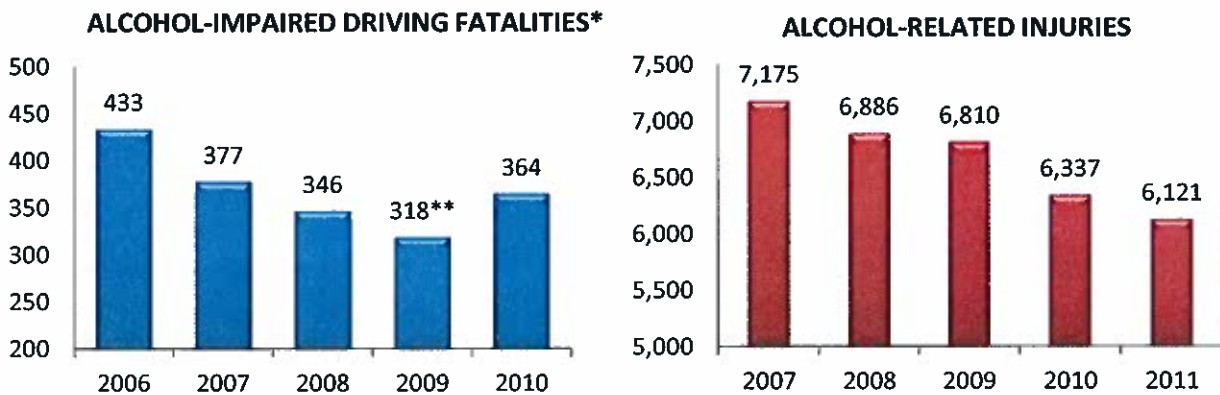
The GTSC also coordinates the Drug Impairment Training for Education Professionals (DITEP) Program. A new video promoting the program was made available to school districts, on request, and distributed to other states with DITEP programs. The video can also be viewed on the GTSC website www.safeny.ny.gov and on YouTube. In addition, roll call videos on Leandra's Law and the DRE and SFST programs are continuing to be developed for use by the state's law enforcement agencies.

The GTSC also continued to support research studies and special projects that support the state's impaired driving program. In FFY 2012, the Institute for Traffic Safety Management and Research (ITSMR) conducted a study on the involvement of drugs in fatal and personal injury crashes on the state's roadways and began a special project to design and implement a comprehensive data management tool that can be used by the GTSC to monitor the DRE program.



Status of Impaired Driving Goals

While alcohol-impaired driving fatalities were on a steady downward trend between 2006 and 2009 (dropping 27% from 433 to 318), based on the newly released FARS data, the progress in reducing impaired driving did not continue in 2010. There were 364 alcohol-impaired driving fatalities in 2010, an increase of 14% over 2009. The increase in fatalities in 2010 may make it difficult to reach the target of 305 set for December 31, 2012.



*Based on BAC (.08+) of all involved drivers and motorcycle operators

**Revised based on final 2009 FARS data

Source: FARS

Source: NYS AIS

Based on data from New York's AIS, the downward trend in the number of persons injured in alcohol-related crashes continued in 2011, decreasing from 7,175 in 2007 to 6,121 in 2011. The goal to reduce alcohol-related injuries by 5 percent in the FFY 2012 HSSP was set based on preliminary 2010 data. When the 2010 AIS data file was finalized, the number of alcohol-related injuries increased from 5,972 to 6,337. As a result, the target of reducing injuries to 5,673 by December 31, 2012 will be more challenging to achieve.

POLICE TRAFFIC SERVICES

The emphasis in the Police Traffic Services program area is on the implementation of effective strategies to enforce the state's laws related to driver behaviors that contribute to motor vehicle crashes. In addition to routine enforcement, data-driven efforts that focus on the enforcement of specific violations, in particular speeding and aggressive driving, are supported by the GTSC through its Selective Traffic Enforcement Program (STEP). In FFY 2012, the GTSC awarded 233 STEP grants to local law enforcement agencies to target violations in identified problem locations. An additional 11 grants were awarded to the State Police, County Sheriff Departments and local police agencies for other types of enforcement projects.



In addition to speeding and other aggressive driving behaviors, Police Traffic Services also covers enforcement efforts directed toward a number of other unsafe driving behaviors including distracted driving, particularly the use of cell phones.

To support law enforcement's need for timely training on new laws and other important issues, the NYS Association of Chiefs of Police continued to produce audio podcasts that police officers can listen to when it fits their schedules. In February 2012, a special podcast series on police crash reports and their importance for identifying trends in crash types and other information critical to improving highway safety was released. The GTSC also offered three programs on the Data Driven Approaches to Crime and Traffic Safety (DDACTS) policing strategy which trained enforcement officers to analyze the crime and traffic data from their jurisdictions and develop a DDACTS implementation plan.

Status of Police Traffic Services Goal

As the result of a consistent downward trend, the goal in this program area to decrease speeding-related fatalities has been met and surpassed.

Between 2009 and 2010, there was a decrease of 10% (from 371 to 335), exceeding the target set for the end of calendar year 2012. FARS data for 2011 are not yet available to update this measure.



Source: FARS

MOTORCYCLE SAFETY

The continuing upward trend in the number of registered motorcycles and motorcycle licenses in New York State highlights the need for an effective Motorcycle Safety Program (MSP) to address safety issues on the roadways. Between 2007 and 2011, there was a 13% increase in registered motorcycles in New York State and a 9% increase in motorcycle licenses. Given the high gas prices and the increasing popularity of motorcycles for both transportation and recreation, these numbers are expected to continue to grow.

New York State
Registered Motorcycles and Motorcycle Licenses

	2007	2008	2009	2010	2011	2007-2011 % Change
Registered Motorcycles	306,629	328,800	336,359	340,260	345,820	12.8%
Motorcycle Licenses	618,261	636,517	653,544	665,552	675,131	9.2%

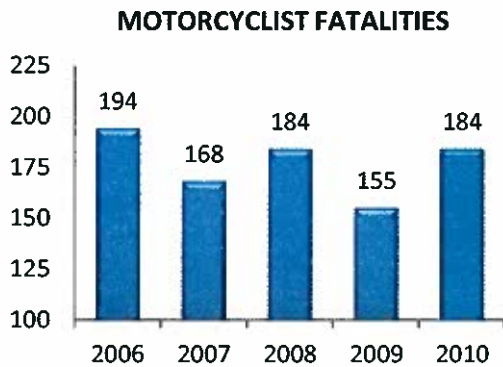
For more than a decade, the Department of Motor Vehicles (DMV) has been responsible for administering and promoting a program of approved motorcycle rider training courses, motorcycle course instructor training and public awareness. In FFY 2009, DMV awarded a contract to the Motorcycle Safety Foundation (MSF) to deliver the state's motorcycle rider education program through 2014. Since taking over responsibility for the program, the MSF has expanded the network of training ranges from 23 to 57, offering rider education at more locations across the state than ever before. The number of students trained has also increased from 13,500 in 2009 to over 17,000 in 2011.

To ensure that a comprehensive approach is taken to improving motorcycle safety, the GTSC has provided support for police officer training, motorcycle road checks and other enforcement strategies, statewide awareness campaigns and numerous educational activities for both motorcyclists and other motorists on the roadways.

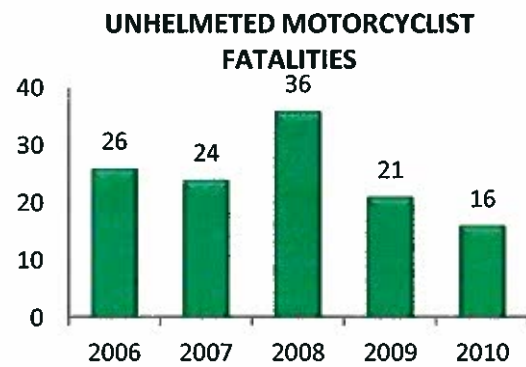
Status of Motorcycle Safety Goals

The goals of the Motorcycle Safety program area are to reduce the fatalities and injuries suffered by motorcyclists in crashes and to reduce the number of motorcyclists killed in crashes who were not wearing a helmet.

Motorcyclist fatalities continued to fluctuate up and down through 2010. After declining to 155 in 2009, fatalities rose again in 2010 to 184 matching the number that occurred in 2008 and showing no progress toward the goal of 167. While motorcyclist fatalities increased in 2010, the number of unhelmeted motorcyclist fatalities decreased from 21 to 16 between 2009 and 2010 exceeding the target of 19 set for the end of the 2012 calendar year.



Source: FARS



Source: FARS



Source: NYS AIS

Based on 2011 data available from New York's AIS, the number of motorcyclists injured in crashes decreased after increasing in 2010.

In 2011, 4,807 motorcyclists sustained injuries in crashes compared to 5,028 in the previous year.

The decline of approximately 4% that occurred between 2010 and 2011 indicates that New York has made good progress toward reaching the goal of reducing motorcyclist injuries to 4,347 by the end of 2012.

PEDESTRIAN, BICYCLE AND WHEEL-SPORT SAFETY

The safety of pedestrians, bicyclists and other wheel-sport participants continues to be a priority of New York's highway safety program. New York City continues to be the most dangerous region in the state for both pedestrians and bicyclists; in 2011, nearly half of the pedestrian fatalities (48%) and four out of ten bicyclist fatalities occurred within the five counties of New York City.



In 2012, New York addressed traffic safety issues in this program area through a number of collaborative initiatives including a one-day Walk-Bike New York symposium held in Glens Falls on September 18, 2012.

An interagency approach was also undertaken in response to increasing pedestrian fatal crashes along a 16-mile stretch of the Hempstead Turnpike in Nassau County on Long Island. The GTSC partnered with the NYS Department of Transportation, the Nassau County Traffic Safety Board, other state and local agencies and the Federal Highway Administration to develop and implement a plan to address this issue. The result was the creation of the "Walk Safe Nassau" program that included engineering, education and enforcement countermeasures.

A number of programs have been implemented to make streets and roadways safer and more accessible for all New Yorkers. The Complete Streets law which went into effect on February 15, 2012 provides for safe access to public roads for motorists, pedestrians, bicyclists and public transportation users of all ages through the use of complete street design principles. Safe Routes to School and other programs that focus on young children and programs for older adults, such as the Safe Streets for Seniors in New York City are also important components of the state's pedestrian safety efforts.



A number of programs also focused on raising awareness of bicycle safety issues and increasing helmet use. The BRAIN² project (Bike Riders Avoiding Injuries to Noggins) supports helmet fitting and distribution efforts at elementary schools and "Sharing the Road Safely" and other safe bicycling messages were promoted at bike expos and other events in all regions of the state.

Status of Pedestrian Safety Goals

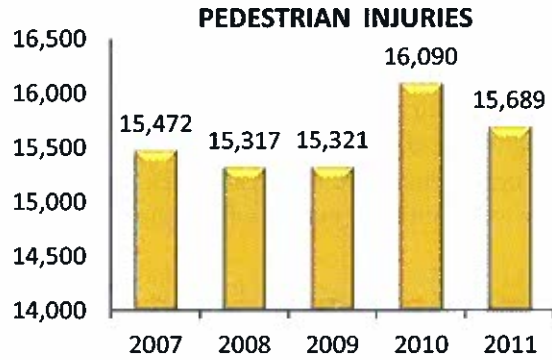
Based on FARS data, the upward trend in pedestrian fatalities between 2007 and 2009 ended in 2010 when fatalities declined to 303; while progress was made toward the target of 291, it appears that it will be difficult to meet that goal by the end of calendar year 2012. FARS data for 2011 are not yet available to update this measure.



*Revised based on final 2009 FARS data

Source: FARS

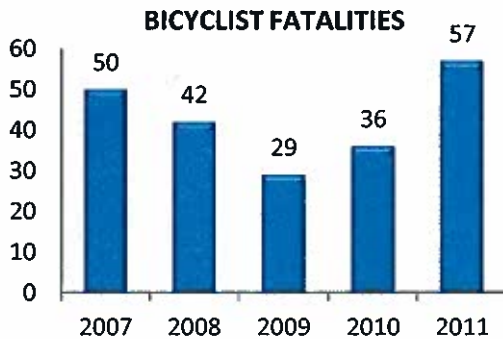
Based on the state's AIS crash data, the spike in pedestrian injuries in 2010 was followed by a decrease in 2011. Despite this decline, it appears that it will be difficult to reach the target of 14,674 set for December 31, 2012.



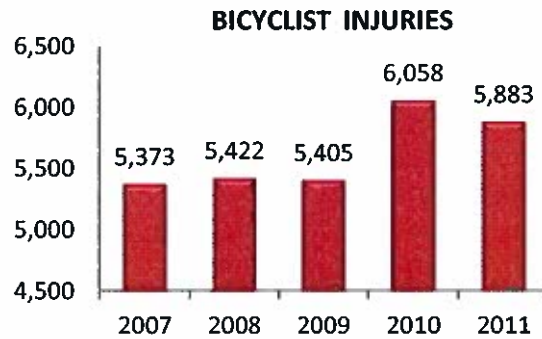
Source: NYS AIS

Status of Bicycle Safety Goals

New York's AIS crash file indicates that the state experienced a large increase in bicyclist fatalities in 2011; 57 bicyclists were killed in crashes with motor vehicles in 2011 compared to 36 in the previous year. After remaining fairly consistent from 2007 to 2009, the number of bicyclists injured in crashes rose to 6,058 in 2010, an increase of 12%. Although the number of bicyclists injured declined to 5,883 in 2011, it will be difficult to reach the target of 5,230 set for December 31, 2012.



Source: NYS AIS



Source: NYS AIS

OCCUPANT PROTECTION

In 2012, motorists in New York continued to demonstrate a high level of seat belt compliance with a usage rate of 90% measured in the most recent annual survey.



Much of New York's success in maintaining a high rate of compliance can be attributed to the continued implementation of high visibility enforcement efforts through the state's Buckle Up New York/Click It or Ticket (BUNY/CIOT) program. The participation by the majority of the state's enforcement agencies and accompanying publicity campaigns and other public awareness activities have been the key components responsible for the success of the BUNY/CIOT program. More than 33,000 tickets were issued during this year's two-week mobilization in May.



In addition to increasing adult seat belt usage, the other major focus of New York's occupant protection efforts is child passenger safety. In FFY 2012, GTSC continued to use the "New York's 4 Steps 4 Kids" message in its efforts to educate parents and other caregivers on the importance of using the most appropriate type of child safety seat based on the child's size. "Step 4" was the theme of the 2012 campaign which emphasized the proper use of an adult seat belt when the child has outgrown a booster seat. The campaign focused

on reminding "tweens," children between the ages of 8 and 12, to "Always Buckle Up" using the campaign logo "Sit, Click and Ride." Child Passenger Safety Week was celebrated September 16-22, 2012 and culminated with National Seat Check Saturday on September 22.

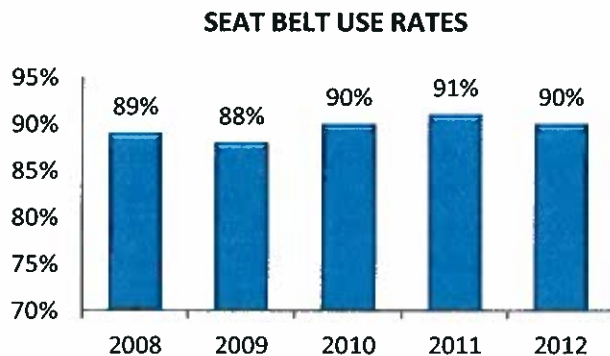
In 2012, 30 Standardized Child Passenger Safety Technician training classes were conducted, resulting in 309 new certified technicians. The GTSC also awarded grants to support the operation of 143 permanent child safety seat fitting stations in New York State. In addition to the programs run by local agencies, the New York State Police operated 20 fitting stations statewide. In FFY 2012, more than 15,000 child safety seats were inspected at the permanent fitting stations around the state and over 11,000 car seats were given away.



Status of Occupant Protection Goals

Performance in the Occupant Protection program area is measured by the observed seat belt use rate and reported restraint use in crashes. The goal to increase the statewide seat belt use rate to 92% was not met. In the annual survey conducted in June 2012, a rate of 90% was measured, down slightly from the 91% rate estimated in the 2011 survey.

New York met and exceeded the goal set for reducing the number of unrestrained motor vehicle occupants killed in crashes. Between 2009 and 2010, the number of unrestrained occupant fatalities dropped below the target of 198 set for the end of calendar year 2012; in 2010, unrestrained occupant fatalities dropped another 8 percent (from 209 to 192). Over the five-year period, 2006-2010, unrestrained occupant fatalities were nearly cut in half, decreasing from 369 to 192 (48%).



Source: NYS Annual Seat Belt Observation Surveys



*Revised based on final 2009 FARS data

Source: FARS

COMMUNITY TRAFFIC SAFETY PROGRAMS

Community Traffic Safety Programs include projects undertaken by local jurisdictions to address their traffic safety problems and statewide initiatives to enhance local programs. The programs funded under this area encompass strategies from several traffic safety program areas and contribute to the achievement of New York's overall statewide goals and objectives.

Some of the strategies and outreach efforts that counties are encouraged to integrate into their local programs stem from state level initiatives focusing on specific issues such as drowsy driving, or special groups such as diverse populations, younger drivers, older drivers, children and veterans.

Teen driving safety continued to be a priority in FFY 2012 and several efforts and special activities were undertaken to address this high-risk group. In October 2011, the GTSC partnered with Ford's Driving Skills for Life (DSFL) national tour to promote teen driving safety at three high schools. Events included distracted driving awareness assemblies, interactive activity stations that included an emergency vehicle operations course, rollover simulators, seat belt convincers, a static No-Zone Commercial Vehicle station, a mobile DWI processing unit and other educational programs. With DSFL funding awarded in spring 2012, support was provided for Battle of the Belts events held at nine high schools to raise awareness of the importance of seat belt use.



Cornell Cooperative Extension (CCE) of Saratoga County also conducted a number of initiatives including a three-day Teen Driver Safety Education program that focused on developing good decision making skills through a variety of interactive activities. The CCE also created the Broken Hearts display to educate teens about the consequences of risky behaviors on the roadway by telling the stories of five teens from their area.

The GTSC also provided support for programs that address older driver safety. The NYS Office for the Aging (NYSOFA) and the NYS Department of Health (NYS DOH) continued to produce publications that include information for older drivers regarding their safety on the roadways, as well as information for family members who are concerned about an older driver's ability to continue driving safely. An interagency workgroup on older drivers was formed in FFY 2012 to develop a comprehensive approach to addressing older driver safety.

A key component of New York's Community Traffic Safety Programs continues to be outreach efforts with the state's diverse ethnic and cultural communities. The state's Native Nations and veterans returning from deployment were two of the groups that were the focus of outreach activities in FFY 2012. A Transportation Safety Summit held in March 2012 brought together representatives from the eight Native Nations in New York State and federal, state and local officials to discuss transportation safety challenges and discuss solutions. In December 2011, the Multicultural Education Committee and GTSC sponsored a successful one-day Building Bridges for Veteran Traffic Safety workshop at the Niagara Air Base Station.

TRAFFIC RECORDS

New York's commitment to improving its state's traffic records systems is evidenced by the progress that continues to be made in making these systems more responsive to the state's traffic safety community. The data captured by these systems are critical to New York's performance-based program planning processes used by the state's traffic safety agencies and organizations to develop and implement traffic safety initiatives. In February 2012, an assessment of the state's traffic records systems was conducted by a team of experts selected by the National Highway Traffic Safety Administration (NHTSA); the final assessment report was submitted to the GTSC and the state's Traffic Records Coordinating Council in June 2012.

The projects funded in the Traffic Records program area focused on improving the timeliness, accuracy and availability of traffic safety-related data with regard to the state's crash, citation/adjudication, driver, injury surveillance, vehicle, and roadway records systems. The number of enforcement agencies collecting and transmitting crash and/or ticket data to DMV electronically continued to increase in FFY 2012 (from 410 in October 2011 to 435 in October 2012). In addition to the 435 enforcement agencies that have the ability to collect and transmit ticket data electronically, more than 1,250 of the state's 1,400 courts are using the e-disposition process to submit data electronically to the DMV.

Initiatives were also undertaken during the past year to improve the data linkages among agencies that use traffic records systems for the purposes of problem identification, and the management and evaluation of safety programs. The many initiatives conducted in FFY 2012 were undertaken by agencies at the state and local levels, including the GTSC, the Department of Motor Vehicles (DMV), the Department of Transportation (DOT), the Department of Health (DOH), the State Police, and the Metropolitan Planning Organizations (MPOs).

The Institute for Traffic Safety Management and Research (ITSMR) plays a major role in the state's Traffic Records program. In FFY 2012, ITSMR performed a wide range of services and activities including serving as the Traffic Safety Information Systems (TSIS) Coordinator; assisting the GTSC with the updating of the *2012-2015 NYS Traffic Safety Information Systems Strategic Plan* and preparing the FFY 2013 application for Section 408 incentive funds; verifying the AIS crash data file; responding to requests for data from the state's crash and ticket files; preparing statistical data summaries; and providing data for the state's major highway safety planning documents.

Status of Traffic Records Goals

The goals established for the Traffic Records program area included the continuing efforts to provide for the more timely and accurate capture of crash data and data related to the issuance and disposition of tickets through electronic means. New York was successful in attaining the goal to improve the timeliness of crash reporting; the mean number of days from the date a crash occurs to the date the crash report is entered into the AIS (Accident Information System) database dropped from 40 days in 2010 (July-Dec) to 33 days in 2011 (July-Dec), exceeding the goal of 37 days that had been set for 2012 (July-Dec). New York is not likely to achieve the goals related to tickets established for 2012. The mean number of days from the date a citation is issued to the date the citation is entered into the TSLED database increased from 12 days in 2010 (July-Dec) to 15 days in 2011 (July-Dec), while the mean number of days from the date of charge disposition to the date the charge disposition is entered into TSLED increased from 25 days in 2010 (July-Dec) to 30 days in 2011 (July-Dec).

PROGRAM MANAGEMENT

The Governor's Traffic Safety Committee (GTSC) is responsible for the coordination and implementation of New York State's comprehensive highway safety program, including the administration of the National Highway Traffic Safety Administration (NHTSA) 402 program, as well as incentive grants awarded under SAFETEA-LU. Within this framework, the GTSC works with its partners and networks to identify highway safety problems in New York State and collectively develop strategies and programs to address these areas of concern. In FFY 2012, a total of 852 grant applications for FFY 2012 funding were received and reviewed.

The GTSC coordinates statewide public information and education campaigns to educate the public on new and continuing traffic safety issues and raise awareness of the responsibilities of all highway users to ensure their own safety and the safety of others on the roadway. In FFY 2012, the DMV and the GTSC continued the implementation of successful public information and education campaigns across a



variety of media platforms emphasizing messages related to impaired driving, occupant restraint, speed and the need to safely share the road with a variety of users. Several media outlets and partners were involved in the production of these messages. A new campaign featuring the message "It's Your Community - It's Your Call" and a phone number for reporting underage drinking was displayed on billboards throughout the state.

Through the GTSC's ongoing partnership with the New York State Broadcasters' Association (NYSBA), non-commercial sustaining announcements (NCSAs) on radio and television continued to be used to disseminate key traffic safety messages including "Drive Sober or Get Pulled Over". Printed materials were also prepared and distributed to support the campaigns.



In FFY 2012, the GTSC continued to support training and other professional development opportunities for its staff and highway safety partners. The GTSC played an important role in the planning and delivery of several training and educational programs including the DRE, SFST, ARIDE and DITEP training programs held throughout the state; training for prosecutors, judges, law enforcement and other groups related to impaired driving issues; and motorcycle enforcement training.



Over the past year, the GTSC continued to implement procedures to streamline the grant application, approval and monitoring processes and made modifications to improve its online grant management system, eGrants. In FFY 2012, the printing and mailing of call letters for grant proposals was eliminated and the announcement of the FFY 2013 grant program was communicated exclusively through email and the GTSC website www.safeny.ny.gov. The GTSC also established new procedures for initiating contracts and paying grantees and for budgeting and preparing reports in preparation for the implementation of New York's new Statewide Financial System.

Status of Program Management Goals

The GTSC was successful in meeting the goals related to the management of the state's 402 and incentive grant programs presented in the FFY 2012 Highway Safety Strategic Plan (HSSP) through the GTSC's continued implementation of a performance-based planning approach for the statewide traffic safety program. In order to make efficient and effective use of the limited resources available to address the state's traffic safety priorities, the GTSC continued to promote enhanced communication and coordination among GTSC agencies.

The goal of expanding the use of technology as a means of communication was met primarily through the GTSC's use of the electronic grants management system, eGrants, and its website. In FFY 2012, eGrants was used exclusively for all aspects of the grants management process. The GTSC website www.safeny.ny.gov was also used more extensively to disseminate information on traffic safety topics and programs, statistical reports, upcoming events and training programs, grant application materials, and instructions for using eGrants. Audio and video content from recent public awareness campaigns is also available on the website.

The GTSC also met its goal to expand training opportunities for traffic safety professionals in New York State by supporting the expansion of various training programs to cover new topics and address the needs of new audiences. New training initiatives in 2012 included presentations on the Data Driven Approaches to Crime and Traffic Safety (DDACTS) policing model for law enforcement agencies. The GTSC staff also continued to partner with local and State Police to deliver the Practical Guidelines for Motorcycle Enforcement Training.

The integration of evaluation into the statewide highway safety program has been an ongoing process. The GTSC's partnership with the Institute for Traffic Safety Management and Research (ITSMR) ensures rigorous evaluations of major programs, thus providing for the effective and economical operation of the program. The GTSC continues to include performance measures in the HSSP for use in assessing progress toward the goals and objectives established for the statewide program. There has also been steady improvement in the incorporation of performance measures and evaluation components into the applications submitted by local grantees. The use of performance measures by local grantees has been further encouraged by the GTSC's reliance on quantifiable criteria in awarding grants.

FFY 2012 NEW YORK STATE HIGHWAY SAFETY PROGRAM

This Annual Report describes the accomplishments of New York State's highway safety program in FFY 2012 (October 1, 2011-September 30, 2012) and the progress made toward the goals and objectives established in the FFY 2012 Highway Safety Strategic Plan (HSSP). The Governor's Traffic Safety Committee (GTSC) provides support for the attainment of the state's highway safety goals through its administration of the federal 402 program and the coordination of state and local initiatives directed toward the state's highway safety priorities. The GTSC has also been successful in securing incentive grant funds under the federal SAFETEA-LU legislation.

Key Accomplishments in FFY 2012

- ❖ Seat belt use was measured at 90.43 %; just slightly below the 2011 seat belt compliance rate of 90.54%.
- ❖ New York's Department of Motor Vehicles Commissioner and GTSC Chair implemented Commissioner Regulations designed to keep drivers with a history of repeat alcohol-related or drug-related driving convictions from being relicensed.
- ❖ A new public service campaign designed to deter underage drinking was created and run in 2012. The campaign, "It's Your Community, It's Your Call" encourages citizens to use the telephone number supported by the State Police to report incidents of underage drinking.
- ❖ STOP-DWI Awareness events were conducted at numerous sporting events and venues.
- ❖ New York participated in planning the 10th Regional Child Passenger Safety Training and Technical Conference held in New Jersey October 25-27, 2012.
- ❖ The multi-agency Driver Education Workgroup in partnership with the Driver Education Research and Innovation Center (DERIC) continued to meet and explore possible improvement opportunities for New York's driver education guidelines, standards and curriculum. Most recently the group began developing its first module on the topic of distracted driving.
- ❖ Partnerships were strengthened with several organizations including the Metropolitan Planning Organizations, the New York State Motor Truck Association and the New York Association for Pupil Transportation to work cooperatively on persistent and emerging traffic safety problems such as pedestrian safety in metropolitan areas.
- ❖ The Impaired Driving Advisory Council continued to meet to support DWI prevention efforts in the state.
- ❖ The GTSC supported two DRE training classes, seven ARIDE classes, 14 DITEP programs, two DDACTS training sessions and two motorcycle enforcement classes.
- ❖ The GTSC continues to participate with the National Safety Council and the Allstate Foundation in a teen driver coalition aimed at educating teens and their parents on New York's Graduated Driver's License laws and to stress the importance of parental involvement with their teen's driving.

- ❖ The NYS Department of Motor Vehicles' Division of Field Investigations continued to employ facial recognition technology to identify persons who may hold more than one New York driver's license and to merge those persons' driver records.
- ❖ The electronic grants management system continued to be tailored to meet the needs of GTSC and grantees.

Goals, Performance Measures and Data Sources

The goals of New York's statewide highway safety program are to prevent motor vehicle crashes, save lives and reduce the severity of injuries suffered in crashes occurring on the state's roadways. New York's FFY 2012 HSSP incorporated the 10 core outcome measures and the one core behavioral measure, observed seat belt use, recommended by the National Highway Traffic Safety Administration (NHTSA) to assess performance and measure the progress of the highway safety program in reaching these goals. Nine of the ten recommended outcome measures relate to fatalities; the source for these measures is the Fatality Analysis Reporting System (FARS). The total motor vehicle fatalities number is the only fatality measure for which 2011 FARS data are currently available; the 2010 FARS data are the most recent data available for the other eight fatality measures. The last outcome measure is serious injuries; the source for this measure and all other crash measures used in the FFY 2012 HSSP and Annual Report is New York's Accident Information System (AIS) maintained by the NYS Department of Motor Vehicles (DMV); 2011 is currently the most recent year of data available for these crash measures.

The problem identification process used in the FFY 2012 HSSP included analyses of each of these measures over the most recent five-year period for which data were available (2005-2009), as well as the three-year moving average. A goal was set for each of these measures; the target date for achieving these goals was December 31, 2012. The method for setting each goal depended on the trend in the performance measure over the five-year period. If there was a consistent trend in the data, the most recent calendar year available served as the baseline. If there was no clear trend in the measure over this period, i.e., the measure did not increase or decrease consistently, the goal was set based on the most recent three-year moving average. The standardized goal statement format recommended by GHSA and NHTSA was used for each goal.

The source for the one behavioral measure, observed seat belt use, is the state's annual seat belt observation survey. This annual statewide survey of seat belt use is based on a NHTSA-approved design and is conducted each year in June following the May seat belt mobilization. The statewide seat belt use rate derived from the 2012 seat belt observation survey is included in this report. The method described above used to set the goals for the core outcome measures was also applied to set the goal for the statewide observed seat belt use rate.

Core Performance Measures

The core outcome and behavioral measures established for New York's highway safety program in FFY 2012 are presented in the table below; at that time, historical data for the five-year period, 2005-2009, were the most recent available and were used to project the FFY 2012 goals. The most recent available FARS and AIS data have been used to update the measures. The observed seat belt use rate from New York's 2012 survey is also included in the table. These data make it possible to identify the status of each performance measure and determine whether progress has been made in meeting or exceeding the goals that were set.

