

NEW YORK STATE
FFY 2024-2026
TRIENNIAL HIGHWAY SAFETY PLAN

New York State
Governor's Traffic Safety Committee

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HIGHWAY SAFETY PLANNING PROCESS AND PROBLEM IDENTIFICATION

Introduction

The federal transportation authorization legislation Bipartisan Infrastructure Law (BIL) was enacted on November 15, 2021. The BIL amends the Section 402 State and Community Highway Safety grant program and the Section 405 National Priority Safety Program and 1906 of “Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users” (SAFETEA-LU). The Section 405 program was expanded to include a number of additional grant programs. New York State meets the eligibility requirements to receive funding in the following areas: Occupant Protection, Traffic Records, Impaired Driving, Alcohol-Ignition Interlock, Motorcycle Safety, and Non-motorized Safety.

In preparing the FFY 2024-2026 Triennial Highway Safety Plan (3HSP), GTSC continued to use a data-driven approach in identifying problems and setting priorities for the state’s highway safety program. New York’s performance-based planning process is inclusive and takes into account issues and strategies identified by the GTSC member agencies, other state and local agencies, enforcement agencies, not-for-profit organizations that have submitted applications for funding and targeted groups to include public participation and engagement. The University at Albany’s Institute for Traffic Safety Management and Research (ITSMR) provides analytical and technical support for the planning process and works closely with GTSC on the preparation of the 3HSP. Additionally, this data-driven approach is utilized to connect with underrepresented populations and drive public outreach.

Processes, Data Sources and Information

The national Fatality Analysis Reporting System (FARS) continues to be the official source of data for the core outcome fatality measures. New York’s Accident Information System (AIS) is the source for all injury crash data in the 3HSP, including the serious injuries core outcome measure. Much of the AIS data used in the 3HSP were accessed through the online Traffic Safety Statistical Repository (TSSR), www.itsmr.org/tssr. The AIS is also the source for the performance measures for drugged driving and distracted driving. At the time the FFY 2024-2026 3HSP was prepared, 2021 FARS Annual Report File (ARF) data and 2021 AIS data were the most recent complete data files available. The source for the core behavioral measure, the observed seat belt use rate, is New York’s annual observation survey conducted in June each year. The rate from the 2022 seat belt survey was the most recent rate available for inclusion in the FFY 2024-2026 3HSP.

Because information on race and ethnicity is not captured on New York’s police crash reports, data from the state’s AIS cannot be used to conduct analyses on the crash involvement of different racial and ethnic groups. The fatality data in the FARS system includes race/ethnicity designations taken from Coroner reports where available. The FARS query system was used to conduct analyses of all fatalities in motor vehicle crashes by race and ethnicity, as well as subsets of fatalities such as pedestrians.

The ticket data included in the 3HSP were extracted from two sources: New York’s Traffic Safety Law Enforcement and Disposition (TSLED) and Administrative Adjudication (AA) systems. Final ticket data for 2021 were available from each of these systems, which together cover all of New York State. Data on impaired

driving arrests in New York City were received directly from the New York City Police Department; TSLED was the data source for impaired driving arrests that occurred in the rest of the state.

Data from New York's Driver License and Vehicle Registration files and population data from the U.S. Census Bureau were also used in the analyses conducted as part of the problem identification process for various program areas in the FFY 2024-2026 3HSP. A final source of data is the Department of Motor Vehicles (DMV) online survey of drivers conducted June 1 – September 30, 2022. This survey is described below.

New York State Driver Behavior and Attitudinal Surveys

In addition to the outcome and behavioral measures discussed above, NHTSA encourages states to conduct annual surveys to track driver-reported behaviors, attitudes and perceptions related to major traffic safety issues. From 2010 to 2019, New York conducted annual surveys at five NYS DMV offices. The selected offices provided representation from the three major 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 is in New York City (Brooklyn) and one is on Long Island (Medford, Suffolk County). A minimum of 300 surveys were conducted at each of the five DMV offices.

In addition to questions on seat belt use, speeding and alcohol impaired driving, the survey instrument has been modified over the years to include questions on new topics of interest. In order to collect information on the important topic of distracted driving, questions on cell phone use and texting while driving were included beginning with the 2012 survey, and a question on drugged driving was added to the survey beginning in 2016. Three more questions on drug use (primarily cannabis) and driving were added to the survey in 2019. In 2022, further questions about drug use were added, specifically prescription drugs. Information is still collected on the age, gender and county of residence of the survey participants. In 2022 questions regarding race and ethnicity were added.

Since 2020 the surveys were conducted online. From June 1 through September 20, 2022, 975 drivers completed online surveys. The survey included 29 questions on the following topics:

- 5 questions on seat belt use
- 4 questions on speeding, including 2 new questions on highway driving
- 9 questions on impaired driving, including one new question about ride-sharing and one about prescription drugs
- 6 questions on cell phone use and texting while driving
- 5 demographic questions, including 2 new questions on race and ethnicity

The results from these annual surveys are reported in the Annual Report submitted to NHTSA at the end of the calendar year. Data related to driver opinions, perceptions and reported behaviors collected in these surveys are also used in preparing the 3HSP.

Problem Identification Process

At GTSC's request, ITSMR was responsible for conducting the problem identification process used by New York in developing the state's FFY 2024-2026 data-driven 3HSP. The first step in the process was to conduct analyses on data extracted from the sources that have been described. The analyses rely on FARS data to determine the trend in each core performance measure related to fatalities. The trend in the number of serious injuries suffered in crashes was analyzed using 2017-2021 data from New York's AIS. A five-year moving average was calculated for each of these core measures. For the core behavioral measure, seat belt use rate, the results from the most recent annual observation survey were reviewed to determine the trend in

the state's rate. Similar analyses were conducted on the additional performance measures established to track progress in several of the program areas.

The trend analyses and status of the following core performance measures are discussed in the Performance Report section: Fatalities, Fatalities/100 Million Vehicle Miles Traveled (VMT), Rural Fatalities/VMT, Urban Fatalities/VMT, and Serious Injuries. The remaining core measures are discussed under the appropriate program area sections. Additional performance measures are established in some program areas. For example, bicyclist and pedestrian injuries are used to assess performance for the Non-motorized (Pedestrians and Bicyclists) Safety Program.

The next step in the problem identification process was to conduct additional data analyses to determine the characteristics and factors contributing to the crashes, fatalities and injuries related to each of the program areas addressed in the 3HSP. The AIS crash data accessed through the online TSSR provided extensive data for these analyses, including who was involved in the crashes, where and when they were occurring, and the contributing factors in the crashes. In addition to looking at the trends over time, the analysis strategy was to identify which groups, locations and contributing factors were overrepresented through comparisons with licensed drivers, registrations or population figures and rates, as appropriate. The key results of these analyses are presented and discussed in the problem identification section under each program area; these data were also the basis for the selection of strategies that will enable the state to make progress toward its performance targets.

The crash, injury and fatality data presented in the 3HSP are further analyzed by key demographic variables such as gender and age to identify subsets of the population that experience larger numbers of fatalities and injuries. To aid in efforts to identify communities at greater risk, analyses by race and ethnicity were undertaken in the HSP starting with FFY 2022, using data available from FARS. In addition, hospitalization and emergency room data maintained by the NYS Department of Health were reviewed for possible inclusion in future analyses.

Selection of Strategies

The objective of the strategy selection process is to identify evidence-based countermeasures that are best suited to address the issues identified in the data-driven problem identification process and collectively will lead to improvements in highway safety and the achievement of the performance targets. Traditionally, the major source for the identification of evidence-based strategies has been the publication *Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices*. Within each program area, New York recognizes that a comprehensive approach is the most effective way to address the issues that have been identified. In selecting specific strategies, New York assesses the contribution each will make to this comprehensive approach. Funding is allocated to planned activities that will support the strategies to address the problems identified and achieve the performance targets set for the program area.

Participants in the Process

New York's performance-based planning process is inclusive and takes into account issues and strategies identified by the GTSC member agencies, other state and local agencies and organizations, enforcement agencies, and not-for-profit organizations that have submitted applications for funding. GTSC conducts outreach at meetings, conferences and workshops throughout the year to gain input from the traffic safety community on emerging issues and new countermeasures that should be included in the 3HSP. In addition, GTSC is engaging in target focus groups to solicit public participation and engagement in the planning process. The annual GTSC meeting, convened by the GTSC Chair, is also used as an opportunity to review priorities and

the status of initiatives undertaken by the GTSC member agencies. At the annual meeting, representatives from each agency report on both ongoing and new traffic safety-related programs implemented by their agencies and through partnerships with other departments. Where appropriate, the information provided by the member agencies on current and proposed efforts to improve highway safety in the state is incorporated into the 3HSP.

The planning process also provides several opportunities to discuss highway safety priorities with traffic safety partners at the local level. Local grantees are able to offer input for the planning process during monitoring visits and through other forms of contact with their designated GTSC representatives. In addition, GTSC's program representatives frequently take part in County Traffic Safety Board meetings to discuss local issues and assist with grant planning and management. GTSC's management, fiscal and program staffs also solicit ideas for the 3HSP from several organizations representing local programs that work closely with GTSC. These organizations include the NYS Association of Traffic Safety Boards, NYS Special Traffic Options Program for Driving While Intoxicated (STOP-DWI) Association, NYS Association of Chiefs of Police, NYS Sheriffs' Association and the Association of NYS Metropolitan Planning Organizations.

List of Information and Data Sources

GTSC and its partners consult a wide variety of information and data sources during the state's highway safety planning process. Updated crash and ticket data can be viewed online through the TSSR, developed and maintained by ITSMR.

The major sources of information and data include the following:

- FARS
- NHTSA's *Countermeasures That Work*
- New York's Accident Information System (AIS)
- New York's Traffic Safety Law Enforcement and Disposition (TSLED) system
- New York's Administrative Adjudication (AA) system
- NYPD ticket system
- New York's Driver License file
- New York's Vehicle Registration file
- New York's Vehicle Miles Traveled data (NYSDOT)
- New York's Vehicle & Traffic Law
- U.S. Census Bureau population data
- New York's annual driver behavior and attitudinal survey
- New York's annual seat belt observation survey
- Grant Application Proposals
 - Crash and ticket data compiled for specific police agencies
 - Progress reports
 - Financial claims
 - On-site monitoring reports
- Materials and direction from New York's Advisory Council on Impaired Driving
- New York's motorcyclist survey on current safety & awareness messaging
- New York's Pedestrian Safety Action Plan
- New York's Traffic Safety Information Systems Strategic Plan

Description of Highway Safety Problems

The goals of New York’s comprehensive statewide highway safety program are to prevent motor vehicle crashes, save lives, and reduce the severity of injuries suffered in crashes. The Governor’s Traffic Safety Committee (GTSC) provides leadership and support for the attainment of these goals through its administration of the federal highway safety grant funding awarded to New York by the National Highway Traffic Safety Administration (NHTSA).

The top priorities of the FFY 2024-2026 highway safety program are to address trends of increasing numbers of crashes involving specific highway users and contributing factors while maintaining and expanding on the success in areas where reductions have been achieved. The following tables show, for each performance measure, 5-year moving averages for 2017, 2020 and 2021 and the percentage changes from 2017 to 2020 and from 2020 to 2021. Additional analyses are presented separately in each program area section. New York has demonstrated reductions during the two time periods and/or kept the averages essentially unchanged for the following six performance measures:

Performance Measure	5-yr Moving Avg (final yr)			% change 2017-2020	% change 2020-2021
	2017	2020	2021		
Persons Seriously Injured in Crashes (AIS)	11,241.8	11,198.2	11,145.6	-0.4%	-0.5%
Pedestrian Fatalities (FARS)	292.8	264.8	262.0	-9.6%	-1.1%
Pedestrians Injured in Crashes (AIS)	15,104.8	14,592.2	14,018.2	-3.4%	-3.9%
Persons Injured in Alcohol-Related Crashes (AIS)	5,704.0	5,243.8	5,026.8	-8.1%	-4.1%
Motorcyclists Injured in Crashes (AIS)	4,287.8	3,939.2	3,837.6	-8.1%	-2.6%
Bicyclist Fatalities (FARS)	41.4	42.0	40.8	1.4%	-2.9%

For the following eight performance measures, New York’s five-year averages declined between 2017 and 2020 but increased between 2020 and 2021. New York recognizes the need for continued close monitoring and greater attention in these areas:

Performance Measure	5-yr Moving Avg (final yr)			% change 2017-2020	% change 2020-2021
	2017	2020	2021		
Fatalities per 100 Million VMT (FARS/FHWA)	0.881	0.844	0.890	-4.2%	5.5%
Speeding-Related Fatalities (FARS)	330.4	310.8	331.6	-5.9%	6.7%
Unhelmeted Motorcyclist Fatalities (FARS)	14.0	12.2	16.4	-12.9%	34.4%
Traffic Fatalities (FARS)	1,085.2	998.0	1,021.2	-8.0%	2.3%
Unrestrained Passenger Vehicle Occupant Fatalities (FARS)	167.4	160.2	166.8	-4.3%	4.1%
Alcohol-Impaired Driving Fatalities (FARS)	316.2	292.2	310.6	-7.6%	6.3%
F&PI Crashes Involving a Motorcycle and Another Vehicle in High-Risk Counties (AIS)	1,310.4	1,289.0	1,312.0	-1.6%	1.8%
Drivers Age 20 or Younger Involved in Fatal Crashes (FARS)	106.4	95.6	97.2	-10.2%	1.7%

New York’s observed seat belt use rate was 91.90% in 2022, a 1.4% decrease from the 2021 rate of 93.24%.

Areas of greatest concern are the following four where trends were moving upward from 2017 to 2020 and also moving upward between 2020 and 2021, although F&PI crashes involving cell phone use and texting (AIS) did show some improvement between 2020 and 2021:

Performance Measure	5-yr Moving Avg (final yr)			% change 2017-2020	% change 2020-2021
	2017	2020	2021		
Motorcyclist Fatalities (FARS)	152.4	152.6	169.0	0.1%	10.7%
Fatalities in Drug-Related Crashes (AIS)	232.4	296.6	300.2	27.6%	1.2%
F&PI Crashes Involving Cell Phone Use and Texting (AIS)	468.6	491.4	481.6	4.9%	-2.0%
Bicyclists Injured in Crashes (AIS)	5,861.6	5,944.6	6,118.8	1.4%	2.9%

An analysis of traffic tickets issued during the years 2017, 2020 and 2021 reveals decreases of varying proportions, with many increases between 2020 and 2021. As shown in the table below, the total number of tickets issued for traffic violations statewide declined 39% between 2017 and 2020. A four-year decrease of 39% was reported for Long Island between 2017 and 2020, and a decrease of 53% for New York City and 31% for the Upstate region. Traffic tickets statewide increased 8% between 2020 and 2021, with the greatest increases occurring Upstate and Long Island (10% and 8%, respectively).

Tickets Issued	2017	2020	2021	% change 2017- 2020	% change 2020- 2021
Total Tickets Issued for Traffic Violations	3,724,952	2,274,612	2,447,148	-38.9%	7.6%
<i>Upstate</i>	<i>1,902,376</i>	<i>1,322,877</i>	<i>1,461,024</i>	<i>-30.5%</i>	<i>10.4%</i>
<i>New York City</i>	<i>1,185,140</i>	<i>561,911</i>	<i>565,428</i>	<i>-52.6%</i>	<i>0.6%</i>
<i>Long Island</i>	<i>635,961</i>	<i>387,774</i>	<i>418,753</i>	<i>-39.0%</i>	<i>8.0%</i>
<i>Unknown Region</i>	<i>1,475</i>	<i>2,050</i>	<i>1,943</i>	<i>39.0%</i>	<i>-5.2%</i>
Speeding	693,051	565,548	561,422	-18.4%	-0.7%
Safety Restraint	162,076	87,527	101,643	-46.0%	16.1%
Impaired Driving – Alcohol (TSLED only)	56,798	36,128	39,906	-36.4%	10.5%
Impaired Driving – Drugs (TSLED only)	4,812	4,205	4,731	-12.6%	12.5%
Cell Phone	104,786	35,257	35,027	-66.4%	-0.7%
Texting	112,529	58,737	63,014	-47.8%	7.3%

For the state as a whole, tickets issued for speeding decreased 18% between 2017 and 2020, a much smaller decline than that reported for tickets issued for all violations, 39%. Meanwhile, cell phone tickets declined 66% between 2017 and 2020, a greater decrease than that of all tickets. Tickets issued for texting while driving in the TSLED system increased between 2020 and 2021 at close to the rate of all tickets (7.28% vs. 7.59%). TSLED tickets issued for safety restraints, alcohol-impaired driving and drug-impaired driving increased at a greater rate than total traffic tickets in the same period (16%, 11% and 13% respectively, vs. 8%).

Based on the analyses, New York has identified a number of special emphasis areas for the coming year including motorcycle safety, drug-impaired driving, texting and other forms of distracted driving, speeding,

bicycle safety and occupant protection. In addition, ongoing efforts under all the program areas will continue to ensure that the gains that have been made are maintained and expanded.

The results of these analyses provide the basis for setting the performance measures, selecting the countermeasure strategies and identifying the planned activities that will be developed into projects to address the specific traffic safety issues that have been identified. These analyses also enable New York to maintain a comprehensive data-driven highway safety program that will lead to further reductions in motor vehicle crashes, fatalities and injuries.

Methods for Project Selection

Strategies for Programming Funds

GTSC's strategies for programming the federal funds received by New York are guided by a number of factors. One of the most important considerations is the priority assigned to the highway safety issue that is being addressed and the potential impact the strategy would have on reducing crashes, fatalities and injuries. A second factor taken into account is how the strategy contributes to a comprehensive and balanced highway safety program. A third consideration is the need to comply with federal requirements, such as requirements to maintain funding levels in specific program areas and restrictions placed on the types of activities that can be funded under certain grant programs.

GTSC distributes an annual call letter to announce the availability of grant funds and the priority grant programs, including the strategies within each of those programs that are eligible for funding. Programs eligible for funding are based on the analysis of crash data and the input received from GTSC member agencies, groups such as the TRCC and the Impaired Driving Advisory Council, and localities via the NYS Association of Traffic Safety Boards and STOP-DWI. All grant applications are due to GTSC by May 1.

Project Selection, Negotiation and Award

During the grant application review process, GTSC staff conduct an analysis of crashes, fatalities and injuries in the geographic areas of highest risk that each grant project proposal represents. Each project proposal undergoes a standardized, multi-tiered review that includes a numeric and qualitative evaluation of its problem identification, operational plan, performance targets, evaluation plan and budget. Grantee past performance is also evaluated (if applicable) through a review of progress reports, financial claims and on-site monitoring reports. Proposals must be consistent with the priorities of New York's 3HSP and with the evidence-based strategies that have been identified. At a minimum, all project proposals are assessed by a program specialist, financial specialist and the GTSC Director. The project review process involves different elements for different program areas as described below.

- Proposals for **Impaired Driving** projects are also assessed for their coordination with the direction of the state's Impaired Driving Advisory Council.
- Proposals for **Police Traffic Services** grants must include evidence-based enforcement strategies that are consistent with the state's evidence-based Traffic Safety Enforcement Program (TSEP).
- Project proposals for **Motorcycle Safety** are also reviewed to verify that they do not include motorcycle checkpoints and are consistent with the Share the Road message promoted by GTSC and its partners.
- Project proposals for **Non-motorized (Pedestrians and Bicyclists)** strategies are assessed for their impact on the targeted population identified in the grant and their emphasis on law-based education and outreach programs. Special consideration is given to focus communities that have been identified in New York's Pedestrian Safety Action Plan (PSAP).