**NEW YORK STATE
FFY 2012 HIGHWAY SAFETY ANNUAL REPORT
CORE OUTCOME AND BEHAVIORAL MEASURES**

		2006	2007	2008	2009	2010	2011	Goal 2012
C1	Number of Fatalities	1,454	1,332	1,238	1,158	1,201	1,169	1,121
	<i>3-Year Moving Average</i>	<i>1,461</i>	<i>1,407</i>	<i>1,341</i>	<i>1,243</i>	<i>1,199</i>	<i>1,176</i>	
C2	Number of Serious Injuries	13,174	13,280	12,900	12,988	12,802	12,012	12,244
	<i>3-Year Moving Average</i>	<i>13,604</i>	<i>13,367</i>	<i>13,118</i>	<i>13,056</i>	<i>12,897</i>	<i>12,601</i>	
C3	Fatalities per 100 Million VMT	1.03	0.97	0.92	0.87	0.91	NA*	0.88
	<i>3-Year Moving Average</i>	<i>1.05</i>	<i>1.01</i>	<i>0.97</i>	<i>0.92</i>	<i>0.90</i>		
	Rural Fatalities per 100 Million VMT	1.80	1.99	1.88	1.77	1.73	NA*	1.81
	<i>3-Year Moving Average</i>	<i>1.64</i>	<i>1.82</i>	<i>1.89</i>	<i>1.88</i>	<i>1.79</i>		
Urban Fatalities per 100 Million VMT	0.79	0.64	0.61	0.57	0.64	NA*	0.58	
<i>3-Year Moving Average</i>	<i>0.85</i>	<i>0.75</i>	<i>0.68</i>	<i>0.61</i>	<i>0.61</i>			
C4	Number of Unrestrained Passenger Vehicle Occupant Fatalities	369	280	234	209	192	NA*	198
	<i>3-Year Moving Average</i>	<i>348</i>	<i>326</i>	<i>294</i>	<i>241</i>	<i>212</i>		
C5	Number of Alcohol-Impaired Driving Fatalities	433	377	346	318	364	NA*	305
	<i>3-Year Moving Average</i>	<i>415</i>	<i>409</i>	<i>385</i>	<i>347</i>	<i>343</i>		
C6	Number of Speeding-Related Fatalities	449	417	410	371	335	NA*	350
	<i>3-Year Moving Average</i>	<i>457</i>	<i>441</i>	<i>425</i>	<i>399</i>	<i>372</i>		
C7	Number of Motorcyclist Fatalities	194	168	184	155	184	NA*	152
	<i>3-Year Moving Average</i>	<i>169</i>	<i>175</i>	<i>182</i>	<i>169</i>	<i>174</i>		
C8	Number of Unhelmeted Motorcyclist Fatalities	26	24	36	21	16	NA*	19
	<i>3-Year Moving Average</i>	<i>24</i>	<i>26</i>	<i>29</i>	<i>27</i>	<i>24</i>		
C9	Number of Drivers Age 20 or Younger Involved in Fatal Crashes	226	218	182	178	145	NA*	164
	<i>3-Year Moving Average</i>	<i>231</i>	<i>218</i>	<i>209</i>	<i>193</i>	<i>168</i>		
C10	Number of Pedestrian Fatalities	312	276	297	308	303	NA*	291
	<i>3-Year Moving Average</i>	<i>317</i>	<i>303</i>	<i>295</i>	<i>294</i>	<i>303</i>		
B1	Observed Seat Belt Use <i>3-Year Moving Average</i>	2007	2008	2009	2010	2011	2012	2012
		83%	89%	88%	90%	91%	90%	92%
		<i>84%</i>	<i>85%</i>	<i>87%</i>	<i>89%</i>	<i>90%</i>	<i>90%</i>	

*2011 FARS data are not available to update measure

Sources: FARS is the source for all of the Core Outcome Measures with the exception of Serious Injuries (C2). The source for this measure is New York's Accident Information System (AIS) maintained by the NYS Department of Motor Vehicles. New York's annual observational surveys of front seat outboard occupants in passenger vehicles are the source for the Core Behavioral Measure (B1).

New York State Driver Survey

States are also required to conduct annual surveys of drivers to track reported behaviors, perceptions and awareness related to major traffic safety issues. As in previous years, New York's 2012 survey was conducted in June. Drivers were interviewed at five DMV offices selected to provide representation from the three main areas of the state. Three of the DMV offices are in the Upstate region: Albany (Albany County), Syracuse (Onondaga County), and Yonkers (Westchester County); one was in New York City (Brooklyn) and one was on Long Island (Medford, Suffolk County).

The survey instrument included a total of 10 questions. As in the two previous surveys, the participants were asked to respond to questions on seat belt use, speeding and drinking and driving. The survey conducted in 2012 also included four new questions related to using a cell phone to talk or text while driving. A total of 1,545 drivers participated in the 2012 survey; a minimum of 300 surveys were completed at each of the five DMV offices. Selected results are reported under the relevant program areas: Impaired Driving, Police Traffic Services and Occupant Protection. For those questions that were repeated from the earlier surveys, the 2010 and 2011 results are included to identify any changes that have occurred in the reported behaviors, perceptions and awareness of traffic safety issues among the New York State drivers.

STATEWIDE HIGHWAY SAFETY PROGRAM GOALS

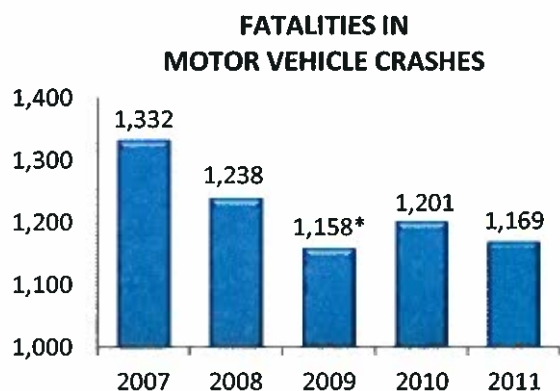
The following statewide goals were established for New York's Highway Safety Program in FFY 2012:

- ❖ To decrease traffic fatalities 3 percent from 1,156 (preliminary FARS number) in 2009 to 1,121 by December 31, 2012
- ❖ To decrease serious traffic injuries 4 percent from the 2008-2010 calendar base year average of 12,754 to 12,244 by December 31, 2012
- ❖ To decrease fatalities/100M VMT by 4 percent from 0.92 in 2008 to 0.88 by December 31, 2012
- ❖ To decrease urban fatalities/100M VMT by 4 percent from 0.61 in 2008 to 0.58 by December 31, 2012
- ❖ To decrease rural fatalities/100M VMT by 4 percent from the 2006-2008 calendar base year average of 1.89 to 1.81 by December 31, 2012
- ❖ To decrease drivers age 20 or younger involved in fatal crashes 10 percent from 176 (preliminary FARS number) in 2009 to 164 by December 31, 2012

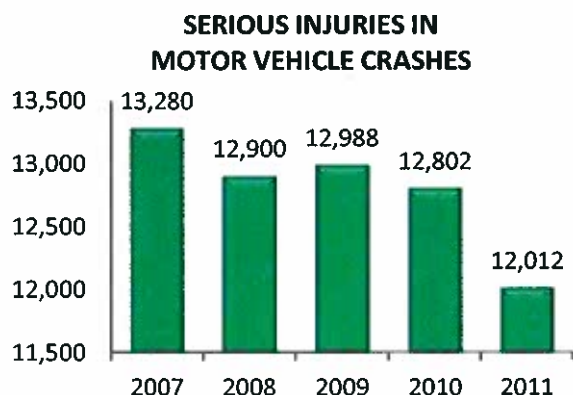
Status of Goals

Based on the newly released 2011 FARS number for total fatalities, motor vehicle fatalities in New York decreased from 1,201 in 2010 to 1,169 in 2011. While positive progress has been made since the increase in fatalities in 2010, the goal of lowering the number of fatalities to 1,121 by December 31, 2012 may be difficult to achieve.

Unlike fatalities which rose by 4% between 2009 and 2010, before decreasing by approximately 3% in 2011, serious injuries have been on a consistent downward trend since 2009. The decline in serious injuries between 2009 and 2010 (from 12,988 to 12,802) was followed by a much greater decrease in 2011. Based on the final 2011 crash data available from New York's AIS, serious injuries declined from 12,802 in 2010 to 12,012 in 2011, a decrease of 6%, exceeding the goal that was set.

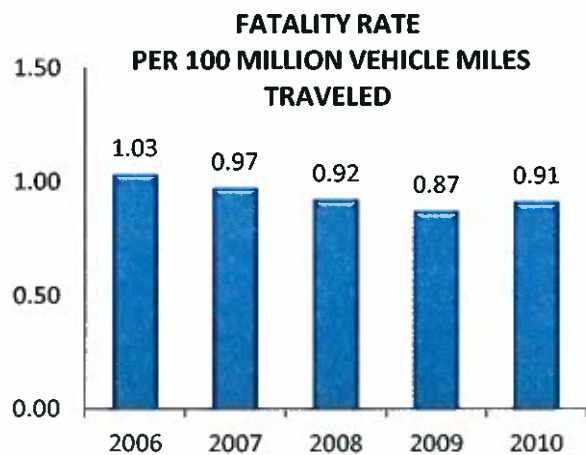


* Revised based on final 2009 FARS data
Source: FARS

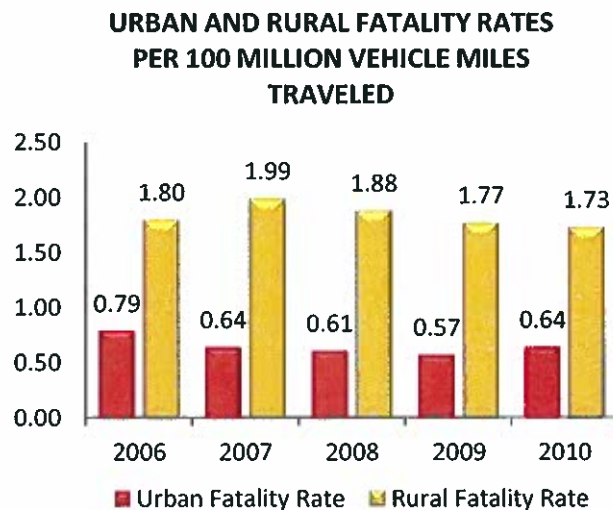


Source: NYS AIS

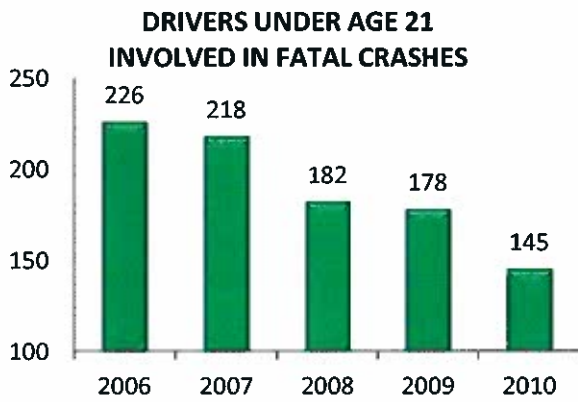
The fatality rate per 100 million vehicle miles traveled reflected the pattern in motor vehicle fatalities. The fatality rate increased to 0.91 in 2010 after being on a consistent downward trend between 2006 and 2009. As a result, the goal of reducing the fatality rate to 0.88 by the end of 2012 is not likely to be met. While the urban fatality rate followed the same pattern and increased in 2010, the rural fatality rate continued on a downward trend in 2010. Although there was no progress in 2010 toward reaching the goal to reduce the urban fatality rate to 0.58 by 2012, the 2012 goal for the rural fatality rate was met and exceeded in 2010.



Source: FARS



Source: FARS




Source: FARS

The final core outcome measure in this section relates to the involvement of young drivers in fatal crashes. Since 2006, the number of drivers under age 21 involved in fatal crashes has been on a downward trend.

Between 2009 and 2010, the number of young drivers involved in fatal crashes decreased from 178 to 145, far exceeding the goal of 164 set for December 31, 2012.

IMPAIRED DRIVING PROGRAM

In FFY 2012, New York State continued its aggressive approach to combating impaired driving. At the core of the state's impaired driving program is the STOP-DWI program through which fines collected for impaired driving convictions are returned to the counties where the offenses occurred to support



Are You Ready?
2012 STOP-DWI Crackdowns

- Super Bowl: February 1-4
- St. Patrick's Day: March 15-18
- Memorial Day: May 23-28
- Fourth of July: July 3- 8
- Labor Day (National) August 16-September 2
- Halloween: October 26-31
- Holiday Season (National): December 12-January 1

enforcement and other impaired driving programs at the local level.

As the organization responsible for the oversight of the STOP-DWI program, GTSC is in a position to maximize the opportunities for cooperative efforts, such as statewide enforcement mobilizations during holiday periods.

Since STOP-DWI is self-sustaining, the GTSC is able to use the federal funds received by New York to support a number of other types of impaired driving projects, in addition to supplementing the resources available for statewide enforcement efforts. These include statewide public information campaigns, training programs, multi-agency advisory groups, research studies and projects to enhance state agency programs.

In FFY 2012, the GTSC continued to raise public awareness of the dangers of drinking and driving through statewide media campaigns and at sporting events. Television and radio spots from the "Drive Sober or Get Pulled Over" media campaign were aired during the holiday season. During the summer, the "It's Your Community, It's Your Call" underage drinking media campaign was instituted.



The "Drive Sober or Get Pulled Over" campaign was also incorporated into this year's series of STOP-DWI nights held at sporting events around the state.

The GTSC also provided funding to the NYS Division of Criminal Justice Services Office of Probation and Correctional Alternatives (OPCA), the agency responsible for promulgating the regulations and implementing the expanded ignition interlock sanction program required under Leandra's Law. During FFY 2012, courts in New York State issued 33,000 sentencing orders for interlock devices with 10,000 interlocks being installed. To facilitate compliance with these court orders, efforts continue to provide training and education in an attempt to increase the installation rate which, at present is approximately 30%. Specifically, county level probation staff and the judicial community are provided information on inter/intra state transfer of ignition interlock cases as well as a review of the implementation of Leandra's Law and the introduction of new IID forms available for use.

Training programs to address impaired driving continue to be a priority. The GTSC sponsors and supports the law enforcement community with programs such as the sixteen-hour Advanced Roadside Impaired Driving Enforcement (ARIDE) Training and the much more intensive three-week Drug

Recognition Expert (DRE) Certification Program. The GTSC also coordinates the Drug Impairment Training for Education Professionals (DITEP) Program. A new video promoting the program was made available to school districts, on request, and distributed to other states with DITEP programs. The video can also be viewed on the GTSC website www.safenyny.gov and on YouTube. In addition, roll call videos on Leandra's Law and the DRE and SFST programs are continuing to be developed for use by the state's law enforcement agencies.



The GTSC also continued to support research studies and special projects that support the state's impaired driving program. In FFY 2012, the Institute for Traffic Safety Management and Research (ITSMR) conducted a study on the involvement of drugs in fatal and personal injury crashes on the state's roadways. In other efforts undertaken during the year, ITSMR continued to collect data for its study on the implementation and effectiveness of Leandra's Law, and a study focusing on the issue of uncollected fines for impaired driving convictions was initiated. ITSMR also began a special project to design and implement a comprehensive data management tool that can be used by the GTSC to monitor the DRE program.

FFY 2012 IMPAIRED DRIVING GOALS

- ❖ To decrease alcohol-impaired driving fatalities 5 percent from 321 (preliminary FARS number) in 2009 to 305 by December 31, 2012
- ❖ To reduce the number of persons injured in alcohol-related crashes 5 percent from 5,972 (preliminary AIS number) in 2010 to 5,673 by December 31, 2012



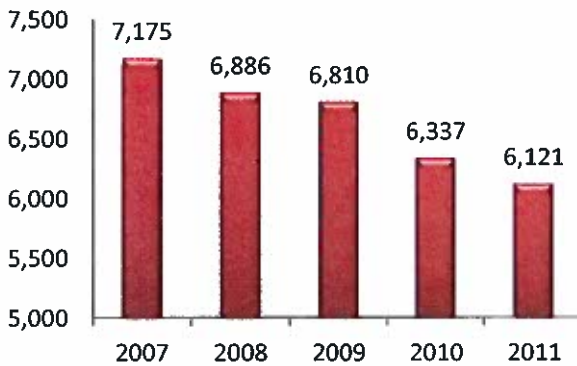
*Based on BAC (.08+) of all involved drivers and motorcycle operators

Source: FARS

Status of Goals

While alcohol-impaired driving fatalities were on a steady downward trend between 2006 and 2009 (dropping 27% from 433 to 318), the progress in reducing impaired driving did not continue in 2010. There were 364 alcohol-impaired driving fatalities in 2010, an increase of 14% over 2009. While the goal of 324 was met and exceeded in 2009, the increase in fatalities in 2010 is likely to make it difficult to reach the target of 305 by December 31, 2012. FARS 2011 data are not yet available to update this measure.

ALCOHOL-RELATED INJURIES



Source: NYS AIS

Based on data from New York’s AIS, the downward trend in the number of persons injured in alcohol-related crashes continued in 2011, decreasing from 7,175 in 2007 to 6,121 in 2011. Between 2010 and 2011, alcohol-related injuries declined by 3 percent.

The goal to reduce alcohol-related injuries by 5 percent in the FFY 2012 HSSP was set based on preliminary 2010 data. When the 2010 AIS data file was finalized, the number of alcohol-related injuries increased from 5,972 to 6,337. As a result, the target of reducing injuries to 5,673 by December 31, 2012 will be more challenging to achieve.

Survey of New York State Drivers: Results Related to Drinking and Driving

Drinking and driving was one of the traffic safety issues included in the survey of drivers conducted at selected DMV offices in 2010, 2011 and 2012. The table below provides the results to the questions related to behaviors, awareness and perceptions provided by the participants in these surveys.

In the past 30 days, how many times have you driven a motor vehicle within two hours after drinking alcoholic beverages?

	2010	2011	2012
0 times	85.3%	86.1%	86.4%
1 time	7.1%	7.1%	6.6%
2 times	3.9%	3.2%	3.3%
3 times	1.6%	1.4%	1.3%
4 times	0.5%	0.5%	0.5%
5 or more times	1.6%	1.8%	2.0%

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

	2010	2011	2012
Always	33.8%	33.4%	26.4%*
Most of the time	29.6%	29.2%	29.3%
Sometimes	29.2%	30.9%	35.8%*
Rarely	4.7%	4.6%	5.7%
Never	2.7%	1.8%	2.8%

*Indicates a statistically significant change from 2010 and 2011

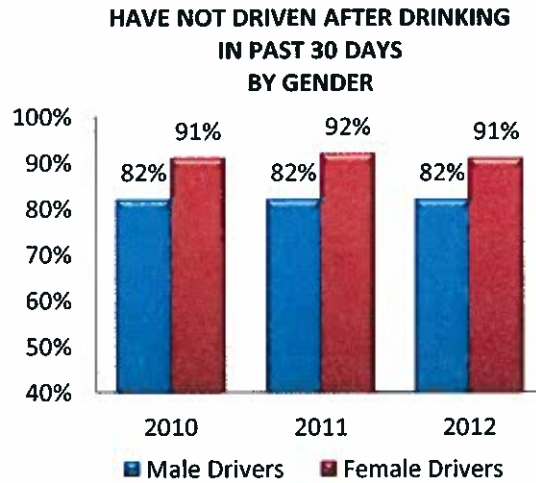
Source: 2010-2012 Driver Behavior Surveys

- In 2012, 86% of the survey respondents said they had not driven within two hours after consuming alcohol in the past 30 days while 14% reported that they had at least once. These results regarding drinking and driving behavior were very similar to those from the 2010 and 2011 surveys.

- There was a drop in the perception of the risk of being arrested for drinking and driving in 2012 compared to the previous two years. In 2012, 26% thought a driver would “always” be arrested compared to 33%-34% in 2010 and 2011. This decrease was offset by an increase in the proportion of drivers who thought that those who drive after drinking would “sometimes” be arrested (36% in 2012 vs. 29% in 2010 and 31% in 2011).

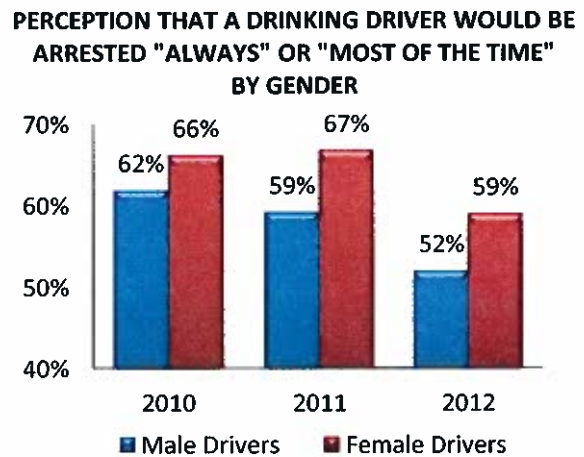
Differences by Gender

- In all three surveys, the large majority of both male (82%) and female drivers (91%-92%) said they had not driven within two hours after drinking within the past 30 days.
- Men were more likely to report that they drink and drive than women. In each survey, 18% of male drivers reported drinking and driving at least once, compared to 8%-9% of women in 2010-2012.



Source: 2010-2012 Driver Behavior Surveys

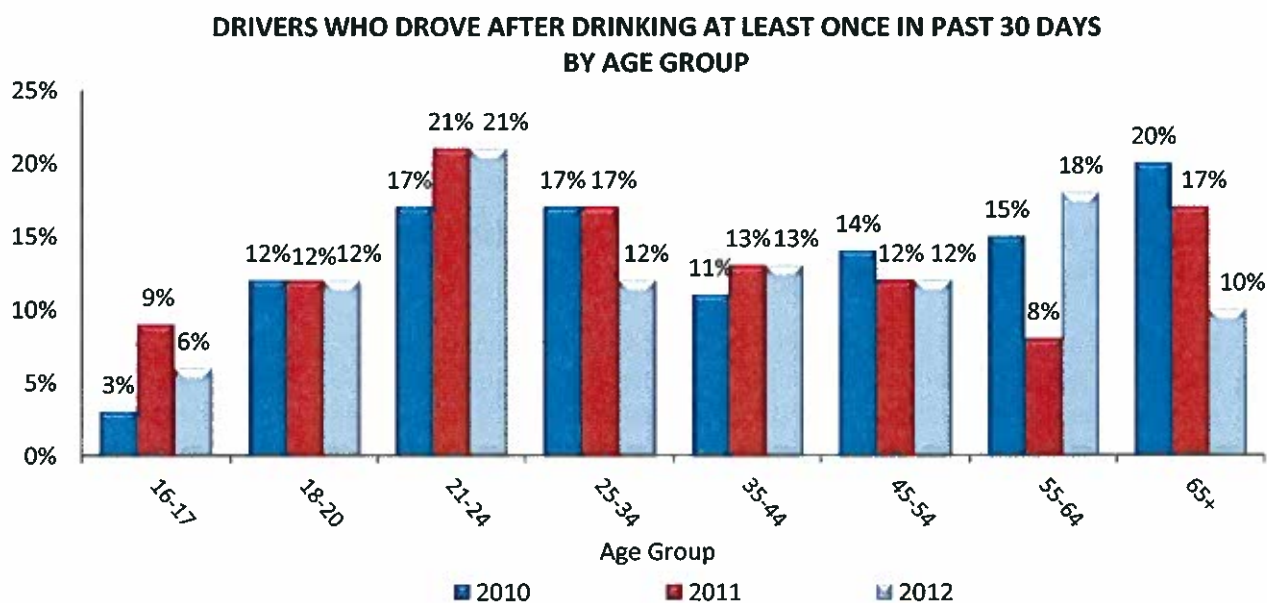
- The perception of the risk of arrest for drinking and driving among male drivers was on a downward trend from 62% in 2010 to 52% in 2012.
- While two-thirds of female drivers in the 2010 and 2011 surveys thought that a drinking driver would be arrested “always” or “most of the time,” the perception of the risk of arrest among women dropped in the most recent survey (59% in 2012 vs. 66%-67% in 2010-2011).



Source: 2010-2012 Driver Behavior Surveys

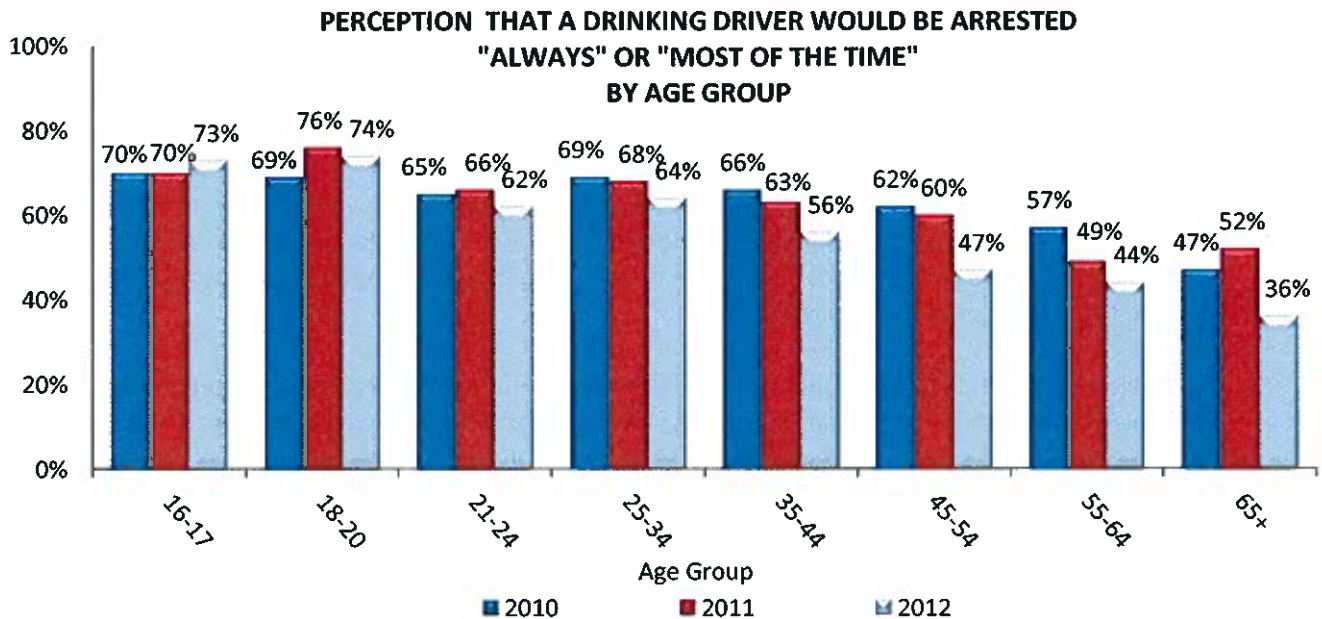
Differences by Age

- The drivers who reported driving within two hours after drinking at least once in the last 30 days included drivers in the two age groups below the legal drinking age. In 2012, 6% of the drivers in the 16-17 year old age group and 12% of the drivers 18-20 years of age reported driving after drinking.
- In 2012, drivers 21-24 years of age were most likely to report driving within two hours after consuming alcohol at least once (21%), followed by drivers 55-64 (18%); with the exception of drivers 16-17 years of age, 10%-13% of the drivers in each of the other age groups had driven after drinking at least once in the past 30 days.
- Between 2011 and 2012, the largest drop in the proportion of drivers who reported driving after drinking was in the 65 and older age group (from 17% to 10%), followed by drivers in the 25-34 age group (from 17% to 12%). The only increase occurred in the 55-64 age group where the proportion rose from 8% to 18% between 2011 and 2012.



Source: 2010-2012 Driver Behavior Surveys

- In general, the perception of the risk of getting a ticket decreases with age; in 2012, 62%-74% of the drivers under age 35 thought that someone who was drinking and driving would be arrested "always" or "most of the time" compared to 36%-56% of drivers age 35 and older.
- With the exception of the drivers 16-17 years of age, the perception of risk of being arrested for driving and after drinking declined in every age group in 2012.



Source: 2010-2012 Driver Behavior Surveys

FFY 2012 PROGRAM HIGHLIGHTS

NYS Office of Probation and Correctional Alternatives (OPCA) Traffic Safety and Sanctions Project

It has been nearly three years since the Child Passenger Protection Act or "Leandra's Law" was signed into law in New York State on November 18, 2009. One of the key provisions of this important law, effective December 18, 2009, made DWI with a child under 16 years of age in a motor vehicle a Class E felony offense. Since that time, police in New York State have arrested 2,361 individuals in violation of the law. A second provision of Leandra's Law is the requirement that individuals convicted of DWI must install an ignition interlock device in any motor vehicle they "own or operate." Since the effective date of this provision, August 15, 2010, over 11,000 ignition interlock devices have been installed in the vehicles of drivers convicted under this law.

In FFY 2012, county plans and vendor services continued to be monitored for adherence to the regulations and contracts developed at the time of the law's implementation in 2009. To ensure an acceptable level of customer service, OPCA is vigilant in monitoring the requirement that an installation center/service provider be within 50 miles of the operator's residence or location where the vehicle is parked or garaged and that a replacement device be made available within the same 50 mile radius. This is primarily accomplished through the use of GPS mapping and ongoing dialogue. OPCA conducted its third telephone survey of installers and has developed and overseen the first quality assurance audit of the more than 300 local installation service centers. New York State has seven qualified manufacturers under contract and OPCA expects to issue a new Request for Proposals before the end of 2012. Quarterly conference calls are held with the qualified manufacturers and technical assistance is given when and where needed in the ongoing effort to provide a high standard of quality assurance.

OPCA continued to accept and approve additional devices from the qualified manufacturers to create a competitive environment. Eight new devices were added during FFY 2012 bringing the total to 19 devices that are available to New York's operators. OPCA held its last annual qualified manufacturers conference in May of 2012. A presentation of the latest statistics was delivered and a panel discussion was conducted to prepare for the revision of the ignition interlock device classification system which will be implemented in FFY 2013.

During the year, OPCA staff participated in a number of Leandra's Law training and information sessions for law enforcement, probation officers, judges and court personnel and has assisted the county monitors with the development of and access to monitoring tools. Training was provided to judges and interlock monitors at conferences such as STOP-DWI, DDP Conferences and Magistrates Meetings on the topic of installation rates and waiver rates and a review of the new IID forms created in concert with the monitoring and judicial communities that are designed to increase the awareness of payment options available to judges.

Education and Training Programs

Drug Recognition Expert Statewide Coordinator

The Drug Recognition Expert (DRE) program continues to be coordinated in New York by a member of the GTSC staff. The State Coordinator is responsible for coordinating and scheduling training programs that provide existing DREs the opportunity to maintain certifications that adhere to the National and New York State standards. In the continuing effort to provide the most efficient and relevant training, the State Coordinator in conjunction with Technical Advisory Panel (TAP) is tasked with the oversight, review and implementation of the training curriculum and sets the standards for instructor qualifications and certifications.

In addition to coordinating the DRE program, the GTSC coordinates several programs that provide training for educators, police officers and traffic safety professionals in the area of impaired driving. These programs are described below.



SFST/DRE Training Programs

The GTSC staff coordinates the state's Standardized Field Sobriety Testing/Drug Recognition Expert (SFST/DRE) program through the SFST/DRE Steering Committee. The committee has been working with the state's enforcement agencies to ensure that as many officers as possible maintain certification in the SFST and DRE programs. The DRE training course was offered in March and again in September 2012 with a total of 43 new certified Drug Recognition Experts joining the 140 DRE's already deployed across the state. In 2012, all DRE Instructors attended a two-day conference that included mandatory recertification training and information on the latest drug use trends. In addition, ten recertification trainings were held across the state during the year.

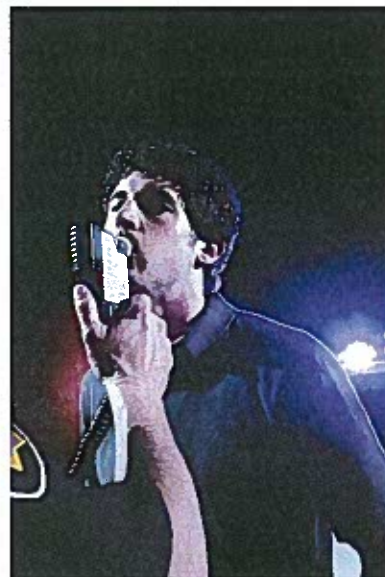
DCJS Impaired Driver Training and Technology Program

With funding provided by a GTSC grant, the NYS Division of Criminal Justice Services (DCJS) distributed 505 Alco-Sensor FST alcohol screening devices to New York State law enforcement, probation and parole

agencies in FFY 2012. This equipment provides these agencies with state-of-the-art tools to aid in their impaired driving programs. Approximately 990 evidential breath test devices were repaired and certified for use by local law enforcement and all quarterly Last Drink and Arrest Location Reports (inclusive of Leandra's Law Data) were disseminated via eJusticeNY. In addition, software was developed to provide ethernet connectivity of all DataMaster DMTs to provide quick, accurate and secure transmission of impaired driving data to aid in enforcement, adjudication, education and the prevention of impaired driving offenses.

In FFY 2012, the Office of Public Safety staff administered, facilitated, documented and/or oversaw the training of 3,489 municipal law enforcement officers on the use of the DataMaster DMT. This total includes officers who attended the Breath Analysis Operator course, Breath Analysis Operator Instructor course and Breath Analysis Recertification courses.

In addition to the DataMaster DMT training, a total of 882 police officers attended Standardized Field Sobriety Testing courses, including the Standardized Field Sobriety Instructor course and Standardized Field Sobriety Testing student course. The Crash Management Series, Basic through Technical, was attended by 285 police officers. In total, the Office of Public Safety provided quality training to 4,656 municipal law enforcement officers across the state.



Advanced Roadside Impaired Driving Enforcement (ARIDE)

The Advanced Roadside Impaired Driving Enforcement (ARIDE) training program has been implemented in New York since FFY 2008. The two-day ARIDE course is intended to bridge the gap between the Standardized Field Sobriety Testing (SFST) training all police officers in New York receive in the Basic Course for Police Officers and the Drug Recognition Expert (DRE) training courses completed by a relatively select group of officers. The objectives of the ARIDE course are to train law enforcement officers to observe, identify and articulate the signs of impairment related to drugs, alcohol or a combination of both, in order to reduce the number of impaired driving incidents and crashes which result in serious injuries and fatalities. In FFY 2012, eight training programs were conducted in various parts of the state; 245 police officers completed the ARIDE training this year, compared to 210 in the previous year.

Toxicologist Training

The New York State Police Forensic Laboratory System provides alcohol and drug testing for state and local agencies throughout New York. Continuing education is critical to the toxicologists' role in highway safety; these professionals need to be kept up-to-date on the latest technology enhancements for testing, as well as the current state of research on the effects of alcohol and drugs on driving performance. With funding from the GTSC, toxicologists from the New York State Police Forensic Investigation Center were able to receive scientific training from both national and international experts over the past year. The training venues included the Society of Forensic Toxicologists (SOFT) Annual Meeting, the American Academy of Forensic Sciences (AAFS) Annual Meeting, and the International Association of Chemical Testing (IACT) Annual Meeting. Staff also participated in advanced degree coursework. Participation in these meetings and conferences also ensures that New York State is

represented in important activities conducted by the professional organizations, especially the SOFT/AAFS Drugs & Driving Committee and the National Safety Council's Committee on Alcohol & Other Drugs. Standards for testing methodology, analytical scope and analyst qualifications are being developed in the forensic toxicology field and it is important for New York State toxicologists to be aware of the standards being discussed and have a voice in shaping these crucial policies. The New York State Police Forensic Laboratory also provides critical support to breath testing in the State. They certify reference materials for all law enforcement agencies in the State and certify instruments for the State Police. With funding from GTSC, the lab was able to purchase updated simulators and a NIST traceable barometer. This will improve the quality of the work performed and furthers the migration of the program toward ISO 17025 accreditation.

STOP-DWI Association Training Programs



In 2012, the GTSC continued to provide funding for a series of training programs sponsored by the STOP-DWI Foundation. The training program, Drugged Driving and Current Trends in Synthetic Drugs, was presented in six locations across the state; enforcement personnel, treatment providers, probation officers and other professionals attended these training sessions. In addition, professional development trainings for STOP-DWI Coordinators and staff/components were offered in four locations. The topics covered included the General Deterrence Model and STOP-DWI laws and regulations.

Drug Impairment Training for Education Professionals (DITEP)

DITEP continues to be an integral part of New York's efforts to combat the problem of drug and alcohol abuse in the school environment. The goal of the DITEP program is to train school administrators, school nurses and other education professionals to provide early intervention within their schools that will lead to reductions in motor vehicle fatalities and injuries. The DITEP training module uses a systematic approach for recognizing and evaluating those who are abusing drugs or alcohol. Over the past year, the program was provided in fourteen schools with 448 school nurse-teachers and administrators participating. To promote the program, the GTSC continued to promote and distribute a video on DITEP. The video is available on the GTSC website and on YouTube.

Prosecutor Training

During FFY 2012, the New York Prosecutors Training Institute (NYPTI) provided training to prosecutorial and law enforcement officers on a variety of impaired driving topics. These included refresher trainings on investigating and prosecuting drugged driving, trial advocacy training for new prosecutors and crash reconstruction training. Webinar trainings on Leandra's Law and vehicle data recorders were also conducted. Under this project, the GTSC also continued to fund two Traffic Safety Resource Prosecutors (TSRPs) to assist New York State prosecutors with impaired driving prosecutions. Forty-five District Attorneys were provided technical assistance on 119 occasions. Additionally, NYPTI developed a 200 page resource manual containing a complete overview of the New York Controlled Substance Act, an explanation of prescription and illicit drugs, drug toxicology and testing, the DRE program and current drug laws. The manual is available via the web and is updated as new laws and regulations are implemented.

“Drive Sober or Get Pulled Over”

In FFY 2012, New York’s crackdown on impaired driving continued with the national slogan, “Drive Sober or Get Pulled Over.” This annual enforcement event is a cooperative effort involving the State Police, county Sheriffs and local police agencies.

This year’s impaired driving enforcement mobilization was announced through press events in several parts of the state; members of the law enforcement community and STOP-DWI program coordinators joined with GTSC in publicizing the crackdown. Due to the cooperation of the STOP-DWI program coordinators statewide, there was widespread participation by the police agencies across New York State.



To facilitate the coordination of Crackdown enforcement events, the GTSC provided funding to five counties. The goal of the project was to implement coordinated Crackdown enforcement efforts during the STOP-DWI Crackdown Weekends involving the law enforcement agencies within the pilot project county. In addition to specific target saturation patrols and checkpoints, each enforcement detail required the onsite availability of a Certified Drug Recognition Expert. At the end of FFY 2012, these Crackdown enforcement events had garnered a total of 367 impaired driving arrests, more than 50 DRE evaluations and the issuance of over 700 tickets. The pilot project counties also provided PI&E through media interviews and press releases.

New York State Police Impaired Driver Identification and Underage Drinking Enforcement Program

In FFY 2012, the New York State Police continued to conduct its comprehensive impaired driving program which includes the following components: deterrence, detection, testing, analysis, prosecution of impaired drivers and underage enforcement. Following guidelines established by Division Headquarters, each State Police Troop develops its own Traffic Safety Plan which provides for a more efficient approach to local problems, including impaired driving and underage drinking. Highlights of the State Police program in FFY 2012 include the following:

- **Underage Drinking Identification Details:** The State Police conducted a total of 125 UDI enforcement details with 1,238 retail stores and 206 bars and taverns checked. As a result, 174 bars (85%) and 1,086 retail stores (88%) were in compliance. These details netted 545 arrests for violations of the ABC law and 265 arrests for violations of the Penal Law.
- **Sobriety Checkpoints:** Each Troop conducted, at a minimum, one checkpoint each month; multi-agency checkpoints were also conducted. In total, 223 fixed sobriety checkpoints were conducted, resulting in 421 DWI arrests.
- **Roving Saturation Details:** Each Troop conducted, at a minimum, one saturation detail each month. Overall, a total of 192 saturation patrols were conducted, resulting in 201 DWI arrests.
- **Training:** Division DRE instructors assisted with two DRE schools conducted at the NYS Park Police Academy and with the field certification training. At the request of the GTSC, Division

instructors also assisted with both DITEP and ARIDE training events. Standardized Field Sobriety Testing training was provided to all recruits attending the Basic School at the New York State Police Academy. All uniform members from the rank of sergeant down have received the Day Two IDEA (Impaired Driving Enforcement Awareness) training. This covers the importance of traffic safety, quick clearance of crashes and drugs that impair driving.

Prosecutors are an integral partner in DWI enforcement and to assist them in preparation for DWI trials, ADAs attended Day Two of IDEA training at Troop level. Division personnel assisted with four NPTI (New York Prosecutor's Training Institute) training sessions on impaired driving.

- **National Holiday Crackdown:** During the National Crackdown and New Year's period, the State Police conducted 23 fixed Sobriety Checkpoints resulting in 26 DWI arrests and 22 Saturation Patrols resulting in 17 DWI arrests. Also during this time period, five Underage Drinking Identification details were conducted; all three of the bars checked as well as 51 of the 56 retail establishments were found to be in compliance. Three arrests for violations of the ABC law and two Penal law arrests were made. In total, Troopers arrested 526 individuals for DWI statewide during this time period.
- **Public Information and Education:** Various PI&E materials were developed and disseminated statewide to schools and at fairs and other events. State Police personnel participated in the filming of a PSA promoting the "It's Your Community, It's Your Call" underage drinking hotline program.



Operation Prevent – Stop Bad ID

Operation Prevent is conducted by the DMV Division of Field Investigation (DFI) in conjunction with local law enforcement across the state. The purpose of this program is to prevent underage drinking and the use of fraudulent or altered documents by minors to gain access to places where alcohol is served. As part of this project, DFI targets licensed liquor establishments that have been identified as the last drink location for individuals under age 21 who have been arrested for drinking and driving. The DFI also attempts to identify the source of the illegal documents in order to shut down the operation and terminate the production of fraudulent documents. Between FFY 2007 and FFY 2012, DFI Investigators visited more than 709 establishments that serve alcohol, made 2,140 arrests and seized 2,215 illegal documents from persons under the age of 21. The investigations have led to the closure of 28 fraudulent document operations making it much more difficult for minors to obtain illegal or altered licenses.

Last Drink Location

The Division of Criminal Justice Services (DCJS) and the New York State Police are making information available on the last location where an arrested impaired driver drank, as well as the exact location of the arrest, to all STOP-DWI programs throughout the state. The data are collected through the breath test instruments used at the time of the arrest. The location data are being used by STOP-DWI and law enforcement agencies to develop programs in various counties to work with local establishments with liquor licenses to prevent intoxicated patrons from being served and then driving from the establishment in an impaired condition. This information also provides an invaluable tool to law enforcement in their targeted impaired driving enforcement efforts.

ACTION TO RIDE Program

In FFY 2012, the GTSC provided funding to the NYS Office of Alcohol and Substance Abuse Services (OASAS) to continue an initiative known as ACTION TO RIDE - Addictions Collaborative to Improve Outcomes in New York to Reduce Impaired Driving Effectively. The overall goal is to reduce impaired driving with improved services, strengthened partnerships and advanced technology. The first of two components is the implementation of a new evidence-based curriculum by every Drinking Driver Program (DDP) in the state. OASAS also implemented clinical guidelines and statewide mandatory training for all clinicians who are approved to provide screening and assessment services to impaired drivers. The second component involves the continued maintenance and updating for two online, integrated reporting systems to support linkages between impaired driving service professionals and program enrollments. The Impaired Driver System (IDS) has been used by the DDPs and the assessment/treatment providers during FFY 2012. The Impaired Driving Classroom (IDC) is in the final stages of implementation with a full rollout expected by the end of 2012.

STOP-DWI Foundation and MADD Safe and Sober Award Recognition Luncheon

With funding from the GTSC, STOP-DWI New York, MADD New York and DCJS continue to recognize police departments and officers and other individuals for their outstanding commitment to the deterrence of impaired driving. In FFY 2012, awards were given to 19 law enforcement officers, two law enforcement agencies and a local District Attorney. A special Lifetime Achievement Award was also presented.

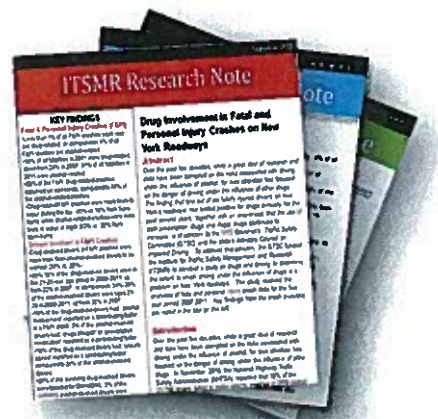
Institute for Traffic Safety Management and Research Impaired Driving Research Projects

In FFY 2012, the Institute for Traffic Safety Management and Research (ITSMR) conducted studies related to the involvement of drugs in crashes and uncollected fines for impaired driving convictions. ITSMR also continued work on its study of the implementation and effectiveness of Leandra's Law. In addition, at the request of the GTSC, ITSMR initiated work on the development of a DRE data management tool.

Study on Drugs and Driving

The GTSC funded ITSMR to conduct a study on drugs and driving to determine the extent to which drugs play a role in traffic crashes on New York roadways and identify the key characteristics of the drug-involved drivers associated with these crashes. The study also sought to identify and examine differences between drug-related and alcohol-related driving events and the drivers involved.

Using data obtained from the NYS Department of Motor Vehicles (DMV) Accident Information System (AIS), the study involved two primary components: 1) analyses of police-reported fatal and personal injury (F&PI) crashes that occurred during the five years, 2007-2011, and 2) analyses of the characteristics associated with the drivers involved in these crashes. The initial set of analyses sought to: 1) determine what proportion of F&PI crashes are drug-related and examine changes in this proportion over the five years, 2) examine specific characteristics related to drug-related F&PI crashes (e.g., day of week, time of day, region of the state), and 3) examine differences between



drug-related and alcohol-related crashes. The second set of analyses examined the characteristics of drug-involved drivers in F&PI crashes (e.g., age and gender) and other factors associated with the drug-involved driver that contributed to the crash, such as speeding and driver distraction. The analyses also examined differences between drug-involved drivers and alcohol-involved drivers.

The findings of the study are summarized in a research note titled *Drug Involvement in Fatal and Personal Injury Crashes on New York Roadways*. The research note is available on the ITSMR website (www.itsmr.org). Key findings include:

- 16% of all fatalities in 2011 were drug-related, down from 24% in 2007; 31% of all fatalities in 2011 were alcohol-related.
- 30% of the F&PI drug-related crashes occurred on weekends, compared to 46% of the alcohol-related crashes.
- Drug-related F&PI crashes were more likely to occur during the day (45% vs. 16% from 9am-9pm), while alcohol-related crashes were more likely to occur at night (63% vs. 32% from 9pm-6am).
- Drug-involved drivers in F&PI crashes were more likely than alcohol-involved drivers to be women (30% vs. 22%).
- 30%-32% of the drug-involved drivers were in the 21-29 year old age group in 2009-2011, up from 22% in 2007. In comparison, 34%-35% of the alcohol-involved drivers were ages 21-29 in 2009-2011, up from 32% in 2007.

Uncollected Fines for Impaired Driving Convictions

Since activities being conducted to combat the problem of impaired driving are largely dependent on the revenue generated through the fines collected for impaired driving convictions, the problem of uncollected fines for such convictions is of serious concern to the state's traffic safety community. It has been estimated that the total of uncollected fines in New York for impaired driving offenses is \$15 million. To address concerns related to uncollected fines, ITSMR initiated a study in FFY 2012 to identify the extent to which fines assessed against convicted impaired drivers remain uncollected. The study is designed to derive and document a more definitive estimate of uncollected fines and develop strategies for decreasing the backlog of uncollected fines and increasing fine collections in the future. Through the use of a survey of counties, efforts to date have focused on collecting information to identify the courts that have a problem with uncollected fines and derive a more accurate estimate of the amount of uncollected fines. The study is continuing in FFY 2013, with a May 2013 target date for completion. The final study report will also include recommendations for improving communication among the various court systems, DMV and DCJS, as warranted.

Evaluation of Implementation and Effectiveness of Leandra's Law

Enacted on November 18, 2009, Leandra's Law (Chapter 496 of the Laws of 2009) has two major components: 1) effective December 18, 2009, the criminal sanctions surrounding driving while intoxicated or under the influence of drugs with children under the age of 16 in the car were increased, and 2) effective August 15, 2010, the law expanded the use of ignition interlock devices, making them applicable to any person who is convicted of a misdemeanor or felony DWI. In September 2011, ITSMR completed a study of the component of Leandra's law that deals with driving while intoxicated or under the influence of drugs with children under the age of 16 in the vehicle. The study involved the analyses of tickets issued for this violation and their adjudication by the courts. The analyses also included an

examination of the crashes attributed to impaired driving where children are present in the vehicle. The study report is available on the ITSMR website.

During FFY 2012, ITSMR focused its efforts on the second component of the law which expanded the use of ignition interlock devices. The primary objective of this component of the study is to determine whether the expansion of the ignition interlock sanction has an impact on impaired driving arrests, recidivism and crashes. The arrest, conviction and crash data needed for this part of the study are being obtained from a variety of sources, including the Department of Motor Vehicles' (DMV) TSLED, crash and driver's license files. While the detailed research design and methodology for the study have been developed during the current grant year, the data collection and analysis phase of the study is still on-going. Since a sufficient period of time has not yet passed to assess the subsequent driving behavior of persons sentenced to an interlock, this study will continue in FFY 2013. The results of the study will be compiled and a report on the findings will be prepared for the GTSC.

Development of DRE Data Management Tool

In FFY 2012, ITSMR began work on a project to design and implement a comprehensive data management tool that can be used by the GTSC to monitor the Drug Recognition Expert (DRE) program. This management tool is being developed to capture data on officers who complete the DRE training and data on the drug evaluations conducted by these DREs. Using an Access database format, the DRE data management tool is being designed to meet the following objectives:

- Capture the data collected on the Drug Intake Evaluation (DIE) forms by each DRE
- Provide a weekly data upload to the NHTSA Drug Recognition Expert Tracking System
- Provide a query tool for the State Coordinator to use in monitoring the training and recertification of DRE police officers
- Provide periodic standardized reports for use by the State Coordinator in reporting DRE-related activity to the GTSC, NHTSA and other interested groups
- Provide data and analysis capabilities to 1) identify the common drug(s) involved in drugged driving, 2) identify trends in the demographic characteristics of drugged drivers, 3) determine the outcome (conviction, dismissal) of drug arrests, 4) compare the DRE's assessment to the toxicology results, and 5) assist in the development of countermeasures that address the problem of drug-impaired driving

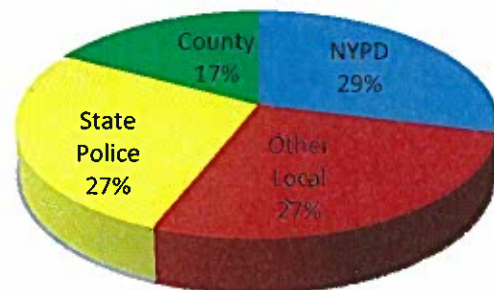
It is expected that the tool being developed will be pilot-tested and fully implemented by October 2013.

POLICE TRAFFIC SERVICES

The Police Traffic Services program consists of the cooperative efforts of law enforcement across New York State to reduce crashes, personal injuries and fatalities through the enforcement of New York's Vehicle and Traffic laws. In 2011, approximately 3,663,000 tickets were issued by police agencies in New York State compared to nearly 4,027,000 in 2010. This reduction in tickets is largely the result of the decrease in GTSC funding available to support enforcement and other traffic safety programs.

The proportion of tickets issued by the enforcement agencies at the various jurisdictional levels is shown in the chart to the right. In 2011, the New York City Police Department (NYPD) issued 29% of the tickets, other local police departments issued 27%, another 27% were written by the State Police and county enforcement agencies issued 17%. This was very similar to the distribution of tickets by enforcement agency type in 2010.

Proportion of Tickets Issued by Type of Police Agency, 2011



Sources: NYS TSLED and Administrative Adjudication

The emphasis in the Police Traffic Services program area is on the implementation of effective enforcement strategies that will lead to reductions in motor vehicle crashes. To assist with this objective, the GTSC offers training in the Data Driven Approaches to Crime and Traffic Safety (DDACTS) policing strategy promoted by the National Highway Traffic Safety Administration (NHTSA). In 2012, the GTSC offered three DDACTS training programs which were attended by officers from 23 municipal, state, and county law enforcement agencies. The officers received training in analyzing the crime and traffic data from their jurisdictions and developing a DDACTS implementation plan.

To support law enforcement's need for timely training on new laws and other important issues, the NYS Association of Chiefs of Police continued to produce audio podcasts that police officers can listen to when it fits their schedules. In February 2012, a special podcast series on police crash reports and their importance for identifying trends in crash types and other information critical to improving highway safety was released. The series covered 12 topics and featured experts from the NYS Department of Transportation, NYS Department of Motor Vehicles, State Police, and state and local planning organizations.

Because enforcement resources are limited, the GTSC continues to encourage police agencies to take a data-driven approach to identifying their enforcement priorities. Efforts that focus on specific violations or issues are eligible for funding through the GTSC's Selective Traffic Enforcement Program (STEP). In FFY 2012, the GTSC awarded 233 STEP grants to local law enforcement agencies to target violations in identified problem locations. An additional 11 grants were awarded to the State Police, County Sheriff Departments and local police agencies for other types of enforcement projects.



The Police Traffic Services program area has traditionally focused on speeding and other aggressive driving behaviors which are major contributing factors in crashes. In addition, distracted driving which plays a role in one out of five crashes is also an important issue. While New York has been a leader in addressing the dangers of distracted driving, in particular through the passage of the nation's first cell phone law and more recently banning texting while driving, NHTSA has now also made distracted driving a priority on the national level.



The ultimate goal of New York's traffic safety enforcement community is to save lives and reduce injuries by decreasing the number of crashes that result from unsafe driving actions, especially speeding and other behaviors related to aggressive driving. The goal established for the Police Traffic Services program area in the FFY 2012 HSSP and the progress made toward achieving the goal are discussed below.

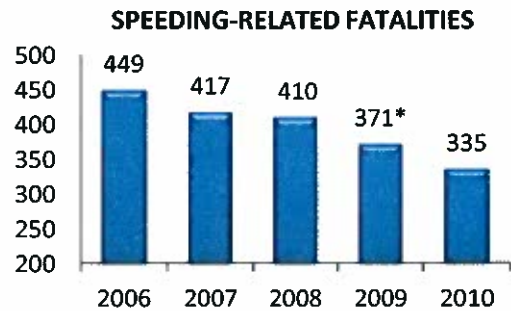
FFY 2012 POLICE TRAFFIC SERVICES GOAL

- ❖ To decrease speeding-related fatalities 5 percent from 368 (preliminary FARS number) in 2009 to 350 by December 31, 2012

Status of Goal

As the result of a consistent downward trend, the goal set for decreasing speeding-related motor vehicle fatalities in the FFY 2012 Highway Safety Strategic Plan has been met and surpassed.

Between 2009 and 2010, there was a decrease of 10% (from 371 to 335), exceeding the target set for the end of calendar year 2012. FARS data for 2011 are not yet available to update this measure.



*Revised based on final 2009 FARS data

Source: FARS

New York State 2012 Driver Survey: Results Related to Speeding

Unsafe speed was one of the three major traffic safety topics included in the annual survey of drivers conducted annually at five Department of Motor Vehicles offices since 2010. In the 2012 survey, drivers were asked how frequently they exceed the speed limit by more than five miles an hour and their perception of the risk of getting a ticket for speeding.

<i>How often do you drive more than 5 mph over the speed limit?</i>	
	2012
Always	10.1%
Most of the time	27.7%
Sometimes	39.9%
Rarely	13.3%
Never	8.9%

Source: 2012 Driver Behavior Survey

- 38% of the drivers surveyed in 2012 said that they either “always” (10%) or “most of the time” (28%) exceed the speed limit by more than 5 mph; 40% said “sometimes” and 22% said “rarely” (13%) or “never” (9%).

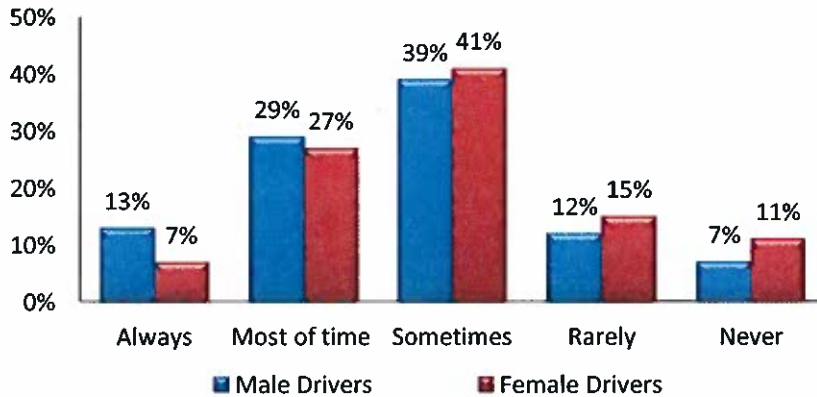
<i>What do you think the chances are of getting a ticket if you drive more than 5 mph over the speed limit?</i>			
	2010	2011	2012
Always	8.7%	8.6%	6.3%
Most of the time	14.4%	13.0%	12.2%
Sometimes	35.1%	32.4%	37.1%
Rarely	31.8%	35.4%	35.0%
Never	10.0%	10.7%	9.4%

Source: 2010-2012 Driver Behavior Surveys

- In 2012, the perception of the risk of getting a ticket for speeding declined. The proportion of drivers who thought they would “always” get a ticket dropped to 6% from approximately 9% in 2010 and 2011.
- The proportion of drivers who thought they would get a speeding ticket “always” or “most of the time” declined from 23% in 2010 to 22% in 2011 and 19% in 2012. The difference between 2011 and 2012 was primarily a result of an increase in the drivers who thought they would “sometimes” be ticketed if they drove more than 5 mph over the speed limit.

Differences by Gender and Age

**FREQUENCY OF DRIVING MORE THAN 5 MPH OVER THE SPEED LIMIT
BY GENDER: 2012**

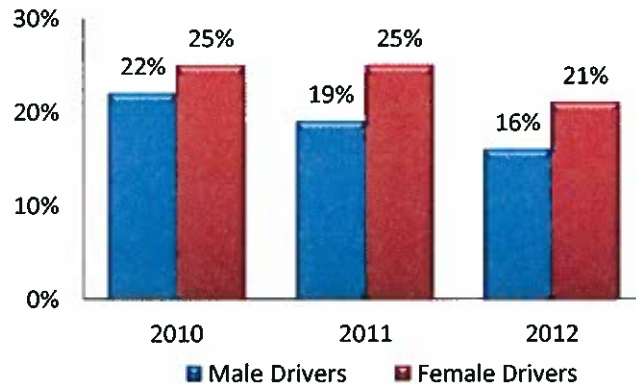


Source: 2012 Driver Behavior Survey

- In the 2012 survey, men were more likely than women to report that they speed “always” (13% vs. 7%) or “most of the time” (29% vs. 27%).
- The largest proportions of both male and female drivers said that they “sometimes” drive more than 5 mph over the speed limit (39% and 41%, respectively).

- Men thought the chances of getting a ticket for driving more than 5 mph over the speed limit were lower than women. In 2012, 16% of men felt they would be ticketed “always” or “most of the time” compared to 21% of women.

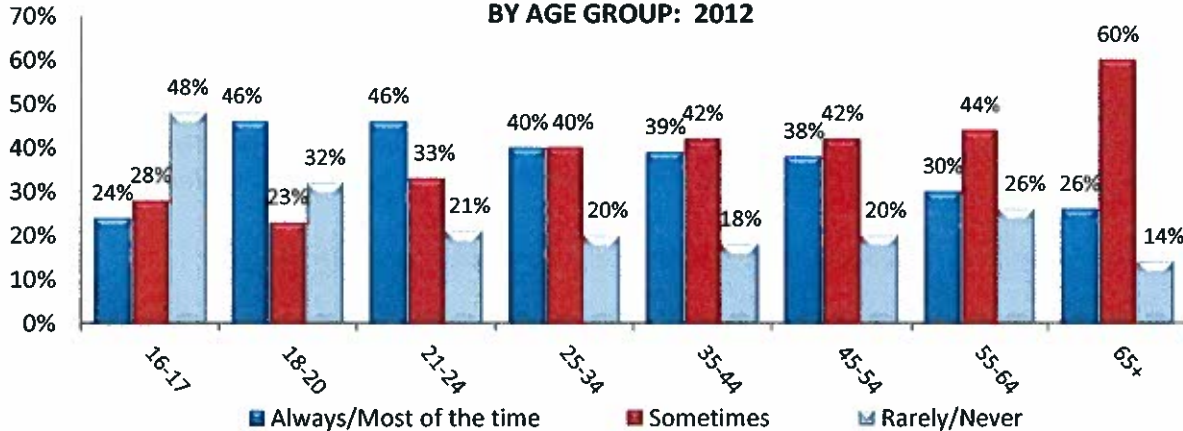
**PERCEPTION OF RISK OF GETTING A SPEEDING
TICKET "ALWAYS" OR "MOST OF TIME"
BY GENDER**



Source: 2010-2012 Driver Behavior Surveys

- The perception of the risk of being ticketed for speeding decreased over time among men (from 22% in 2010 to 16% in 2012).
- The perception of risk also declined among women (from 25% in 2010 and 2011 to 21% in 2012).

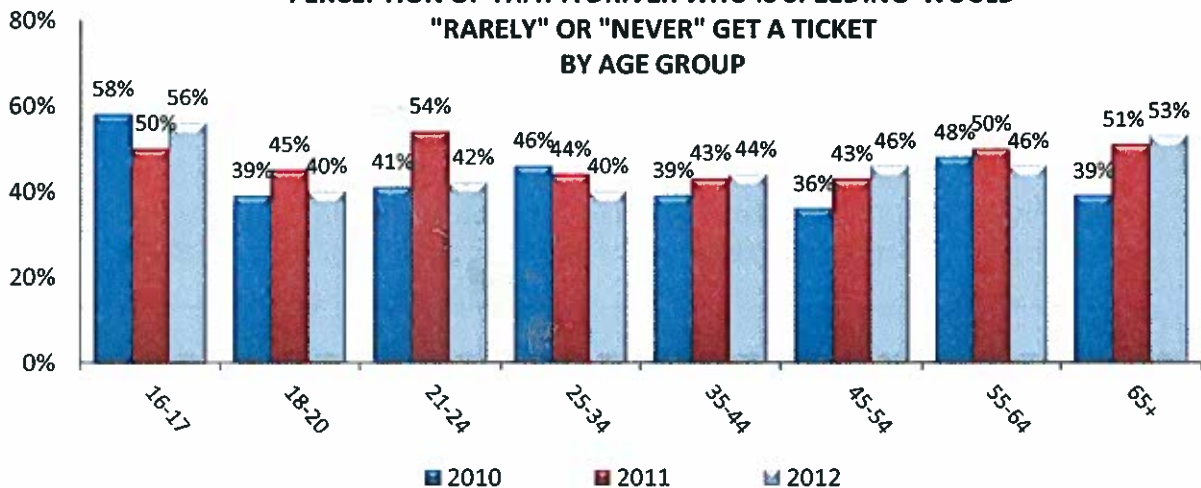
**FREQUENCY OF DRIVING MORE THAN 5 MPH OVER THE SPEED LIMIT
BY AGE GROUP: 2012**



Source: 2012 Driver Behavior Survey

- In 2012, drivers in the 18-20 (46%) and 21-24 (46%) age groups were the most likely to say they exceed the speed limit “always” or “most of the time”, followed by drivers in the 25-34, 35-44 and 45-54 age groups (40%, 39% and 38%, respectively).
- Drivers 16-17 years of age were most likely to say they “rarely” or “never” speed (48%) while drivers age 65 and over were least likely (14%).

**PERCEPTION OF THAT A DRIVER WHO IS SPEEDING WOULD
"RARELY" OR "NEVER" GET A TICKET
BY AGE GROUP**



Source: 2010-2012 Driver Behavior Surveys

- In 2012, between 40% and 56% of the drivers in each age group thought that they would “rarely” or “never” get a ticket for going 5 mph over the speed limit.
- There was no consistent pattern in changes in the perception of the risk of enforcement among the age groups over time. Between 2011 and 2012, there were increases in the proportions of drivers who thought the chances of getting a ticket were low among the youngest (16-17) and oldest (65+) age groups and among drivers 35-54 years of age and decreases in the other four age groups (18-20, 21-24, 25-34 and 55-64).