- Proposals for **Occupant Protection** projects are also assessed for their efforts to address the high-risk groups that make up the approximately 7% who do not comply with the state's laws. GTSC follows the same process described above for the review of Child Passenger Safety mini-grant applications, project selection, and the negotiation and award of grant funds. Proposals for Child Passenger Safety projects are also assessed to determine whether the organization has a Safe Kids certified technician to carry out grant activities and demonstrates an understanding of their community demographics for effective outreach. Applications for Low-Income Education and Distribution Programs are also assessed to ensure that the populations that are served qualify for the receipt of child safety seats.
- Project proposals for **Traffic Records** funding are assessed for their impact on one of New York's six core traffic safety data systems and the consistency of the proposed strategies with New York's *Traffic Safety Information Systems Strategic Plan*. Proposals are also reviewed to verify that they have been previously approved by the state's TRCC.
- Project proposals for **Community Traffic Safety Programs** are assessed to determine the depth of the agency's knowledge of the demographics and traffic safety problems in their locality. Program staff also evaluate whether the agency is in the best position to address the identified problems.

Description of Outcomes

Coordination of Data Collection and Information Systems

The coordination of the state's traffic records systems is facilitated through the state's TRCC. The TRCC's membership includes all the New York State agencies that house and maintain data systems related to highway safety. A member of the ITSMR staff serves as the Traffic Safety Information Systems (TSIS) Coordinator and is responsible for preparing New York's Traffic Records Strategic Plan and annual updates, organizing and facilitating meetings of the TRCC and ensuring New York's compliance with NHTSA requirements regarding state traffic records programs.

Under contract to GTSC, ITSMR also provides extensive services related to the traffic records systems housed at the NYS DMV. In addition to responding to requests for data and special analyses from GTSC, DMV and their customers, ITSMR is also responsible for the final cleanup of the state's crash file, the AIS.

Because of ITSMR's role in the TRCC and the responsibility ITSMR has been given for preparing the final crash data file, responding to data requests on behalf of DMV and providing analytical support for the 3HSP, ITSMR is in a position both to enhance the coordination of the state's information systems and to ensure the consistency and uniformity of the data used to support the state's highway safety programs.

Coordination with New York's Strategic Highway Safety Plan (SHSP)

The Bipartisan Infrastructure Law (BIL) continues the requirements that the FAST Act continued which were initiated under MAP-21 for states to develop a Strategic Highway Safety Plan (SHSP). The SHSP is a comprehensive, data-driven transportation safety plan developed in consultation with a broad range of safety stakeholders that provides strategic direction for the state's various planning documents, including the 3HSP. The SHSP and the state's other highway safety planning documents should be developed cooperatively and have consistent safety goals and objectives that support a performance-based highway safety program.

Under the federal SAFETEA-LU legislation that preceded MAP-21, NYSDOT was required to develop and implement a data-driven SHSP that identifies key emphasis areas to be addressed to reduce roadway fatalities and serious injuries in New York State. New York's original SHSP was developed through a collaborative process involving more than 150 representatives from public and private sector safety partners at the local,

state and federal levels. The participation of FHWA, NHTSA, the Federal Motor Carrier Safety Administration (FMCSA) and the state agencies responsible for administering the federal programs within New York State in the development of the SHSP is indicative of the long-established working relationships among the highway safety partners in New York and with their federal partners.

Coordination of Performance Targets Among Planning Documents

States are required to set consistent targets for the three performance measures (fatalities, fatality rate and serious injuries) that are common to the 3HSP, the Highway Safety Improvement Program (HSIP) and the SHSP. FARS is the source for the fatalities and fatality rate measures, and New York's AIS is the source for the serious injuries measure. In spring 2022, state partners collaborated on the selection of consistent targets for fatalities, the fatality rate and serious injuries for inclusion in the FFY 2024-2026 3HSP, SHSP update and other planning documents prepared by NYSDOT.

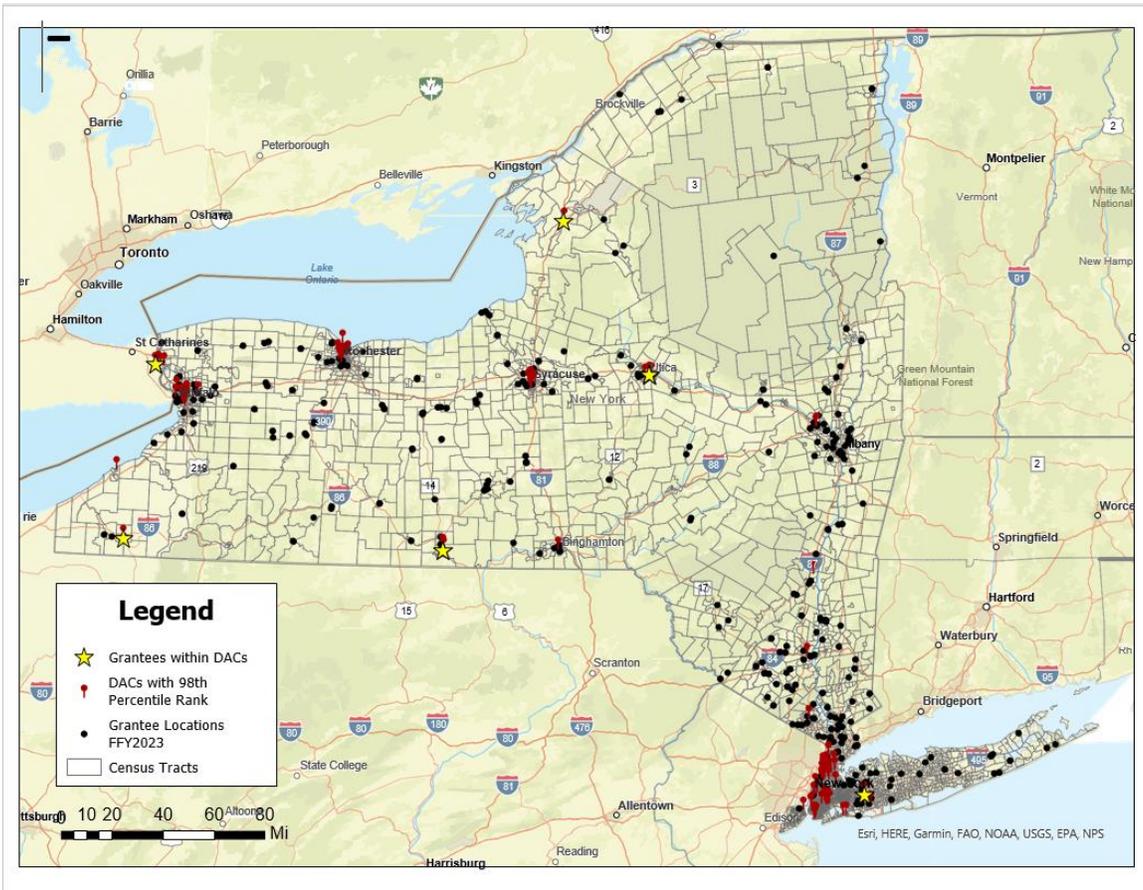
PUBLIC PARTICIPATION AND ENGAGEMENT

Triennial HSP Engagement Planning

In preparing the 2024-2026 3HSP, renewed efforts were undertaken to engage with communities historically underrepresented and underserved in state, county, and local government in order to improve equity in the state’s highway safety program. In April 2021, GTSC conducted two virtual Town Hall meetings and invited traffic safety partners from across the state to discuss ways to integrate a stronger focus on the needs of the state’s underrepresented and underserved populations into the HSP. These efforts resulted in a number of new contacts made with diverse organizations around the State, some of which resulted in new grant partnerships. An additional outcome of the virtual town hall meetings was that many of New York’s grantees increased or further refined their focus on underserved communities.

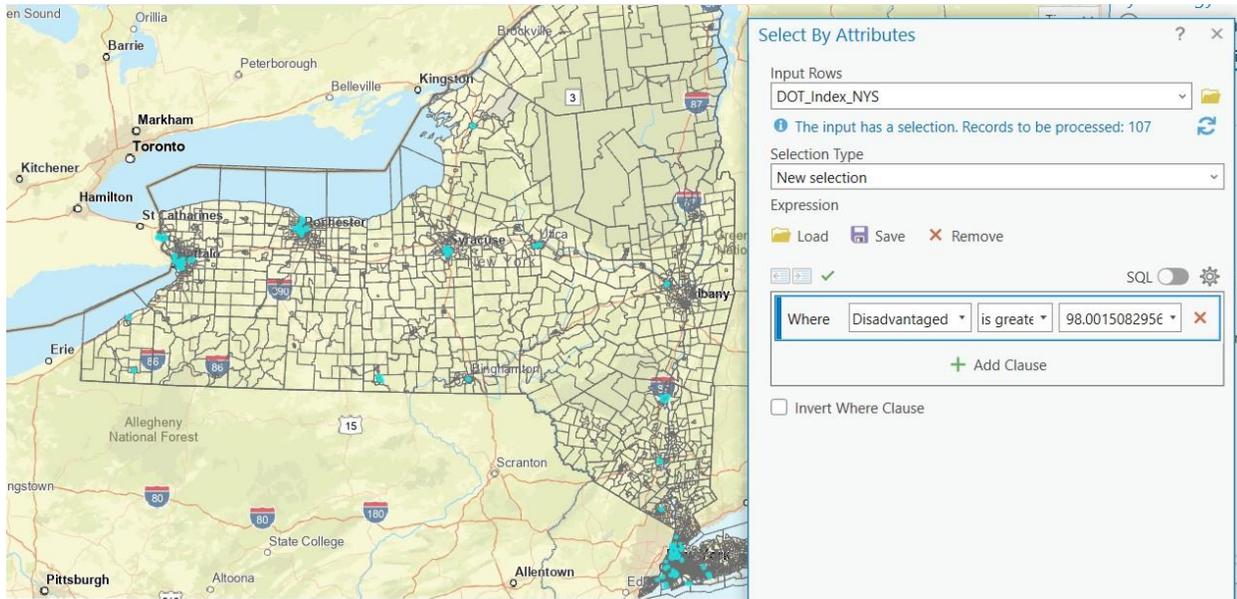
Identification of Affected Communities

In order to comply with the requirements of the 3HSP and to conduct meaningful and engaging public participation, a methodology for determining both underserved communities and communities overrepresented in the data needed to be developed. The map below is a large overview of current disadvantaged communities (DACs) within New York State. Utilizing the Justice40 criteria, the red dots on the map below are DACs with a transportation score in the 98th percentile for transportation insecurity. Also included on the map are the FFY 2023 grantee locations. These locations are represented by the black dots. The yellow stars indicate current grantees that are also identified as DACs.



Methodology for Selecting 3HSP PPE Target Communities

1. Obtained GIS shapefile and spreadsheet of US DOT's Justice40 disadvantaged communities calculations from [ETC Explorer | US Department of Transportation](#). According to these files, 1,947 tracts qualified as disadvantaged.
2. Selected all census tracts with an overall disadvantaged community index percentile rank of over 98. 107 of 1,947 tracts were selected according to this criterion.



3. Because traffic safety is GTSC's main focus, ranked the 107 census tracts by rate of traffic fatalities as well as overall transportation insecurity score. Six of 107 communities were 1) included in the top 10 for highest fatality rate and 2) had the greatest transportation insecurity scores.

County Name	Location	Traffic Fatalities	Transportation Insecurity Score
Monroe	Census Tract 92, Monroe County, New York	40.574535	1.420855
Westchester	Census Tract 10, Westchester County, New York	19.982682	0.868495
Kings	Census Tract 1104, Kings County, New York	19.070776	0.860401
Queens	Census Tract 869, Queens County, New York	16.808741	0.672977
New York	Census Tract 119, New York County, New York	16.614976	0.566226
Rockland	Census Tract 115.06, Rockland County, New York	16.223232	0.89724
Onondaga	Census Tract 30, Onondaga County, New York	16.086653	0.854229
Bronx	Census Tract 269, Bronx County, New York	14.45609	0.745661
Erie	Census Tract 36, Erie County, New York	13.96453	0.788279
Chemung	Census Tract 1, Chemung County, New York	13.857709	0.874824
Bronx	Census Tract 27.02, Bronx County, New York	13.62305	0.646927
Monroe	Census Tract 05.05, Monroe County, New York	13.445077	0.755586

4. Created a new map of target census tracts and determined which municipalities they fall within.



Location	Municipality
Census Tract 1, Chemung County, New York	Elmira
Census Tract 1104, Kings County, New York	Brownsville
Census Tract 92, Monroe County, New York	Rochester
Census Tract 30, Onondaga County, New York	Syracuse
Census Tract 115.06, Rockland County, New York	Ramapo
Census Tract 10, Westchester County, New York	Yonkers

5. Gathered other relevant data on each target community for inclusion in the 3HSP PPE plan.

Demographic Information for Selected Communities (Source: USDOT Justice40 shapefile/data table)

Area of Interest #1: City of Rochester, Monroe County

- The disadvantaged percentile rank for USDOT Justice40 criteria is 99.98.
- The community is predominantly Hispanic and Latino.
- 85% of residents have an income less than 200% below the poverty line.
- 23% of residents are disabled.
- 25% of residents have limited English proficiency.
- A high percentage of residents have no high school diploma.
- The community is in the 97th percentile for overall social vulnerability.
- The community is in the 99th percentile for overall health vulnerability.
- The community is in the 99th percentile for overall transportation vulnerability.
- The traffic fatality rate is the highest in the state at 40/100k (100th percentile).

Area of Interest #2: City of Yonkers, Westchester County

- The disadvantaged percentile rank for USDOT Justice40 criteria is 99.86.
- The community is predominantly Black or African American.
- 72% of residents have an income less than 200% below the poverty line.
- 17% of residents are disabled.
- 13% of residents have limited English proficiency.
- 35% of residents have no high school diploma.
- The community is in the 97th percentile for overall social vulnerability.
- The community is in the 98th percentile for overall health vulnerability.
- The community is in the 97th percentile for overall transportation vulnerability.
- Traffic fatalities are 20/100k (99th percentile).

Area of Interest #3: Brownsville Neighborhood, Brooklyn, Kings County

- The disadvantaged percentile rank for USDOT Justice40 criteria is 100.
- The community is predominantly Black or African American.
- 40% of residents have an income less than 200% below the poverty line.
- 10% of residents are unemployed.
- 18% of residents are disabled.
- 19% of residents have no high school diploma.
- The community is in the 97th percentile for overall social vulnerability.
- The community is in the 93rd percentile for overall health vulnerability.
- The community is in the 80th percentile for overall transportation vulnerability.
- Traffic fatalities are 19/100k (99th percentile).

Area of Interest #4: Town of Ramapo, Rockland County

- The disadvantaged percentile rank for USDOT Justice40 criteria is 99.19.
- 80% of residents have an income less than 200% below the poverty line.

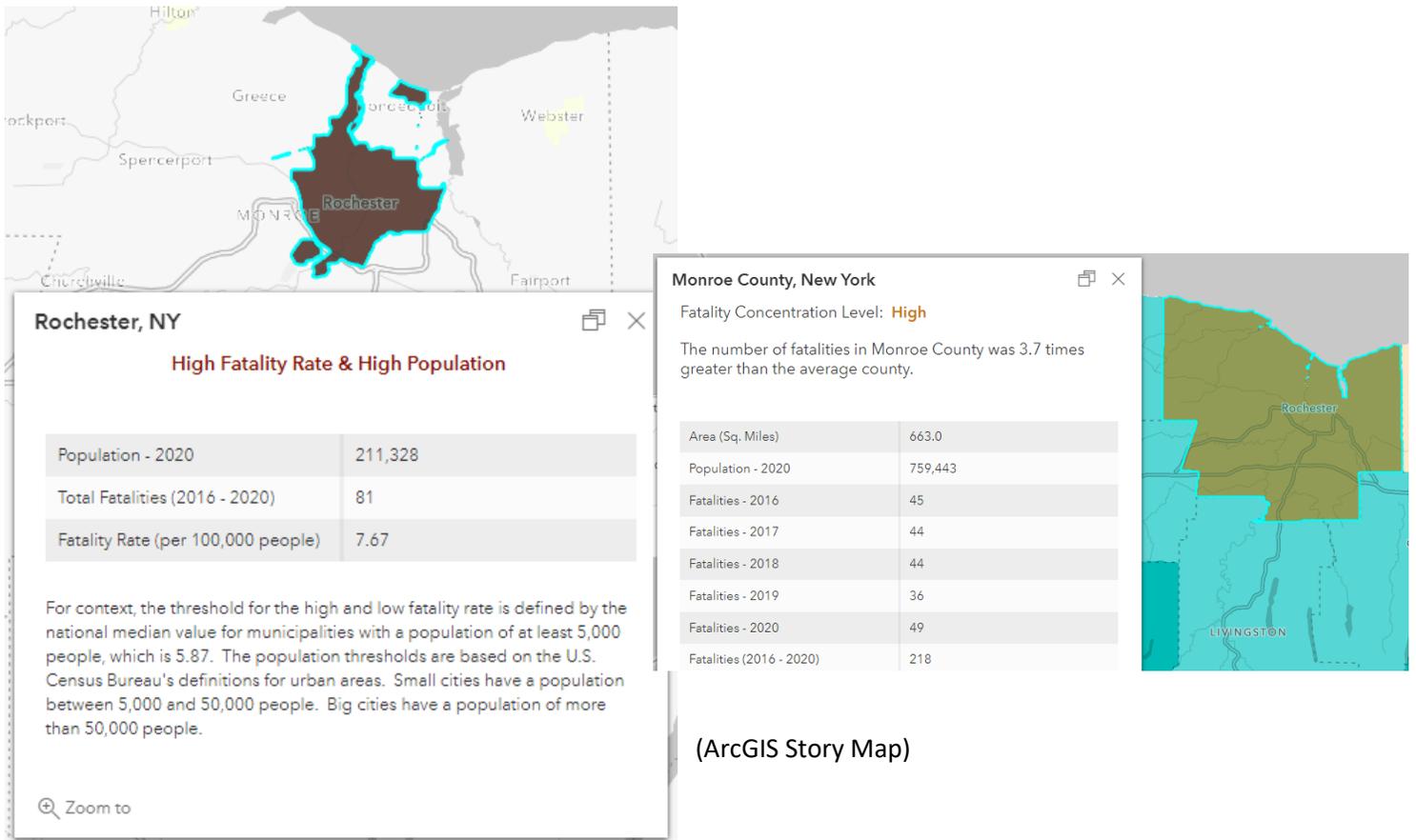
- 51% of residents are under 17 years old.
- 37% of residents have limited English proficiency.
- 22% of residents have no high school diploma.
- The community is in the 99th percentile for overall social vulnerability.
- The community is in the 96th percentile for overall health vulnerability.
- The community is in the 97th percentile for overall transportation vulnerability.
- Traffic fatalities are 16/100k (99th percentile).

Data Analysis for Selected Communities

Affected community: City of Rochester, Monroe County, NY

- The city has the highest fatality rate in NYS by population (40/100k population).
- The predominant minority populations are Black or African American (38%) and Hispanic or Latino (19%) (<https://www.census.gov/quickfacts/fact/table/rochestercitynewyork,NY/PST045222>).
- Driver Inattention/Distracted is the #1 Contributing Factor (CF) of all crashes; Unsafe speed is the #1 CF of fatal crashes (2021 data, NYS AIS/TSSR).

Overrepresented and/or underserved community: Yes, the USDOT Justice40 disadvantaged percentile rank is 99.98.