DISTRACTED DRIVING

Distracted driving is another key issue that is addressed in the state's Police Traffic Services program. In 2012, a series of questions on distracted driving were added to the annual driver behavior survey conducted at five DMV offices. The questions focused on behaviors related to using cell phones to talk and text while driving and perceptions of the risk of being ticketed for this behavior. The drivers were also asked their opinion on the effect of cell phone use on a driver's ability to drive safely.

New York State 2012 Driver Survey: Results Related to Distracted Driving

<i>How often do you send or receive text messages while driving?</i>	
Always	3.6%
Most of the time	5.7%
Sometimes	18.8%
Rarely	21.2%
Never	50.6%
<i>How often do you talk on a cell phone while driving?</i>	
Always	3.0%
Most of the time	6.2%
Sometimes	27.3%
Rarely	28.0%
Never	35.5%

Source: 2012 Driver Behavior Survey

- Approximately half (49%) of the drivers reported that they send or receive text messages while driving; 9% said that they text while driving "most of the time" or "always".
- Nearly two-thirds (65%) said that they talk on a cell phone while driving; as was the case with texting, 9% said they talk on a cell phone while driving "most of the time" or "always".

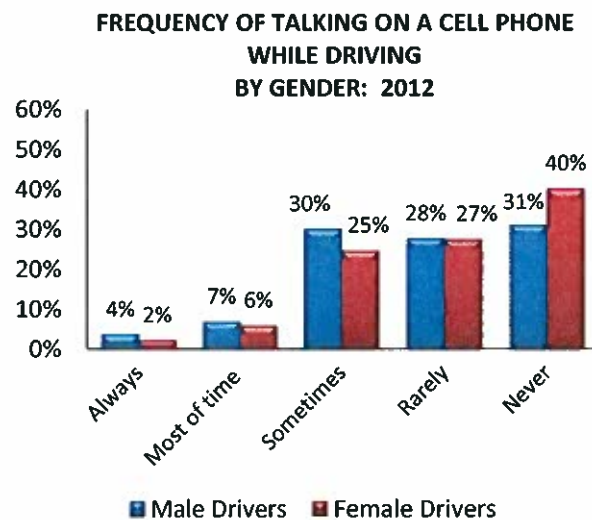
<i>What do you think the chances are of getting a ticket if you text or talk on a cell phone while driving?</i>	
Always	16.1%
Most of the time	22.1%
Sometimes	38.9%
Rarely	16.6%
Never	6.2%
<i>Do you think using a cell phone to talk or text affects a driver's ability to drive safely...</i>	
A great deal	67.9%
Somewhat	25.6%
Not at all	6.4%

Source: 2012 Driver Behavior Survey

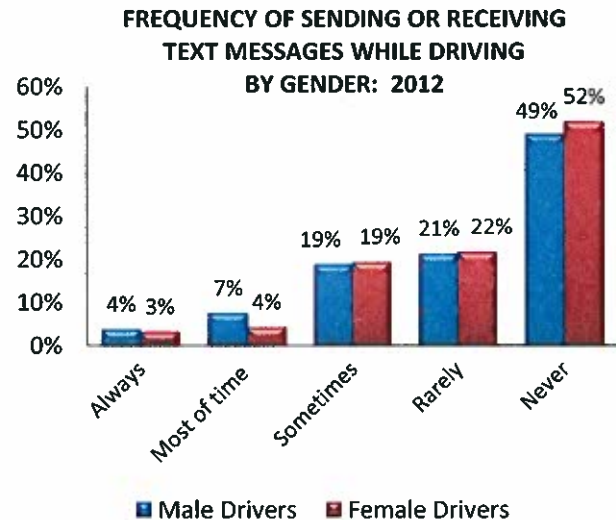
- 38% of the drivers thought they would be ticketed “always” (16%) or “most of the time” (22%) for using a cell phone while driving; 39% thought they would receive a ticket “sometimes” and 23% thought they would “rarely” (17%) or “never” (6%) be ticketed.
- Over two-thirds of the drivers (68%) thought that using a cell phone impairs a driver’s ability to drive safely “a great deal” and another quarter (26%) said a driver’s ability would be affected “somewhat”. Only 6% thought that using a cell phone while driving does “not at all” affect driving ability.

Differences by Gender and Age

Further analyses by driver characteristics showed differences by gender and age.



Source: 2012 Driver Behavior Survey

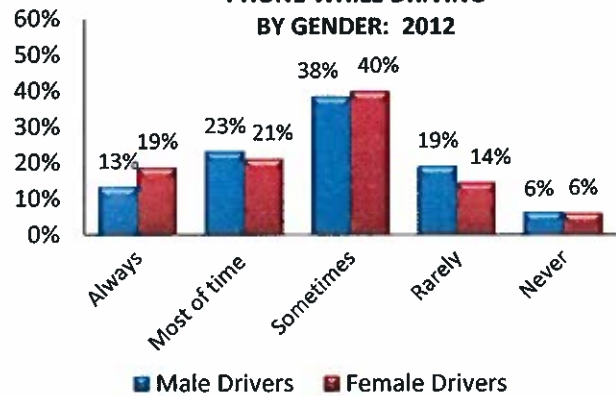


Source: 2012 Driver Behavior Survey

- Over two-thirds of the men (69%) and 60% of the women surveyed said they talk on the cell phone while driving.
- 11% of men said they talk on a cell phone while driving “always” or “most of the time” compared to 8% of women.
- Over half of the men (52%) and 48% of the women surveyed said they send or receive text messages while driving.
- Similar to the frequency of talking on a cell phone, 11% of men said they text “always” or “most of the time” while driving compared to 7% of women.

- The perception of the risk of getting a ticket for talking or texting on a cell phone while driving was higher among female drivers; 40% of women thought a driver would be ticketed “always” or “most of the time” compared to 36% of men.

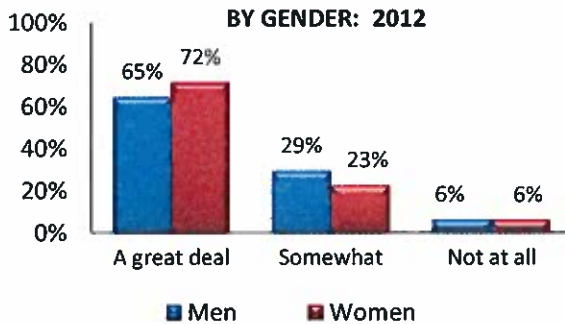
PERCEPTION OF THE RISK OF GETTING A TICKET FOR TALKING OR TEXTING ON A CELL PHONE WHILE DRIVING BY GENDER: 2012



Source: 2012 Driver Behavior Survey

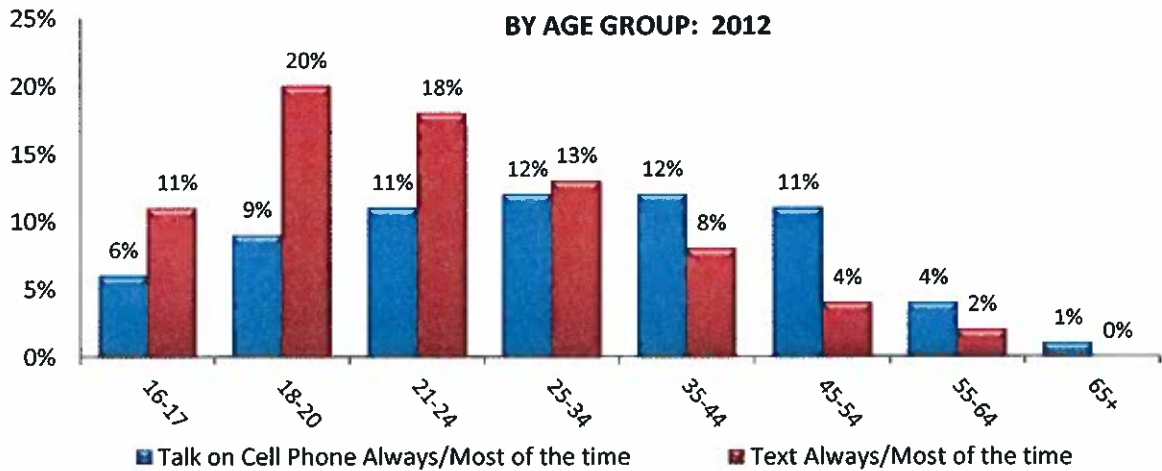
- The majority of both men and women thought talking or texting on a cell phone affected a driver’s ability to drive safely “a great deal” (72% of women vs. 65% of men). Only 6% of both men and women thought there was no effect on safety.

OPINION ON HOW TALKING OR TEXTING ON A CELL PHONE AFFECTS ABILITY TO DRIVE SAFELY BY GENDER: 2012



Source: 2012 Driver Behavior Survey

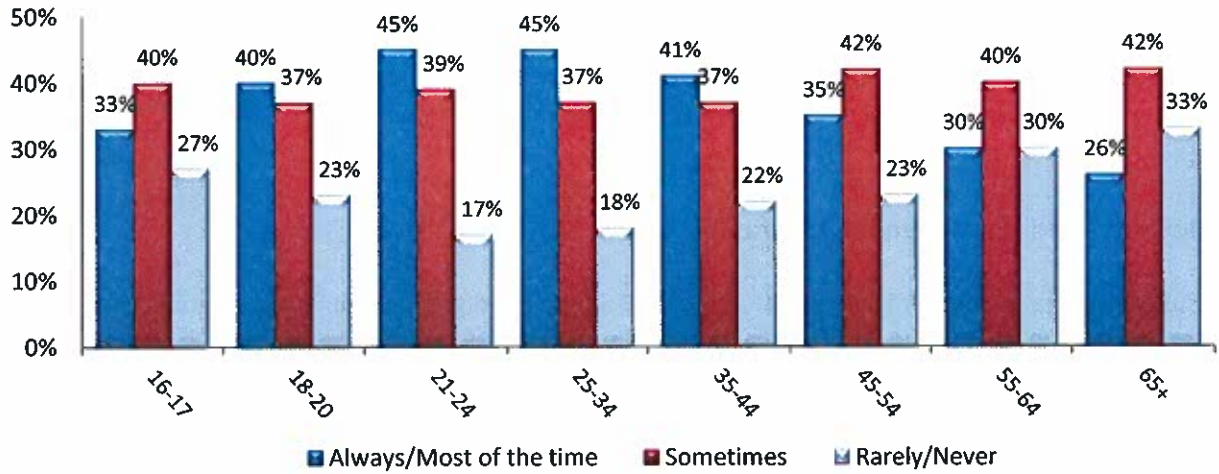
DRIVERS WHO “ALWAYS/MOST OF THE TIME” TALK ON A CELL PHONE OR TEXT WHILE DRIVING BY AGE GROUP: 2012



Source: 2012 Driver Behavior Survey

- Drivers in the 25-34 (12%) and 35-44 (12%) age groups were most likely to report that they talk on a cell phone while driving “always” or “most of the time”, followed closely by drivers 21-24 years of age (11%) and in the 45-54 age group (11%).
- The frequency of texting was highest among drivers between 18 and 24 years of age. One out of five drivers (20%) in the 18-20 age group and 18% in the 21-24 age group send or receive text messages “always” or “most of the time” while driving.

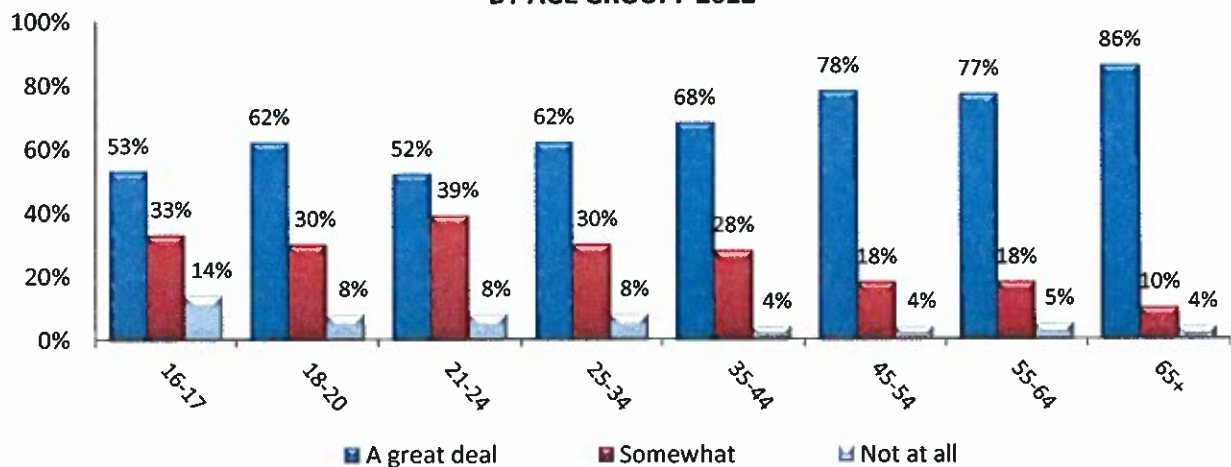
**PERCEPTION OF THE RISK OF GETTING A TICKET FOR TALKING ON A CELL PHONE
OR TEXTING WHILE DRIVING
BY AGE GROUP: 2012**



Source: 2012 Driver Behavior Survey

- The drivers between 21 and 34 years of age perceived the highest risk of getting ticketed for talking or texting on a cell phone; 45% of these drivers thought violators would be ticketed “always” or “most of the time”.
- Among drivers in the age groups over age 34 the perception of the risk of being ticketed decreased with age; 33% of drivers age 65 and over said a ticket would “rarely” or “never” be issued compared to 26% who said a ticket would “always” or “most of the time” be issued.

**OPINION ON HOW TALKING ON A CELL PHONE OR TEXTING WHILE DRIVING
AFFECTS ABILITY TO DRIVE SAFELY
BY AGE GROUP: 2012**



Source: 2012 Driver Behavior Survey

- The proportion of drivers who thought talking or texting on a cell phone affects the ability to drive safely generally increased with age (53% in the youngest age group compared to 86% in the 65 and over age group).

FFY 2012 PROGRAM HIGHLIGHTS

Traffic enforcement performs a vital role in New York's efforts to reduce crashes, injuries and fatalities. Selected examples of these programs and their achievements in FFY 2012 are highlighted below. Enforcement strategies and accomplishments related to impaired driving, occupant protection and motorcycle safety are addressed under their respective program areas.



Selective Traffic Enforcement Programs

In support of statewide traffic safety efforts, the GTSC provided grant funding for a number of localized projects through its Selective Traffic Enforcement Programs (STEPs) to Reduce Unsafe Driving Behavior. Law enforcement agencies, ranging from the New York City Police Department with a sworn complement exceeding 30,000 to small police departments staffed only by part-time officers, were included in this competitive program.

The effects of the decreased funding levels in FFY 2012 rippled through all GTSC program areas resulting in smaller grant awards for all agencies and fewer enforcement details. In addition to the reduction in funding, many agencies experienced pay increases due to contractual agreements which reduced the total hours of enforcement provided by the grant. Despite these issues, police agencies were still able to have a positive impact on traffic safety within their individual communities.

Examples of the programs funded under the STEP grant program in FFY 2012 are provided below.

- Located in Schenectady County, the Village of Scotia, a community of 8,000, is served by a patrol force of 12 full-time officers. This compact jurisdiction of two square miles is traversed by three State Routes (5, 50 and 147) that carry a large amount of vehicular traffic through the Village especially during the traditional rush hours. No fatalities have been reported in the Village in at least the past three years; in addition, personal injury crashes have gradually decreased with 26 reported in 2011 compared to 39 in 2010 and 41 in 2009. These reductions are due in part to increased enforcement efforts; between 2010 and 2011 the total tickets issued increased by 82%, speeding tickets by 25% and tickets for aggressive driving violations more than doubled.
- The Town of Schodack is located in southern Rensselaer County; the police department consisting of eight full-time and five part-time officers is responsible for 176 road miles and serves a resident population of just under 15,000. The jurisdiction has three entrances and exits to Interstate-90 within its borders that create traffic problems; in addition, the county is traversed by Routes 9 and 20 which are the busiest thoroughfares running between the Capital District area and eastern Massachusetts. In 2011, there was a decrease in the frequency and severity of the crashes that occurred in the town; 24 fewer crashes occurred (199 vs. 223 in 2010) and no fatalities were investigated.
- Batavia, a municipality of 16,000, is located in Genesee County between the cities of Rochester and Buffalo. Four State Routes (5, 33, 63, & 98) run through the city limits; in addition, vehicular traffic is increased by Batavia Downs and Darien Lake Amusement Park activity. In 2011, total crashes as well as those involving injury showed a reduction from the previous year as well as from their three-year averages; between 2010 and 2011, total crashes fell by 83 and those

involving personal injury by 22. No fatalities were reported in 2011 compared to one in 2010. Coincidentally, ticket output was down in 2011; this may be due to a decrease in funding to support dedicated overtime traffic patrols or to improved driver behavior resulting from past enforcement efforts. In addition to reductions in crash frequency and severity, voluntary compliance with the Vehicle and Traffic Law is a primary goal of any traffic enforcement initiative. Whether this is the case in Batavia remains to be seen, but for 2011 crashes were reduced without additional tickets.

- The City of Rome, a municipality of 33,725 located in Oneida County, is served by a patrol force of 49 officers. In 2011, these officers issued a total of 5,838 tickets, an increase of 1,325 or 29% over the previous year; speeding tickets also increased with 524 issued in 2011 compared to 331 in 2010 and cell phone/electronic device citations followed the trend with 205 written in 2011 compared to 179 the previous year. As a result of these enforcement efforts, between 2010 and 2011, total crashes fell by 75, fatalities by one and personal injury incidents by 16.
- Located in Saratoga County, the City of Saratoga Springs is a year-round tourist destination with a resident population of over 26,000. Between 2010 and 2011, the 39 officers assigned to the patrol force increased their output in total, speeding and aggressive driving tickets while reducing the total number of reported crashes by 63, fatalities by two and personal injury incidents by 54. Total and personal injury crashes have been steadily reduced over the past three years as a result of selective enforcement efforts.
- The Columbia County Sheriff's Office is responsible for 720 road miles and a population of just over 63,000 residents. The 40 full-time deputies are assigned throughout the county in a "Resident Deputy" system that combines routine patrol efforts with dedicated STEP details to address traffic safety concerns. In 2011, Columbia County Deputies issued 6,210 total tickets, an increase of 1,160 or 23% over the previous year and of 1,411 or 29% over the three-year average. In addition, speeding tickets increased from 1,919 in 2010 to 2,372 in 2011 (24%); this equated to an increase of 551 tickets or 30% over the three-year average. These enforcement efforts resulted in a reduction in the number of fatal and personal injury crashes investigated by the Sheriff's Office in 2011 compared to 2010 and their respective three-year averages.
- Located in the southern tier of New York State, rural Chemung County has a population of nearly 89,000 and is traversed by 600 road miles. In 2011, the 38 road patrol deputies of the Chemung County Sheriff's Office issued a total of 4,324 tickets, an increase of 186 over the previous year. During the same period, speeding tickets increased by 170 and tickets issued for aggressive driving violations increased by 162. These efforts have resulted in a steady reduction in personal injury crashes in the county over the past three years.



To assist the local traffic safety board and to promote a countywide approach to traffic law enforcement, the GTSC traditionally supports six "Block STEP" projects that include a number of local enforcement agencies working in cooperation to address traffic safety concerns on the county level.

- The Westchester County Department of Public Works and Transportation's Traffic Safety division administers one of these projects. This initiative funds the Westchester County Department of Public Safety, the cities of White Plains and Yonkers and 38 other smaller

jurisdictions. Funding is allocated by formula with respect to crash and enforcement activity and is adjusted yearly pursuant to productivity criteria. In 2011, these agencies issued a total of 154,791 tickets of which 67,232 (43%) were written for speeding, aggressive and distracted driving violations.

In addition to county and municipal law enforcement agencies, the GTSC also supports the traffic safety efforts of specialized police agencies. One example is described below.

- The State University of New York at Cortland Police Department serves a student population of 10,000 with 10 patrol officers. This “city within a city” has unique traffic issues associated with a college environment with young inexperienced drivers connected through cell phones and texting. In addition, SUNY at Cortland is home to the New York Jets training camp that creates a number of different enforcement issues during the summer months. During the past three years, total and personal injury crashes have steadily been reduced while ticket numbers have demonstrated measurable increases; between 2010 and 2011, total tickets increased by 22%, speeding tickets by 58% and tickets for cell phone and electronic device violations by 80%.

State Police Speed Enforcement Programs

The New York State Police were awarded a grant to conduct speed enforcement initiatives during FFY 2012. The primary focus was on rural and non-interstate highways that have the greatest percentage of highway fatalities. A secondary focus of the enforcement efforts was on interstates including the Thruway.

In FFY 2012, 14,444 hours of overtime was allotted for Sustained Zone Enforcement and 3,800 hours was allotted for Targeted Interstate Enforcement. An additional 1,000 hours was assigned to Troop T’s Operation Brake program. These overtime speed details produced 18,795 speeding tickets and 13,977 other tickets.

- Troop T (NYS Thruway) Operation Brake Details were conducted in the spring and summer using a blitz enforcement model during two specific peak crash periods: the Memorial Day and Labor Day periods. Operation Work Brake also targets speed and aggressive driving in work zones. A total of 2,285 tickets were issued this year.
- The New York State Police also used their own resources to run a successful week-long traffic enforcement program targeting speeders called Speed Week. Its campaign coincides with the Annual NASCAR racing event scheduled during August at Watkins Glen International Raceway. Concentrated enforcement by the State Police during this period yielded 7,883 speed-related tickets.

Sheriffs’ Cooperative Rural Traffic Safety Initiative

In FFY 2012, the GTSC supported the traffic law enforcement efforts of 12 Sheriffs’ Offices through a grant to the New York State Sheriffs’ Association (NYSSA). Sheriffs in the counties of Cayuga, Genesee, Livingston, Ontario, Orleans, Oswego, Seneca, Steuben, Wayne, Wyoming and Yates received support as they had in FFY 2011. Although not located in close proximity to the other participating jurisdictions,

the Schenectady County Sheriff's Office was also included in the project due to its primary mission of providing traffic law enforcement patrols to the rural western portion of the county.

In FFY 2012, this program provided funding for traditional STEP patrols to all of the involved agencies in addition to supporting preliminary DDACTS efforts of the Sheriff's Offices of Genesee, Livingston, Ontario and Wayne counties. The project encourages the use of local crash and crime data to more efficiently deploy patrol units and is designed to promote flexibility in addressing local traffic safety problems. Although it is primarily focused on enforcement, a portion of the funding is available to support other related traffic safety efforts.

The following is a brief overview of the activity of selected counties participating in the project.

- **Livingston County Sheriff's Office:** This agency continues to focus on traffic safety problems in the county and provides detailed data concerning grant activity. Under the direction of the Patrol Division Major, this project serves as a model of efficiency and effectiveness. During the project, a total of 747 traffic tickets were issued including three written for VTL section 118(a), 62 for section 1180(b), one for section 1180(c) and 294 for section 1180(d); 66 tickets were also written for various aggressive driving violations. On average 1.17 tickets were issued per grant support hour. In addition to the traffic citations, ten penal law arrests were made as well as one ABC violation and one under section 212 of the Transportation Law. A total of 280 dedicated traffic details were conducted during the project with special patrols assigned to 30 different highways and routes in the jurisdiction. The Livingston County Sheriff's Office continues to deal with its data issues with respect to full implementation of DDACTS. As in the past, this project efficiently expended all of its available funding.
- **Ontario County Sheriff's Office:** The stated goal of this project is to reduce the number of motor vehicle accidents on the county's roadways especially those caused by aggressive and distracted driving. During the reporting period, April 1 – September 30, increased enforcement was conducted on heavily traveled highways during early morning commuting hours. Cell phone violations, both hand-held and the use of portable electronic devices (i.e. texting) were targeted in these efforts. The enforcement resulted in 33 tickets being issued; 18 for violating Section 1225-c (2a) and 15 for 1225-d. This agency wrote an average of 1.21 tickets per GTSC funded hour. Ontario County has assigned a lieutenant who is currently working to fully integrate the DDACTS concept into the county's overall patrol deployment strategy.
- **Schenectady County Sheriff's Office:** This was the first year of involvement of the Schenectady County Sheriff's Office in the project. Although it is located in what is considered an urban/suburban environment, its patrol responsibilities are primarily directed toward the rural non-incorporated areas of the county. The funding was used to support 156.75 hours of dedicated traffic patrol, which resulted in a total of 222 traffic tickets, for an average of 1.42 an hour. Of the total tickets issued, 94 were for Speed in Zone, 22 for Speed Over 55, two for Speed in School Zone, 19 for Disobeying Traffic Control Device, 7 for Failure to Stop at Stop Sign, and the remainder for other infractions of the VTL.

Data Driven Approaches to Crime and Traffic Safety (DDACTS)

Commencing in FFY 2012, the GTSC actively partnered with NHTSA and the International Association of Directors of Law Enforcement Standards and Training (IADLEST) in promoting and hosting a series of Data Driven Approaches to Crime and Traffic Safety (DDACTS) Implementation Workshops in New York

State. This innovative and proven operational model integrates community-based collaboration with analysis of location-based crime and traffic crash data to establish effective and efficient methods for deploying law enforcement and other resources.

Drawing on the deterrent value of high visibility traffic enforcement and the knowledge that crimes often involve motor vehicles, the goal of DDACTS is to reduce crime, crashes, and traffic violations, thereby improving the quality of life and reducing social harm in our communities. Using geo-mapping to identify “hot spots” (areas of high incidence of crimes and crashes), DDACTS uses targeted traffic enforcement strategies that simultaneously reduce crime, crashes and traffic violations.

The DDACTS operational model relies on seven guiding principles for its successful implementation. The agency starts by building community partnerships to establish support for highly visible traffic enforcement, while engaging agency buy-in and participation. To aid in the development of strategic countermeasures and an operational plan, the model is based on local data collection and analysis to identify crime, crash, and traffic-related “hot spots.” As law enforcement agencies execute these plans, routine information-sharing sessions with stakeholders reinforce the collective ownership of the DDACTS initiative. Finally, monitoring, evaluation, and the analysis of outcome measures provide data-driven feedback for adjustments to internal and external activities.



GTSC, NHTSA, and its supporting partners are committed in their efforts to continue in offering DDACTS Implementation Workshops statewide.

Workshops are intensive 16-hours peer-led training programs designed to assist and facilitate law enforcement agencies interested in adopting the DDACTS model. They are comprised of a series of interactive sessions between a team of Subject Matter Experts (SMEs) and their counterparts from the participant agencies. Workshops are strategically scheduled and located to accommodate on an average of six to ten law enforcement

agencies where agency-specific action plans are developed to implement and achieve desired outcomes.

November 15, 2011 marked the inaugural DDACTS Implementation Workshop in New York in the City of Syracuse. This was followed by Workshops in Lockport, NY in January 2012, and also in the City of Albany in April 2012. To date, twenty-three municipal, state, and county law enforcement agencies have participated in the training workshops.

Distracted Driving Enforcement Projects

Distracted driving is a contributing factor in approximately 20% of the crashes that occur in New York State and nationwide each year. While any action that takes a driver’s attention away from driving is unsafe, the use of hand-held cell phones to talk or text while driving is among the most risky behaviors.

White Plains Department of Public Safety: The Department of Public Safety received a highway safety grant to address the issue of distracted driving in White Plains. The grant funding was used to conduct 17 distracted driving details. Enforcement teams issued a total of 296 summonses, including 261 for distracted driving violations.

New York State Police: During FFY 2012, the New York State Police conducted several successful initiatives related to distracted driving, in particular, the new texting law. Over 3,853 hours of overtime

were used to complete over 150 distracted driving details around the state, resulting in the issuance of 3,222 tickets for distracted driving violations. The table below shows the tickets issued by the details assigned to each State Police zone.

**Tickets Issued by State Police During
Distracted Driving Details**

V & T Violation	
1225C	2,873
1225D	349
Total 1225 C & D	3,222
Other V&T	3,544
Total 1225 & Other V&T	6,766

The State Police also conducted an additional distracted driving traffic enforcement program called "Operation Hang Up." The focus of the detail centered on motorists who use their cell phone and other electronic devices while driving. "Operation Hang Up" was implemented during two time periods, November 23-27, 2011 and April 23-29, 2012. The two waves yielded 4,047 tickets for talking and texting while driving.

School Bus Safety

Passing a stopped school bus is a dangerous driving behavior occurring over 50,000 times each school day in New York State. To reduce the frequency of this behavior and better protect children while they are in the process of getting on and off school buses, the GTSC, in conjunction with a number of other concerned agencies and organizations, has developed a program entitled Operation Safe Stop.



On April 18, 2012, a statewide Operation Safe Stop enforcement program was held to educate motorists on the dangers of passing stopped school buses. Compared to earlier years, fewer police agencies participated in this year's event resulting in lower numbers of tickets being issued. A total of 85 police agencies representing 35 counties participated in the one-day event resulting in 1,316 tickets for passing a stopped school bus and 1,201 tickets for other traffic violations.

Operation Safe Stop

	2007	2008	2009	2010	2011	2012
Participating Counties	38	41	37	45	49	35
Police Agencies	90	106	97	110	143	85
Officers Assigned <i>(*no count provided by NYPD)</i>	908	955*	862*	912*	967*	781
Passing Stopped School Bus Violations <i>(VTL Section 1174A)</i>	1,035	1,171	1,697	1,440	1,603	1,316
Other Tickets Issued	3,137	3,892	1,930	2,266	2,276	1,201

Statewide Law Enforcement Liaison Program

To cultivate cooperation and communication related to emerging traffic safety concerns, the GTSC funds three Law Enforcement Liaison (LEL) positions. These individuals represent the three principal members of the New York State law enforcement community: the local police through the New York State Association of Chiefs of Police, the elected Sheriffs through the New York State Sheriffs' Association and the New York State Police by means of a sergeant detailed to GTSC.

The LELs work in cooperation with GTSC staff and with the state's law enforcement community in the research, development, implementation and evaluation of various traffic safety projects and initiatives. They provide information and expertise to the law enforcement community concerning traffic safety issues while representing and promoting the individual concerns of their specific constituents. They also work in close cooperation with the NHTSA Region II Law Enforcement Liaison especially regarding training issues and national enforcement campaigns sponsored by NHTSA.

Empire State Law Enforcement Traffic Safety Conference

The Empire State Law Enforcement Traffic Safety (ESLETS) Conference was developed to fulfill the need for a forum to address highway safety issues specifically as they apply to law enforcement officers. With support from the GTSC, the conference is hosted annually by the New York State Police. This year's conference was held in Albany in April 2012 and was attended by 306 law enforcement and public safety officials representing 127 agencies from across the state. The conference is designed and presented primarily "by law enforcement - for law enforcement" and provides networking opportunities for officers to share ideas and experiences in highway safety as well as opportunities to participate in discussions and training on new highway safety issues and technologies specifically related to law enforcement. The conference planning committee is comprised of representatives for the GTSC, the New York State Police and the LELs assigned to the GTSC.



New York State Law Enforcement Challenge

The New York Law Enforcement Challenge is a friendly competition between law enforcement agencies of similar sizes and types that recognizes and rewards some of the best overall traffic safety programs in the state. The program which is supported by the GTSC is designed to strengthen and support traffic safety efforts to enforce the laws and to educate the public in three core traffic priority areas: occupant protection, impaired driving and speeding. The Challenge also provides opportunities for public recognition of exemplary programs, incentive for continuing traffic safety activities, and documentation of an agency's effectiveness in making a difference in the communities it serves.



To solicit and build support for the Challenge statewide and to assist competing departments in the application process, a Challenge Training Workshop is held each year at the New York Highway Safety Annual Fall Symposium. Additionally, the Awards Ceremony is a highlight at the ESLETS Conference held in the spring of the year. All Challenge applications are also forwarded for judging in the National Law Enforcement Challenge that is sponsored by the International Association of Chiefs of Police (IACP) and

NHTSA. New York State is extremely proud of the national recognition and awards received this year by the Cornell University Police and the Suffolk County Sheriff's Office at the 2012 IACP Conference in San Diego.

CONGRATULATIONS TO NEW YORK'S WINNING AGENCIES

Town of Bedford Police Department
Town of Camillus Police Department
Cornell University Police
City of Fulton Police Department
Village of Geneseo Police Department
Village of Herkimer Police Department

NYS University Police at Oswego
Suffolk County Sheriff's Office
Albany County Sheriff's Office
Town of Brighton Police Department
University of New York at Buffalo Police



Joining Assistant GTSC Commissioner Chuck DeWeese and Director James Allen at the Awards Ceremony (seated from left):

Lieutenant Robert Mazurak - Bedford PD
Chief William Hayes - Bedford PD
Sergeant Melvin Padilla - Bedford PD
Director James Allen - GTSC
Assistant GTSC Commissioner Chuck DeWeese - GTSC
Chief Michael Sharkey - Suffolk County Sheriff's
Chief Eric Osganian - Geneseo PD

(Standing from left)

Chief Joseph Malone - Herkimer PD
Lieutenant Jason Delano - Fulton PD
Sergeant Anthony Tostanoski - Cornell University PD
Lieutenant Gregg Gamble - SUNY Buffalo PD
Captain Michael Monteleone - Albany County Sheriff's
Lieutenant Kevin Velzy - SUNY Oswego P
Chief Thomas Winn - Camillus PD

MOTORCYCLE SAFETY

The continuing upward trend in the number of registered motorcycles and motorcycle licenses in New York State highlights the need for an effective Motorcycle Safety Program (MSP) to address safety issues on the roadways. Between 2007 and 2011, there was a 13% increase in registered motorcycles in New York State and a 9% increase in motorcycle licenses. Given the high gas prices and the increasing popularity of motorcycles for both transportation and recreation, these numbers are expected to continue to grow.

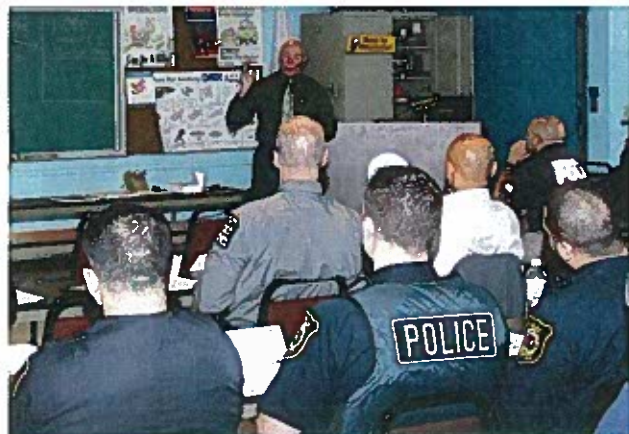
**New York State
Registered Motorcycles and Motorcycle Licenses**

	2007	2008	2009	2010	2011	2007-2011 % Change
Registered Motorcycles	306,629	328,800	336,359	340,260	345,820	12.8%
Motorcycle Licenses	618,261	636,517	653,544	665,552	675,131	9.2%

For more than a decade, the Department of Motor Vehicles (DMV) has been responsible for administering and promoting a program of approved motorcycle rider training courses, motorcycle course instructor training and public awareness. The legislatively-mandated motorcycle rider education program is supported through user fees and surcharges on motorcycle registrations and licenses and provides for the motorcycle road test to be waived for drivers who successfully complete an approved course. In FFY 2009, DMV awarded a contract to the Motorcycle Safety Foundation (MSF) to deliver the state’s motorcycle rider education program through 2014. Since taking over responsibility for the program, the MSF has expanded the network of training ranges from 23 to 57, offering rider education at more locations across the state than ever before. The number of students trained has also increased from 13,500 in 2009 to over 17,000 in 2011.

To ensure that a comprehensive approach is taken to improving motorcycle safety, the GTSC has provided support for police officer training, motorcycle road checks and other enforcement strategies, statewide awareness campaigns and numerous educational activities for both motorcyclists and other motorists on the roadways.

One of the most successful programs has been a specialized training program for law enforcement officers developed through collaboration between the GTSC and the New York State Police. The training program provides officers with hands-on knowledge and skills to educate motorcyclists and the public on motorcycle safety, as well as the tools to conduct more effective enforcement. The topics covered in the training include strategies to avoid pursuits, how to conduct checkpoints safely and clues to detect impaired motorcyclists.

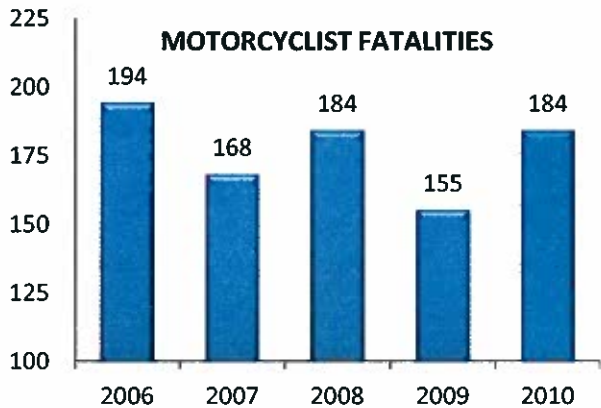


FFY 2012 MOTORCYCLE SAFETY GOALS

- ❖ To decrease motorcyclist fatalities 10 percent from the 2007-2009 calendar base year average of 169 to 152 by December 31, 2012
- ❖ To decrease unhelmeted motorcyclist fatalities 10 percent from 21 in 2009 to 19 by December 31, 2012
- ❖ To decrease the number of injured motorcyclists 8 percent from the 2008-2010 calendar base year average of 4,725 to 4,347 by December 31, 2012

Status of Goals

Motorcyclist fatalities continued to fluctuate up and down through 2010. After declining to 155 in 2009, fatalities rose again in 2010 to 184 matching the number that occurred in 2008 and showing no progress toward the goal of 167. While motorcyclist fatalities increased in 2010, the number of unhelmeted motorcyclist fatalities decreased from 21 to 16 between 2009 and 2010 exceeding the target of 19 set for the end of the 2012 calendar year. FARS data for 2011 are not yet available to update these measures.



Source: FARS



Source: FARS



Source: NYS AIS

Based on 2011 data available from New York's AIS, the number of motorcyclists injured in crashes decreased after increasing in 2010.

In 2011, 4,807 motorcyclists sustained injuries in crashes compared to 5,028 in the previous year.

The decline of approximately 4% that occurred between 2010 and 2011 indicates that New York has made good progress toward reaching the goal of reducing motorcyclist injuries to 4,347 by the end of 2012.

FFY 2012 PROGRAM HIGHLIGHTS

Rider Education and Training

New York's Motorcycle Safety Program (MSP) continues to focus its efforts on making rider education more accessible across the state through a contract with the Motorcycle Safety Foundation. The MSP continues oversight measures that ensure that the program's quality and safety standards are uniformly maintained.

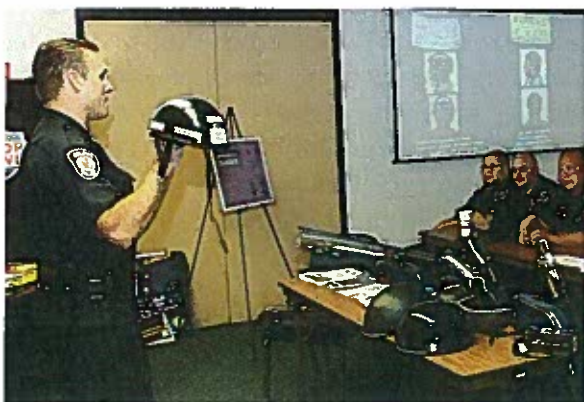
The rider education program has been in existence since 1996. The MSF-sponsored training sites offer the 15-hour Basic Rider Course® (BRC). Most training sites also offer the Basic Rider Course 2® (BRC2). The BRC2 is a five-hour core curriculum designed for experienced riders to refresh and improve their riding skills. In the BRC2, the students use their own motorcycles to gain practical experience and training in advanced motorcycle skills. The number of BRC training ranges has more than doubled (from 23 to 57) since MSF entered the program in 2009, with key sites being added in previously underserved areas. This has led to a decrease in the wait time for course availability. In addition, the program has been expanded to include scooters and three-wheeled motorcycles.



Unlike the national trend of declining enrollment in many state-sponsored rider training programs, the number of students trained in New York has increased 25% over the past two years. Approximately 160,000 motorcyclists have completed the New York's motorcycle rider program since its inception in 1996.

Personal Protective Equipment

The implementation of strategies to increase the use of USDOT-compliant helmets and other protective equipment is also a priority in New York. In both the rider education courses and in the DMV



Motorcycle Manual, motorcyclists are encouraged to wear appropriate gear, including an approved helmet, face or eye protection and protective clothing. Law enforcement partners have been educating themselves to recognize illegal helmets and have taken a much more aggressive stance in enforcing the use of compliant helmets through workshops developed and delivered by the NYS Association of Chiefs of Police.

Public Information and Education

For the 2012 observation of National Motorcycle Safety Month and throughout the rest of the year, motorist awareness of motorcycles was a primary focus of the GTSC's public information campaign, as well as the focus of the DMV's motorcycle safety efforts.

During the past year, several public information and education projects and activities promoting motorcycle safety were conducted. Some of these programs are highlighted below:

- Through a collaborative effort involving DMV, GTSC and the New York State Broadcasters Association, 30-second radio and TV non-commercial sustaining announcements (NCSAs) were developed and aired promoting the message "Share the Road With Motorcycles."
- NYSDOT promoted the "Watch for Motorcycles" slogan on their variable message signs on high crash corridors and during large motorcycle events.
- 1,500 magnetic signs with the "Watch for Motorcycles" message in two configurations were produced for posting on the back of trucks.
- Other materials produced to raise awareness of motorcycle safety included 4,500 "Watch for Motorcycles!" bumper stickers, 4,500 "Look Twice Save a Life" bumper stickers and 525 roadside/lawn signs with these two messages were produced for distribution
- 2,500 refrigerator magnets with the "Share the Road" message were produced
- A targeted mailing was sent to more than 12,000 motorists who have registered a motorcycle but have no motorcycle license.
- The MSP staffed display booths at numerous public events to disseminate public information and educational materials. A display provided at the Americade event in Lake George during the first week of June promoted motorcycle safety training and awareness to thousands of Americade attendees. During this event, thousands of "Watch for Motorcycles" and other motorcycle safety and awareness materials were distributed to the public. The MSF represented DMV's MSP at the New York State Fair in August. The MSF staffed a large display with local rider coaches throughout the weeklong event. The display served to provide the public with information on the availability and importance of rider training courses, the importance of wearing personal protective gear and riding responsibly, and the importance of other motorists being aware of the vulnerabilities of motorcyclists and sharing the road safely with them. The program was also represented at a number of county fairs throughout the summer months.
- The State Police conducted 53 educational details, the largest being at the Americade event in Lake George. The Troopers also conducted courtesy motorcycle inspections where they pointed out violations without issuing tickets. Owners were given a promotional item after having their bike inspected. The presence of the State Police Motorcycle Unit had a positive impact because they are well received by the public and are immediately engaged in conversation by motorcyclists from all backgrounds. Other events attended by the motorcycle unit include The



State Fair, County Fairs, the NYC International Motorcycle Show, and presentations at local motorcycle shops. The same presentation designed for law enforcement is presented to the general motorcycling community.

- The MSP promoted motorcycle safety, rider training and motorist awareness at the International Motorcycle Show in New York City.

Enforcement

New York State Police Motorcycle Program

The State Police continued to conduct its motorcycle enforcement and education initiative, often at events that generate a large volume of motorcycle traffic. In FFY 2012, the State Police coordinated 53 enforcement details most of which were checkpoints. A total of 252 tickets were issued by State Troopers for operating with an illegal helmet and approximately 200 were issued for illegal exhausts.

Local Motorcycle Enforcement Programs

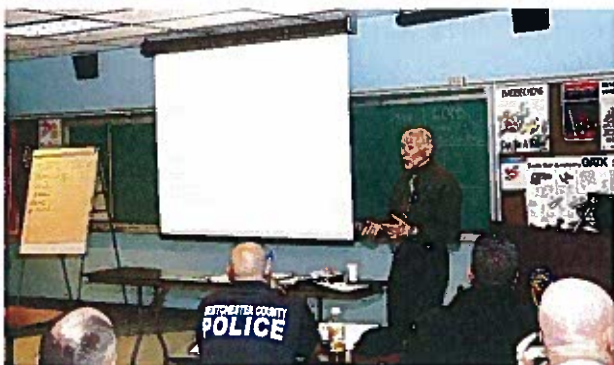
- The Suffolk County Police Department's Motorcycle Section conducted seven targeted enforcement patrols and made two educational presentations to members of the American Bikers Aimed Toward Education (ABATE) on laws related to proper operation. They also created a PowerPoint presentation to teach police departments how to enforce motorcycle violations. The motorcycle enforcement details yielded 222 summonses for the following violations: 117 non-compliant helmets; 33 license; three registration; 22 inspection; 24 exhaust; 15 equipment; six moving violations; and two other violations. The continued seasonal enforcement has had a great impact on riders in Suffolk County but serious crashes continue to occur.
- The Warren County Sheriff's Office conducted enforcement activities during the Americade event including several checkpoints held in cooperation with the New York State Police. During these checkpoints, more than 200 tickets were written with the majority issued to motorcyclists. The Sheriff's Office also held motorcycle safety events at several venues in the area. In total, 304 traffic tickets were issued during the FFY 2012 grant year.



Practical Guidelines for Motorcycle Enforcement Training

In 2012, the New York State Police and the GTSC Liaison from the NYS Association of Chiefs of Police collaborated on presentations of the regional training program entitled "Practical Guidelines for Motorcycle Enforcement." This innovative specialized training curriculum was developed and designed to take the mystery out of motorcycle enforcement through an in-depth review of motorcycle safety and motorcycle laws. The instruction provides officers with hands-on knowledge and skills to educate motorcyclists and the public on motorcycle safety, and enhances enforcement efforts to reduce the number of deaths and injuries from motorcycle related traffic crashes. In addition to motorcycle safety and laws, the training program also covers motorcycle crash data, licensing, strategies to avoid pursuits, conducting safe checkpoints and clues to detect impaired motorcyclists.

In FFY 2012, trainings were held in Orange County and in Albany County. A total of 53 participants, including 46 officers representing 18 agencies in 11 counties, attended the Orange County one-day training held at the Motorcyclepedia Museum in Newburgh. Albany County's two-day training event was held at the Colonie Municipal Training Center in Latham. The Motorcycle Safety & Enforcement Training held the first day was attended by 28 officers representing 18 agencies in 14 counties. The Train-The-Trainer Certification Course to Instruct Motorcycle Safety & Enforcement Curriculum held on Day 2 was attended by 21 certified instructors (20 officers and the NYSACOP-GTSC Law Enforcement Liaison). The Motorcycle Safety Program and Motorcycle Safety Foundation participated in the training which is supported by GTSC and DMV.



Motorcycle Assessment Core Group

As recommended by NHTSA in the Technical Assessment conducted in 2008, the GTSC convened a working group of experts associated with motorcycle safety in New York. The purpose of the group is to provide a mechanism for ongoing evaluation of efforts undertaken in the state to prevent motorcycle crashes and to develop strategies to fulfill unmet recommendations. Twenty of the Assessment's recommendations have been addressed including recommendations related to the motorcycle rider training contract, promoting the use of protective gear and promoting motorcycle-specific safety messages. The remaining outstanding issues require either changes in the state's Vehicle and Traffic Law or DMV procedures and regulations or further research if they are to be pursued.

Although no formal meetings of the core group were held in FFY 2012 due to the fiscal climate and fewer staff resources, informal communication among the partners involved in the core group has continued. It is anticipated that in collaboration with the DMV MSP a meeting will be held in the early part of 2013 to identify new strategies to deal with the alarming numbers of motorcyclist crashes, fatalities and injuries.

PEDESTRIAN, BICYCLE AND WHEEL-SPORT SAFETY

The safety of pedestrians, bicyclists and other wheel-sport participants continues to be a priority of New York's highway safety program. Of foremost concern is the increasing proportion of pedestrians among the state's highway fatalities since 2006. While total motor vehicle fatalities were on a downward trend between 2006 and 2009, pedestrian fatalities were on the rise accounting for 27% of the fatalities on New York's roadways in 2009. While the number of total fatalities increased in 2010, some progress was seen in reducing pedestrian fatalities; as a proportion of the total fatalities, pedestrian fatalities declined to 25% in 2010.

Several state agencies and organizations share responsibility for effectively addressing the behavioral and safety equipment issues related to pedestrian, bicycle and wheel-sport safety. In FFY 2012, New York continued to address traffic safety issues in this program area through collaborative initiatives.



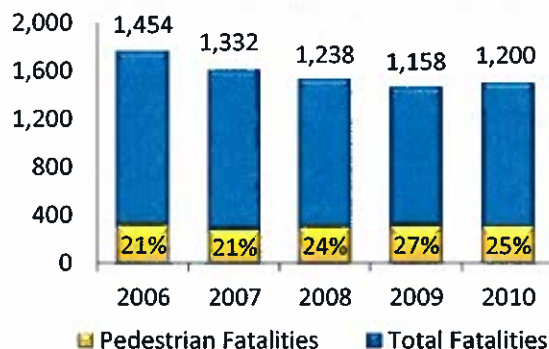
One of these cooperative efforts was a one-day Walk-Bike symposium held in Glens Falls on September 18, 2012. The event was co-sponsored by the Governor's Traffic Safety Committee (GTSC), NYS Department of Health (NYSDOH) Bureau of Injury Prevention and the Institute for Traffic Safety Management and Research (ITSMR) and featured presentations on

the implementation of New York's Complete Streets law, pedestrian education and enforcement strategies, the design and operation of bicycle facilities, the development of walkable communities for seniors and several other topics.

An interagency approach was also undertaken in response to increasing pedestrian fatal crashes along a 16-mile stretch of the Hempstead Turnpike in Nassau County on Long Island. The GTSC partnered with the NYS Department of Transportation, the Nassau County Traffic Safety Board, other state and local agencies and the Federal Highway Administration to develop and implement a plan to address this issue. The result was the creation of the "Walk Safe Nassau" program that included engineering, education and enforcement countermeasures.

In FFY 2012, the New York State Association of Traffic Safety Boards implemented the BRAIN² (SQUARED) project (Bike Riders Avoiding Injuries to Noggins) which supported helmet fitting and distribution efforts with elementary schools in the Capital District. In the past year, the GTSC also supported the New York City Bike Expo held May 3-5, 2012 at Pier 36 in Manhattan. Bike New York sponsored the event which promoted the "Sharing the Road Safely" message and drew more than 30,000 bicyclists. The GTSC also continues to promote the "Be Smart. Share the Road." message to raise awareness among motorists of the need to share the road safely with all roadway users.

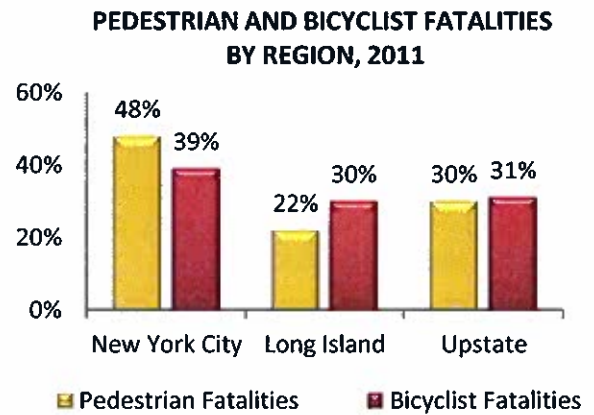
PEDESTRIAN FATALITIES AS A PROPORTION OF TOTAL FATALITIES



Source: FARS

A number of programs have been implemented to make streets and roadways safer and more accessible for all New Yorkers. The Complete Streets law which went into effect on February 15, 2012 provides for safe access to public roads for motorists, pedestrians, bicyclists and public transportation users of all ages through the use of complete street design principles. Safe Routes to School and other programs that focus on young children and programs for older adults, such as the Safe Streets for Seniors in New York City are also important components of the state's pedestrian safety efforts.

New York City continues to be the most dangerous region in the state for both pedestrians and bicyclists; in 2011, nearly half of the pedestrian fatalities (48%) and four out of ten bicyclist fatalities occurred within the five counties of New York City.



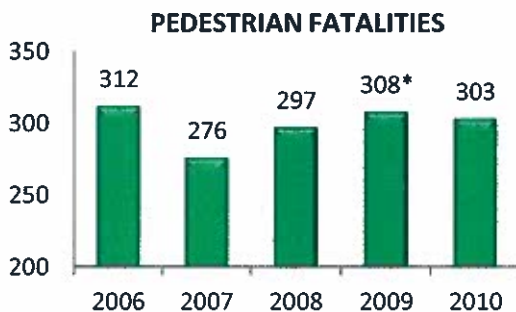
Source: NYS AIS

FFY 2011 PEDESTRIAN SAFETY GOALS

- ❖ To reduce pedestrian fatalities 5 percent from 306 (preliminary FARS number) in 2009 to 291 by December 31, 2012
- ❖ To reduce the number of pedestrians injured in traffic crashes 3 percent from 15,128 (preliminary AIS number) in 2010 to 14,674 by December 31, 2012

Status of Goals

Based on FARS data, the upward trend in pedestrian fatalities between 2007 and 2009 ended in 2010 when fatalities declined to 303; while progress was made toward the target of 291, it appears that it may be difficult to meet that goal by the end of calendar year 2012. FARS data for 2011 are not yet available to update this measure.



*Revised based on final 2009 FARS data
Source: FARS



Source: NYS AIS

Based on the state's AIS crash data, there was a decline in pedestrian injuries following the spike in these injuries in 2010. After remaining relatively unchanged between 2007 and 2009, the number of pedestrian injuries increased by 5% to 16,090 in 2010. Although pedestrian injuries declined again in 2011 to 15,689, it appears that it will be difficult to reach the target of 14,674 set for December 31, 2012.

FFY 2011 BICYCLE SAFETY GOALS

- ❖ To reduce the number of bicyclist fatalities 10 percent from the 2008-2010 calendar year average of 36 to 32 by December 31, 2012
- ❖ To reduce the number of bicyclists injured in traffic crashes 5 percent from 2008-2010 calendar year average of 5,506 to 5,230 by December 31, 2012. *It should be noted that the 2010 AIS number used in computing the 2008-2010 average was preliminary.*

Status of Goals

New York's AIS crash file indicates that the state experienced a large increase in bicyclist fatalities in 2011; 57 bicyclists were killed in crashes with motor vehicles in 2011 compared to 36 in the previous year. After remaining fairly consistent from 2007 to 2009, the number of bicyclists injured in crashes rose to 6,058 in 2010, an increase of 12%. Although the number of bicyclists injured declined to 5,883 in 2011, it will be difficult to reach the target of 5,230 set for December 31, 2012.



Source: NYS AIS



Source: NYS AIS

FFY 2012 PEDESTRIAN, BICYCLE AND WHEEL-SPORT SAFETY PROGRAM HIGHLIGHTS

NYS Pedestrian and Bicycle Partnership

The New York State Bicycle and Pedestrian Partnership has become a leading statewide coalition to document and establish sustainable efforts that improve the safety of pedestrians and bicyclists through an educational campaign, training and other programs. The departments and organizations that participate in the partnership include: New York State Education Department, Transportation Alternatives, New York State Association of Traffic Safety Boards, Cornell Local Roads Program, New York State Department of Transportation, New York State Governor's Traffic Safety Committee, The New York Bicycling Coalition, New York State Association of Metropolitan Planning Organizations, Parks & Trails New York, New York State Department of Health, New York State Healthy Eating and Physical Activity Alliance, New York City Department of Transportation, Federal Highway Administration, New York Academy of Medicine, American Cancer Society as well as other local organizations, groups and individuals. The Partnership meetings provide a venue for regular updates and communication on upcoming educational opportunities, programs, and best practices around the state.

A main component of the Partnership's activities continues to be the development of an educational campaign that focuses on improving the safety of pedestrians and bicyclists. Formally launched by DMV Commissioner Barbara J. Fiala at the statewide Walk-Bike NY conference held in September 2012, Coexist New York State (www.coexistnys.org) is a statewide public safety campaign that educates and encourages all roadway users to safely *coexist* while using the state's roadways. The website provides access to videos, brochures and posters that communities can tailor for individual neighborhoods. Best practices from around the state are highlighted and additional resources and links to programs around the country are provided. In addition to the Coexist New York State website, information about the program is communicated through social networking sites such as Facebook, YouTube and others.

Walk Our Children to School/Walk This Way (Albany County DPW)



The annual Walk to School Day was Wednesday, October 5, 2011. There were a total of 86 schools that participated in Walk to School Day with over 36,550 student participants. Out of the 86 schools that registered, the first 40 all received 100 canvas knapsacks and other Coexist NYS promotional material.

Walk Our Children to School/Walk This Way events were held at two elementary schools in Albany County on October 5 and 7, 2011. The October 5th event was held at Eagle Point Elementary School on Western Avenue and the October 7th event was held at Heatly High School in Green Island. Both programs began

when the children walking to school were greeted by AAA's Otto Auto and a FedEx truck. As part of the Green Island event, children and parents were invited to meet at the Old Ford Motor Company plant and walk to school together. Children in grades K-5 assembled in the auditorium for welcoming remarks by the schools' principals.

Proclamations were presented by representatives from GTSC/DMV, the Albany County Executive's and the Albany City Mayor's offices.

Representatives from the NYSDOT demonstrated the operation of a Pedestrian Countdown Signal. The program concluded with a visit from Willie the Whistle and a sing-along with Bill VanAlstyne and his guitar.



Hempstead Turnpike

In spring 2012, the GTSC, DOT, DOH, the Federal Highway Administration and the Nassau County Traffic Safety Board formed a committee to improve the safety of the Hempstead Turnpike in Nassau County where many fatal pedestrian crashes have occurred. The result was a “Walk Safe Nassau” program that included engineering, educational and enforcement countermeasures. A press conference was held to kick off the Walk Safe Nassau campaign and announce safety improvements planned for the roadway. As part of the enforcement component, Nassau County police conducted an enforcement wave, citing drivers who failed to yield the right-of-way to pedestrians in crosswalks. From May 1 through July 31, more than 400 tickets were issued; no pedestrian fatalities occurred during that three-month period of time.



New York Bicycling Coalition (NYBC)

Complete Streets

The NYBC was part of a coalition of stakeholders supporting the Complete Streets law that was signed by Governor Cuomo in August 2011. To assist with the implementation, the NYBC added a large number of resources to its website <http://www.nybc.net/advocacy/complete-streets> that will facilitate productive communication among stakeholders and disseminate best practices in design and implementation. The documents that are available include a fact sheet about New York’s Complete Streets Law produced by the NYBC. In FFY 2012, the NYBC also developed a curriculum for Complete Streets trainings (<http://www.nybc.net/advocacy/complete-streets/nybc-complete-streets-trainings>) and is seeking venues and partners in communities around the state interested in participating in this much needed training program.

Bike Expo

On May 6, 2012, the NYBC teamed with the Albany Bicycle Coalition to host the 2nd annual Albany Bike Expo in Washington Park. The event drew a wide range of participants including community groups and bicycling advocates. The Expo was a family-focused event that encouraged people to try bicycling; a variety of booths and types of entertainment were available. State and federal legislators and agency representatives were invited to the event.



Safer Streets New York City

Bellevue Hospital, an affiliate of New York University's Langone Medical Center, is a Level 1 Trauma Center which treats hundreds of pedestrians and bicyclists injured in motor vehicle crashes each year. In FFY 2012, Bellevue Hospital continued its Safer Streets New York City pilot research study. The objective of the study is to identify the risk factors associated with the motor vehicle driver and the pedestrian or bicyclist involved in the crash and the scene/location of the crash. The outcomes of the persons injured will also be tracked and assessed. All non-motorists who are victims of motor vehicle trauma and are brought to Bellevue via the adult and pediatric Emergency Departments are included in the study. The research team collects data for each pedestrian and cyclist within 24 hours of their injury by communicating with the emergency medical technicians or the New York City Police Department. The collected variables include demographics, location, injury patterns and outcomes, vehicle type, driver data, and scene information including day of the week, time, and nearest cross street.

By clearly identifying risk factors, the Bellevue team hopes that prevention resources may be more efficiently and effectively applied in the future. A repository has been established for the data that are collected and the team continues to troubleshoot various issues as the pilot study moves forward. The team's ultimate goal is to conduct a city-wide, population-based study using data collected in a consistent manner at multiple trauma centers throughout the metropolitan area which will provide vital information for patient management and future prevention strategies.

New York City Pedestrian and Cyclist Safety Enforcement

Speeding on arterial streets and failure to yield to pedestrians in crosswalks have been identified as significant contributors to pedestrian fatalities and serious injuries in New York City. The major factors contributing to serious injuries and fatalities among bicyclists in New York City include inattention by drivers and bicyclists, as well as bicyclists ignoring traffic signs and signals.

In FFY 2012, the NYPD conducted a pedestrian and cyclist safety enforcement program to address these issues. The enforcement program included speed enforcement on specific corridors, enforcement of motorists failing to yield to pedestrians in crosswalks and enforcement of bicyclists' compliance with traffic signs and signals. The selection of the arterial corridors for enforcement of speed and failure-to-yield violations was based on locations with high rates of speed-related crashes. Enforcement of bicyclist compliance with the rules of the road was conducted at selected intersections along these corridors.

White Plains Department of Public Safety

The goal of the White Plains Department of Public Safety was to reduce crashes, specifically those involving pedestrians that are largely attributed to driver inattention or other traffic violations such as unsafe speeds and failure to yield right-of-way. In addition to enforcement of these motorist violations, the Department of Public Safety also issued warnings to pedestrians who failed to use crosswalks and comply with pedestrian crossing signals. Monthly meetings were coordinated with the City of White Plains Traffic Department to analyze accident data and surveys. The statistics provided an immediate need to educate the public to be more cognizant of pedestrians and to enforce the right-of-way for pedestrians. During the course of the project year, the department conducted 19 pedestrian safety details. The enforcement teams issued a total of 171 tickets; 123 of these were for crosswalk violations.

New York City Department of Transportation (NYCDOT)

The NYCDOT identified five high-risk corridors for special multi-session outreach for students and older adults: Adam Clayton Powell Blvd. between W. 118th and 153rd Streets in Manhattan, 4th Avenue between 15th and 65th Streets in Brooklyn, Claremont Avenue in the Bronx, Corona from 34th Avenue to Roosevelt Avenue and Junction Blvd. to 108th Street in Queens, and multiple locations in Staten Island, where speeding is a special concern. Outreach efforts with the schools included meetings with principals and four sessions of activities with students, while outreach efforts at senior centers included neighborhood safety walks and walkability surveys. Program materials were translated into Spanish, Chinese and Arabic. The activities helped participants understand the dangers posed by speeding drivers and why it is important for pedestrians to stay alert. Outreach culminated with the formation of a Community Safety Council for each corridor to engage stakeholders in the identification of local traffic safety issues and the development of solutions. Community Safety Council meetings included representatives from Community Boards, local hospitals and neighborhood associations, as well as staff from the schools and senior centers visited.

The “photoVoice” traffic safety photojournalism project was conducted at the Sunset Park High School in Brooklyn and the High School for Arts and Business in Queens. Students observed and photographed the local traffic environment to identify pedestrian challenges and explore possible solutions. Their work has been incorporated into displays used at community meetings and in other public venues. Shown below are photos of an existing street and the same street “re-imagined” by students at the High School for Arts and Business.