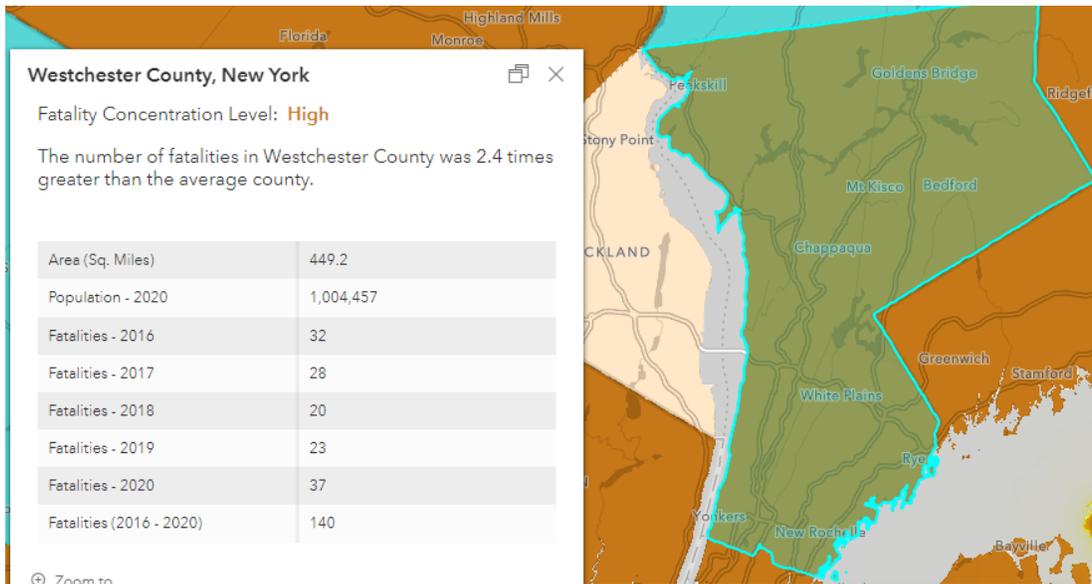
(ArcGIS Story Map)

(ArcGIS Story Map)

Affected community: *City of Yonkers, Westchester County, NY*

- The city has the #2 fatality rate in NYS (20/100k population).
- The predominant minority populations are Hispanic or Latino (40%) and Black or African American (19%) (<https://www.census.gov/quickfacts/fact/table/yonkerscitynewyork,NY/PST045222>).
- Passing/Lane Changing/Improper Use is the #1 CF of fatal crashes; Driver Inattention/Distraction is the #1 CF of all crashes (2021 data, NYS AIS/TSSR).

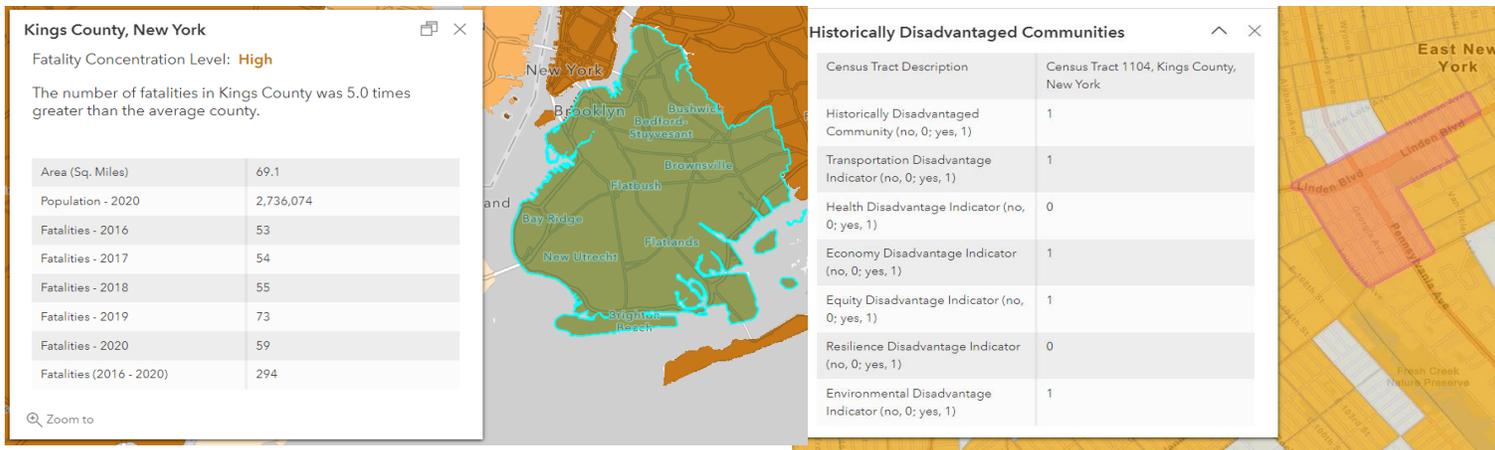
Overrepresented and/or underserved community: Yes, the USDOT Justice40 disadvantaged percentile rank is 99.86.



Affected community: *Brownsville neighborhood, Brooklyn, Kings County, NY*

- Kings County is #1 in pedestrian fatalities and injuries in NYS (NYS AIS/TSSR).
- The predominant minority populations are Black or African American (33%), Hispanic or Latino (19%) and Asian (13%). (<https://www.census.gov/quickfacts/fact/table/kingscountynewyork,NY/PST045222>)
- The county is #1 in NYS for pedestrian fatalities and injuries. Unsafe speed is the #1 fatal crash CF (2021 data, NYS AIS/TSSR).

Overrepresented and/or underserved community: Yes, the USDOT Justice40 disadvantaged percentile rank is 100.



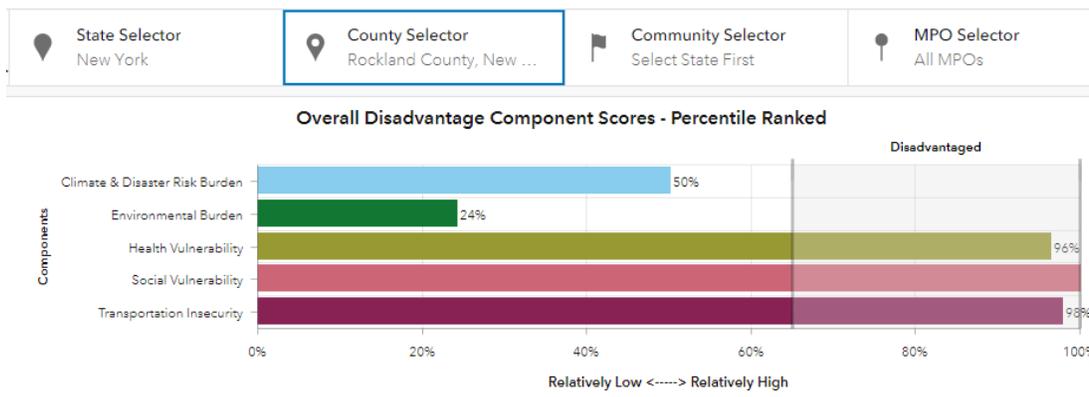
(ArcGIS Story Map)

(Justice40 Map)

Affected community: *Town of Ramapo, Rockland County, NY*

- The town has a high fatality rate for its population (16/100k).
- The community is economically disadvantaged (80% of residents have an income less than 200% below the poverty line).
 ([https://www.census.gov/quickfacts/fact/table/ramapotownrocklandcountyny,PST045222](https://www.census.gov/quickfacts/fact/table/ramapotownrocklandcountyny/PST045222))
- Following Too Closely is the #1 CF in all crashes; Driver Inattention/Distracted is the #1 CF in fatal crashes (2021 data, NYS AIS/TSSR).

Overrepresented and/or underserved community: Yes, the USDOT Justice40 disadvantaged percentile rank is 99.19.



(USDOT ETC Explorer Map)

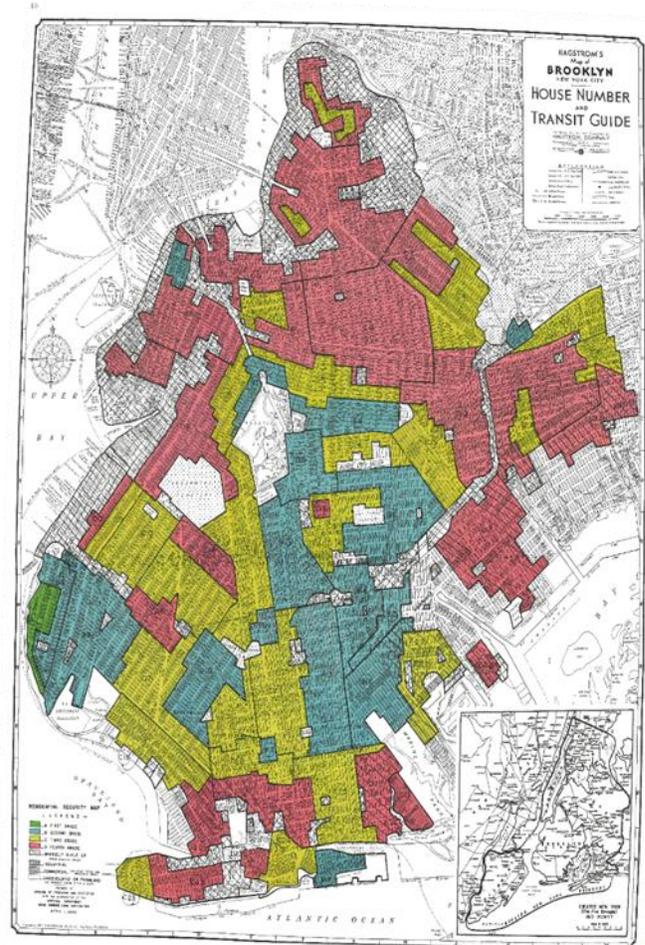
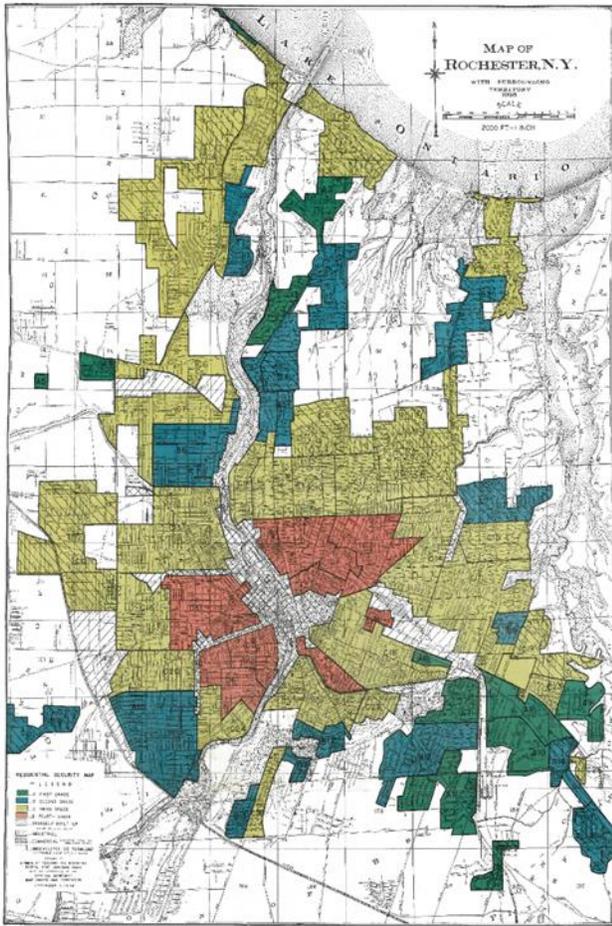


(Justice40 Map)

“Redlining” in New York State

In the late 1930s, the federal Home Owners’ Loan Corporation (HOLC) had the responsibility of grading neighborhoods across the country to decide whether home mortgage refinancing there would be insured by the federal government. Using data and evaluations organized by local real estate professionals (lenders, developers, and real estate appraisers) HOLC staff members assigned grades to residential neighborhoods that reflected their “mortgage security” that would then be visualized on color-coded maps. Neighborhoods receiving the highest grade of "A"—colored green on the maps—were deemed minimal risks for banks and other mortgage lenders when they were determining who should receive loans and which areas in the city were safe investments. Those receiving the lowest grade of "D," colored red, were considered "hazardous." These grades were a tool for redlining: making it difficult or impossible for people in certain areas to access mortgage financing and thus become homeowners.

Redlining directed both public and private capital to native-born white families and away from African American and immigrant families. Many cities in New York State like Rochester and Brooklyn were drastically affected by redlining, not only in terms of housing but also in terms of underfunded public transportation and infrastructure.



(Source: <https://dsl.richmond.edu/panorama/redlining/#loc=12/43.188/-77.718&city=rochester-ny>)

(Source: <https://dsl.richmond.edu/panorama/redlining/#loc=11/40.661/-74.188&city=brooklyn-ny>)

New York State has already undertaken projects to reconnect and transform communities affected by redlining. The removal of the Inner Loop Freeway in the City of Rochester and the reconstruction of the Bruckner-Sheridan interchange in the South Bronx are just two examples of NYS' commitment to improving public health and safety in these communities by correcting the planning mistakes of the past.

As we progress through the duration of the current 3HSP and look ahead to the development of the 2027-2029 3HSP, GTSC plans on further examining the effects that redlining has had on transportation in New York State and make efforts to correlate historically redlined communities with our outreach and engagement activities.

Starting Goals for Public Engagement Efforts

Goal #1 – City of Rochester, Monroe County, NY

Unsafe speed appears to be the largest contributing factor of fatal crashes in Monroe County. The crash data further indicates that male drivers ages 20-29 are the most overrepresented group in speed-related fatal crashes. GTSC will engage with its grant partners in the county to help determine the countermeasures that would be most effective at reducing unsafe speed-related crashes among this age group. As GTSC and its partners develop a further understanding of the factors involved, they will adjust the engagement and countermeasure strategies to better target the issue of unsafe speed in Monroe County.

Goal #2 – City of Yonkers, Westchester County, NY

Based on this community's second highest fatality rate in the state and large minority population, GTSC will engage the population to help determine countermeasures that are most culturally appropriate and identify potential grantees to support efforts related to improper lane changes and distracted driving, which are the top contributing factors to both fatal and non-fatal crashes in the area. As GTSC works to reduce crashes, they will modify and adapt their engagement efforts to better target the identified issues in this community.

Goal #3 – Brownsville neighborhood, Brooklyn, Kings County, NY

Through GTSC's data analysis, Kings County has been identified as the top community in pedestrian fatalities and injuries in NYS. In addition, this community is predominately comprised of a minority population. Unsafe speed is the top contributing factor in fatal crashes. Based on this assessment, GTSC will focus on supporting efforts to reduce unsafe speed-related crashes and potentially identifying new partnerships and grantees within the community to further these initiatives. Based on GTSC's efforts, their engagement and strategies within the area will be refined and further focused to best target the issue of unsafe speed and to reduce the number of pedestrian fatalities within the community.

Goal #4 – Town of Ramapo, Rockland County, NY

In addition to this community's high fatality rate, GTSC has identified the town of Ramapo in Rockland County as an economically disadvantaged community of interest. 80% of residents have an income less than 200% below the poverty line, with Driver Inattention and Distraction being the leading contributing factor in fatal crashes. Given this information, GTSC will focus efforts in this area to assist in the development of measures to reduce the total number of fatalities and crashes. Feedback and potential partnerships will be evaluated and incorporated into GTSC's overall strategy. As further information and comments are received and analyzed, GTSC may adapt or further modify their engagement and countermeasure efforts in the area.

Engagement Opportunities and Outcomes

Father Tracy Advocacy Center (FTAC) in Rochester

GTSC focused initial outreach and engagement efforts on an underserved area within one of our target locations. Through our partners at the NYS Department of Health (NYS DOH), GTSC connected with the Father Tracy Advocacy Center (FTAC) in Rochester. FTAC is a community-based assistance center where any member of the community can receive assistance with housing, food, transportation, medical treatment, and addiction support. GTSC conducted virtual discussions with the center's leadership to discuss how to best engage with their community members. This led to the creation of a Community Traffic Safety Survey to gauge the community members' level of concern regarding various traffic safety issues, and capture suggestions or ideas on how to best reduce or eliminate such issues. The leaders at FTAC supported GTSC's survey and confirmed their assistance with similar organizational engagement efforts in the past. FTAC graciously offered GTSC the use of their location, and suggested we start our engagement efforts with an information table inside their Center since FTAC receives a large volume of daily foot traffic. FTAC also suggested permitting informal listening sessions for those who wanted to discuss any traffic safety-related issues in more depth. GTSC followed FTAC's recommendations when deploying our initial engagement efforts at this location.

Accessibility Measures Implemented

The area where FTAC is located in Rochester has a high poverty level. According to US Census data, almost 1/3rd of the population lives below the poverty line. Also, this community is very diverse with a large Spanish-speaking population in the community. As such, it was important for GTSC to keep these factors in mind when developing our plans for engagement.

Due to the diversity within this community, GTSC and FTAC collaborated on translating our Community Traffic Safety Survey into Spanish. GTSC and FTAC further collaborated on interpreting questions or capturing responses from those who may have had difficulty reading or writing.

FTAC and GTSC also worked together to conduct community outreach before the event occurred. In addition to conducting in-person outreach within the community ahead of this event, FTAC also posted an approved flyer at their location and on their social media accounts to promote this engagement effort.

GTSC planned specific engagement times under guidance from FTAC. This event was held over the course of two days to accommodate as many participants as possible. The first day was scheduled from 4:00 – 7:00 p.m., followed by a listening session from 7:00 – 7:30 p.m. These times were chosen to permit participation from community members who may work standard hours. The second day was scheduled from 11:30 – 3:30 p.m. to allow for earlier participation.

Another accessibility measure that GTSC staff employed during this event was changing clothes. After receiving feedback from FTAC and community members, GTSC learned that the polo shirts chosen for the event closely resembled attire of the Rochester Police Department. Specific feedback referenced GTSC's attire potentially affecting turnout or making some community members more hesitant to engage. Upon receiving this feedback, GTSC changed into more casual attire to promote maximum accessibility to the extent possible.

Description of Attendees and Participants – Analysis of Whether Those participants Are Members of the Affected Communities

A total of 54 Community Traffic Safety Surveys were completed during GTSC’s engagement period. Based upon the survey responses, only one respondent lived outside of the targeted community.

- 11.11% of respondents were in the 20-29 age group.
 - 40-49 was the most common age group of respondents at 27.77%.
- 50% of survey respondents were of Hispanic descent.
- 32% listed walking as their primary mode of transportation, followed by personal vehicle (24%), and public transit (22%).

Summary of the Issues Covered

GTSC’s engagement, and the Community Traffic Safety Survey responses, concurred that speeding is the top traffic safety concern within this community. 42 out of 54 (77.77%) participants agreed that speeding is the area’s top traffic safety issue. Our engagement effort also covered issues related to:

- illegal dirtbikes
- impaired driving
- disobeying traffic laws
- lack of enforcement

Some respondents also expressed concerns about walking at night and being fearful of hit and run drivers.

When discussing or soliciting suggestions on how to improve traffic safety within the community, a variety of issues were once again covered:

- 63% suggested some physical form of speed reduction (stop signs, speed bumps, speed limit signs)
- 20% suggested adding or increasing enforcement

This engagement also covered a desire from some community members for more education on safe driving and proper interactions with law enforcement.