Walk-Bike New York Symposia

One of the important components of New York’s pedestrian and bicycle safety program continues to be the Walk-Bike New York symposia held periodically at different locations around the state. The most recent symposium was a one-day event held at the Queensbury Hotel in Glens Falls on September 18, 2012. More than 100 representatives from state and local agencies and other safety partners participated in the program that included presentations on the Complete Streets program, pedestrian safety education and enforcement, bicycle facilities design and operation, pedestrian safety for seniors and children, and the Safe Routes to School Program.

National Bike to School Day

The first-ever National Bike to School Day was held May 9, 2012. The NYSDOT, GTSC, NYSDOH, New York State Association of Metropolitan Planning Organizations, New York Bicycling Coalition, New York State Association of Traffic Safety Boards, American Automobile Association (AAA), and the New York

Coalition for Transportation Safety worked together to plan and organize events in New York State. The partners hosted three "Bike to School" events held in the Capital District and one in Long Island; a total of 27 schools participated in the events held across the state.

NY Coalition for Transportation Safety

The New York Coalition for Transportation Safety participated in 17 bicycle and pedestrian events throughout Nassau County. They distributed 500 helmets, 500 reflective vests, 1,000 backpacks, 1,000 reflective stickers and 2,000 pieces of print literature on bicycle and/or pedestrian safety. Additionally, the organization worked closely with local legislators to promote the use of bicycle helmets and safe walking habits (use the crosswalk, wait for the walk signal and "always push the walk button"). It is hoped that all these elements combined will help to reduce bicycle and pedestrian injuries in Nassau County.

Queens County Traffic Safety

The NY Coalition joined with the Queens County Traffic Safety Board and the Rockaway Beach Waterfront Alliance to plan and organize the first bicycle parade in Rockaway Beach, modeled after Coney Island's Mermaid Parade. Bicycle safety information was distributed and helmets were given to children up to age 14 who did not have one. Members of the NY Coalition also participated in the parade and helped judge the best decorated bicycle competition. More than 100 people participated in this new event.

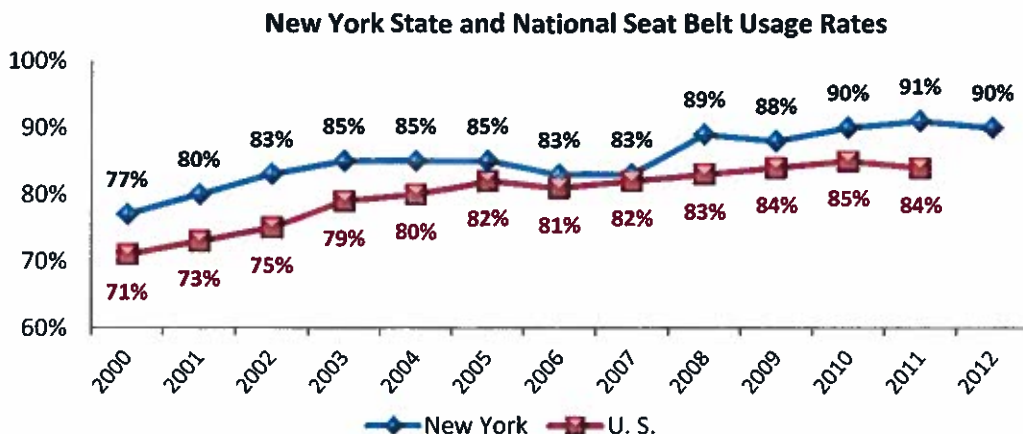


Elmhurst Hospital Bicycle Helmet Event

This program was conducted in Elmhurst Hospital's auditorium where all participants, including parents and children, viewed a 15 minute video on safe walking and bicycling habits. All children were then fitted for bicycle helmets until supplies were depleted. In addition to the video and helmet fittings, attendees were provided information on bicycle laws, including New York's helmet law. Bicycle safety tips were available in both English and Spanish. The flyer announcing the program was produced and distributed in English, Spanish and Hindi. A total of 125 helmets were fitted and distributed at this event.

OCCUPANT PROTECTION

In 2012, motorists in New York continued to demonstrate a high level of seat belt compliance with a usage rate of 90% measured in the most recent annual survey. Since passage of the nation's first seat belt law in 1984, New York's usage rate has consistently been above the national average.



Much of New York's success in maintaining a high rate of compliance can be attributed to the continued implementation of high visibility enforcement efforts through the state's Buckle Up New York/Click It or Ticket (BUNY/CIOT) program. The participation by the majority of the state's law enforcement agencies and accompanying publicity campaigns and other public awareness activities have been the key components responsible for the success of the BUNY program.

In addition to increasing adult seat belt usage, the other major focus of New York's occupant protection efforts is child passenger safety. In FFY 2012, GTSC continued to use the "New York's 4 Steps 4 Kids" message in its efforts to educate parents and other caregivers on the importance of using the most appropriate type of child safety seat based on the child's size. "Step 4" was the focus of the 2012 campaign which emphasized the proper use of an adult seat belt when the child has outgrown the need for a booster seat.



The focus was on reminding "tweens", children between the ages of 8 and 12, to "Always Buckle Up" using the campaign logo "Sit, Click and Ride." Child Passenger Safety Week was celebrated September 16-24 and culminated with National Seat Check Saturday on September 24.

The state's Occupant Protection Program is supported by a variety of funding sources, including traditional Section 402 funds and incentive funds available under the federal SAFETEA-LU legislation.

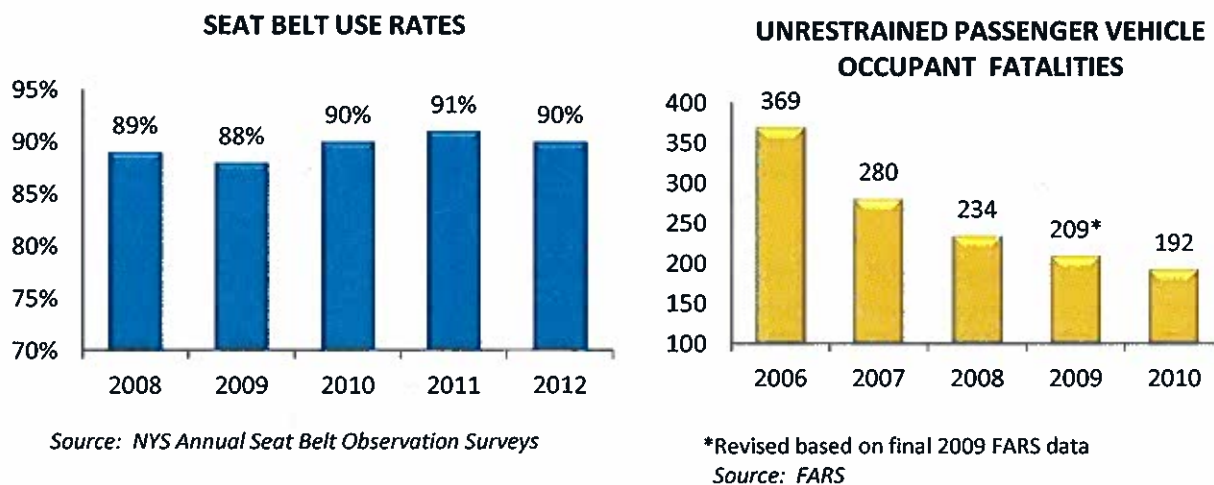
FFY 2012 OCCUPANT PROTECTION GOALS

- ❖ To increase the statewide observed seat belt use of front seat outboard occupants in passenger vehicles 1 percentage point from 91% in 2011 to 92% by December 31, 2012
- ❖ To decrease unrestrained passenger vehicle occupant fatalities in all seating positions 5 percent from 208 (preliminary FARS number) in 2009 to 198 by December 31, 2012

Status of Goals

The goal to increase New York's seat belt use rate to 92% was not met. In the annual survey conducted in June 2012, a rate of 90% was measured, down slightly from the 91% rate estimated in the 2011 survey.

New York met and exceeded the goal set for reducing the number of unrestrained motor vehicle occupants killed in crashes. Between 2009 and 2010, the number of unrestrained occupant fatalities dropped below the target of 198 set for the end of calendar year 2012. Over the five-year period, 2006-2010, unrestrained occupant fatalities were nearly cut in half, decreasing from 369 to 192 (48%). FARS data for 2011 are not yet available to update this measure.



Survey of New York State Drivers: Results Related to Seat Belt Use

Seat belt use was one of the traffic safety topics included in New York's annual driver behavior surveys conducted at five Department of Motor Vehicles offices in 2010-2012. In all three years, the surveys were conducted within a few weeks after the May seat belt mobilization. The table below provides the responses to questions regarding the frequency of seat belt use, awareness of messages regarding seat belt enforcement and the perception of the risk of enforcement.

How often do you use a seat belt when you drive or ride in a car, van, sport utility vehicle or pickup truck?

	2010	2011	2012
Always	85.6%	85.8%	85.4%
Most of the time	9.6%	9.3%	9.6%
Sometimes	3.0%	3.0%	2.9%
Rarely	0.9%	1.1%	1.2%
Never	0.8%	0.9%	1.0%

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

	2010	2011	2012
Always	28.5%	27.5%	21.1%
Most of the time	26.1%	24.5%	24.7%
Sometimes	30.9%	35.3%	37.2%
Rarely	10.9%	9.2%	12.7%
Never	3.6%	3.6%	4.2%

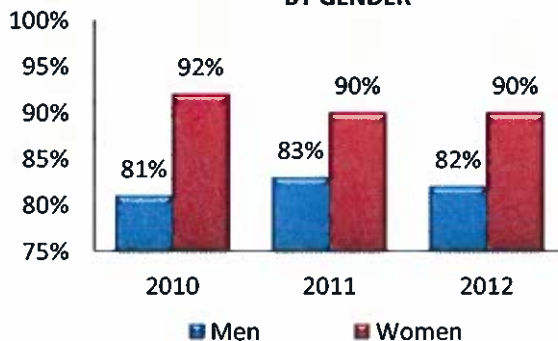
Source: 2010-2012 Driver Behavior Surveys

- Reported restraint use was nearly identical in all three surveys conducted 2010-2012. In 2012, 85% of the drivers reported that they “always” wear a seat belt and 10% wear one “most of the time”. Only 2% “rarely” or “never” buckle up.
- The perception of the risk of getting a ticket for violating the seat belt law dropped significantly in 2012; 21% thought a driver would “always” receive a seat belt ticket compared to 29% in 2010 and 28% in 2011.
- 15% of the drivers in 2010, 13% in 2011 and 17% in 2012 thought they would “rarely” or “never” get a ticket for failing to wear a seat belt.

Differences by Gender and Age

- In all three years, 2010-2012, nine out of ten women surveyed consistently reported they always wear their seat belt compared to eight out of ten men.

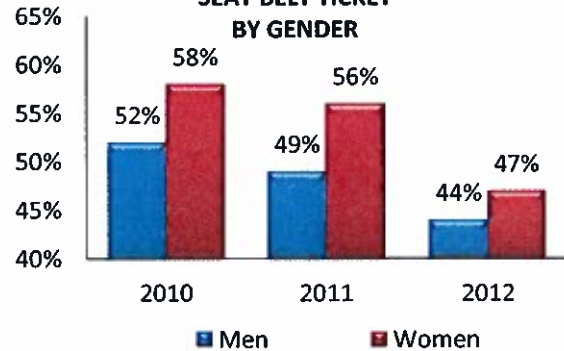
MOTORISTS WHO ALWAYS WEAR A SEAT BELT BY GENDER



Source: 2010-2012 Driver Behavior Surveys

- Women are more likely than men to think they would “always” or “most of the time” get a ticket if they were not wearing a seat belt.
- The perception of the risk of receiving a seat belt ticket has been on a downward trend among both men and women since 2010 (from 52% to 44% for men and from 58% to 47% for women).

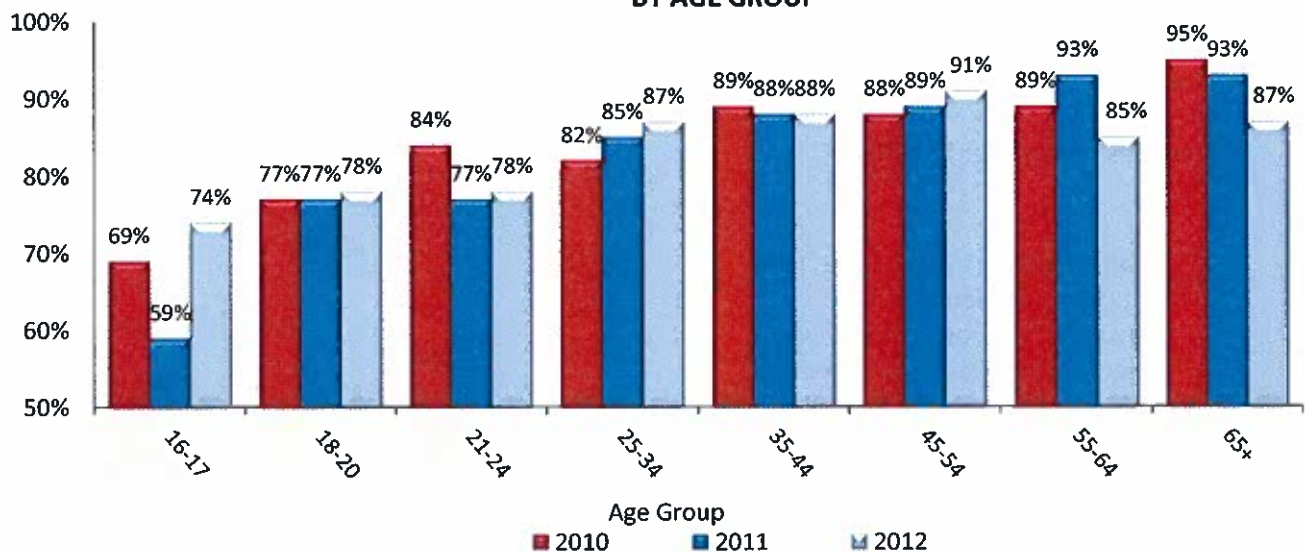
**MOTORISTS WHO THOUGHT THEY WOULD
"ALWAYS" OR "MOST OF THE TIME" RECEIVE A
SEAT BELT TICKET
BY GENDER**



Source: 2010-2012 Driver Behavior Surveys

- In general, reported seat belt use increased with age; in 2012, 74%-78% of the drivers in the age groups under 25 years of age reported they always buckle up compared to 85%-91% of the drivers in each of the age groups 25 years and older.
- The largest increase in reported use was among the drivers in the youngest age group; in 2012, 74% of the 16 and 17 year old drivers said they always wear a seat belt compared to 59% in 2011.
- The largest drop in reported use was among drivers in the two oldest age groups (from 93% to 85% among drivers 55-64 years of age and from 93% to 87% among drivers age 65 and older).

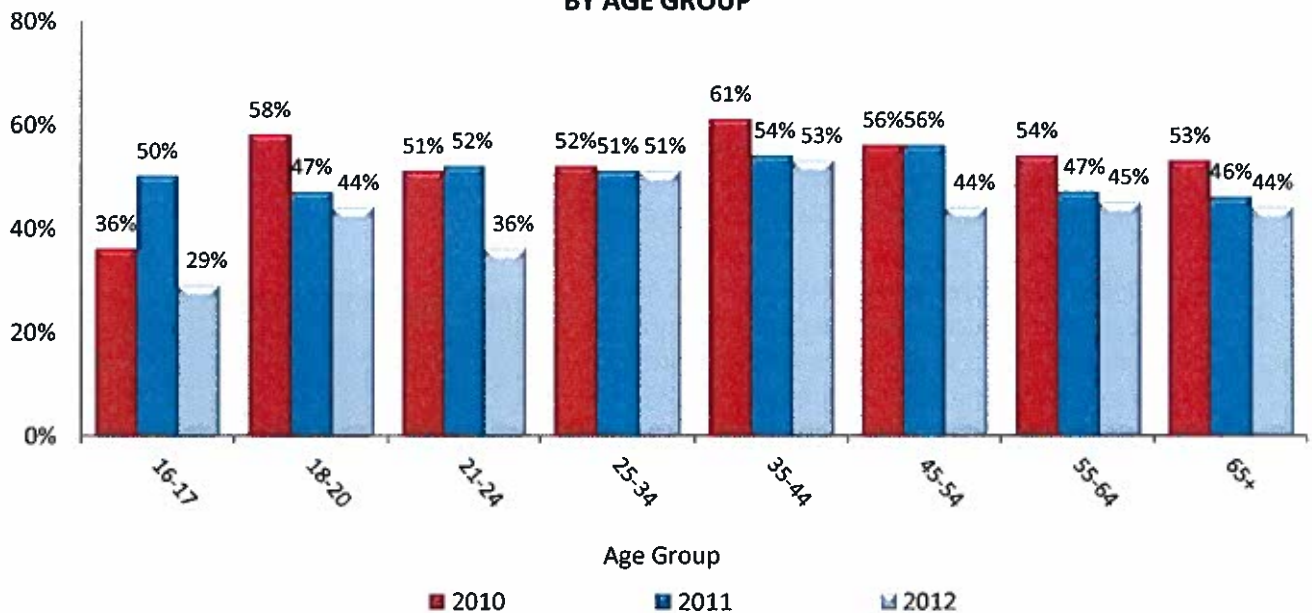
**DRIVERS WHO ALWAYS WEAR THEIR SEAT BELT
BY AGE GROUP**



Source: 2010-2012 Driver Behavior Surveys

- In 2012, just over half of the drivers in the 25-34 (51%) and 35-44 (53%) age groups thought that drivers who did not wear a seat belt would get a ticket “always” or “most of the time”; the perception of risk in all of the other age groups ranged from 29% among 16-17 year olds to 45% of drivers 55-64 years of age.
- With the exception of drivers 25-34 years of age, the perception of risk of getting a seat belt ticket dropped among the drivers in every age group between 2011 and 2012.

DRIVERS WHO THOUGHT THEY WOULD "ALWAYS" OR "MOST OF THE TIME" GET A TICKET FOR NOT WEARING A SEAT BELT BY AGE GROUP



Source: 2010-2012 Driver Behavior Surveys

2012 PROGRAM HIGHLIGHTS

The primary strategies used during the past year to increase seat belt compliance were high visibility enforcement, zero tolerance and a vigorous public information and education (PI&E) campaign, all major components of the Buckle Up New York/Click It or Ticket program. Agencies were encouraged to focus on low-use areas of the state and high-risk groups and to conduct enforcement at times of the day when compliance is traditionally lower. Other strategies focused on: improving child passenger safety and included public awareness, education and instruction for parents and other caregivers on the proper installation and use of child safety seats; training for technicians and instructors to provide these services to the public; child safety seat distribution programs; and child seat check events.

Buckle Up New York/Click It or Ticket

The high-visibility enforcement and PI&E campaign, BUNY/CIOT, consists of a number of proven components:



- **High visibility enforcement checkpoints:** Seat belt enforcement efforts are made highly visible to the public in a number of ways, including the use of checkpoints and extensive outreach to the media. Surveys show that police checkpoints are extremely effective at raising the awareness of the motoring public, as well as detecting violators of the law.
- **Zero-tolerance enforcement:** Police officers continue to maintain a zero-tolerance policy when enforcing occupant restraint violations; no warnings are issued. As a result, the perceived risk of receiving a ticket for non-compliance is high.
- **Seat belt mobilizations:** A statewide 14-day seat belt mobilization is conducted in May in conjunction with the national enforcement initiative. The mobilizations consist of high visibility enforcement, intensive media campaigns and PI&E activities.

- **Nighttime enforcement:** Police agencies have begun to conduct enforcement efforts during nighttime hours to reach low-use populations of motorists. The most obvious difficulty in implementing this strategy is being able to see into the vehicles to detect noncompliance. Methods to illuminate the interior of the target vehicles include conducting the checkpoints in well-lit areas that provide a sufficient degree of ambient light and using additional lighting to enhance nighttime surveillance capabilities.



- **Police officer motivation:** To participate in the BUNY grant program, police agencies must adopt a mandatory seat belt use policy for its officers and require officers to participate in roll call video training. The GTSC and the State Police have produced a roll call DVD for police agencies that stresses the importance of seat belt use by all law enforcement personnel. The DVD is available to any police agency upon request. This year, 26 additional copies of the roll call video were sent to police agencies.

- **Dedicated roving patrols:** Staffing levels, training requirements and other constraints occasionally limit a law enforcement agency's ability to conduct fixed seat belt checkpoints. Agencies are encouraged to use dedicated roving patrols throughout the year and to supplement fixed checkpoints during the enforcement mobilizations.



- **Statewide, multi-agency effort:** Throughout the state, police agencies participate in multi-agency checkpoints and other collective enforcement activities. The multi-agency approach has had significant positive results, including an increased public perception that all police agencies,

regardless of uniform or region of the state, are serious about the use of seat belts. Furthermore, these details foster a better working relationship among the different agencies and bolster other enforcement and traffic safety initiatives.

- **PI&E and media outreach:** Public awareness efforts focus on publicizing the BUNY/CIOT message through the airing of PSAs, the issuance of press releases and other media efforts. Since the beginning of the BUNY program in 1999, statewide PI&E and media efforts have grown and have been very successful. As the program has evolved, local agencies have become increasingly more adept at promoting their efforts through different media venues.
- **Reporting and evaluation:** Law enforcement agencies that receive grant funding are required to report their seat belt enforcement activities. The success of the enforcement and educational efforts are evaluated through pre and post observational surveys of seat belt use and reported restraint use in crashes. Enforcement efforts reported by the individual grantees during the mobilizations and throughout the year are closely reviewed in conjunction with other weighted factors to ensure that future funding is awarded to those agencies that are the most aggressive in their efforts.

Over the past year, the BUNY/CIOT program continued to incorporate these fundamental components. In FFY 2012, the GTSC provided 193 BUNY grants directly to municipal and county law enforcement departments, while additional police agencies participated in the program through block grants awarded to their counties. All agencies in the state are encouraged to participate in the BUNY enforcement waves regardless of grant funding. Over 30,000 occupant restraint tickets and nearly 3,000 child restraint tickets were issued during the two-week mobilization in May 2012.

Tickets Issued During the May 2011 and 2012 BUNY/CIOT Mobilizations

	May 23-June 5, 2011	May 21-June 3, 2012
Tickets for Seat Belt Violations	44,585	30,147
Tickets for Child Restraint Violations	4,271	2,881
Total Safety Restraint Tickets Issued	48,856	33,028

State Police Buckle Up New York Program

During the 2012 May mobilization conducted May 21-June 3, 2012, Troopers issued 11,762 safety restraint citations. This represented 36% of the total law enforcement activity for the wave.

In FFY 2012, The New York State Police partnered with the New York State Park Police for a new "BUNY in the Park" occupant restraint initiative. A press event was held at Lake Welch Beach in Harriman State Park to announce the new program. Joint details were conducted in July throughout the state in proximity to state parks after lower levels of child restraint and seat belt use were observed in these areas.

Day-to-day enforcement is the foundation of the State Police occupant restraint enforcement efforts and this "around-the-clock" activity has been substantial. From October 1, 2011 to September 30, 2012, State Troopers issued 61,368 safety restraint tickets statewide, including 9,674 for child restraint violations. Monthly enforcement details continued to play an important role in the overall occupant protection program with 494 additional fixed or roving seat belt details being conducted in FFY 2012.

Throughout the year, the State Police also continued its extensive occupant protection public information and education activities. The Traffic Services Section updated and distributed a variety of informational and promotional materials at numerous venues, including the New York State Fair. Radio public service announcements were disseminated statewide and media outlets were encouraged to broadcast these messages, particularly during the weeks preceding each Buckle Up New York enforcement wave. Demonstrations of the Convincer and the Rollover simulator were conducted at several venues, including schools and at local press events.



The State Police also continued its Teen Seat Belt initiative to improve safety belt use by this high risk population. During FFY 2012, two dedicated statewide details were conducted for this demographic group. The first detail coincided with National Teen Driver Week, October 16-22, and the second was conducted during the May 2012 mobilization. The details were conducted at locations with high teen traffic, including schools, malls, parks, sporting events and similar venues.

Statewide Observational Survey of Seat Belt Use

At GTSC's request and to meet federal requirements, the Institute for Traffic Safety Management and Research (ITSMR) conducts an annual observational survey of seat belt use in New York State. The survey is conducted in accordance with a NHTSA-approved survey design and methodology at a probability sample of 200 sites in 20 counties. These surveys involve the recruitment, training, and supervision of survey assistants assigned to various regions of the state; data collection and analysis; and preparation of a report on the results.

The 2012 New York State Seat Belt Observational Survey was conducted in June over the two-week period immediately after the May seat belt enforcement mobilization. New York State's usage rate in 2012 was measured at 90%, slightly below the 2011 compliance rate. ITSMR prepared a report on the results for submission to the GTSC and NHTSA.

CHILD PASSENGER SAFETY

New York's occupant restraint law covers all front seat occupants and children up to age 16 riding in the rear seat of vehicles. Children under the age of four must be in a federally-approved child safety car seat and children under age eight must be restrained in an appropriate child restraint system which may be a car seat, a booster or an approved safety vest. The determination of an appropriate restraint system is based on the child's height and weight. The exemptions for vehicles with lap belts only and children taller than 4'9" or weighing over 100 pounds remain the same. The penalty for violations of the laws related to children continues to be a fine of no less than \$25 and no more than \$100. The driver is also assessed three license penalty points if a passenger under the age of 16 is not properly restrained in accordance with the law.

New York's Child Passenger Safety (CPS) Program provides grant funding in four areas, each designed to educate and improve the safety of children transported in vehicles on our roadways.

- Fitting Stations where, by appointment, a NYS Certified Technician will inspect the proper installation of the child's seat and replace unsafe seats.
- Awareness Training Classes conducted to educate the public on all aspects of Child Passenger Safety.
- Seat Check Events held regularly for the inspection of seats without an appointment; unsafe, inappropriate, outdated or seats that have been involved in a crash are replaced.
- Distribution Centers where appropriate seats are supplied, free of charge, to low income qualified families.

In FFY 2012, GTSC awarded 186 CPS grants to local agencies, compared to 182 in FFY 2011. Many grantees provided multiple programs and services; 143 supported permanent fitting stations, 40 agencies held multiple awareness classes, 125 agencies hosted multiple car seat check events, and 69 grantees offered programs focusing on educating and providing seats to low income families. According to reports received to date, a total of 15,136 seats were inspected and 11,146 seats were given away through the CPS grant program in FFY 2012.

Grant funds were also awarded for the purchase of six storage trailers to be used as mobile fitting stations, storage facilities and/or educational training trailers. Trailers are required to display both GTSC and Child Passenger Safety logos.



The GTSC's CPS Program Coordinator assists agencies with grant development and management. Assistance is provided to applicants on applying, reporting, vouchering and project modifications when necessary.

Public Information and Education

Through its Child Passenger Safety (CPS) grant program, the GTSC continued to provide support and coordination for statewide public information and education to encourage seat belt and proper child restraint use.

4 Steps 4 Kids Campaign

New York continues to promote the national child passenger safety campaign, "4 Steps 4 Kids." In 2009 the focus was Step 1, keeping children in rear facing seats until age two or until they reach the maximum height and weight of the rear-facing seat.



In 2010, Step 2 focused on educating parents on when it is appropriate to move children to a forward facing seat. In 2011, the campaign highlighted Step 3 which educates parents on when a child can be safely moved from a forward-facing seat to a booster seat.

Step 4 which emphasizes when it is safe to use the vehicle's seat belt system alone was the focal point of the 2012 campaign.

2012 Education Campaign

The GTSC provided educational materials and other support to state and local agencies, child passenger safety technicians and the general public on child passenger safety issues. The GTSC CPS program serves as the state's clearinghouse for information regarding child passenger safety training classes, child safety seat check events and other child passenger safety activities. The GTSC oversees the information on permanent fitting stations, seat check events, training classes, technician and instructor updates and public information materials, all of which are updated regularly on www.safenyny.gov and on the "Frequently Asked Questions" page of the DMV website. In FFY 2012, there were approximately 150,000 hits on the CPS web pages, compared to 180,000 in FFY 2011. New York hosted the CPS Regional Conference in 2011 which contributed to the greater number of hits received last year.

Child Passenger Safety Campaign & Tool-Kit for Tweens 8 - 12 Years Old

The New York State Department of Health (DOH) Bureau of Injury Prevention, the GTSC and the CPS Advisory Board collaborated on a tool kit for the Step 4 message. These tool kits are developed to assist grantees, technicians and instructors who are responsible for seat check events, distribution centers, public awareness classes and permanent fitting stations.



**Always Buckle Up
Sit, Click & Ride**

The Step 4 tool kit includes the following information:

- I. [NYS Five-Step Test for Booster Seats \(pdf\)](#)
- II. [4Steps Flyer \(pdf\)](#)
- III. [Increasing Seat Belt Use Among 8 - 15 Year Olds - NHTSA \(pdf\)](#)
- IV. [Think Safe, Ride Safe, Be Safe! - Chuggington Traffic Safety Campaign](#)
- V. [What Parents Say Matters - Tips to Keep Your Tween Safe tip card \(pdf\)](#)
- VI. [NYS Battle of the Belts Competition](#)
- VII. [Tween Traffic Safety - Influencing 8-12 year-olds to Sit Buckled Up in the Back Seat](#)
- VIII. [Face book Postings \(MS Word\)](#)
- IX. [Tween Passenger Safety Outreach Strategies \(MS Word\)](#)
- X. Information about the Sit, Click and Ride Poster Contest

The tool kits for Steps 1-3 will remain on the www.safenyny.gov website for future use.

National Seat Check Week and Seat Check Saturday

As in previous years, New York joined the national celebration of Child Passenger Safety Week, September 16-22, 2012. The goal each year is to remind caregivers of the need to keep children properly restrained in a child safety seat that meets their weight and height requirements. This year, 36 check events were held across the state at which a total 607 seats were checked and 214 seats were provided to replace outdated, recalled or inappropriate seats. On National Seat Check Saturday observed on September 22, GTSC staff participated at the Crossgates Mall Event held in conjunction with the Albany County Traffic Safety Awareness Weekend. A total of 124 seats were inspected for proper installation at this event.



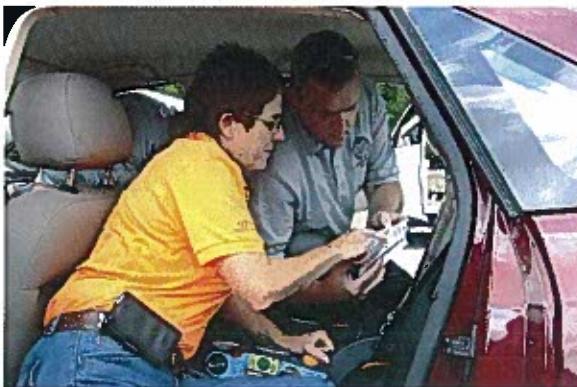
CPS Regional Technical and Training Conference

During FFY 2012, representatives from New York participated on the planning committee for the 10th annual Region 2 Child Passenger Safety (CPS) Technical Conference scheduled for October 25-27 at the Sheraton Atlantic City Convention Hotel in Atlantic City, New Jersey. The conference was one of the largest training, education and advocacy event in the United States dedicated solely to reducing death and injury rates to children while traveling in motor vehicles. Certified Child Passenger Safety Technicians and Instructors received required continuing education credits at the conference for recertification through Safe Kids Worldwide. Technicians gained knowledge in topics such as: Data Analysis, Crash Dynamics and Kinematics, Best Practices for Reaching Multicultural Populations, Transportation of Children with Special Needs, Child Restraint Misuse Studies in Vehicle Crash Testing, as well as Child Safety Seats and Side Impact Protection.

Certified Technician Training Program

In 1999, New York's CPS technician program began with 98 certified technicians and nine instructors. Today, the program has grown to 1,509 technicians and 72 instructors. As other states have lost technicians, New York has been able to maintain a large roster of certified technicians.

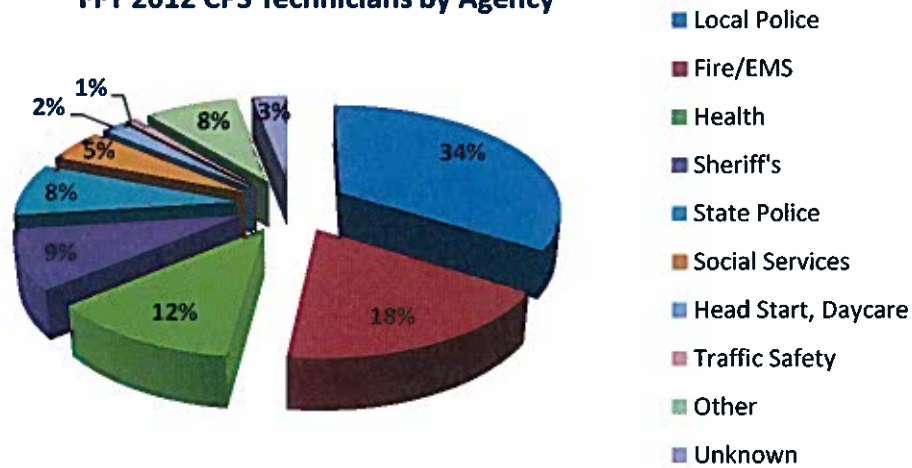
The CPS grants awarded by the GTSC support technician training classes and covers recertification fees for technicians and instructors. In 2012, 30 Standardized Child Passenger Safety Technician Training



classes were conducted, resulting in 309 new certified technicians, 35 more than in FFY 2011.

Technicians are from a variety of backgrounds, with the largest proportion representing local police agencies (34%), fire and EMS (18%) and health agencies (12%).

FFY 2012 CPS Technicians by Agency



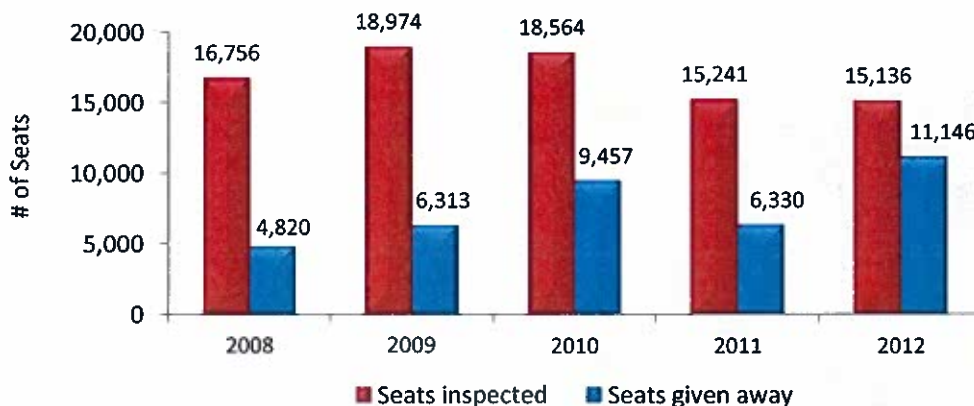
Child Passenger Safety Technical Update Training Classes

CPS technical update classes provide the opportunity for technicians and instructors to update skills and stay current with the latest information and guidelines. Continuing Education Units are available for those who attend these classes. According to Safe Kids Worldwide, 62% of New York's technicians were recertified between January and October 2011, the same proportion as the previous year. New York's recertification rate consistently exceeds the national rate of 56%, partly due to the opportunity to earn several credits at the annual regional CPS conferences.

Permanent Child Safety Seat Fitting Stations

In FFY 2012, the GTSC awarded grants to support the operation of 143 permanent fitting stations in New York State. In addition to the programs run by local agencies, the New York State Police operated another 20 fitting stations statewide. The agencies operating fitting stations reported that 15,136 child safety seats were inspected in FFY 2012, similar to the number inspected in FFY 2011 (15,241). The number of child safety seats given away at the fitting stations increased substantially; in FFY 2012, 11,146 car seats were given away, a 76% increase over FFY 2011 when 6,330 seats were distributed.

Permanent Fitting Stations



As with previous years, GTSC contacted all of the fitting stations to verify and update the information that is posted on www.safeny.ny.gov. In partnership with NHTSA, a new link was created to assist the public in locating fitting stations nationwide. This link has been posted on the GTSC website.

Fitting stations in New York State have remained very active. In most cases, seats are inspected by appointment. Listed below are some of the most active fitting stations and the number of seat inspections conducted at their facilities in FFY 2012.

- Nassau County Traffic Safety Board – 1,082 inspections and 923 seats given away
- Greenburgh Police Department – 739 inspections and 214 seats given away
- Albany County Traffic Safety Board – 739 inspections and 111 seats given away
- Mt. Pleasant Town PD – 673 seats inspected and 61 seats given away
- Eastchester Town PD – 447 inspections and 215 seats given away
- Beacon PD – 421 inspections and 297 seats given away
- Clinton County Sheriff – 347 inspections and 223 seats given away
- Cattaraugus County Sheriff – 268 inspections and 204 seats given away

Child Passenger Safety Awareness Training

The trend for agencies to offer more CPS awareness training classes continued in FFY 2012. While the seat check events are very successful and draw media attention, the awareness classes can reach a greater number of parents, expectant parents and caregivers. In 2012, 255 awareness classes were held throughout the state for more than 2,800 participants; over three-quarters of the participants were parents and another nine percent were expectant parents. The other participants included day care providers, law enforcement officers and bus drivers. Most classes consisted of classroom training that included demonstrations of car seat installations, education on the provisions of the occupant protection law and information on the various resources available, such as car seat check events and permanent fitting stations. A number of the training classes held a seat check event in conjunction with the awareness training; 155 seats were inspected and 86 seats were given away at these events this year. These numbers are somewhat higher than last year when 112 seats were inspected and 60 new seats were given away.

Again this year, all grantees purchased and used the newest CPS video for 2012, “Don’t Risk Your Child’s Life,” which is updated each year. This year it includes information on the AAP recommendation to keep infants rear facing until age two or to the highest recommended weight allowed by the manufacturer.

Child Safety Seat Check Events

In 2012, 279 child safety seat check events were conducted across the state, 90 fewer than last year as a result of cancellations due to bad weather. At these events, 4,618 seats were inspected, a decrease of 1,755 from 2011; 88% of the seats inspected were installed incorrectly and 1,964 were replaced. This was partly due to the new AAP recommendation to keep children rear facing up to age two, combined with the booster seat law which requires children up to age eight to be restrained in an appropriate restraint.



The most common types of car seat misuse continued to be failing to install the car seat tightly and not securing the harness straps snugly over the child. Again this year, many children six and seven years of age were found to be restrained by vehicle seat belts alone. Keeping children in this age group in booster seats remains one of the greatest challenges. There were also many cases involving children riding in booster seats where the shoulder belt was placed incorrectly or not used at all.

The types of misuse found during car seat check events in FFY 2012 are summarized in the table below.

Misuse Problems Encountered During Inspections in 2012

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

Child Safety Seat Distribution Programs

In 2012, the GTSC funded 69 child safety seat distribution programs for low-income families. Each program may have a different approach to child passenger safety education, but all of the programs have a certified CPS technician available to spend 20-30 minutes teaching parents how to install their car seat. Most programs show families the educational video “Don’t Risk Your Child’s Life” and provide educational brochures and materials. This year, 7,413 child safety seats were distributed to low-income families across New York. Most families are referred to these programs through their Social Service and WIC Offices.

NYS Child Passenger Safety Advisory Board

The New York State Child Passenger Safety (CPS) Advisory Board advises the GTSC on child passenger safety issues and promotes a higher level of skill, knowledge and participation by technicians and instructors to improve child passenger safety in all regions of New York State. The accomplishments of the CPS Advisory Board in FFY 2012 included the following:

- All technician training courses for the year were scheduled by January 2012.
- Child passenger safety information and news for technicians and instructors continued to be provided through the GTSC website www.safeny.ny.gov.

- The curriculum for instructors to use when teaching technicians is updated as needed, and when approved by Safe Kids Worldwide, the updated curriculum is posted to the GTSC website.
- Members of the Advisory Board worked with the New Jersey CPS Conference Committee to plan the NHTSA Region 2 conference that was held in Atlantic City, October 25-27, 2012. Board members also volunteered to moderate and present sessions at the conference.
- The GTSC provides the regional coordinators with an updated list of all technicians and instructors on a monthly basis. A list of technicians whose certifications had expired was provided for the CPS Advisory Board to use in canvassing for recertification.
- The Advisory Board coordinated the events and the publicity campaign for Seat Check Saturday that kicked off Child Passenger Safety Week in New York State.
- Guidelines were completed for the CPS Advisory Board members that included information on the Board's members and mission and the tasks expected of each member.
- Resumes for new members were submitted and approved by the Board and GTSC.



COMMUNITY TRAFFIC SAFETY PROGRAMS

The Community Traffic Safety Programs area includes projects undertaken by local jurisdictions to address their traffic safety problems and statewide initiatives to enhance local programs. The programs that are funded encompass strategies from several traffic safety program areas and contribute to the achievement of New York's overall statewide goals and objectives.

Some of the strategies and outreach efforts that counties are encouraged to integrate into their local programs stem from state level initiatives focusing on specific issues such as drowsy driving, or special groups such as diverse populations, younger drivers, older drivers, children and veterans.

FFY 2012 PROGRAM HIGHLIGHTS

YOUNGER DRIVERS

National Safety Council Teen Safe Driving Grant

The GTSC is participating in a National Safety Council (NSC) initiative to establish a culture of safe teen driving based on the proven principles of graduated licensing. New York was one of ten states selected by the National Safety Council to receive a Teen Safe Driving grant funded through the Allstate Foundation. The grant funds were used to establish a coalition to formulate a statewide plan for promoting safe driving by teens in New York State. The primary focus was on coordinating efforts to increase awareness and promote safe driving habits for teens during National Youth Traffic Safety Month in May and National Teen Driver Safety Week in October. During FFY 2012, the Teen Safe Driving Coalition focused on the development and promotion of the "Teen Driver Crashes – GTG (Got to Go)" activity toolkit. This toolkit provides schools, community groups and other organizations with a set of practical activities and resources to host teen driver safety interventions over a two-week period. The NSC and Allstate provided \$200 incentives to encourage groups to conduct these teen driver activities. The GTSC was a partner in the committee that developed the project and assisted in its promotion.

Ford Driving Skills for Life

In October 2011, the GTSC partnered with Ford's Driving Skills for Life (DSFL) national tour to promote teen driving safety at three New York State high schools. Events were held at Burnt Hills-Ballston Lake High School (Saratoga County), Colonie High School (Albany County), and W.C. Mepham High School (Nassau County) on October 12, 13, and 19, respectively. Over 2,000 students were presented with



interactive traffic safety messaging. Events included distracted driving awareness assemblies, interactive activity stations that included an emergency vehicle operations course, rollover simulators, seat belt convincers, a static No-Zone Commercial Vehicle station, a mobile DWI processing unit and other educational programs. Substantial media coverage was received and feedback from students and administrators was overwhelmingly positive.

Ford Driving Skills for Life: Battle of the Belts



In April 2012, the GTSC, in partnership with the Governor's Highway Safety Association (GHSA), was awarded a \$20,000 grant from the Ford Motor Company: Driving Skills for Life (DSFL) program. The grant funded a public awareness effort designed to stress the importance of seat belt use among high school age youth. Immediately after the award was announced, the GTSC began soliciting traffic safety partners to host Battle of the Belts competitions or similar types of events. Organizations willing to host an event were supplied with \$10 iTunes gift cards to award as prizes. Teen participants who signed up on

the Young Driver Toolkit web page were also eligible to win the grand prize of a laptop computer. Nine high schools in five different counties held seat belt events for their students. These schools are listed below with the approximate numbers of students who participated in the events. In total, educational materials were distributed to approximately 5,000 students and 850 iTunes cards were awarded.

- Ballston Spa Central School District – 1,200 Students (Saratoga County)
- Burnt Hills-Ballston Lake Central Schools – 40 students (Saratoga County)
- Saratoga Springs City School District – 2,000 Students (Saratoga County)
- Chenengo Valley Central School District – 60 Students (Broome County)
- Hoosic Valley Central School District – 200 Students (Rensselaer County)
- Salem Central School District – 200 Students (Washington County)
- Rondout Valley Central School District – 400 Students (Ulster County)
- Wallkill Central School District – 500 Students (Ulster County)
- Windsor Central School District – 60 Students (Ulster County)

Younger Driver Tool Kit

The Governor's Traffic Safety Committee's launched the Younger Driver Toolkit on the www.safeny.ny.gov website in May 2010 to serve as a resource and conduit for traffic safety outreach and education. Although initially established to support School Resource Officers, the page was redesigned to appeal to educators in multiple venues. To date, the toolkit has received close to 20,000 "hits" and numerous requests for speakers and public information and education materials. The toolkit also served as a venue to encourage seat belt use by young adults by promoting a "Battle of the Belts" contest that was administered by GTSC with the support of the Ford Foundation. As a result several schools across New York State hosted these events to raise awareness about the importance of occupant protection, every trip, every time.



New York Partnership for Teen Driving Safety (NYPTDS)



The NYPTDS, a state workgroup facilitated by the NYS Department of Health (DOH) Bureau of Injury Prevention, was created to support initiatives and promote the implementation of effective educational, enforcement, policy, and legislative strategies to reduce teen driving crashes, fatalities, and injuries on the state's roadways. In FFY 2012, a media campaign with the slogan "Speak Early, Speak Often about Teen Driving Safety" was conducted during the annual May observance of Global Youth Safety Month. The campaign promoted communication between teens and parents on key issues relevant to teen driver safety. In addition, parents were encouraged to be role models for their teens by demonstrating safe driving

practices, being knowledgeable about New York's Graduated Driving Law (GDL) and requiring their teen to comply and using a parent/teen driving agreement to manage their teen's unsupervised driving during the junior licensing stage. A variety of materials, including more than 15,000 tip cards and 5,000 posters, were printed with the campaign message and distributed to parents and teen drivers through a wide variety of venues and organizations. During the year, a "Speak Early, Speak Often about Teen Driving Safety" toolkit was also developed. The toolkit consists of a fact sheet, radio PSAs, a news release, social media postings and a web listing of teen driving safety resources. Due to a delay in its release in the spring, the toolkit was revised with a "back to school" message and posted on the DOH website to promote National Teen Driver Safety Week observed October 14-20, 2012.

Teen Driver Safety Education Program (Cornell Cooperative Extension of Saratoga County)

Cornell Cooperative Extension (CCE) of Saratoga County developed an educational program for high school students that focuses on driver safety and good decision making. The three-day Teen Driver Safety Education Program includes assemblies, victim presentations and numerous hands-on and interactive activities such as competing in seat belt wars, demonstrations of the State Police roll-over simulator and Seat Belt Convincer, driving a golf cart with fatal vision goggles and using a texting simulator. Over the three days, students in grades 9-12 get to experience these activities which are designed to help them make good decisions behind the wheel and as a passenger.

CCE also created the Broken Hearts Display with the assistance of five families from Saratoga County who lost their teen because of a destructive decision made by a young driver. The purpose of the display is to educate teens about the consequences of risky behaviors by telling the stories of five teens from their local area. Billboards were also created with the assistance of a local advertising firm and posted in four locations in the county for six weeks during prom and graduation season. CCE

received the Saratoga County District Attorney's Award for Public Service and Support of Victims for these billboards and its other efforts in teen driver safety education.



During FFY 2012, the CCE also piloted a middle school program to help students in grades 6-8 make good choices as passengers that will hopefully carry over as they become young drivers. A program was also offered to parents to help them open a dialogue with their children about these issues. The CCE was also instrumental in the establishment of a Crisis Intervention Team for Saratoga County comprised of members from CCE, Hospice and MADD as well as victims of motor vehicle crashes to provide support to the community when a tragedy involving teens occurs.

Driver Education Research and Innovation Center (DERIC)

The Driver Education Research and Innovation Center (DERIC) was created as the result of a recommendation from the Temporary Special Advisory Panel on Driver Education Availability and Curriculum Enhancement. Managed by Health Research, Inc., the DERIC is a collaboration among the NYS DMV, GTSC, NYS DOH, the NYS Education Department. Its charge is to examine the quality and availability of driver education programs in New York State.

A multi-pronged approach is being used to gain an understanding of the current status and practice of drivers' education programs in New York and to help identify a standardized driver education curriculum that reduces adverse motor vehicle incidents. One of the efforts undertaken was the development of a survey distributed to those who have taught a Driver and Traffic Safety Education Course (DTSE) within the past five years. Preliminary survey results indicate that nearly 55 percent of the driver educators responding to the survey have taught a DTSE course for at least seven years or more. Preliminary results also indicate that approximately 78% of the respondents are using the NYS Driver and Traffic Safety Education Guidelines as a basis for their classroom instruction curriculum; these guidelines were developed to provide driver educators with course descriptions and requirements but was not intended to be used a curriculum.

"Save Your Friend Over the Airwaves" PSA Contest

In FFY 2012, the NYS Association of Traffic Safety Boards (NYSATSB) sponsored its 7th annual "Save Your Friend's Life Over the Airwaves" public service announcement (PSA) contest for teens. The purpose of the contest is to raise awareness of teen driving safety issues which include speeding, safety belt use, impaired driving, drowsy driving and distracted driving. Seven PSAs were selected as winning entries with students receiving prizes as well as state and local recognition. The contest was supported by financial contributions from AAA New York State, the NYS Association of Chiefs of Police, the New York State Sheriffs' Association, AAA Western and Central New York, AAA Hudson Valley and AAA Northway.

Driving in the Safe Lane Project

The Community Parent Center based in Nassau County conducted a number of activities and events to educate and raise awareness among parents, teens and the public about issues related to young drivers. The Driving in the Safe Lane program is a partnership involving the Community Parent Center, schools, law enforcement, government, and the medical and business communities in Nassau County. The program focuses on educating parents and their teen drivers about safe driving behaviors, New York State driving laws, parent liabilities, and developing responsible driving attitudes.

During FFY 2012, 26 programs were presented in Nassau County high schools reaching approximately 9,500 parents, students and



community members in the county's culturally-diverse areas. The programs for teens and their parents were held at the schools in the evening, often in conjunction with driver education courses. To encourage teens to attend, parking privileges at the school and other incentives were offered. Speakers included members of the law enforcement and medical communities, parents of crash victims and teens performing community service as a result of traffic-related offenses.

The safe driving message was reinforced through a variety of other activities including a "Grim Reaper Day," signing a Driving in the Safe Lane pledge and using fatal vision goggles while driving a non-motorized pedal kart to simulate impaired driving.

OLDER DRIVERS

New York State Office for the Aging (NYSOFA)

NYSOFA's Older Driver and Pedestrian Safety Project has again been successful in implementing the targeted interventions provided by the Capital Region Older Driver Assistance Network in ten additional counties beyond the Capital Region cluster of Albany, Schenectady, Rensselaer and Saratoga Counties. Outreach to Area Agencies on Aging was initiated to include Clinton, Fulton, Greene, Montgomery, Orange, Schoharie, Sullivan, Warren, Hamilton and Washington Counties. Several counties and aging services providers requested and received older driver safety resource materials for local distribution to older drivers, caregivers and others assisting or working with older drivers.



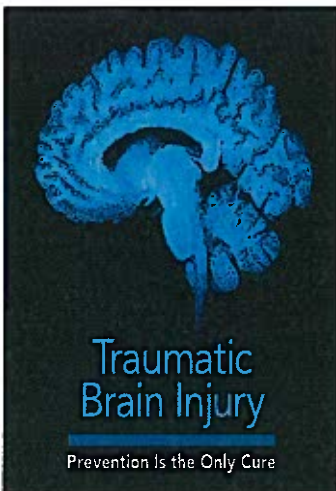
In FFY 2012, NYSOFA reprinted 2,750 copies of the award winning publication - "When You Are Concerned, A Handbook for Families, Friends and Caregivers Worried about the Safety of an Aging Driver" for distribution statewide. The publication was also distributed at all caregiver presentations and made available to all caregiver resource centers administered by county-based Area Agencies on Aging across the state. The demand produced by the network's engagement of family caregivers within the program's expanded service area and through NYSOFA's web site and 1-800 Help Line requires that this important safety resource for older drivers and caregivers be available upon request.

Resource Guides containing driver improvement and safety resource information for older drivers also continued to be made available. During the grant year over 700 copies were disseminated directly to older drivers, caregivers and others and an additional 1,000 copies were printed, disseminated and made available locally by Area Agencies on Aging across the state. The publication and resource guides are also posted on NYSOFA's web site and can be downloaded in pdf format.

Older Driver Committee

In June 2012, the National Highway Traffic and Safety Administration issued guidelines for states to follow when addressing older driver safety. These guidelines address all of the key areas related to older driver safety including licensing, education, engineering, enforcement and social services and will serve as an action plan for a newly formed interagency workgroup in New York State. The first planning meeting was held in September 2012 and included representatives from the Sheriffs' Association, State Police, NYS Chiefs of Police, NYS DMV, GTSC and NYSOFA.

NYS Department of Health (DOH) Traffic Safety Education Publications



The NYSDOH Injury Prevention Program produced traffic safety publications on older driver safety and traumatic brain injury (TBI) prevention. The Older Driver Safety booklet includes information on the risk factors for older drivers and provides injury prevention strategies and safe driving tips. Resources for family members who are concerned about an older relative's ability to drive safely are also provided; in FFY 2012, the publication was translated into Spanish. The Traumatic Brain Injury brochure "Prevention Is the Only Cure" contains information about TBI including its definition, causes, and signs and symptoms. Because traffic-related incidents are a leading cause of TBI, strategies for preventing traffic injuries are also included. Both publications are currently available free of charge from the DOH Distribution Center and are available on the DOH website (www.health.ny.gov). The publications provide useful information that support state and local injury prevention efforts. In

addition, all traffic safety publications available from the DOH have been updated to include the most recent data and recommended prevention strategies and can be accessed through the DOH website.

The CarFit Program

CarFit is an educational program created by the American Society on Aging and developed in collaboration with AAA (American Automobile Association), AARP and the American Occupational Therapy Association. The program is designed to help mature drivers determine how well they currently fit their personal vehicle, highlight actions they can take to improve their fit, and promote conversations about driver safety and community mobility. A proper fit in one's personal vehicle can greatly increase not only the driver's safety but also the safety of others.

DROWSY DRIVING

New York State Partnership Against Drowsy Driving (NYPDD)



On behalf of the NYPDD committee, the DMV Communication's Office issued press releases to educate motorists about the dangers of driving while drowsy and the effect that changing the clocks on March 11 and November 4 for daylight savings time could have on staying awake while driving.

Drowsy Driving Prevention Week was observed November 6-12, 2011 and National Sleep Awareness Week was observed March 5-11, 2012.

MULTICULTURAL OUTREACH

A key component of New York's Community Traffic Safety Programs continues to be a concerted effort to reach out to the state's diverse native nations, ethnic and cultural communities. A major strategy has been the use of the "Building Bridges for Traffic Safety" concept which seeks to address the particular problem a local ethnic or "sub-cultural" group may be facing in terms of traffic safety and compliance with the state's laws and regulations. As resources permit, the GTSC Community Outreach Coordinator continues to work with and disseminate traffic safety information and education materials in new and innovative ways to an increasing number of diverse populations and traffic safety professionals residing in various regions of the state. By participating in numerous educational events, forums, workshops, and meetings throughout the year, the Coordinator is able to effectively channel resources to meet the needs of the state's diverse populations.

In FFY 2012, the Community Outreach Coordinator provided traffic safety resources and participated in several ethnic and culturally-centered events including Black History Month, the annual Hispanic Legislative Conference - Somos El Futuro, African American Family Day in Albany, the Latino Fest in Kingston, and the Ulster County African American Youth Summer Safety Institute. The GTSC Outreach Coordinator is also a member of the NYSATSB Multicultural Traffic Safety Education Committee and participates in the planning and implementation of the Committee's numerous events.

Building Bridges for Traffic Safety

The New York State Traffic Safety Board's Multicultural Traffic Safety Education Committee and the GTSC continue to conduct programs and provide technical assistance and other resources for several outreach efforts to educate and raise awareness of traffic safety issues among the state's diverse populations. In FFY 2012, the Multicultural Committee continued to distribute the law enforcement brochure entitled Multicultural Traffic Safety Outreach. The updated brochure showcases programs developed by two urban, two suburban and two rural enforcement agencies and by the New York State Police to address unique traffic safety needs in various communities and how localized emergent safety issues were successfully addressed.

Due to budgetary constraints, the FFY 2012 "Building Bridges for Traffic Safety" project was modified to include fewer events than originally planned. One of the three events that were held focused on multicultural outreach. In June, 20 traffic safety professionals and diverse community advocates from Nassau and Suffolk Counties met to network and strategize regarding multicultural traffic safety outreach education for the Long Island region. The half-day event was successful in connecting the traffic safety advocates, community leaders and concerned citizens from the area with traffic safety resources and programs. The other two events focused on Veterans and the Native American population in New York State.

Veterans' Safe Driving Initiative: "HOME SAFE – DRIVE SAFE – STAY SAFE"

In FFY 2012, the GTSC and the NYSATSB Multicultural Education Committee through the Building Bridges for Traffic Safety Project continued to support a variety of programs and events to increase awareness among law enforcement and traffic safety professionals and first responders of the traffic safety concerns regarding veterans. Some of the many events where partnerships and joint efforts promoted the veterans' safe driving initiative included presentations by the Department of Veterans Affairs, the Lewis Henry Morgan Institute and GTSC. A forensic exhibit entitled "The Second Front: Vietnam,"

created by the Lewis Henry Morgan Institute, is currently on display at the Samuel Stratton VA Medical Center in Albany. This exhibit features stories told by Vietnam combat veterans on a theme common to veterans of all wars; the "Second Front" refers to the internal battle with Post Traumatic Stress Disorder (PTSD) that some veterans experience. To deal with the effects of combat trauma, some veterans may



resort to alcohol and drugs, which may lead to impaired driving. The Second Front exhibit is intended to raise awareness of the issues veterans face as they return to civilian life.

In December 2011, the Multicultural Education Committee and GTSC sponsored a successful one-day Building Bridges for Veteran Traffic Safety workshop at the Niagara Air Base Station. The topics discussed at the "Facing the Second Front – Post Combat Driving" workshop included Driving in Iraq -

Transition to Home and the Veterans' Safe Driving Initiative; Overview of Returning Veteran Issues Including Post Traumatic Stress and Traumatic Brain Injury; Facing the Second Front, the Roadway; Combat Veteran Stories; Suicide Prevention; and the Veterans' Court Panel. Also on display at that event, was a forensic display entitled "Facing the Second Front– Post Combat Driving". More than 115 participated in the event. Planning for a similar workshop to be held in conjunction with the Capital Region Samuel Stratton VA Hospital in Albany also began in FFY 2012. Other activities during FFY 2012 included coordinating efforts to obtain funding for future activities. For example, a discussion is underway with the United Services Automobile Association (USAA) Education Foundation for funding to develop educational resources consisting of a Podcast, a CD, and training Video for Commander Call.

New York Native Nations Transportation Safety Summit

The Native Nations Transportation Safety Summit was held at the Oneida Nation Turning Stone Resort in Verona, New York, March 21-22, 2012. The two-day summit brought together 48 participants representing the eight Native Nations in New York State: the Cayuga, Oneida, Onondaga, St. Regis Mohawk, Seneca, Shinnecock, Tonawanda Band of Senecas, and the Tuscarora Nation. Also in attendance were representatives from the Federal Highway Administration (FHWA), National Highway Traffic Safety Administration (NHTSA), Bureau of Indian Affairs (BIA), Michigan Tech Tribal Technical Assistance Program (T-TAP), New York State Department of Transportation (NYS DOT), New York State Police, Onondaga County Sheriff's Office, Seneca Nation of Indians Transportation Division, Oneida Nation Police, SUNY Ulster Health and Safety Institute, and the GTSC.

The three objectives of this first-of-its-kind summit in New York were to: 1) Raise awareness about transportation safety issues and challenges facing Native Nations in New York; 2) Share experiences/collaborative ventures, success stories, and lessons learned; 3) Identify available safety resources and begin developing recommendations for moving forward. The importance of sharing data between the Nations and the State was emphasized since most highway safety projects are data driven and decisions to support grant applications, evaluate outcomes, plan and prioritize resources are all based on data. NYS DOT and GTSC expressed their commitment to work with the Nations to resolve issues and identify solutions for improving availability of quality safety data for tribal roadways. The summit was well received as an important step in establishing a dialogue that will lead to safer roadways throughout the state.

Commercial Motor Vehicles

The GTSC participated in the New York State Truck Safety & Education Symposium and Safety Exhibition held in Albany, New York on March 27-28, 2012. The theme for this year's symposium was "Toolkit for Safe Trucking." Industry professionals, from safety directors and maintenance managers to drivers and dispatchers, all rely on having the proper knowledge and skills to do their job safely and efficiently. A critical issue currently facing drivers, including commercial vehicle operators, is distracted driving. The symposium addressed this important traffic safety issue in several of the sessions. In addition to providing agency updates, the symposium offered workshops presented by enforcement, medical professionals, attorneys and other subject matter consultants to provide each attendee with a complete "Toolkit for Safe Trucking."

Town of Brookhaven Safety Town

Safety Town is a miniature village with an indoor educational facility where school children learn about pedestrian and bicycle safety. The Town of Brookhaven opened the facility in 2009. Instruction is provided first in a classroom setting and then through hands-on experience using bicycles and miniature electric vehicles. In addition to its other programs, Safety Town is also used for bicycle rodeos which include helmet distributions and fittings. In FFY 2012, hundreds of students were instructed in bicycle safety at four bicycle rodeos, held on April 28, June 2, August 18 and September 29.



"Saved by the Helmet" Club

The NYSTSB joined the Department of Health as a co-sponsor of the "Saved by the Helmet" Club. The partnership will help to further promote the Club and the use of helmets through positive reinforcement. The Club currently has over 200 members.

DOH Traffic Injury Prevention and Surveillance Program

Data compiled by the DOH Injury Prevention Program (IPP) are available on the IPP "Injury Prevention in New York State" homepage (http://www.health.ny.gov/prevention/injury_prevention/). Links to the data are provided under the headings: Driving, Child Passenger Safety, Teen Driving Safety, and Injury Prevention Statistics for New York State. Data on motor vehicle-related injuries to vehicle occupants, motorcyclists, pedestrians and bicyclists are available on the traffic data web page accessed at (http://www.health.ny.gov/statistics/prevention/injury_prevention/traffic/index.htm). Summary statistics for the medical and financial outcomes of motor vehicle crashes are also available; local traffic safety professionals are able to use these statistics to identify traffic injury problems within their counties and make comparisons to other counties and to the state, as a whole. The statistical summary contains the number of visits, average charges and total charges for both hospitalizations and emergency department visits, and the average length of stay for hospitalized crash victims. In addition, tables detailing the medical consequences of restraint use, alcohol use and other contributing factors are included. During FFY 2012, there were approximately 32,500 page views of the IPP traffic surveillance materials posted on the IPP website.

Distracted Driver Victim Advocate Program

In an effort to raise awareness about the deadly consequences of distracted driving, the GTSC partnered with the National Safety Council (NSC) and Focus Driven to launch a victim advocate outreach program. The goal of the program is to educate drivers, especially young adults ages 16 to 24, about the increased crash risk associated with distracted driving, including the use of cell phones while driving, and the life altering consequences that can result. The program features the nationally known Victim's Advocate speaker Jacy Good who lost her parents in a crash caused by a distracted driver. In FY 2012, Jacy Good shared her story with over 15,000 young drivers during presentations at 35 high schools and universities in 15 different counties across New York State. Her message also inspired over 300 law enforcement/traffic safety professionals at the Empire State Law Enforcement Traffic Safety (ESLETS) conference held in Albany. The response to this outreach program has been overwhelmingly positive, and the number of requests increased exponentially throughout the year.