Although a listening session was scheduled at the conclusion of GTSC’s first day of engagement, at 7:00 p.m. FTAC’s Director stated that a large police presence and poor weather conditions would preclude participation. As such, no community members were available to participate.

Incorporation of Public Participation and Engagement Affected Communities’ Comments and Views Into the Development of the 3HSP

Looking ahead, GTSC will continue to expand our overall public participation and engagement efforts in this targeted area, particularly amongst our data-driven target demographic of males aged 20-29.

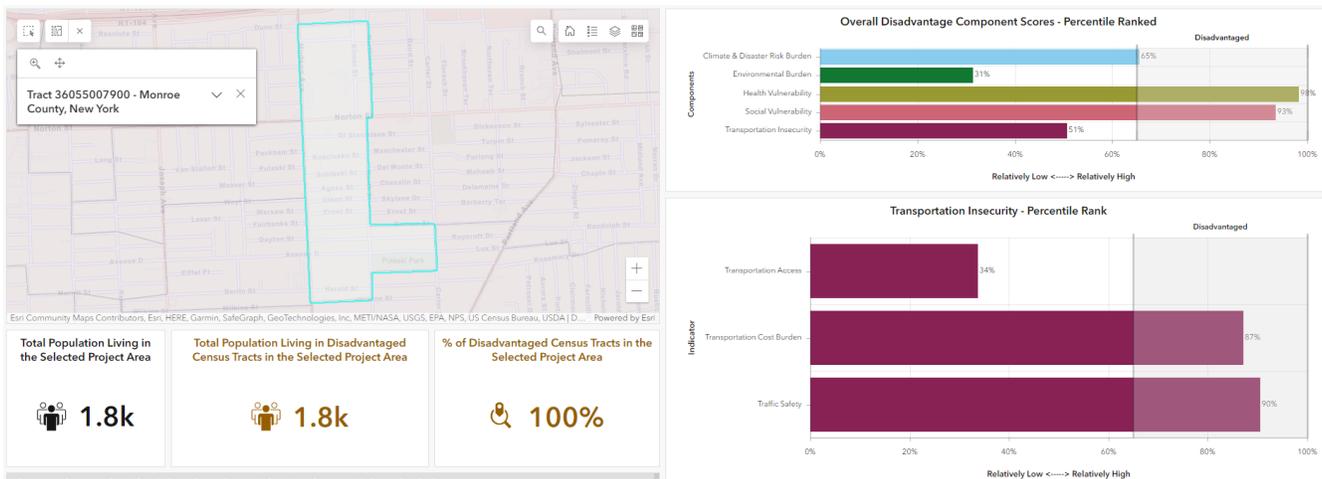
Although more engagement must be conducted to definitively capture – and best address – the area’s most important traffic safety needs from the community members’ perspective, survey respondents expressed a desire for greater enforcement of speed laws which correlates with GTSC’s Countermeasure Strategy PTS-1: Enforcement of Traffic Violations. Other respondents indicated a desire for more education on the impacts of speeding which correlates to Countermeasure Strategy PTS-3: Communications and Outreach. Consideration may be given to expanding these strategies within the targeted location given further supporting data.

Suggestions pertaining to infrastructure that fall outside of GTSC’s scope will be shared with our partners at the NYS Department of Transportation (NYS DOT) for consideration.

Ross Chastain

NASCAR Xfinity driver and watermelon farmer Ross Chastain created the “Protect Your Melon” campaign which is aimed at reminding drivers to always buckle their seatbelt. GTSC has partnered with Ross for a number of years to promote New York State’s annual “Buckle Up New York, Click It Or Ticket” enforcement campaign.

In May of 2023, GTSC, along with the New York State Police (NYSP) and Monroe County Traffic Safety, hosted a press event to announce the 2023 “Buckle Up NY” campaign at Franklin Upper School in Rochester, NY. Franklin Upper School is located in a disadvantaged community in the city of Rochester.



(USDOT Justice40 map)

Ross Chastain and a member of law enforcement spoke to the group of approximately 147 students about safe and responsible driving habits, especially wearing your seatbelt. NYSP also brought their roll over simulator to physically demonstrate the importance of wearing your seatbelt. Each student then had the opportunity to compete with each other and Ross in a “Battle of the Belts” competition. The students compete in teams of 4 to see which team can get in a car and buckle their seatbelts the fastest. The event is always popular with the students and they especially enjoyed Ross’ participation. Many of the students engaged with Ross during the event and were very receptive to his message of “Protect Your Melon.”

NYSATSB

GTSC supports the New York State Association of Traffic Safety Boards (NYSATSB). This is a statewide organization made up of representatives from county traffic safety boards. GTSC provides grant funding for board meetings and purchase of material to use in outreach and engagement programs. GTSC staff regularly attend NYSATSB meetings. This participation allows for the exchange of information and ideas which can be incorporated into the Highway Safety Plan.

Ongoing Engagement Efforts

Most of our current public engagement is done through our grant partners. They are typically located in the communities we wish to reach, so by working closely with and supporting them we become partners in improving traffic safety at the community level. They engage the public on our behalf through events such as bike rodeos, car seat check events, or traffic safety fairs. Our grant partners have been and will be a valuable resource as we look to identify future engagement opportunities.

New York will focus on the communities identified above throughout the life of the 3HSP. GTSC will refine the impacted communities and community members through data analysis. In order to identify affected communities, they will analyze race, age, gender, education, English proficiency, and any other elements that will help identify overrepresented and/or underserved populations.

When developing past Highway Safety Plans, traditional routes were used to develop traffic safety partnerships in areas throughout the state. With the 3HSP, we will be seeking unconventional and non-traditional partnership opportunities. To broaden this reach while remaining focused on the above goals, GTSC will intentionally reach out to new community subsets that have not previously participated in GTSC outreach while also utilizing current grantee relationships to expand public participation. GTSC will also identify opportunities by working with the Metropolitan Planning Organizations within the identified areas. GTSC has determined it can conduct direct outreach via site visits, zoom forums, and direct phone calls and emails. Different communication channels, such as paid media, social media, and earned media, could be successful. If deemed appropriate by the stakeholders, Electronic Contact Management Systems—automated phone/email/social media distribution lists (MailChimp, Constant Contact, GovDelivery, etc.) will be utilized for the targeted demographics. A key component of community partnership and engagement is collaboration with trusted guest speakers in the community. This engagement will lead to direct forums or even key person interviews that can be done through the media and local news stations, New York State Broadcasting Association, or even live social media feeds.

While the above describes how the public participation and engagement relationship will be developed, the next step in our process is direct engagement with these stakeholder groups. To engage directly, it is a matter of meeting the public where they are physically and communicating in a manner that is understood. GTSC will explore utilizing mobile drop-in centers. These centers can be parked in high-visibility areas, which are also convenient and accessible. These mobile drop-in centers allow GTSC to meet the public where they are and eliminate any transportation barriers. Open houses and public meetings within the targeted areas may also be held. These locations will be targeted for easy and safe access to eliminate any additional access barriers that may already exist. In addition to public meetings and open houses, GTSC staff will attend partner group and community-hosted meetings. This will allow engagement with the community at events that are already established. Equal access spans a spectrum of many different barriers. Aside from transportation, there is a need for physically safe locations and locations that are handicapped accessible, not just physical handicaps but also visual and auditory. Many of the identified areas have a large percentage of non-English proficient individuals and many that have not graduated high school. These are additional barriers that need to be addressed with each group.

Feedback from the newly and previously established public outreach and engagement segments will be analyzed to adjust annual grant applications to focus on these communities during the 3HSP. This feedback

and data analysis will determine whether these traffic safety initiatives have been successful over the 3HSP period. This engagement is not a one-time effort around one data point; it will indeed be a collaboration to improve highway safety directly from the street level. In addition to concentrating our engagement efforts on the identified communities, New York State will also utilize some non-traditional locations throughout the state to hear about traffic safety issues from a public level. Some of these methods include attending non-traditional events such as festivals, health and wellness fairs, community days, car shows, sporting events, and traffic safety fairs. Breaking away from traditional locations will provide global access to the public. New York State conducts an annual driver behavior survey through ITSMR. This survey provides data from drivers and compares reported behaviors and opinions for given areas and subgroups. The current return on this online survey is poor and not a broad representation of the entire state. To expand participation, it is necessary to expand access. Conducting these surveys at the events described above and providing a QR code for those who wish to complete it later would increase participation. Other methods of communication include distributing/promoting surveys on behalf of GTSC by grantees, conducting surveys at Thruway rest areas and DMV offices, and making surveys available in multiple languages and accessible to those with vision or hearing disabilities. The increase of survey participation would be beneficial in developing future public participation and outreach in future Highway Safety Plans.

Future engagement efforts will be driven by past experiences. As we progress through the duration of the current 3HSP and look ahead to the development of the 2027-2029 3HSP, GTSC plans to collect and analyze the affected communities' comments and views so they can be directly incorporated into future highway safety plans.

Through meaningful public engagement, the State looks to develop a Highway Safety Plan that gives a voice to all road users, especially those that have been traditionally underrepresented and underserved in highway safety planning.

FFY 2026 PERFORMANCE PLAN

The Performance Plan includes the 12 core performance measures established by NHTSA, the additional measures selected by New York and the targets set for each of these measures in New York's FFY 2026 Highway Safety Plan.

Justification of Highway Safety Performance Targets Set for 2026

As previously described, New York's methodology for setting its 2026 targets used a two-step process. In accordance with the method used by the NYSDOT in setting its targets, linear trend analysis was conducted using the FORECAST function in Excel. In the model, the 5-year moving average from 2017-2021 was used as the data point for each year included in the linear trend analysis. The targets generated by the statistical software for the 2022-2026 rolling averages for each of the measures were then reviewed to determine if they were reasonable and realistic. After review by stakeholders and experts, targets were adjusted where warranted.

New York's team observed that for five of the performance targets, the Excel FORECAST function projected increases rather than reductions for our data. The performance targets are required to "show constant or improved performance," so those could not be used. Increased targets were forecasted for these performance measures:

- Fatalities in Drug-Related Crashes
- F & PI Crashes Involving Cell Phone Use and Texting
- Motorcycle Fatalities
- Bicyclist Fatalities
- Bicyclists Injured in Crashes

For the performance measure Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (NYS Annual Survey), the FORECAST function projected a decrease, failing to "show constant or improved performance," so again the linear trend analysis could not be used.

For the remaining performance measures, where the FORECAST function projected reductions, further data analyses were performed to determine whether those reductions, or improvements, were realistic. In the past New York has used 1% annual reduction targets for its performance measures. In the Triennial HSP it is necessary to project targets 5 years ahead, using 2017-2021 data to project goals for 2022-2026. New York's team reviewed all its performance measures from 2012 onward and calculated the average percentage change over each 5-year period. They found that 11 out of 19 measures had improvements of less than 3.0%, or the measures had increases rather than reductions (improvements). Based on these data analyses, the team concluded that 1% yearly reduction targets, or 3% triennial reduction targets for 2022-2026, would be unrealistic.

A key factor in setting the targets for the common measures (Traffic Fatalities, Serious Injuries in Traffic Crashes and Fatalities per 100M VMT) used in the HSP and in the HSIP and SHSP prepared by the NYSDOT was the need for consistency in the targets across the plans. Agreement was reached to set a realistic 1.5% reduction goal for these common measures for 2026, with annual reduction benchmarks of 0.5% by 2024 and 1.0% by 2025. Because the performance of the fatality measures set for the various program areas contribute to the outcome for total fatalities, the decision was made to set a consistent three-year reduction target of 1.5% for all crash performance measures including both fatality and injury measures. Similarly, for the annual

measure Observed Seat Belt Use (B-1), a three-year 1.5% goal was set for increased seat belt use. Annual benchmarks indicating improvements of 0.5% for 2024 and 1.0% for 2025 will assist New York in tracking progress toward meeting these targets.

Regardless of the targets that are set, GTSC and New York's traffic safety community are committed to the ultimate goal of zero fatalities and will continue to strive toward achieving that goal.

PERFORMANCE PLAN

			BASE YEARS				
FY 2026 HSP PERFORMANCE PLAN CHART			2017	2018	2019	2020	2021
C-1	Traffic Fatalities	FARS Annual	1,006	964	934	1,045	1,157
	Reduce total fatalities by 1.5% from 1,021.2 (2017-2021 rolling average) to 1,005.9 (2022-2026 rolling average) by 2026 with annual benchmarks of 1,016.1 (2020-2024 rolling average) by 2024 and 1,011.0 (2021-2025 rolling average) by 2025.	5-Year Rolling Avg.	1,085.2	1,037.6	1,016.2	998.0	1,021.2
C-2	Serious Injuries in Traffic Crashes	State Annual	11,148	10,996	11,712	10,634	11,238
	Reduce serious traffic injuries by 1.5% from 11,145.6 (2017-2021 rolling average) to 10,978.4 (2022-2026 rolling average) by 2026 with annual benchmarks of 11,089.9 (2020-2024 rolling average) by 2024 and 11,034.1 (2021-2025 rolling average) by 2025.	5-Year Rolling Avg.	11,241.8	11,119.2	11,286.8	11,198.2	11,145.6
C-3	Fatalities/100M VMT	FARS Annual	0.815	0.781	0.753	1.020	1.083
	Reduce fatalities/100 MVMT by 1.5% from 0.890 (2017-2021 rolling average) to 0.877 (2022-2026 rolling average) by 2026 with annual benchmarks of 0.886 (2020-2024 rolling average) by 2024 and 0.881 (2021-2025 rolling average) by 2025.	5-Year Rolling Avg.	0.881	0.844	0.827	0.844	0.890
C-4	Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions	FARS Annual	172	154	150	174	184
	Reduce unrestrained passenger vehicle occupant fatalities, all seat positions by 1.5% from 166.8 (2017-2021 rolling average) to 164.3 (2022-2026 rolling average) by 2026 with annual benchmarks of 166.0 (2020-2024 rolling average) by 2024 and 165.1 (2021-2025 rolling average) by 2025.	5-Year Rolling Avg.	167.4	161.0	160.0	160.2	166.8

FY 2026 HSP PERFORMANCE PLAN CHART			BASE YEARS				
			2017	2018	2019	2020	2021
C-5	Alcohol-Impaired Driving Fatalities	FARS Annual	289	325	256	295	388
	Reduce alcohol impaired driving fatalities by 1.5% from 310.6 (2017-2021 rolling average) to 305.9 (2022-2026 rolling average) by 2026 with annual benchmarks of 309.0 (2020-2024 rolling average) by 2024 and 307.5 (2021-2025 rolling average) by 2025.	5-Year Rolling Avg.	316.2	307.4	296.2	292.2	310.6
C-6	Speeding-Related Fatalities	FARS Annual	310	278	269	383	418
	Reduce speeding-related fatalities by 1.5% from 331.6 (2017-2021 rolling average) to 326.6 (2022-2026 rolling average) by 2026 with annual benchmarks of 329.9 (2020-2024 rolling average) by 2024 and 328.3 (2021-2025 rolling average) by 2025.	5-Year Rolling Avg.	330.4	314.2	303.6	310.8	331.6
C-7	Motorcyclist Fatalities	FARS Annual	145	152	136	194	218
	Reduce motorcyclist fatalities by 1.5% from 169.0 (2017-2021 rolling average) to 166.5 (2022-2026 rolling average) by 2026 with annual benchmarks of 168.2 (2020-2024 rolling average) by 2024 and 167.3 (2021-2025 rolling average) by 2025.	5-Year Rolling Avg.	152.4	148.8	146.4	152.6	169.0
C-8	Unhelmeted Motorcyclist Fatalities	FARS Annual	9	7	11	25	30
	Reduce unhelmeted motorcyclist fatalities by 1.5% from 16.4 (2017-2021 rolling average) to 16.15 (2022-2026 rolling average) by 2026 with annual benchmarks of 16.32 (2020-2024 rolling average) by 2024 and 16.24 (2021-2025 rolling average) by 2025.	5-Year Rolling Avg.	14.0	12.2	10.2	12.2	16.4
C-9	Drivers Age 20 or Younger involved in Fatal Crashes	FARS Annual	99	88	84	103	112

		BASE YEARS					
FY 2026 HSP PERFORMANCE PLAN CHART		2017	2018	2019	2020	2021	
	Reduce drivers age 20 and younger involved in fatal crashes by 1.5% from 97.2 (2017-2021 rolling average) to 95.7 (2022-2026 rolling average) by 2026 with annual benchmarks of 96.7 (2020-2024 rolling average) by 2024 and 96.2 (2021-2025 rolling average) by 2025.	5-Year Rolling Avg.	106.4	97.8	95.2	95.6	97.2
C-10	Pedestrian Fatalities	FARS Annual	246	268	274	229	293
	Reduce pedestrian fatalities by 1.5% from 262.0 (2017-2021 rolling average) to 258.1 (2022-2026 rolling average) by 2026 with annual benchmarks of 260.7 (2020-2024 rolling average) by 2024 and 259.4 (2021-2025 rolling average) by 2025.	5-Year Rolling Avg.	292.8	279.2	281.2	264.8	262.0
C-11	Bicyclist Fatalities	FARS Annual	46	30	48	47	33
	Reduce bicyclist fatalities by 1.5% from 40.8 (2017-2021 rolling average) to 40.2 (2022-2026 rolling average) by 2026 with annual benchmarks of 40.6 (2020-2024 rolling average) by 2024 and 40.4 (2021-2025 rolling average) by 2025.	5-Year Rolling Avg.	41.4	39.4	39.8	42.0	40.8
			2018	2019	2020	2021	2022
B-1	Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey)	State Annual	92.93%	94.22%	94.22%	93.24%	91.90%
	Increase observed seat belt use for passenger vehicle front seat outboard occupants by 1.5% from 91.90% in 2022 to 93.28% by 2026 with annual benchmarks of 92.36% by 2024 and 92.82% by 2025.						
	Persons Injured in Alcohol-Related Crashes	State Annual	5,647	5,340	5,151	4,224	4,772
	Reduce persons injured in alcohol-related crashes by 1.5% from 5,026.8 (2017-2021 rolling average) to 4,951.4 (2022-2026 rolling	5-Year Rolling Avg.	5,704.0	5,568.2	5,463.6	5,243.8	5,026.8

		BASE YEARS				
FY 2026 HSP PERFORMANCE PLAN CHART		2017	2018	2019	2020	2021
	average) by 2026 with annual benchmarks of 5,001.7 (2020-2024 rolling average) by 2024 and 4,976.5 (2021-2025 rolling average) by 2025.					
	Fatalities in Drug-Related Crashes State Annual	235	314	258	409	285
	Reduce fatalities in drug-related crashes by 1.5% from 300.2 (2017-2021 rolling average) to 295.7 (2022-2026 rolling average) by 2026 with annual benchmarks of 298.7 (2020-2024 rolling average) by 2024 and 297.2 (2021-2025 rolling average) by 2025. 5-Year Rolling Avg.	232.4	253.6	267.6	296.6	300.2
	Fatal & PI Crashes Involving Cell Phone Use and Texting State Annual	526	501	500	433	448
	Reduce fatal & PI crashes involving cell phone use and texting by 1.5% from 481.6 (2017-2021 rolling average) to 474.4 (2022-2026 rolling average) by 2026 with annual benchmarks of 479.2 (2020-2024 rolling average) by 2024 and 476.8 (2021-2025 rolling average) by 2025. 5-Year Rolling Avg.	468.6	479.0	492.0	491.4	481.6
	Motorcyclists Injured in Crashes State Annual	4,099	3,827	3,740	3,688	3,834
	Reduce motorcyclists injured in crashes by 1.5% from 3,837.6 (2017-2021 rolling average) to 3,780.0 (2022-2026 rolling average) by 2026 with annual benchmarks of 3,818.4 (2020-2024 rolling average) by 2024 and 3,799.2 (2021-2025 rolling average) by 2025. 5-Year Rolling Avg.	4,287.8	4,142.6	4,043.2	3,939.2	3,837.6
	F&PI Crashes Involving a Motorcycle and Another Vehicle in High-Risk Counties State Annual	1,338	1,289	1,263	1,224	1,446
	Reduce F&PI crashes involving a motorcycle and another vehicle in high-risk counties by 1.5% from 1,312.0 (2017-2021 rolling average) to 1,292.3 (2022-2026 rolling average) by 2026 with annual benchmarks of 1,305.4 (2020-2024 5-Year Rolling Avg.	1,310.4	1,293.0	1,292.8	1,289.0	1,312.0

		BASE YEARS				
FY 2026 HSP PERFORMANCE PLAN CHART		2017	2018	2019	2020	2021
	rolling average) by 2024 and 1,298.9 (2021-2025 rolling average) by 2025.					
Pedestrians Injured in Crashes	State Annual	15,581	15,767	15,600	10,667	12,476
Reduce pedestrians injured in crashes by 1.5% from 14,018.2 (2017-2021 rolling average) to 13,807.9 (2022-2026 rolling average) by 2026 with annual benchmarks of 13,948.1 (2020-2024 rolling average) by 2024 and 13,878.0 (2021-2025 rolling average) by 2025.	5-Year Rolling Avg.	15,104.8	15,002.6	15,141.4	14,592.2	14,018.2
Bicyclists Injured in Crashes	State Annual	6,021	5,619	5,851	6,032	7,071
Reduce bicyclists injured in crashes by 1.5% from 6,118.8 (2017-2021 rolling average) to 6,027.0 (2022-2026 rolling average) by 2026 with annual benchmarks of 6,088.2 (2020-2024 rolling average) by 2024 and 6,057.6 (2021-2025 rolling average) by 2025.	5-Year Rolling Avg.	5,861.6	5,757.4	5,798.2	5,944.6	6,118.8

Additional Performance Targets Set for 2026

In addition to the highway safety performance targets described above, New York has selected additional performance targets for the Traffic Records program area and for the Planning and Administration program area. For the Traffic Records area, GTSC and the Traffic Records Coordinating Council (TRCC) have established as a new triennial performance measure the percentage of electronic crash reports received by DMV during a calendar year. DMV's current AIS system captures records of police-reported motor vehicle crashes and crashes reported to DMV by motorists involved in crashes. In recent years, a majority of these reports have been submitted electronically and a minority manually. In 2020, for example, 62.24% of the crash reports entered into AIS were electronic and 37.76% were manual. In 2021, 64.39% of the crash reports were electronic and 35.61% were manual. Because DMV is in the process of developing a new crash reporting system to replace the aging AIS, GTSC expects that in the next few years there are additional opportunities to increase the percentage of crashes reported electronically. The new system is looking to receive both motorist and police reports electronically through multiple methods.

The following Traffic Records performance target was set for FFY 2024-2026:

- ❖ Increase the percentage of electronic crash reports received by DMV by 2.5% from 64.39% in 2021 to 66.01% by 2026 with annual benchmarks of 64.71% (0.5%) by 2024 and 65.36% (1.0%) by 2025.

Regarding the Planning and Administration area, GTSC is responsible for coordinating and implementing New York State's comprehensive highway safety program, including planning and managing the NHTSA Section 402 program and the Section 405 National Priority Safety Program funds for 405(b) Occupant Protection, 405(c) State Traffic Safety Information System Improvements, 405(d) Impaired Driving Countermeasures, 405(d) Alcohol-Ignition Interlock, 405(f) Motorcyclist Safety, and 405(g) Nonmotorized Safety. Within this framework, GTSC works with its partners and networks to conduct a data-driven process to identify highway safety problems in New York State and collectively develop evidence-based strategies and programs to address these areas of concern.

For the Planning and Administration program area, GTSC has set the following performance targets for New York for FFY 2024-2026:

- ❖ Strengthen GTSC's role in setting goals and priorities for the state's highway safety program
- ❖ Identify highway safety problems and solutions to reduce fatalities and injuries on New York State's roadways
- ❖ Continue to promote the implementation of the state's Evidence-Based Traffic Safety Enforcement Program (TSEP)
- ❖ 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 online grant applications and using the internet to disseminate safety information through multi-media channels
- ❖ 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

Although the targets set for the Traffic Records and the Planning and Administration program areas are different from the highway safety performance targets based on measures such as fatalities and injuries, GTSC and New York's traffic safety community are committed to the ultimate goal of zero fatalities and will continue to work with coordinated efforts toward achieving that goal.

IMPAIRED DRIVING

Overview

For more than four decades, New York has been a national leader in reducing crashes, fatalities and injuries resulting from alcohol- and drug-impaired driving. At the core of the state's well-established comprehensive system for addressing impaired driving is a set of strict laws which are supported by effective enforcement, prosecution, adjudication, and offender programs.



The Governor's Traffic Safety Committee (GTSC) plays the central role in promoting and coordinating components of New York's Impaired Driving Program. The funds and other resources GTSC invests to reduce impaired driving are complemented by a number of other federal, state, local and private sector activities. While a real dollar amount cannot be accurately estimated for the contributions of each of the partners involved in combating impaired driving, the most significant sources of funding, programming and in-kind support that assist in achieving the performance goals established in the Triennial Highway Safety Plan (3HSP) include the following: New York's STOP-DWI program; New York's Drug Recognition Expert (DRE) program; the New York State agencies comprised of GTSC, including the Departments of Motor Vehicles (DMV) and Health (DOH), the State Police, the Division of Criminal Justice Services (DCJS) and its Office of Probation and Correctional Alternatives (OPCA), the State Liquor Authority (SLA) and its Alcohol Beverage Control (ABC) Board, the Office of Court Administration (OCA), the Thruway Authority, the Office of Addiction Services and Supports (OASAS), the Department of Corrections and Community Supervision, and the Division of Parole; the State Police and six regional toxicology labs; the NY Prosecutors Training Institute; the Impaired Driver Program (IDP); and MADD, SADD and other advocacy groups.

A major component of New York's efforts to address impaired driving is the STOP-DWI program which returns fines collected for impaired driving convictions to the counties where the violations occurred to fund enforcement and other impaired driving programs at the local level. Each year, millions of dollars in fine monies are returned to the county STOP-DWI programs to support local initiatives. Since the STOP-DWI program is self-sustaining, GTSC is able to use the federal funds received by New York to support a variety of state-level initiatives that complement the local efforts and strengthen the overall impaired driving program. As the organization responsible for oversight of the STOP-DWI program, GTSC is also in a position to maximize the opportunities for cooperative efforts that encompass all regions of the state.

In FFY 2024-2026, GTSC will continue to promote and support the participation of enforcement agencies at the local, county and state levels in high-visibility impaired driving enforcement efforts. In the coming years, New York will participate in the Labor Day and Holiday Season national mobilizations. In addition, STOP-DWI high-visibility enforcement and engagement campaigns will be conducted during several other holiday periods throughout the year.

Another important component of New York's efforts to address impaired driving is its participation in the International Drug Evaluation & Classification (DEC) Program. Commonly known in New York as the DRE program, New York has been participating since 1987. Under this program, DRE police officers are trained to observe the signs of drug and/or alcohol impairment. Currently, New York has 450 trained DREs across the state. In its oversight role of the DRE program, GTSC has appointed a DRE State Coordinator to manage all

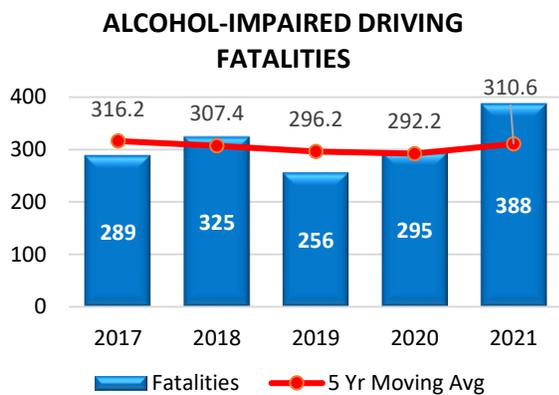
functions of the statewide DRE program. In FFY 2024-2026, GTSC will continue to promote the DRE program and support its efforts to combat the problem of drug-impaired driving.

In addition to state and local collaboration, an efficient and effective impaired driving program also requires coordination and cooperation within and across all of its components. The Impaired Driving Advisory Council continues to provide a formal mechanism for discussing and investigating solutions to issues affecting the state’s multi-component impaired driving system.

Performance Report

Performance Measure: C-5 Number of Alcohol-Impaired Driving Fatalities (FARS)

Progress: Not Met

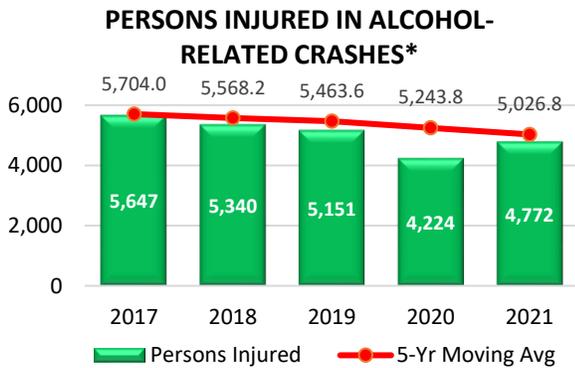


Based on the most recent FARS data, alcohol-impaired driving fatalities increased from a five-year moving average of 292.2 in 2021 to an average of 310.6 in 2021, making it unlikely for the target of 287.5 set for 2019-2023 to be reached.

Source: FARS

Performance Measure: Persons Injured in Alcohol-Related Crashes (State Data)

Progress: Met



The five-year moving average number of persons injured in alcohol-related crashes declined between 2017 and 2021, from 5,704.0 to 5,026.8. Based on New York’s AIS data, the reduction target of 5,191.4 set for 2019-2023 was met and exceeded.

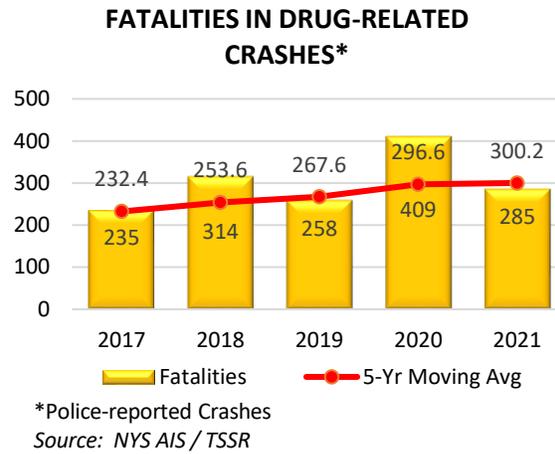
*Police-reported Crashes

Source: NYS AIS / TSSR

Performance Measure: Fatalities in Drug-Related Crashes (State Data)

Progress: Not Met

Based on data from New York's AIS, the five-year moving average for fatalities in drug-related crashes has been on a consistent upward trend, reaching 300.2 in 2021, making it unlikely to meet the target of 293.6 projected for 2019-2023.



These are the countermeasure strategies in the Impaired Driving program that contributed towards meeting/improving the performance targets:

Strategy AL-1: Enforcement of Impaired Driving Laws

Strategy AL-2: Prosecution and Adjudication of DWI Offenders

Strategy AL-3: DWI Offender Treatment, Monitoring, Control

Strategy AL-4: Prevention, Communications, Public Information and Educational Outreach

Strategy AL-5: Underage Drinking and Alcohol-Impaired Driving

Strategy AL-6: Drugged Driving

Strategy AL-7: Cooperative Approaches to Reducing Impaired Driving

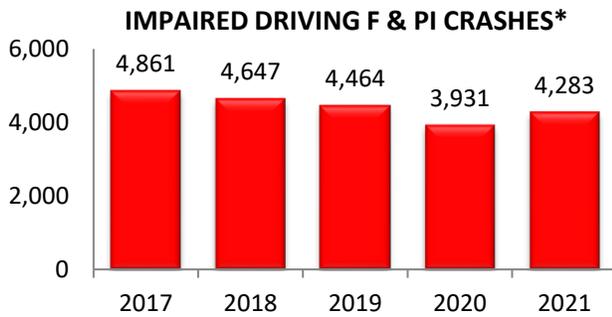
Strategy AL-8: Research, Evaluation and Analytical Support for New York's Performance-Based Impaired Driving Program

Problem Identification

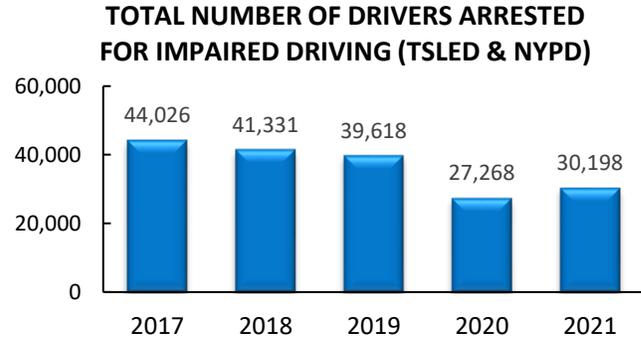
Additional data analyses were conducted to assist GTSC in setting priorities for the impaired driving program and selecting data-driven countermeasure strategies and projects that will enable the state to achieve its performance goals. The key findings from the problem identification component are presented in this section.

Impaired Driving Crashes and Arrests

Impaired driving crashes include crashes involving alcohol, drugs or a combination of alcohol and drugs. Drivers arrested for impaired driving violations include all drivers receiving one or more tickets for any 1192 violation of the NYS Vehicle and Traffic Law (VL 1192.1-1192.4). Between 2017 and 2020 the number of impaired driving fatal and personal injury crashes dropped 12%, from 4,861 to 3,931. In 2021, the number of impaired driving fatal and personal injury crashes increased to 4,283, an increase of 9% over the previous year. Between 2017 and 2021, the number of drivers arrested for impaired driving decreased 31%, from 44,026 to 30,200.



* Police-reported Crashes
Source: NYS AIS / TSSR



Source: NYS TSLED and NYPD / TSSR

In the past five years an average of 84% of the impaired driving arrests each year were made by agencies that are part of New York’s Traffic Safety Law Enforcement and Disposition (TSLED) ticket system. Analyses of conviction information available in TSLED indicate that the conviction rate for drivers charged with an impaired driving violation (VTL 1192) declined gradually from 92% in 2017 to 87% in 2020. In 2021 the conviction rate declined further to 86%. As shown in the table below, in 2017 42% of the drivers whose cases were adjudicated were convicted on the original VTL 1192 charge. In both 2020 and 2021 this proportion was 34%. Those convicted on another impaired driving charge in 2017-2021 ranged from 47% in 2017 to 51% in 2019. 2.5%-3% of the drivers were convicted on a non-VTL 1192 charge. From 2017 to 2019, 8%-11% of the cases adjudicated were dismissed, resulted in an acquittal, or the offender was convicted on a charge associated with a different event. In 2020 and 2021 this proportion rose to 13% and 14%, respectively.

ADJUDICATION OF PERSONS ARRESTED FOR IMPAIRED DRIVING BY TSLED AGENCIES

	2017 (N=28,084)	2018 (N=26,549)	2019 (N=22,344)	2020 (N=13,177)	2021 (N=17,909)
TSLED Cases Adjudicated					
Convicted	91.8%	90.7%	89.4%	87.2%	86.1%
On original V&T 1192 charge	42.2%	40.7%	35.4%	34.3%	33.7%
On another V&T 1192 charge	47.1%	47.6%	50.9%	49.9%	49.4%
Convicted on non-V&T 1192 charge	2.5%	2.4%	3.1%	3.0%	3.0%
Dismissed/Acquitted/Convicted on Charge from Different Event	8.3%	9.2%	10.5%	12.7%	13.9%

Source: NYS TSLED System / TSSR

Comparisons of Alcohol-Related and Drug-Related Fatal and PI Crashes

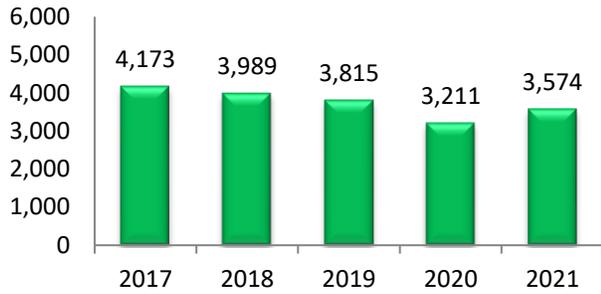
Additional analyses were conducted for alcohol-related crashes and arrests and drug-related crashes and arrests. It should be noted that the results of these two sets of analyses cannot be added together to derive the total impaired driving crashes or arrests. Since a portion of the crashes and the arrests involve both alcohol and drugs, adding them together would result in double counting some of the crashes and arrests.

Alcohol-Related Crashes

The status of the two performance measures, alcohol-impaired driving fatalities and the number of persons injured in alcohol-related crashes, was discussed previously.

Another measure that is tracked is alcohol-related fatal and personal injury crashes. In 2021, the number of alcohol-related fatal and personal injury crashes increased 11% from the previous year, from 3,211 to 3,574.

ALCOHOL-RELATED FATAL & PI CRASHES*



* Police-reported Crashes

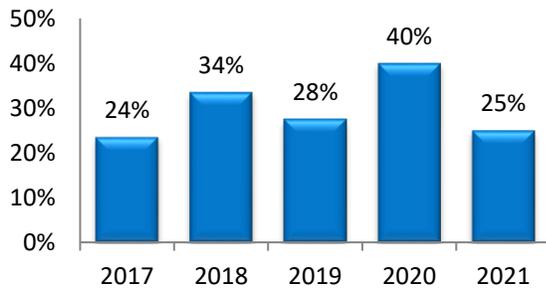
Source: NYS AIS / TSSR

Drug-Related Crashes

The involvement of drugs in crashes is an area of growing concern for New York’s highway safety program; between 2020 and 2021, the 5-year average number of fatalities in drug-related crashes increased slightly from 296.6 to 300.2 (1%). The importance of this issue is also evident in the fluctuating proportion of motor vehicle fatalities that involve drugs: 28% in 2019, 40% in 2020 and 25% in 2021.

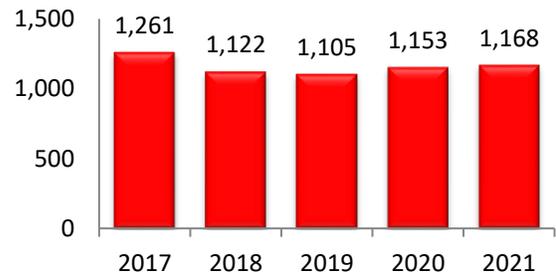
The number of persons injured in drug-related crashes was on the decline from 2017 to 2019 but increased from 2019 to 2021, from 1,105 to 1,168.