Dutchess County School Bus Driver of the Year

The Dutchess County Traffic Safety Board (TSB) uses their community program grant for a variety of traffic safety initiatives. One notable activity is the School Bus Driver of the Year Award. Each year, the TSB solicits nominations from the county's pupil transportation community. In addition to demonstrating their commitment to the safe transportation of students, nominees must have a clean driving record and meet a number of other criteria. The winner is recognized at the Dutchess County Operation Safe Stop press event held in the spring of each school year. The success of this program has resulted in its adoption in several of the surrounding counties.

Westchester County – Plan4Safety Community Grant Program

School bus safety is among the many topics that the Westchester County Traffic Safety Office addresses in its educational programs as part of its Plan4Safety Community Program. Promotion of school bus safety for children, working with community partners including the Lower Hudson Valley Chapter of the New York Association for Pupil Transportation, and promoting safety for driving situations involving school buses are all important parts of this program. School bus safety educational programs were conducted at schools, day care centers and libraries.



On December 13, 2011, programs were conducted for three kindergarten classes (approximately ninety students) at Buchanan-Verplanck Elementary School in Buchanan, New York. The children learned how to be safe while getting to the bus stop, while getting on the bus and while riding in the bus. After discussing the safety rules, the children watched a "Winnie the Pooh's Great School Bus Adventure" video, colored a school bus activity sheet and were given school bus safety stickers and information to take home to their parents.

New York State Annual Highway Safety Symposium Coordination

At the request of the GTSC, the NYS STOP-DWI Association and the NYS Traffic Safety Boards Association, the Institute for Traffic Safety Management and Research (ITSMR) has been responsible for coordinating the annual New York State Highway Safety Symposium sponsored by the three organizations. During the past year, the 2011 symposium was held October 16-18 in Hauppauge on Long Island and the planning and the majority of the preparations for the 2012 symposium scheduled for October 14-17 in Lake Placid were completed.



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

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

Community Highway Safety Program Support

The primary purpose of this grant awarded to the Institute for Traffic Safety Management and Research is to perform a variety of tasks and activities that support the GTSC's local traffic safety program. An ITSMR staff member is based full-time at the GTSC to assist in working with local grantees and to serve as GTSC's subject specialist in a number of traffic safety program areas. The FFY 2011 accomplishments include the following:

- Served as the liaison and provided outreach services to local programs in seven Upstate counties, the five counties comprising New York City, and Nassau and Suffolk counties on Long Island and assisted with the grant process, including reviewing new grant applications and monitoring projects in the assigned geographic regions
- Served as the program area specialist for pedestrian and bicycle safety and was a key participant in the NYS Pedestrian and Bicycle Partnership for Walk Our Children to School and Safe Routes to School Network, the National "Safe Routes to School" Programs.
- Worked with the Federal Highway Administration, the New York Metropolitan Committee (NYMTC) and other partners to promote and coordinate training and other initiatives to address pedestrian safety in New York City
- As GTSC's program area specialist for drowsy driving, participated in the NYS Partnership Against Drowsy Driving helping to coordinate and implement programs and press events during the year
- As GTSC's subject specialist for older driver issues, worked with the Capital Region Older Driver Assistance Network, FHWA, NYS Department of Health and other GTSC grantees on initiatives to improve traffic safety among the state's older population.

TRAFFIC RECORDS

New York continues to make progress in improving its various traffic records systems. The data captured by these systems are critical to New York's performance-based program planning processes used by the state's traffic safety agencies and organizations to develop and implement traffic safety initiatives. In FFY 2012, the projects funded in this area focused on improving the timeliness, accuracy and availability of traffic safety-related data with regard to the state's crash, citation/adjudication, driver, injury surveillance, vehicle, and roadway records systems. During the past year, efforts also continued with regard to improving data linkages among agencies that use traffic records systems for the purposes of problem identification, and the management and evaluation of safety programs. The many initiatives conducted in FFY 2012 were undertaken by agencies at the state and local levels, including the Governor's Traffic Safety Committee (GTSC), the Department of Motor Vehicles (DMV), the Department of Transportation (DOT), the Department of Health (DOH), the State Police, and the Metropolitan Planning Organizations (MPOs).

The strategies implemented in this program area and the progress made during FFY 2012 in attaining the performance goals and objectives are summarized below.

FFY 2012 TRAFFIC RECORDS GOALS

- ❖ Reduce the mean number of days from the date a crash occurs to the date the crash report is entered into the AIS (Accident Information System) database from 40 days in 2010 (July-Dec) to 37 days in 2012 (July-Dec)
- ❖ Reduce the mean number of days from the date a citation is issued to the date the citation is entered into the TSLED database from 12 days in 2010 (July-Dec) to 11 days in 2012 (July-Dec)
- ❖ Reduce the mean number of days from the date of charge disposition to the date the charge disposition is entered into TSLED from 25 days in 2010 (July-Dec) to 23 days in 2012 (July-Dec)

Status of Goals

New York was successful in attaining the first goal noted above. The mean number of days from the date a crash occurs to the date the crash report is entered into the AIS (Accident Information System) database dropped from 40 days in 2010 (July-Dec) to 33 days in 2011 (July-Dec), exceeding the goal of 37 days that had been set for FFY 2012 (July-Dec).

With respect to the other two goals established for FFY 2012, New York is not likely to meet them. The mean number of days from the date a citation is issued to the date the citation is entered into the TSLED database increased from 12 days in 2010 (July-Dec) to 15 days in 2011 (July-Dec), while the mean number of days from the date of charge disposition to the date the charge disposition is entered into TSLED increased from 25 days in 2010 (July-Dec) to 30 days in 2011 (July-Dec).

Over the past year, the Traffic Records Coordinating Council (TRCC) continued to assist with the coordination and direction of efforts to upgrade the state's traffic safety-related data systems. The

Institute for Traffic Safety Management and Research (ITSMR) also continued to play a prominent role in coordinating various activities related to improving the state's traffic records systems. As designated by the GTSC, an ITSMR staff member serves as the state's Traffic Safety Information Systems (TSIS) Coordinator. The TSIS Coordinator is responsible for coordinating and assisting with the work of the GTSC and the TRCC in carrying out their respective responsibilities in regard to the planning process and development of the state's traffic records strategic plan.

The continuing importance placed on improving the state's traffic records systems is reflected in New York's 2012-2015 traffic records strategic plan. Developed by the GTSC with the assistance of ITSMR and the state's TRCC, the *2012-2015 NYS Traffic Safety Information Systems Strategic Plan* provides an opportunity for New York to continue to make further improvements in its traffic records systems which supports the decision making process for highway safety managers in New York State. During the past year, the plan was updated and became an integral part of New York's FFY 2013 application for traffic records funding under Section 408 of SAFETEA-LU. Submitted in June 2012, the grant application was approved in August and New York was awarded approximately \$1.3 million.

ITSMR continued to be responsible for providing the data needed to support the development of the state's major planning documents: the Highway Safety Strategic Plan (HSSP), the Commercial Vehicle Safety Plan (CVSP) and the state's Strategic Highway Safety Plan (SHSP) required for the receipt of federal highway safety funds by the GTSC and DOT. In FFY 2012, ITSMR also provided data and assisted in the preparation of the incentive grant applications and reports that were required for the receipt of several different categories of incentive funds available under SAFETEA-LU.

During FFY 2012, ITSMR also continued to be responsible for the verification of the crash data in DMV's Accident Information System (AIS) and for querying and extracting information from the AIS. ITSMR has similar responsibilities with regard to the TSLED and Administrative Adjudication ticket systems. ITSMR extracts and analyzes highway safety data from these systems to meet the needs of DMV and GTSC; their major state agency partners, including DOT, the State Police, and DOH; and other state and local highway safety organizations. In addition, ITSMR assists DMV in enhancing its capability to query and retrieve information from the crash (AIS), ticket (TSLED and Administrative Adjudication) and driver license files.

In addition, ITSMR continues to annotate and update the data dictionary and other database documentation materials for the AIS, as warranted. ITSMR is responsible for generating a series of statewide statistical summary reports from AIS and making them available on DMV's website. These reports are used by police agencies and other highway safety agencies across the state. ITSMR also generates custom reports on crashes upon request. Additionally, ITSMR is responsible for responding to special requests for ticket data from the TSLED and Administrative Adjudication systems. This involves writing code to analyze the data and preparing summary tables and reports on the findings from the analyses.

ITSMR assists with the coordination and direction of efforts to upgrade and link, as appropriate, the state's various traffic safety-related data systems. This involves working with the Department of Health to facilitate its annual creation of a CODES database and with the Department of Transportation to obtain more timely information on fatal and personal injury crashes involving large trucks and buses.

FFY 2012 PROGRAM HIGHLIGHTS

Statewide Coordination of Traffic Records Systems Improvements

New York's Traffic Records Coordinating Council (TRCC) plays a key role in coordinating improvements in the timeliness and accuracy of the state's traffic records data systems and the availability and use of the data at all jurisdictional levels. The state's numerous traffic safety partners make extensive use of traffic records data in the identification of traffic safety problems and potential solutions. The GTSC continues to partner with other agencies and coordinate efforts with other sources of funding to complete projects to improve traffic records systems, files and programs. During FFY 2012, these efforts resulted in the preparation of the FFY 2013 Update to the state's *Traffic Safety Information Systems Strategic Plan: 2012-2015*. The implementation of this strategic plan will continue to produce improvements in the state's various traffic records systems.

During the past year, in addition to updating the 2012-2015 strategic plan, New York participated in a formal assessment of its core traffic records systems. The assessment was conducted by the National Highway Traffic Safety Administration (NHTSA) through the use of an expert panel. Conducted primarily to meet the requirements to qualify for Section 408 funding in FFY 2013, the assessment was conducted by a NHTSA-appointed team the week of February 13-17, 2012. The team was composed of individuals with experience and expertise related to the key traffic records data systems: crashes, citation/adjudication, drivers, vehicles, roadways, and injury surveillance. Covering all of these components of a traffic records system, the primary purpose of the assessment was "to document a State's traffic records activities as compared to the provisions in NHTSA's *Traffic Records Program Assessment Advisory*, to note the State's traffic records strengths and accomplishments, and to offer suggestions where improvements can be made." The NHTSA Assessment Team presented its draft assessment report to the TRCC on February 17, 2012. The report included 36 recommendations that address the six core data systems (crashes, citation/adjudication, drivers, vehicles, roadways, and injury surveillance), the use of a traffic records system and management initiatives. Each recommendation was discussed by the TRCC membership at its March 2012 meeting. The TRCC's comments and edits were subsequently shared with the Assessment Team, and the Assessment Team submitted their final report to the GTSC and TRCC in June.

Key improvements in the traffic records systems that occurred in FFY 2012 are summarized below.

Crash and Citation/Adjudication Systems

During FFY 2012, SAFETEA-LU funds (Sections 408 and 402) provided continuing support to expand the electronic capture and transmission of police crash reports and traffic tickets from the field and disposition information from the courts. This support includes the purchase of equipment, such as printers, bar code readers and magnetic strip readers. As of October 2012, more than 435 police agencies are collecting and submitting crash and/or ticket data electronically to the DMV, up from 410 in October 2011. More than 80 percent of the TSLED tickets and 50 percent of the crashes reported by the police are currently being sent to the DMV electronically. In addition, more than 1,250 of the state's 1,400 courts are using the e-disposition process to report dispositions electronically to the DMV.

The DMV continues to make improvements to its crash and ticket reporting systems through the development and implementation of both hardware and software applications. In FFY 2012, a number of improvements were completed, including the implementation and testing of new workflow routines

for the AIS system. Other efforts are continuing, including 1) the implementation of a method to submit motorist crash reports electronically, and 2) an ALIS/SIMS data products project that is designed to improve the accuracy and accessibility of crash location information on both linear road segments and intersections. In addition, a new project was initiated during the year to integrate the AIS and SIMS crash data systems. This new project has involved hiring an outside vendor to build a business case for such an integration.

NYS DOT continued an effort to process non-reportable crash reports into SIMS, NYS DOT's accident database. As of October 1, 2012, entry of the non-reportable crash reports for 2009 has been completed, as well as 95 percent of the 2010 and 35 percent of the 2011 non-reportable crash reports.

Injury Surveillance Files

With Section 408 funding, the Department of Health (DOH) completed a four-year project in FFY 2012 to develop and implement an electronic system for capturing and reporting information from pre-hospital patient care reports (PCRs). The *NYS Pre-Hospital Patient Care Registry* project addressed issues related to the timeliness and availability of the state's basic injury surveillance information systems (i.e., the PCR and SPARCS systems). As of February 2012, approximately one in four EMS providers was submitting their PCR data reports to DOH electronically; however, those records represent 75 percent of all the PCRs in the state with 1.5 million coming from the New York City Fire Department. This project has also enabled New York to capture all 82 required NEMSIS compliant data elements and transmit those data to the national data set. In addition to the required elements, the new database captures 126 additional data elements.

In addition, through its CODES database, the DOH Injury Prevention Program continues to expand its capabilities to integrate crash data with hospital discharge, emergency department and emergency medical services data. During FFY 2012, the data for these various files were linked for 2010.

Driver License File

The new, relational address database associated with driver license records has significantly improved driver license data integrity through the use of appropriate edits, cross referencing and address validation. It supports the DMV's ability to standardize address information, reducing duplicate license records and facilitating real-time availability for relational access to client information with extended search and reporting capabilities. It also improves the notification process when licenses are suspended or revoked. Almost all of the state's 1,400 courts have the capability to pull down information on drivers from the driver's license file for sentencing purposes through the Judicial Online Information System (JOIN).

Vehicle Files

During FFY 2012, with funding provided under Section 408 of SAFETEA-LU, the DMV completed a project to improve the structure of its registration, insurance and vehicle files. The primary objectives of the project were to 1) standardize the names and addresses on the individual records in each file, 2) establish linkage capabilities between the files, and 3) enhance existing search capabilities to allow users to search for records using multiple identifiers, as warranted. This project improved the accuracy of the records in these various files through the reduction of duplicative data.

The *Carrier Certification Project* continued in FFY 2012. Conducted by NYS DOT with Section 408 funding, this project is addressing issues related to the accuracy of the data on intrastate carriers for hire that transport property, household goods and passengers on New York's roadways.

Roadway Systems

During FFY 2012, NYS DOT continued its efforts to expand the collection of traffic volume data on the local highway system. The additional traffic volume data will enable NYS DOT to enhance and refine its safety programs in a more equitable manner to all highways within the state. Efforts are also being continued to use new technology to improve and enhance querying/reporting capabilities, and developing linkage protocols for selected data systems, including the Safety Information Management System (SIMS), Roadway Inventory System (RIS), Bridge Data Management System (BDMS), and the Post-Implementation Evaluation System (PIES). Collectively, the results of these efforts give NYSDOT the ability to combine and analyze roadway-related data in support of engineering solutions that are designed to improve traffic flow, thereby reducing the effects of some dangerous driving behaviors, and to decrease crashes, fatalities and injuries.

Use of Technology

The number of enforcement agencies, including the State Police, collecting and transmitting crash and/or ticket data to DMV electronically continued to increase in FFY 2012 (435 in October 2012 vs. 410 in October 2011). Over this same time period, the effort to upgrade the TraCS data movement process was completed, enabling the data movement process to include a significantly higher volume of data, more types of data, and allow data (e.g., dispositions) to be passed back to local agencies for processing.

During FFY 2012, progress was also made with regard to the NYPD being able to submit their ticket data electronically to the DMV. A pilot test of this process was initiated in late summer. This progress is a result of the *New York City Police Department (NYPD) Automated Forms Reporting Project (AFR)*. When the NYPD begins transmitting ticket data electronically from all precincts, the DMV will begin testing the crash reporting phase of the project. Weekly conference calls are being held between the DMV and the NYPD to keep the project on track.

Development and Use of Data Linkages

During FFY 2012, New York continued its CODES (Crash Outcome Data Evaluation System) initiative, with ITSMR providing the 2010 crash data to the DOH to be linked with the DOH's injury surveillance files. This linkage effort supports program initiatives that focus on specific population sub-groups and permits the examination of costs associated with crashes. Improvements in data linkage capabilities continue to be important in analyzing various types of motor vehicle crash information related to the driver, vehicle, type of crash, location of crash, injuries, type of medical care received and the associated costs.

Research and Evaluation

Research and evaluation continue to be vital components of the highway safety planning process. In FFY 2012, research continued to support the development, implementation and evaluation of new initiatives in conjunction with the state's 402 grant program. In addition, analytical support has been provided to traffic safety agencies and organizations at all jurisdictional levels, including the collection, analysis and reporting of data. Initiatives to provide training and technical assistance in the use of the state's traffic

records systems were also supported. ITSMR provides research and evaluation support to DMV and the GTSC and its partners. ITSMR's services include the following:

- The design and conduct of research and evaluation studies for DMV and the GTSC, including studies mandated by the State Legislature
- Responses to all data requests in accordance with policies and procedures established by DMV and the GTSC. The data provided in response to such requests meet a myriad of needs, from supporting internal planning efforts to providing data to the media on various highway safety issues. ITSMR also responds to *ad hoc* requests for highway safety data and provides information that combines data from various records systems, including ticket, crash and driver history data
- Provision of critical data services and analytical support that enable the GTSC to fulfill the requirements for receipt of federal highway safety funds under the 402 Highway Safety Program
- Assistance in implementing a performance-based planning process, a requirement of the 402 Highway Safety Program since the mid-1990s
- Data analyses and preparation of documentation demonstrating New York's compliance with grant award criteria
- Preparation of New York's applications for federal incentive grants in impaired driving, child passenger safety, occupant restraints and traffic records
- Documentation and evaluation of each of these programs and preparation of all mandated quarterly and annual reports in accordance with NHTSA requirements

PROGRAM MANAGEMENT

The Governor's Traffic Safety Committee (GTSC) is responsible for the coordination and implementation of New York State's comprehensive highway safety program, including the administration of the National Highway Traffic Safety Administration (NHTSA) 402 program, as well as incentive grants awarded under SAFETEA-LU. Within this framework, the GTSC works with its partners and networks to identify highway safety problems in New York State and collectively develop strategies and programs to address these areas of concern.

FFY 2012 PROGRAM MANAGEMENT GOALS

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

Status of Goals

The GTSC was successful in meeting the goals related to the management of the state's 402 and incentive grant programs presented in the FFY 2012 Highway Safety Strategic Plan (HSSP). The first group of goals related to identifying traffic safety problems and setting goals and priorities, providing guidance in improving traffic safety, and developing and maintaining policies regarding the operation of the highway safety program. These goals were collectively met through the GTSC's continued implementation of a performance-based planning approach for the statewide traffic safety program.

In order to make efficient and effective use of the limited resources available to address the state's traffic safety priorities, the GTSC continued to promote enhanced communication and coordination among GTSC agencies resulting in many important initiatives. For example, GTSC agencies are exploring the possibility of merging the crash systems currently housed at the NYS Department of Motor Vehicles (DMV) and the NYS Department of Transportation (DOT). This initiative would potentially improve data quality and result in a cost savings for both agencies.

The GTSC also continues to expand the use of technology to disseminate information and enhance communication with its customers. The GTSC has eliminated the printing and mailing of call letters for grant proposals, using email and web posting to communicate the announcement to the highway safety community.

The GTSC website www.safenyny.gov was used to disseminate information on traffic safety topics and programs, statistical reports and grant management materials. Multi-media content includes audio and video of recent campaigns. An events calendar for the child passenger safety program, police training programs and special details, and general traffic safety activities is also maintained on the website.

The GTSC also met its goal to expand training opportunities for traffic safety professionals in New York by supporting the expansion of various training programs to cover new topics and address the needs of new audiences. Training initiatives in FFY 2012 included training on the Data Driven Approaches to Crime and Traffic Safety (DDACTS) policing strategy and training sessions on DWI laws and other topics for prosecutors, judges, and law enforcement officers. In addition, the GTSC continued to provide Drug Recognition (DRE) and Advanced Roadside Impaired Driving Enforcement (ARIDE) training to law enforcement officers. GTSC staff also continued to partner with the State Police and local agencies to deliver the Practical Guidelines for Motorcycle Enforcement training in 2012.



The integration of evaluation into the statewide highway safety program has been an ongoing process. The GTSC's partnership with the Institute for Traffic Safety Management and Research (ITSMR) ensures rigorous evaluations of major programs, thus providing for the effective and economical operation of the program. The GTSC continues to include performance measures in the HSSP for use in assessing progress toward the goals and objectives established for the statewide program. There has also been steady improvement in the incorporation of performance measures and evaluation components into the applications submitted by local grantees. The use of performance measures by local grantees has been further encouraged by the GTSC's reliance on quantifiable criteria in awarding grants.

In FFY 2012, eGrants was used exclusively for all aspects of the grants management process. A total of 852 grant applications for FFY 2012 were received and reviewed electronically. Of those proposals submitted, 738 were approved. The GTSC completed the review of the 2013 proposals by mid-October.

2012 PROGRAM HIGHLIGHTS

eGrants

The GTSC has been using the online grant management system since FFY 2009. In FFY 2012, modifications were made to the system to enable the GTSC to collect additional data related to the contracting requirements of the Office of the New York State Comptroller.

New York State Highway Safety Strategic Plan (HSSP)

The GTSC prepared and submitted New York State's Highway Safety Strategic Plan (HSSP) for FFY 2013. In conjunction with the development of the HSSP, the GTSC members met at the Empire State Plaza Concourse in Albany in September 2012. Each agency highlighted their priorities and activities related to traffic safety.

Management Review

A Management Review of the GTSC for fiscal years 2010, 2011 and 2012 was conducted by NHTSA Region II staff. NHTSA's onsite visit occurred June 4-7, 2012. The GTSC provided access to its eGrants system so NHTSA staff could continue their project review offsite. The Management Review resulted in one finding, one commendation and five areas for management consideration.

Professional Development

The GTSC recognizes the value of professional development and supports participation by its staff and highway safety partners in relevant training and educational opportunities to increase their knowledge and awareness of traffic safety issues and to acquire new or improved skills. In FFY 2012, the GTSC played an important role in the planning and delivery of several training and educational programs and supported the participation of staff and its highway safety partners in these and other professional development opportunities. Although restrictions on out-of-state travel prevented the GTSC staff from participating in conferences and training opportunities, the GTSC was involved in planning several programs and events and provided support for partners to attend. The GTSC's training activities in the past year included the following:

- Held the annual Governor's Traffic Safety Committee agency meeting
- Co-sponsored the annual New York State Highway Safety Symposium
- Participated in planning the Regional Child Passenger Safety Training and Technical Conference held in New Jersey.
- Supported and participated in the delivery of training programs for certified child safety seat technicians, including sponsorship of child safety seat clinics
- Supported Leandra's Law training sessions statewide
- Participated in the Motorcycle Core Group formed to address issues identified in the NHTSA Assessment
- Supported Motorcycle Enforcement training sessions
- Attended the New York Association for Pupil Transportation annual conference
- Participated in the International Auto Show and World Traffic Safety Symposium presented by the Greater New York Automobile Dealers Association
- Supported the New York Prosecutors' Training Institute's training programs related to various impaired driving issues
- Provided support for partners to attend the annual Traffic Records Forum sponsored by the Association of Transportation Safety Information Professionals (ATSIP)
- Coordinated the DRE, SFST, ARIDE and DITEP training programs held throughout New York State
- Attended and assisted at the New York State Sheriffs' Association Winter Training Conference
- Attended and assisted at the New York State Association of Chiefs of Police Summer Training Conference
- Supported the New York State Truck Safety and Educational Symposium and Safety Exhibition

- Participated in various Governors Highway Safety Association (GHSA) webinars relating to Program Management topics
- Participated in planning the GHSA's Annual Meeting
- Participated in the New York State Association of Traffic Safety Boards and STOP-DWI Association meetings
- Conducted local outreach and training in several counties

Planning and Administration

To meet New York State's responsibilities for coordinating and managing the 402 highway safety program, the GTSC continued to encourage and support the development of local funding proposals, conduct public information and education programs and increase access to data for problem identification and evaluation purposes. Fiscal management continued to be the focus of much of the GTSC's planning and administrative activities. The GTSC staff manages the federal letter of credit, including the accounting, vouchering, contracting, claiming, evaluating and reporting tasks required by the federal highway safety program. In addition to the 402 program, the GTSC manages and provides administrative support for 403 project activities and STOP-DWI, as well as the Section 405, 406, 408, 410, and 2010 incentive grant programs.

The GTSC has continued to use a personal approach in administering the highway safety program. GTSC staff members are available and serve as resources in assisting local agencies in program development. A total of 133 grant program monitoring visits by GTSC Program Representatives were conducted in FFY 2012. The Law Enforcement Liaisons (LELs) often accompany the Program Representatives on formal monitoring visits to police agencies. Program Representatives and LELs remain in contact with grantees through phone and email. In addition, the GTSC program staff and LELs participate in local traffic safety board meetings, advisory meetings, community recognition programs and safety events from bicycle rodeos to service award ceremonies.

The GTSC has continued to implement procedures to streamline the grant application, approval and monitoring processes, while accommodating all of the federal and state requirements. Some of the other specific accomplishments associated with the management of the 402 program in FFY 2012 are listed below:

- A Federal Cost Summary allocating \$60,900,000 for various NHTSA highway safety programs was implemented.
- New York State applied for and received the following incentive fund awards:
 - Section 405 Child Passenger Safety - \$1,619,309
 - Section 408 State Traffic Safety Information System Improvements - \$1,372,757
 - Section 410 Alcohol Impaired Driving Countermeasures - \$6,225,212
 - Section 2010 Motorcyclist Safety - \$317,604
- A total of 852 applications for FFY 2012 funding were reviewed; 738 grant applications were approved.
- A total of 1,831 vouchers and 74 state claims were processed.
- New York closed out FFY 2011 in February 2012 and expended \$27,578,955.64.
- As of November 1, 2012, the ratio of unliquidated funds was 1.59 years for all funds.

- The GTSC submitted its FFY 2011 report into the Federal Funding Accountability and Transparency Act data system. The applicant information, funding level and project description was entered for 115 grant projects that received awards greater than \$25,000.
- In FFY 2012, the State of New York initiated a new Statewide Financial System (SFS). GTSC fiscal staff attended training and participated in testing the new system in preparation for a successful implementation. The new system required the establishment of new procedures for initiating contracts and paying grantees and for budgeting and preparing reports.

Statewide Public Information & Education

The GTSC coordinates statewide public information and education campaigns to educate the public on new and continuing traffic safety issues and raise awareness of the responsibilities of all highway users to ensure their own safety and the safety of others on the roadway. In FFY 2012, the DMV and the GTSC continued the implementation of successful public information and education campaigns across a variety of media platforms emphasizing messages related to impaired driving, occupant restraint, speed and the need to safely share the road with a variety of users. Several media outlets and partners were involved in the production of these messages which were made available on television, radio, billboards and the www.safeny.ny.gov website. Printed materials were also prepared and distributed to support the campaigns.

Billboards

In FFY 2012, billboards were used in a new campaign developed to prevent underage drinking. A total of 507 static billboards and 14,906 digital billboard displays featuring the message “It’s Your Community - It’s Your Call” and a phone number for reporting underage drinking were posted throughout New York State.



Television and Radio

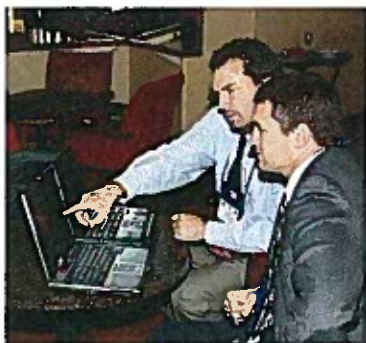
Through the GTSC’s ongoing partnership with the New York State Broadcasters’ Association (NYSBA), non-commercial sustaining announcements (NCSAs) continued to be used to disseminate key traffic safety messages. The key campaigns implemented in FFY 2012 are listed below; the areas of the state covered by the campaign, the dates of the campaign and the number of radio and television spots that were aired are included.

- “Drive Sober or Get Pulled Over,” November 7, 2011-January 29, 2012; 33 downstate radio stations aired 1,287 spots.
- “Driver Sober or Get Pulled Over,” Upstate New York, April 30-August 19, 2012; 11,042 radio spots aired from 124 stations and 37 television stations aired 4,238 spots.
- “It’s Your Community It’s Your Call,” New York City and Long Island, June 4-July 22, 2012; 27 stations aired 663 radio sports.



- “Drive Sober or Get Pulled Over,” Upstate New York, August 20-September 30, 2012; 142 stations aired 7, 198 radio spots and 34 stations aired 1,556 television spots.
- “Drive Sober or Get Pulled Over,” New York City and Long Island, August 6-September 23, 2012; 843 radio spots aired from 26 stations.

Annual NYS Highway Safety Symposium



Each year, the GTSC joins the NYS STOP-DWI Association and the NYS Association of Traffic Safety Boards in sponsoring the NYS Highway Safety Symposium. With funding from the GTSC, ITSMR is responsible for coordinating and providing administrative support for the annual meeting. The GTSC provides support for several staff members and grantees to attend the statewide symposium which includes training and information-sharing sessions on a wide range of traffic safety topics and typically draws an audience of 300-350 attendees. The FFY 2012 symposium was held in October 2011 in Hauppauge on Long Island.

GTSC Web Site

The GTSC continued to use its www.safeny.ny.gov website to disseminate traffic safety information to the general public, provide grant-related materials and forms, and serve as a portal for its online grant application and management system eGrants. The annual call for grant proposals is posted online, as are the annual Highway Safety Strategic Plan and the Annual Report. The statistical summaries that are prepared by ITSMR and the statewide crash data summaries are also available on the website. During FFY 2012, the GTSC website hosted 11,058,620 visitors, compared to 16,010,958 in FFY 2011.

In FFY 2012, the GTSC also continued to enhance the Younger Driver Toolkit which offers resources for schools and educators throughout the state. The toolkit is available on the GTSC website www.safeny.ny.gov and features resources and program ideas on impaired driving, distracted driving, seat belt use and other traffic safety topics. Information for teens and parents on the Graduated Driver’s License and other topics specifically related to young drivers is also provided. The GTSC website features a Law Enforcement Partners Page that is used to communicate information about crackdowns, training, new laws and traffic safety promotions to the state’s police community.

The GTSC home page features a rotation of traffic safety topics. Four large images rotate through the cycle, with a tag line and link to more information. These topics often tie in with the promotional materials developed for television, radio and billboards. The traffic safety topics featured on the GTSC website this year included:

FFY 2012 Traffic Safety Topics	
October 2011	<i>School Bus Safety Distracted Driving Drinking & Driving Shatters Lives Watch for Motorcycles</i>
November 2011	<i>Buckle Up Day & Night Distracted Driving Teen Driving Tips Holiday - Impaired Driving</i>
December 2011	<i>Holiday- Impaired Driving Buckle Up Day & Night Distracted Driving Teen Driving Tips</i>
January 2012	<i>Buckle Up Day & Night Distracted Driving Teen Driving Tips Drinking & Driving Shatters Lives</i>
February 2012	<i>Buckle Up Day & Night Distracted Driving Teen Driving Tips Drinking & Driving Shatters Lives</i>
March 2012	<i>Buckle Up Day & Night Distracted Driving Teen Driving Tips Operation SafeStop – School Bus Safety</i>
April 2012	<i>Buckle Up Day & Night Distracted Driving Teen Driving Tips Motorcycle Safety</i>
May 2012	<i>Buckle Up Day and Night Distracted Driving Teen Driving Tips Under 21</i>
June 2012	<i>Buckle Up Day and Night Distracted Driving Teen Driving Tips Under 21</i>

July 2012	<i>Motorcycle Safety Distracted Driving Teen Driving Tips Under 21</i>
August 2012	<i>Distracted Driving Teen Driving Tips Child Passenger Safety Week Drive Sober or Get Pulled Over</i>
September 2012	<i>Distracted Driving Teen Driving Tips Child Passenger Safety Week Child Passenger Safety Conference</i>