DRUG-RELATED FATALITIES AS A PROPORTION OF TOTAL FATALITIES



Source: NYS AIS / TSSR

PERSONS INJURED IN DRUG-RELATED CRASHES*



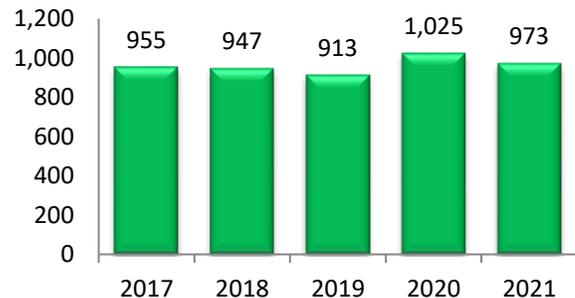
* Police-reported Crashes

Source: NYS AIS / TSSR

Based on a year-to-year comparison, the number of drug-related fatal and personal injury crashes decreased by approximately 5% between 2020 (1,025) and 2021 (973).

Several factors may be related to the increasing incidence of drugged driving. Some drivers may assume that because a drug is not illegal, or because a medication is prescribed, it is ok to drive after using it. Drivers are taking prescription medications more now than in the past and may not realize that mixing them with other prescriptions and/or alcohol has a negative effect. The legalization of recreational cannabis in neighboring states, along with legalization in New York in 2021, may also be contributing to increases in drugged driving fatalities in New York. Enforcing drugged driving violations can be more challenging than alcohol-related

DRUG-RELATED F & PI CRASHES*



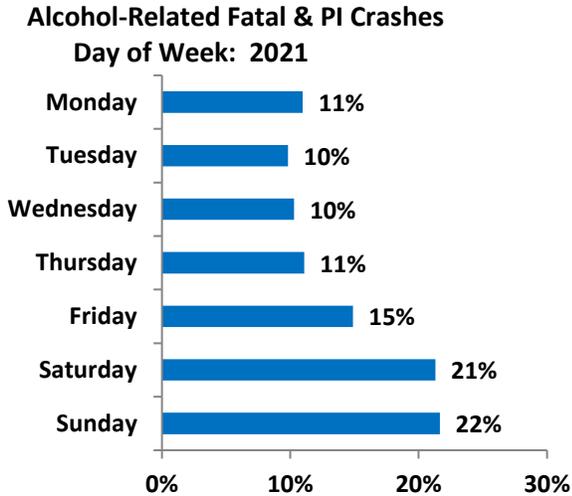
* Police-reported Crashes

Source: NYS AIS / TSSR

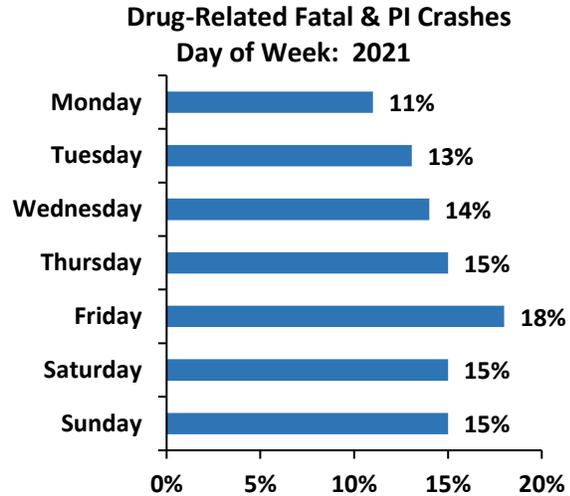
violations due to the limitations of drug impairment detecting technology and the lack of an established limit to determine drug impairment. Until such science-based technology is developed, the best tool traffic safety professionals have is the DRE.

Analyses by Day of Week

As indicated in the charts below, in 2021 alcohol-related fatal and personal injury crashes were most likely to occur on the weekend (43%) on Saturday and Sunday). In contrast, in 2021 drug-related fatal and personal injury crashes were fairly evenly distributed across the days of the week, ranging from 11% to 18% with Friday being the highest at 18%.



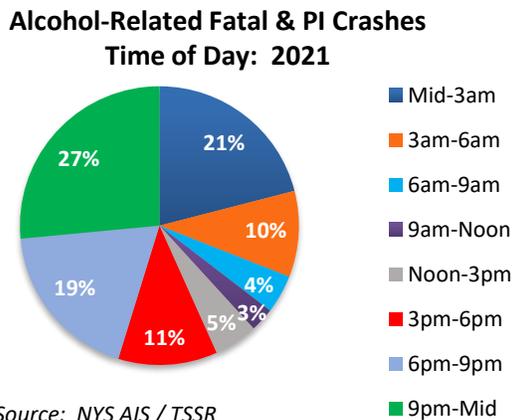
Source: NYS AIS / TSSR



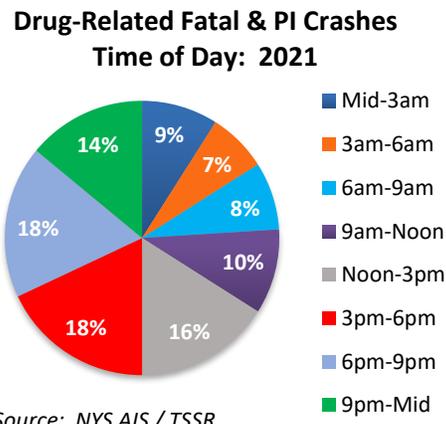
Source: NYS AIS / TSSR

Analyses by Time of Day

In 2021 the largest proportion of alcohol-related fatal and personal injury crashes occurred between 6pm and 3am (67%), while the largest proportion of drug-related fatal and personal injury crashes occurred between 3pm and midnight (50%).



Source: NYS AIS / TSSR



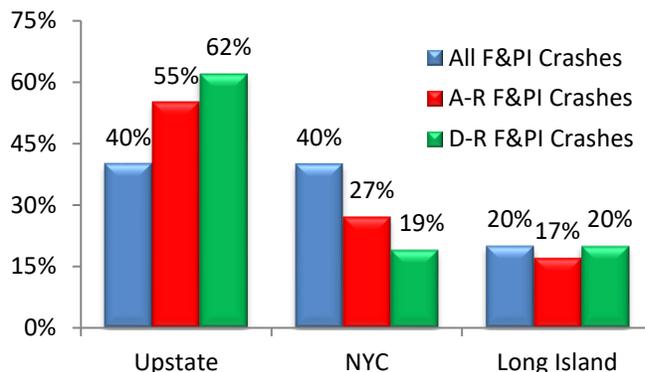
Source: NYS AIS / TSSR

Analyses by Location

In 2021, the majority of both the alcohol-related (55%) and drug-related (62%) fatal and personal injury crashes occurred in the Upstate region; 27% and 19%, respectively, occurred in New York City, and 17% and 20%, respectively, occurred in Nassau and Suffolk counties on Long Island.

Compared to the proportion of all police-reported fatal and personal injury crashes in each region, the Upstate region was overrepresented in both alcohol-related and drug-related fatal and personal injury crashes (55% and 62%, respectively, vs. 40% of all crashes).

ALL, ALCOHOL-RELATED AND DRUG-RELATED FATAL & PI CRASHES* BY REGION: 2021

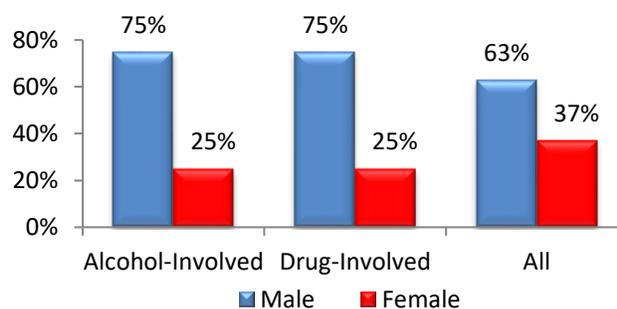


* Police-reported Crashes
Source: NYS AIS / TSSR

Analyses by Driver Gender

Three-quarters of the drinking drivers involved in alcohol-related fatal and personal injury crashes in 2021 were men. Male drivers made up the same proportion of the drugged drivers involved in fatal and personal injury crashes (75%). In comparison, 63% drivers involved in all fatal and personal injury crashes in 2021 were men. Compared to their involvement in alcohol-related fatal and personal injury crashes, female drivers account for the same proportion of the drug-involved drivers in fatal and personal injury crashes (25% in 2021). 37% of drivers involved in all fatal and personal injury crashes in 2021 were women.

DRIVERS IN FATAL & PI CRASHES* BY GENDER: 2021



* Police-reported Crashes
Sources: NYS AIS / TSSR

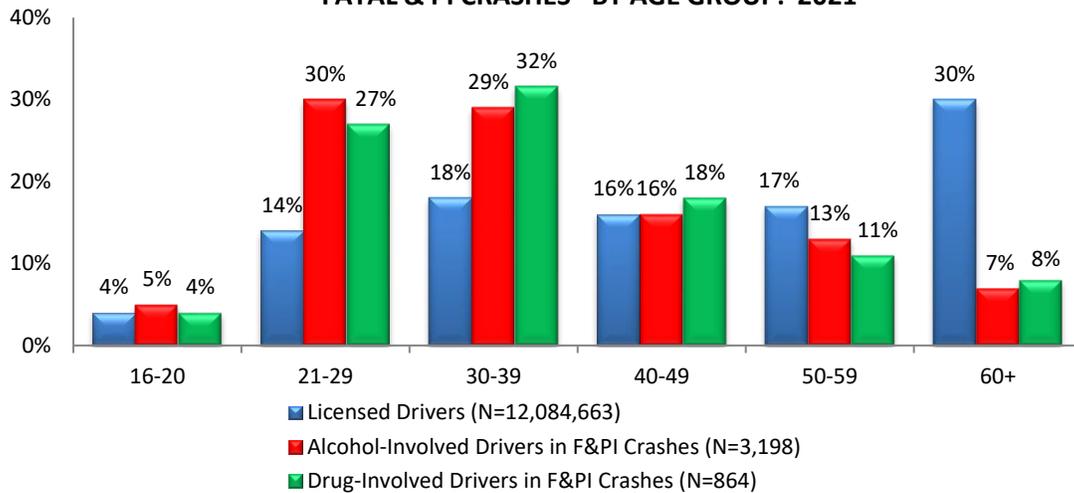
Analyses by Driver Age

To determine which age groups of drivers are overrepresented in impaired driving crashes in New York State, the proportions of alcohol-involved drivers and drug-involved drivers in fatal and personal injury crashes attributed to each age group were compared to the proportion of licensed drivers in that age group.

Alcohol use among teens continues to be a serious problem. According to the Centers for Disease Control and Prevention (CDC/NCHS, National Vital Statistics System, Mortality 2017) motor vehicle crashes are the leading cause of death among teenagers, representing more than one-third of all deaths.

As the graph below shows, alcohol-involved drivers and drug-involved drivers in the age groups 21-29 and 30-39 are overrepresented when compared to the proportions of licensed drivers in those age groups. Compared to the proportion of licensed drivers who are in the 16-20 age group (4%), 5% of the alcohol-involved drivers and 4% of the drug-involved drivers in 2021 were under 21 years of age. Compared to 14% of the licensed drivers, more than twice as many of the alcohol-involved drivers (30%) and 27% of the drug-involved drivers are ages 21-29. Drivers 30-39 years of age account for 18% of the licensed drivers, but 29% of the alcohol-involved drivers and 32% of the drug-involved drivers.

LICENSED DRIVERS, ALCOHOL-INVOLVED & DRUG-INVOLVED DRIVERS IN FATAL & PI CRASHES* BY AGE GROUP: 2021



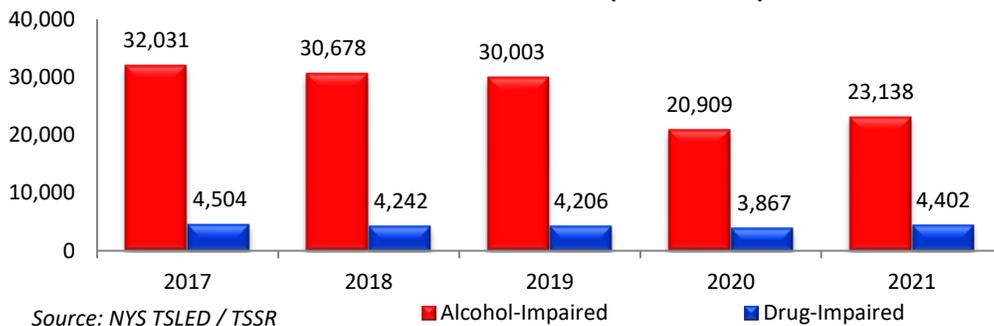
* Police-reported Crashes
Sources: NYS Driver License File and AIS / TSSR

Analyses of Alcohol-Impaired and Drug-Impaired Driving Arrests

Over the period 2017-2020, the number of persons ticketed under the TSLED system for alcohol-impaired driving dropped 35%, from 32,031 in 2017 to 20,909 in 2020. In 2021 the number of persons ticketed was 23,138, an increase of 11% from the previous year. In comparison, the number of drivers ticketed for drug-impaired driving declined 11%, from 4,504 in 2017 to 3,867 in 2020. In 2021 this number increased to 4,402, an increase of 14% from the previous year.

It is important to note that the number of drivers ticketed for alcohol-impaired and drug-impaired driving cannot be added together to derive the total number of drivers ticketed for impaired driving because a driver can be issued tickets for both an alcohol (1192.1-3) and a drug offense (1192.4 and 4a).

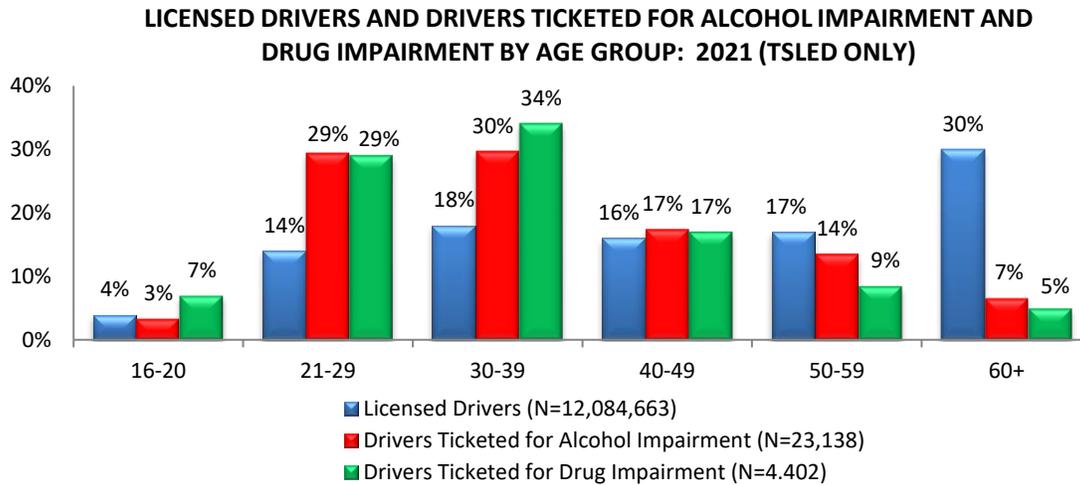
DRIVERS TICKETED FOR ALCOHOL-IMPAIRED AND DRUG-IMPAIRED DRIVING VIOLATIONS 2021 (TSLED ONLY)



Source: NYS TSLED / TSSR

Analyses of the TSLED data were also conducted by age to determine which driver age groups are most at risk for alcohol-impaired and drug-impaired driving. In 2021, the largest proportions of drivers ticketed for alcohol impairment and drivers ticketed for drug impairment were in the 30-39 age group (30% and 34%, respectively), compared to 18% of the licensed drivers in that age group.

Drivers under 21 years of age were also significantly overrepresented in drug-impaired driving arrests, comprising more than twice the proportion of licensed drivers in that age group (7% vs. 4%). Drivers ticketed for alcohol violations and drug violations were also overrepresented in the 30-39 age group, 30% and 34%, respectively, compared to 18% of the licensed drivers.



Sources: NYS Driver License File and TSLED / TSSR

Countermeasure Strategies

Using a data-driven approach, New York has identified a comprehensive set of strategies that collectively will enable the state to reach the performance targets for the Impaired Driving program area.

To combat rising fatalities, GTSC will increase its educational and awareness outreach. Educational materials regarding impaired driving will be included with DMV registration documents mailed out across the state. Due to the legalization of cannabis, GTSC is working with DCJS to train law enforcement officers to better recognize individuals impaired by cannabis. GTSC will encourage and support law enforcement agencies to conduct more checkpoints and high-visibility details.

GTSC is also partnering with the Office of Cannabis Management (OCM) to increase the number of DRE schools that are conducted. GTSC and OCM are also working together to develop public information campaigns.

Strategy AL-1 Enforcement of Impaired Driving Laws

Impaired Driving Enforcement Grants for Local Police Agencies

Initiatives to increase high-visibility enforcement and engagement campaigns will continue to be supported at both the state and local levels. All impaired driving enforcement efforts will be planned, implemented and monitored in accordance with requirements of the state’s Evidence-Based Traffic Safety Enforcement Plan or in conjunction with the national impaired driving mobilizations.

Specifically, New York police agencies continue to participate in national high-visibility enforcement and engagement campaigns that coincide with the times large numbers of impaired drivers are likely to be on the highways. Due to the cooperation and support of all county STOP-DWI program coordinators statewide, there has been widespread participation by the police agencies across New York State during these campaigns.

To supplement the funding available from STOP-DWI, GTSC may provide grant funding to support the development and implementation of evidence-based enforcement strategies by local agencies including publicized enforcement programs, such as regional saturation patrols, sobriety checkpoints, roving patrols and sting operations.

GTSC will also provide support and coordination for local agency participation in the national impaired driving enforcement mobilizations. Specific enforcement agencies may receive funding to facilitate the coordination of enforcement events and test innovative approaches. For example, certified DREs may be included at selected enforcement events to assist in the detection of drug impairment. Data from the mobilizations will be compiled by GTSC and provided to the National Highway Traffic Safety Administration (NHTSA).

Statewide High-Visibility Focused Enforcement Campaigns

Statewide enforcement campaigns that focus on impaired driving will be supported. To ensure that resources are used efficiently, these campaigns will incorporate evidence-based strategies that are deployed based on a data-driven problem identification process. For example, funding will continue to be provided for impaired driving enforcement programs undertaken by the New York State Police and implemented by the State Police Troops across the state. Each Troop is required to develop a data-driven action plan focusing on the impaired driving issues, high-risk drivers and locations identified for their Troop areas. In addition to participation in the national impaired driving high-visibility enforcement and engagement campaigns, the State Police use dedicated DWI patrols, sobriety checkpoints and other evidence-based enforcement strategies to implement their action plans. The New York State Police must also be equipped with the tools necessary to accurately detect impairment and to report that level of impairment in an evidentiary manner. Having access to the most up-to-date tools to collect reliable evidence that will uphold impaired driving arrests made during dedicated DWI patrols, sobriety checkpoints and other high-visibility enforcement efforts will lead to convictions in court.

Media Support for National Impaired Driving Enforcement Mobilizations

The National Impaired Driving Enforcement Mobilization will be publicized through press events held in various locations around the state where members of law enforcement and STOP-DWI coordinators will join GTSC in publicizing the high-visibility enforcement and engagement campaigns on impaired driving. To ensure that coordinated impaired driving messages are delivered throughout the state, GTSC will provide funding for public information materials through the STOP-DWI Foundation. As in previous years, the national slogan will be adopted for the mobilization.

New York's impaired driving messaging (both alcohol and drug (illicit and prescription)) is intended for all age groups as impaired driving is a major problem with all age groups. GTSC does, however, focus the airing of PSAs on TV stations geared more toward the younger demographic and heavy social media messaging on impairment to the 18-34 demographic. Although the PSAs and social media messaging focus on the younger demographic, GTSC will ensure that these and all of New York's impaired driving messaging will continue to target 35-39-year-olds as well, following the data analyses showing that impaired drivers in the age group 30-39 are overrepresented when compared to the proportion of licensed drivers in this age group.

In addition, in a continuing effort to reduce impaired driving by targeting the at-risk 21-29 age group, New York State has been in the process of establishing an impaired safety messaging campaign targeting jukeboxes at drinking establishments in locations with large numbers of persons in the 21-29-year age group. The jukeboxes will carry targeted impaired messages which will include an optional quiz on the impaired safety material presented, which upon completion will provide music credits for the user. Additionally, this safety messaging will be included on the company's mobile app – so the media vary and can be utilized outside of the confines of the establishment locations. The effort is in the final stage. New York State ran a pilot of this program on October 10th, 2020. The one-night campaign targeted 1,484 New York bars, and the pilot resulted in ad

impressions from 1,098,548 video spots and 15,436 mobile ads. GTSC hopes that when the optional survey and quiz features receive greater use more data analytics on the 21-29 age group and the various locations they frequent will be generated. The availability of this more extensive information will improve New York’s ability to effectively target at-risk age groups and enhance the safety of all within New York State.

Impaired Driving Enforcement Training for Police Officers

Effective enforcement requires that adequate resources be available to the state’s police agencies. Training programs for police officers, such as SFST training, enhance enforcement by increasing the knowledge and capabilities of police officers. Effective training programs, as well as innovative delivery approaches such as podcasts and roll call videos, will be funded under this activity.

Strategy	AL-1 Enforcement of Impaired Driving Laws
Problem addressed	Number of drivers arrested for impaired driving from 2017 to 2021 has declined; number of drug-related F & PI crashes has fluctuated; alcohol-involved and drug-involved drivers 21-39 are overrepresented in F & PI crashes
Countermeasures & justification	CTW 3 or more stars: Publicized Sobriety Checkpoints, High-Visibility Saturation Patrols, Breath Test Devices, Integrated Enforcement, Enforcement of Drug-Impaired Driving
Performance targets addressed	Reduce alcohol-impaired driving fatalities by 1.5% from 310.6 (2017-2021 rolling average) to 305.9 by 2026. Reduce persons injured in alcohol-related crashes by 1.5% from 5,026.8 (2017-2021 rolling average) to 4,951.4 by 2026. Reduce fatalities in drug-related crashes by 1.5% from 300.2 (2017-2021 rolling average) to 295.7 by 2026.
Est. 3-year funding allocation	\$18,600,000; BIL 405d
Project considerations	Sociodemographic data; Location, time; Affected communities
Uniform guidelines	(A) (iii) to reduce injuries and deaths resulting from persons driving motor vehicles while impaired by alcohol or a controlled substance; (A) (vii) to improve law enforcement services in motor vehicle accident prevention, traffic supervision, and post-accident procedures

Strategy AL-2 Prosecution and Adjudication of DWI Offenders

Courtroom Training on Impaired Driving Cases for Police, Probation, Prosecutors & Judges

Training programs to increase the courtroom skills of officers making DWI arrests and training for probation officers, prosecutors and judges on the techniques of handling impaired driving cases will be supported. These programs will incorporate the latest information on law enforcement practices and judicial decisions in impaired driving cases. Funding will be provided for Traffic Safety Resource Prosecutors and Judicial Outreach Liaisons who are experienced in handling DWI cases and can provide training, education and technical support to prosecutors and other court personnel as well as law enforcement. GTSC blankets the entire state with impaired driving trainings because devastating examples of impaired driving are scattered across each and every county.

Court Systems Communication Improvements

In addition to training for court personnel, efforts to facilitate and promote communication and the exchange of information among the courts in the state, and between the courts and the state’s traffic safety community, are important. GTSC will continue to support a Judicial Outreach Liaison (JOL) to serve as a conduit between the courts and law enforcement, prosecutors and other criminal justice professionals. The responsibilities of the JOL will include representing the court system on the Impaired Driving Advisory Council; monitoring legislative and regulatory changes and informing judicial and non-judicial personnel of changes that may impact the processing of DWI court cases; designing and implementing education programs for judges and justices to raise awareness of the dangers posed by impaired motorists; and promoting the use of ignition interlocks and other evidence-based and promising practices for sentencing and supervision.

Alternative Sanction Programs for Impaired Drivers

Innovative projects that implement alternative or innovative sanctions for impaired drivers, such as special court programs for convicted alcohol-impaired and drug-impaired offenders and Victim Impact Panels, will be funded.

Improvement of Toxicology Services

Because the successful prosecution of DWI offenders depends on the strength and quality of the evidence that is presented, projects that improve the availability and quality of evidentiary data related to impaired driving arrests, such as toxicology reports used in the adjudication of impaired driving cases, will also be funded. For example, the New York State Police have developed technological improvements that have enhanced the agency’s toxicology lab’s operational efficiency in the detection, measurement and analysis of intoxicating substances in the blood and urine samples of drivers arrested for impaired driving, the communication of results that serve as evidence in impaired driving court cases and the ability to provide statistical information to the traffic safety community on the types of drugs and the levels of alcohol found in the systems of impaired drivers. Projects that would augment staff and other resources leading to the improvement of toxicology services specifically related to impaired driving will also be considered for funding.

Strategy	AL-2 Prosecution and Adjudication of DWI Offenders
Problem addressed	Of the DWI offenders whose cases had been adjudicated, 89% were convicted of an impaired driving offense in 2019, 87% in 2020 and 86% in 2021; number of drug-related F & PI crashes fluctuated between 2017 and 2021
Countermeasures & justification	CTW 3 or more stars: DWI Courts and the Use of Traffic Safety Resource Prosecutors and Judicial Outreach Liaisons to conduct training; strategy supports general deterrence in that it is designed to ensure that cases involving DWI offenders will be processed swiftly and that the punishment will be certain and severe.
Performance targets addressed	Reduce alcohol-impaired driving fatalities by 1.5% from 310.6 (2017-2021 rolling average) to 305.9 by 2026. Reduce persons injured in alcohol-related crashes by 1.5% from 5,026.8 (2017-2021 rolling average) to 4,951.4 by 2026. Reduce fatalities in drug-related crashes by 1.5% from 300.2 (2017-2021 rolling average) to 295.7 by 2026.
Est. 3-year funding allocation	\$6,450,000; BIL 405d
Project considerations	Experienced TSRPs and JOLs in DWI cases; trainings for police officers, probation officers, prosecutors and judges to blanket the state;

	Promoting communication among courts and between courts, the traffic safety community and affected communities; Implementing alternative or innovative sanctions for impaired drivers; Improving toxicology services for better availability and quality of evidentiary data
Uniform guidelines	(A) (iii) to reduce injuries and deaths resulting from persons driving motor vehicles while impaired by alcohol or a controlled substance

Strategy AL-3 DWI Offender Treatment, Monitoring, Control

Countermeasures that are intended to have an impact on drivers convicted of impaired driving offenses and deter them from driving after drinking in the future are also an important component of New York’s impaired driving program. Projects that assist with the successful implementation and operation of selective deterrence countermeasures or with the monitoring of convicted offenders to ensure compliance are eligible for GTSC funding under this strategy. DMV, OASAS, and the DCJS OPCA also devote significant resources to the treatment, monitoring and control of DWI offenders.

Monitoring of Ignition Interlock & Other Alcohol Detection Devices

The implementation of legislation requiring ignition interlocks for drivers convicted of alcohol-related offenses is a proven countermeasure. Effective August 2010, all drivers convicted of DWI in New York State are required to have an ignition interlock installed in any vehicle they own or operate. A strong monitoring component to determine compliance is critical to the effectiveness of this sanction. Projects that support monitoring activities and other efforts to improve compliance, such as multi-agency surveillance efforts, will be supported. The DCJS OPCA also expends substantial resources on the monitoring of convicted DWI offenders on probation.

Other types of monitoring, such as enhanced monitoring of DWI offenders through the use of alcohol detection devices worn on the person coupled with probation or other court-sanctioned supervision, may also be employed by New York courts or prosecutors as a means of preventing DWI recidivism.

Impaired Driver Program (IDP)

The problem of DWI recidivism and persistent drinking drivers will continue to be addressed through the state’s IDP and its treatment referral mechanism. The IDP is included in New York’s Triennial HSP because it is an important component of the state’s comprehensive impaired driving system. The IDP provides fee-based services; no NHTSA funds are used to support the operation of the IDP.

In the past, projects to improve the effectiveness of the program have been considered for funding. These have included the development of information and reporting systems to facilitate communication or improve tracking and monitoring, training for providers of screening and assessment services, and the development and implementation of a new evidence-based curriculum.

Strategy	AL-3 DWI Offender Treatment, Monitoring, Control
Problem addressed	Of the DWI offenders whose cases had been adjudicated, 89% were convicted of an impaired driving offense in 2019, 87% in 2020 and 86% in 2021; number of drug-related F & PI crashes fluctuated between 2017 and 2021
Countermeasures & justification	CTW 3 or more stars: Alcohol Problem Assessment and Treatment, Alcohol Ignition Interlocks, DWI Offender Monitoring
Performance targets addressed	Reduce alcohol-impaired driving fatalities by 1.5% from 310.6 (2017-2021 rolling average) to 305.9 by 2026.

	Reduce persons injured in alcohol-related crashes by 1.5% from 5,026.8 (2017-2021 rolling average) to 4,951.4 by 2026. Reduce fatalities in drug-related crashes by 1.5% from 300.2 (2017-2021 rolling average) to 295.7 by 2026.
Est. 3-year funding allocation	\$5,550,000; BIL 405d, 405dii
Project considerations	Monitoring ignition interlock and other alcohol detection devices, to determine compliance; Multi-agency surveillance efforts; Monitoring convicted DWI offenders on probation; New York's fee-based Impaired Driver Program (No NHTSA funds used)
Uniform guidelines	(A) (iii) to reduce injuries and deaths resulting from persons driving motor vehicles while impaired by alcohol or a controlled substance

Strategy AL-4 Prevention, Communications, Public Information and Educational Outreach

Countermeasures that inform the public of the dangers of impaired driving in order to prevent drinking and driving also play an important role in New York's comprehensive program.

Statewide Public Awareness Campaigns

Statewide campaigns that use tested messaging to raise public awareness, such as the slogans and themes used in national campaigns, as well as communication and outreach activities developed by the state that generate publicity for the effective execution of the proven strategy of high-visibility enforcement will be funded.



New York's statewide impaired driving enforcement and education campaign includes participation in the national mobilizations that coincide with Labor Day and the holiday season, as well as statewide high-visibility enforcement and engagement campaigns during other holiday periods throughout the year (Halloween, Thanksgiving, Super Bowl, St. Patrick's Day, Memorial Day and July 4th). New York's statewide public awareness campaign includes a variety of communication and outreach activities to publicize the high-visibility enforcement efforts and communicate messages that raise awareness and educate the general public on the dangers and serious consequences of impaired driving. In addition to PSAs created for New York's "Impaired Drivers Take Lives. Think!" and other statewide campaigns for airing through more traditional media outlets, the development of innovative communication tools and the dissemination of messages through social media platforms will continue to be supported.

For example, New York's STOP-DWI Foundation has developed a number of communication tools that are used in outreach efforts. One of these is the "Have a Plan" mobile application which is an important resource for the general public and potential impaired drivers. The app can be used to contact a taxi or other alternative transportation options or to report a



suspected impaired driver to the police. Educational and promotional materials continue to be developed and distributed to further promote the app.

Education & Outreach to High-Risk Groups

Projects that provide education and other outreach efforts at specific types of locations or for specific high-risk groups will be supported. Included are projects that deliver information and education at venues such as sporting events that are popular with persons who have been identified as high-risk for impaired driving, as well as projects that provide training for servers of alcoholic beverages at restaurants, bars and other establishments. Educational efforts that focus on specific groups such as young drivers will also be supported. Media campaigns and other public information and education activities conducted by organizations, such as SADD, that raise awareness of the scope and seriousness of underage drinking and driving and complement and enhance the effectiveness of the specific enforcement countermeasures that are implemented are eligible for funding. The promotion of designated drivers or the use of alternate forms of transportation will also be considered for funding.

For FFY 2024, New York has received proposals that will address identified high-risk populations with public awareness messaging campaigns. One such grant application is from the NYS STOP-DWI Foundation, which proposes to coordinate impaired driving public awareness initiatives at sporting franchises, college campuses, regional venues and the New York State Fair. Campaign materials will contain consistent prevention messaging intended to enhance the perceived risk of detection for driving while impaired. Campaign efforts will be coordinated with local STOP-DWI law enforcement efforts. The “Have a Plan” message and mobile app will also be incorporated into these public awareness efforts.

Strategy	AL-4 Prevention, Communications, Public Information and Educational Outreach
Problem addressed	Number of drug-related F & PI crashes fluctuated between 2017 and 2021; alcohol-involved and drug-involved drivers 21-39 are overrepresented in F & PI crashes; there is a need to reach diverse groups, high-risk groups and the general public on the dangers of impaired driving
Countermeasures & justification	CTW 3 or more stars: Mass Media Campaigns, Alternative Transportation, Alcohol Vendor Compliance Checks
Performance targets addressed	Reduce alcohol-impaired driving fatalities by 1.5% from 310.6 (2017-2021 rolling average) to 305.9 by 2026. Reduce persons injured in alcohol-related crashes by 1.5% from 5,026.8 (2017-2021 rolling average) to 4,951.4 by 2026. Reduce fatalities in drug-related crashes by 1.5% from 300.2 (2017-2021 rolling average) to 295.7 by 2026.
Est. 3-year funding allocation	\$6,300,000; BIL 405d
Project considerations	Sociodemographic data; Use of tested messaging to publicize statewide high-visibility enforcement and engagement campaigns; Venues selected for presence of diverse groups and high-risk groups; Affected communities identified by organizations such as SADD, MADD, and local STOP-DWI organizations
Uniform guidelines	(A) (iii) to reduce injuries and deaths resulting from persons driving motor vehicles while impaired by alcohol or a controlled substance

Strategy AL-5 Underage Drinking and Alcohol-Impaired Driving

In addition to general deterrence approaches to reduce impaired driving, countermeasures that focus on specific groups of drivers are needed. Because the data show that drivers under the legal drinking age of 21 are overrepresented in alcohol-related fatal and injury crashes, special efforts are particularly needed to address underage drinking and driving.

Compliance with Underage Drinking Laws

Countermeasures that limit access to alcohol by persons under the legal drinking age of 21 will continue to be supported in FFY 2024-2026. These include projects that focus on preventing vendors from selling alcohol to minors such as sting operations, and projects designed to prevent minors from illegally purchasing alcohol such as checks to identify fraudulent IDs. Resources from the SLA, DMV’s Office of Field Investigation and local police agencies are also used in these operations. Also eligible for funding are projects that address the issue of social host liability and parents and other adults who provide minors with access to alcohol.



Enforcement efforts that focus on patrolling areas and specific locations popular with underage drinkers and the establishment of an underage tip line that the public can use to notify police when

drinking by minors is observed are two evidence-based countermeasures that will also be supported.

Strategy AL-5 Underage Drinking and Alcohol-Impaired Driving	
Problem addressed	Drivers under 21 are overrepresented in alcohol-related F & PI crashes
Countermeasures & justification	CTW 3 or more stars: Alcohol Vendor Compliance Checks, Other Minimum Legal Drinking Age 21 Law Enforcement
Performance targets addressed	Reduce alcohol-impaired driving fatalities by 1.5% from 310.6 (2017-2021 rolling average) to 305.9 by 2026. Reduce persons injured in alcohol-related crashes by 1.5% from 5,026.8 (2017-2021 rolling average) to 4,951.4 by 2026. Reduce fatalities in drug-related crashes by 1.5% from 300.2 (2017-2021 rolling average) to 295.7 by 2026.
Est. 3-year funding allocation	\$6,000,000; BIL 405d
Project considerations	Focus on vendors, minors, and parents/other adults who provide minors access to alcohol; Sociodemographic data; Location, time; Affected communities
Uniform guidelines	(A) (iii) to reduce injuries and deaths resulting from persons driving motor vehicles while impaired by alcohol or a controlled substance; (A) (vii) to improve law enforcement services in motor vehicle accident prevention, traffic supervision, and post-accident procedures

Strategy AL-6 Drugged Driving

Drivers under 40 years of age are significantly overrepresented among the drug-impaired drivers involved in fatal and personal injury crashes; for drivers under age 21, drugs and driving may be an even more serious issue than drinking and driving. In addition to impairment from illegal drug use, there is increased awareness of the dangers of mixing prescription drugs and driving.

Drugged Driving Enforcement Training

Effective enforcement of drugged driving requires training programs that provide law enforcement with the knowledge and tools to detect and arrest those who operate a motor vehicle while impaired by drugs and provide testimony that will lead to a conviction. Projects that provide training for law enforcement personnel, including the DRE and ARIDE training programs, are eligible for funding. Impaired driving enforcement efforts that integrate drugged driving enforcement into other enforcement activities by incorporating law enforcement personnel who have completed these special training courses and enforcement efforts that focus on high-risk areas for drugged driving will also be encouraged.



Drugged Driving Training for Prosecutors, Judges and Toxicologists

In addition to law enforcement, the provision of training to other professional groups is important to the successful prosecution and adjudication of drugged driving cases. Projects that provide training for prosecutors, toxicologists who provide expert testimony in court cases, and court personnel will be considered for funding. Programs to increase the sophistication of the screening process at the toxicology labs and the sharing of information from this process with the professional community can be important for detecting impairment caused by prescription, illicit and so-called designer drug use.

Strategy	AL-6 Drugged Driving
Problem addressed	Number of drivers arrested for impaired driving from 2017 to 2021 has declined; number of fatalities in drug-related crashes has fluctuated; number of drug-related F & PI crashes has increased; drug-involved drivers ages 21-39 are overrepresented in F & PI crashes
Countermeasures & justification	CTW 3 or more stars: Enforcement of Drug-Impaired Driving
Performance targets addressed	Reduce fatalities in drug-related crashes by 1.5% from 300.2 (2017-2021 rolling average) to 295.7 by 2026.
Est. 3-year funding allocation	\$5,550,000; BIL 405d
Project considerations	Training for law enforcement personnel, including DRE and ARIDE training programs; Training for prosecutors, toxicologists and judges; Sociodemographic data; High-risk locations, high-risk times for drugged driving; Affected communities
Uniform guidelines	(A) (iii) to reduce injuries and deaths resulting from persons driving motor vehicles while impaired by alcohol or a controlled substance; (A) (vii) to improve law enforcement services in motor vehicle accident prevention, traffic supervision, and post-accident procedures

Strategy AL-7 Cooperative Approaches to Reducing Impaired Driving

Projects that promote coordination and cooperation among all components of the impaired driving system will be supported.

Impaired Driving Summits, Symposia & Workshops

Activities such as workshops, summits and symposia that provide information and offer opportunities for highway safety program managers, law enforcement and other partners to exchange ideas and best practices on topics related to impaired driving are eligible for funding.

Interagency Collaborations on Impaired Driving

Support will be provided for interagency collaborations, such as the Impaired Driving Advisory Council, that recognize the multi-disciplinary nature of the impaired driving issue and lead to the generation of more effective approaches to reducing crashes, fatalities and injuries resulting from impaired driving.

Strategy	AL-7 Cooperative Approaches to Reducing Impaired Driving
Problem addressed	Number of drug-related F & PI crashes from 2017 to 2021 has fluctuated; there is a need to coordinate efforts and cooperate among all aspects of the system, from the drivers themselves to the enforcement community and the courts.
Countermeasures & justification	“Task Forces or Commissions: Convene Driving While Impaired (DWI) task forces or commissions to foster leadership, commitment, and coordination among all parties interested in impaired driving issues...” (Uniform Guidelines, Impaired Driving https://one.nhtsa.gov/nhtsa/whatsup/tea21/tea21programs/pages/ImpairedDriving.htm); “Develop cooperative relationships with other government branches, agencies, and entities, as well as community organizations and traffic safety stakeholders” (Uniform Guidelines, Judicial and Court Services, p. 2 https://one.nhtsa.gov/nhtsa/whatsup/tea21/tea21programs/pages/guideline07-march2009.pdf); coordination and cooperation are essential to the effective and efficient use of resources and the implementation of successful initiatives; impaired driving must be addressed in a comprehensive manner; information on impaired driving must be provided to the traffic safety community.
Performance targets addressed	Reduce alcohol-impaired driving fatalities by 1.5% from 310.6 (2017-2021 rolling average) to 305.9 by 2026. Reduce persons injured in alcohol-related crashes by 1.5% from 5,026.8 (2017-2021 rolling average) to 4,951.4 by 2026. Reduce fatalities in drug-related crashes by 1.5% from 300.2 (2017-2021 rolling average) to 295.7 by 2026.
Est. 3-year funding allocation	\$1,200,000; BIL 405d
Project considerations	Support for interagency collaborations; Partnerships; Development of workshops and symposia; Input from affected populations and communities
Uniform guidelines	(A) (iii) to reduce injuries and deaths resulting from persons driving motor vehicles while impaired by alcohol or a controlled substance

Strategy AL-8 Research, Evaluation and Analytical Support for New York’s Performance-Based Impaired Driving Program

Impaired Driving Research

Projects that conduct research and evaluation studies on alcohol- and drug-impaired driving to support the development of data-driven countermeasures and assessment of their effectiveness will be funded. Examples of research topics include recidivism, the types of drugs involved in impaired driving, and the involvement of different demographic groups and types of roadway users involved in impaired driving crashes.

Strategy	AL-8 Research, Evaluation and Analytical Support for New York’s Performance-Based Impaired Driving Program
Problem addressed	Number of drug-related F & PI crashes from 2017 to 2021 has fluctuated; alcohol-involved and drug-involved drivers 21-39 are overrepresented in F & PI crashes
Countermeasures & justification	“Program Evaluation and Data,” (Uniform Guidelines, Impaired Driving https://one.nhtsa.gov/nhtsa/whatsup/tea21/tea21programs/pages/ImpairedDriving.htm); research, evaluation and analytical support are essential components of a data-driven approach to reducing impaired driving crashes; issues needing to be addressed are documented by the data-driven problem identification process.
Performance targets addressed	Reduce alcohol-impaired driving fatalities by 1.5% from 310.6 (2017-2021 rolling average) to 305.9 by 2026. Reduce persons injured in alcohol-related crashes by 1.5% from 5,026.8 (2017-2021 rolling average) to 4,951.4 by 2026. Reduce fatalities in drug-related crashes by 1.5% from 300.2 (2017-2021 rolling average) to 295.7 by 2026.
Est. 3-year funding allocation	\$1,950,000; BIL 405d
Project considerations	Access to appropriate data; Technical capabilities to perform the analyses and interpret the results; Identifying and documenting impaired driving issues; Assessing effectiveness of initiatives and countermeasures
Uniform guidelines	(A) (iii) to reduce injuries and deaths resulting from persons driving motor vehicles while impaired by alcohol or a controlled substance

POLICE TRAFFIC SERVICES

Overview

The key objective of the Police Traffic Services (PTS) Program is to prevent fatalities, injuries, crashes and traffic violations in high-risk areas through data-driven high-visibility enforcement and engagement. Enforcement and engagement efforts focus on improving traffic safety by reducing unsafe behaviors including speeding and other types of dangerous driving, failure to wear a seat belt, and distracted driving, in particular texting and talking on hand-held cell phones. Enforcement and engagement strategies related to impaired driving, motorcycle safety, pedestrians and bicycle safety are included under their respective sections in the Triennial Highway Safety Plan.



The Governor's Traffic Safety Committee (GTSC) provides expertise to assist in the promotion and coordination of New York's data-driven enforcement and engagement program involving police agencies at the state, county and local levels. The funds and other resources GTSC devotes to reducing traffic violations and the resulting crashes, fatalities and injuries are complemented by several other federal, state, local and private-sector activities. While a real dollar amount cannot be accurately estimated for the contributions of each of the partners involved in the state's highway safety enforcement and engagement program, the most significant sources of funding, programming and in-kind support that assist in achieving the performance goals established in the HSP include the following: county and local enforcement agencies; New York State Police (NYSP); New York State Park Police; NYS Association of Chiefs of Police (NYSACOP); NYS Division of Criminal Justice Services; NYS Sheriffs' Association; and New York Association for Pupil Transportation.

The combination of high-visibility enforcement, engagement and sustained traffic safety messaging has proven to be effective in reducing dangerous driving behaviors and is an important component of the PTS program area as well as the overall traffic safety program in New York. This enforcement and engagement model has been successfully applied to other GTSC-funded initiatives that use dedicated traffic enforcement details to address specific types of unsafe driving behaviors. To maximize the effectiveness of the strategies that are implemented, a data-driven approach must be used to identify enforcement and engagement priorities and where and when to deploy resources. This program area also encompasses training opportunities for the state's traffic enforcement community where new skills are acquired and the latest traffic enforcement and engagement efforts are shared.

The PTS program area serves as the primary vehicle for the implementation of the state's evidence-based Traffic Safety Enforcement Program (TSEP). To ensure that New York's enforcement and engagement grant funds are deployed based on data-driven problem identification, GTSC identifies the statewide geographic and demographic areas of concern through analyses of crash data. GTSC then identifies police agencies with traffic enforcement and engagement jurisdiction in the most problematic areas, and through its Highway Safety Program Representatives and Law Enforcement Liaison (LEL) networks, conducts outreach to encourage agencies to apply for grant funds. Using the state's priority areas as the framework, GTSC's PTS grant program is the primary funding effort to direct traffic enforcement and engagement grant funds to New York's police agencies. Enforcement efforts and engagement described under other program areas are planned, implemented and monitored in accordance with the state's TSEP.

The PTS grant application form guides agencies through the process of using local crash and ticket data to identify problem areas specific to their communities. Police agencies are required to correlate crash-causing traffic violations or driver behaviors with specific times and locations in their jurisdictions so that officer resources are allocated to details directly related to the identified problems. As part of the FFY 2024 PTS application, the Institute for Traffic Safety Management and Research (ITSMR) compiled agency-specific spreadsheets with crash and ticket data for the years 2017-2021, as well as preliminary 2022 data, for each PTS grant applicant. Based on these analyses, applicants complete a data-driven Work Plan which presents their proposed countermeasures as well as enforcement and engagement strategies.

During the PTS grant review process, GTSC scores applications based on the data and problem identification process, the strength of the work plan, the past performance of the agency, and crash and ticket trends in the jurisdiction. Once a grant is awarded, Program Representatives, accompanied by LELs if requested, conduct on-site monitoring visits to review the grant activities and discuss with grantees the impact the enforcement and engagement activities may be having in their jurisdictions. During monitoring contacts, Program Representatives also reinforce the message that enforcement and engagement resources should be deployed to areas at times when problems are known to occur.

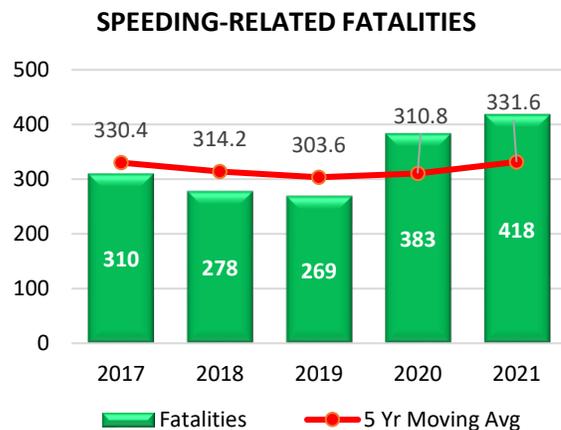
During the grant period, grantees are required to submit two progress reports that include a narrative describing grant activities and data on crashes and tickets issued during the reporting period. GTSC reviews these reports to assess the progress resulting from the agency’s data-driven enforcement and engagement activities. This information is used to adjust the agency’s operational plans for subsequent mobilizations and other high-visibility enforcement and engagement activities and to determine the agency’s eligibility for future awards.

Performance Report

Performance Measure: C-6 Number of Speeding-Related Fatalities (FARS)

Progress: Not Met

The five-year average for speeding-related fatalities increased in both 2020 and 2021. Based on the 2021 FARS data, the 2021 average of 331.6 fell far short of the target of 306.7 set for 2019-2023, making it unlikely that the target will be reached.



Source: FARS

Performance Measure: Fatal and Personal Injury Crashes Involving Cell Phone Use or Texting (State Data)

Progress: Met

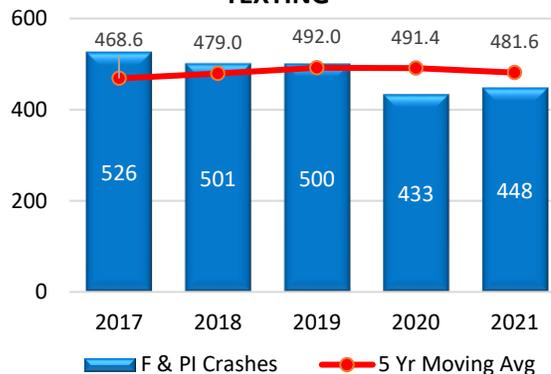
A cell phone crash is defined as one in which 1) cell phone use or texting was cited as a contributing factor on the police accident report form, or 2) a ticket was issued for talking on a hand-held cell phone or texting while driving.

The five-year average number of fatal and personal injury cell phone crashes declined gradually from 2019 to 2021, from 492.0 to 481.6. The target set for 2019-2023 (486.5) has already been met and exceeded.

These are the countermeasure strategies in Police Traffic Services program that contributed towards meeting/improving the performance targets:

- Strategy PTS-1: Enforcement of Traffic Violations
- Strategy PTS-2: Law Enforcement Training Programs
- Strategy PTS-3: Communications and Outreach

FATAL & PERSONAL INJURY CRASHES INVOLVING CELL PHONE USE OR TEXTING*

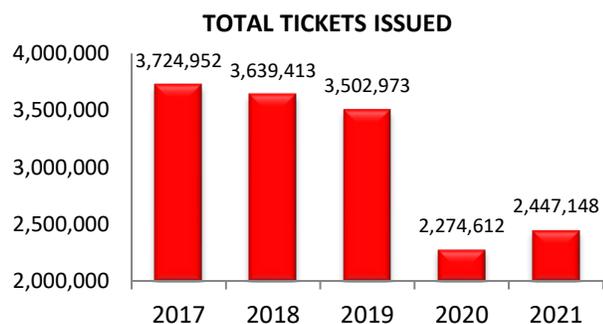


*Police-reported crashes
Source: NYS AIS

Problem Identification

Data analyses were conducted to assist GTSC in setting priorities for the PTS Program and selecting data-driven countermeasure strategies and projects that will enable the state to achieve its performance goals. The key findings from the problem identification component are presented below.

Analyses of Traffic Tickets

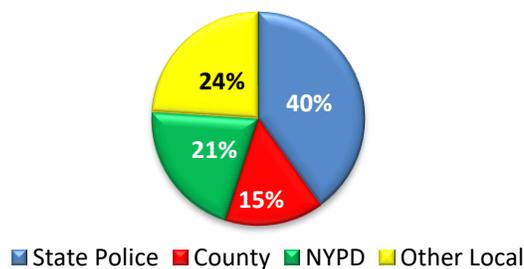


Sources: NYS TSLED and AA systems / TSSR

Analyses of the combined ticket data from the state’s TSLED and AA systems show that the total number of tickets issued for violations of the state’s VTL has fluctuated between 2017 and 2021. In 2020, the number of tickets decreased by 35% from the previous year; total tickets issued increased by 8% in 2021.

In 2021 the State Police issued 40% of all traffic tickets, a greater proportion than in previous years. County agencies issued 15%; the New York City Police Department (NYPD) issued 21% and all other local agencies issued 24%.

PROPORTION OF TICKETS ISSUED BY TYPE OF POLICE AGENCY, 2021



Sources: NYS TSLED and AA systems / TSSR

Contributing Factors in Crashes

Driver Inattention/Distracted is consistently the most frequently reported driver-related contributing factor in fatal and personal injury crashes. It was reported in 25% of F

& PI crashes in 2021. The next top factors are all related to aggressive driving; in 2021, Failure to Yield the Right-of-Way was reported in 21% and Following Too Closely in 17% of all police-reported F & PI crashes. Unsafe Speed and Passing/Lane Changing/Improper Use were reported in 12%.

CONTRIBUTING FACTORS IN FATAL AND PERSONAL INJURY CRASHES*

	2017 (N=114,484)	2018 (N=116,118)	2019 (N=115,524)	2020 (N=84,606)	2021 (N=97,397)
Driver Inattention/Distraction	25.1%	25.5%	26.1%	25.7%	24.9%
Failure to Yield Right-of-Way	20.2%	20.7%	20.6%	20.3%	21.1%
Following Too Closely	21.0%	20.7%	20.4%	16.7%	17.4%
Unsafe Speed	10.4%	10.2%	10.0%	11.8%	11.9%
Passing/Unsafe Lane Changing	9.7%	10.0%	10.3%	11.2%	12.1%

**All data in this table are based on police-reported crashes.*

Source: NYS AIS / TSSR

SPEEDING

Speed-Related Fatal and Personal Injury Crashes

Additional analyses of speed-related crashes were conducted using data from New York’s AIS; FARS and AIS data may not be strictly comparable due to definitional differences between the two systems. In the AIS, a speed-related crash is defined as a crash with a contributing factor of unsafe speed and/or a speeding ticket was issued to a driver involved in the crash.

The number of speed-related fatal crashes fluctuated between 2017 and 2019, decreasing overall from 271 to 235. Between 2019 and 2021 there was a steep increase of 55% in these crashes, from 235 to 364.

SPEED-RELATED FATAL AND PERSONAL INJURY CRASHES*

	2017	2018	2019	2020	2021
Fatal Crashes	271	225	235	323	364
% of all fatal crashes	29.0%	25.5%	26.7%	34.2%	34.1%
Injury Crashes	12,113	12,063	11,828	10,175	11,676
% of all injury crashes	10.7%	10.5%	10.3%	12.2%	12.1%

**All data in this table are based on police-reported crashes.*

Source: NYS AIS / TSSR

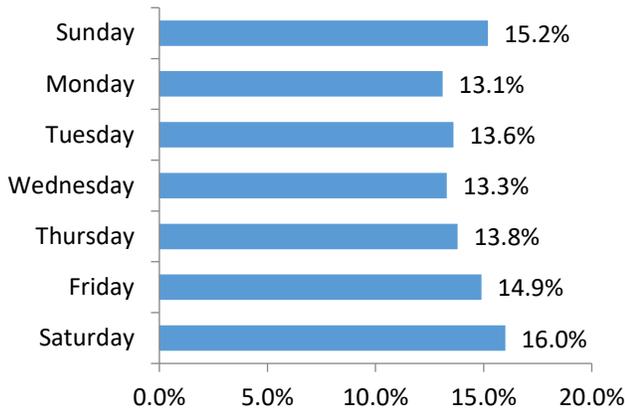
Between 2017 and 2021, the proportion of fatal crashes that occurred in New York State and involved speed also rose from 29% in 2017 to 34% in 2021.

Between 2017 and 2020, speed-related injury crashes decreased from a high of 12,113 in 2017 to a low of 10,175 in 2020 then rose to 11,676 in 2021. The proportion of personal injury crashes that involved speed increased from 10% in 2019 to 12% in 2021.

Analyses by Day of Week and Time of Day

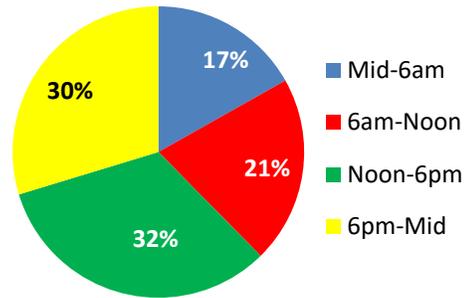
Speed-related fatal and personal injury crashes were fairly evenly spread across all the days of the week, ranging from 13% to 15% Sunday through Friday to a high of 16% on Saturday. In 2021, the largest proportion of F & PI crashes occurred between noon and 6 pm (32%) while the smallest proportion occurred between midnight and 6 am (17%).

**SPEED-RELATED FATAL & PI CRASHES
DAY OF WEEK: 2021**



Source: NYS AIS / TSSR

**SPEED-RELATED FATAL & PI CRASHES
TIME OF DAY: 2021**



Other Contributing Factors

In addition to Unsafe Speed, the top contributing factors associated with speeding drivers in fatal and personal injury crashes in 2021 are listed in the table below. Passing/Unsafe Lane Changing (96%) and Alcohol Involvement (11%) were the two driver behavior factors most frequently reported for speeding drivers involved in fatal crashes.

Passing/Unsafe Lane Changing and Following Too Closely were both reported for 13% of the speeding drivers involved in personal injury crashes.

**OTHER TOP CONTRIBUTING FACTORS ASSOCIATED WITH SPEEDING DRIVERS IN
FATAL AND PERSONAL INJURY CRASHES*: 2021**

	Speeding Drivers in Fatal Crashes (N=360)
Passing/Unsafe Lane Changing	18.6%
Alcohol Involvement	11.4%
Traffic Control Device Disregarded	6.4%
Driver Inattention/Distraction	5.8%
Failure to Keep Right	7.2%
	Speeding Drivers in PI Crashes (N=10,950)
Passing/Unsafe Lane Changing	13.2%
Following Too Closely	12.9%
Driver Inattention/Distraction	10.1%
Alcohol Involvement	7.2%
Traffic Control Device Disregarded	5.5%

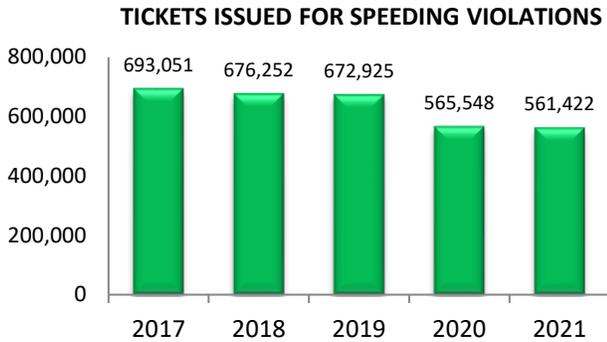
*All data in this table are based on police-reported crashes.

Source: NYS AIS / TSSR

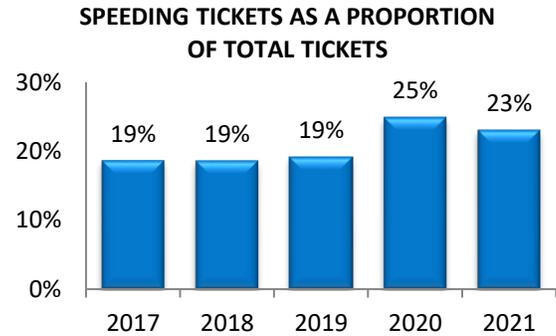
Analyses of Tickets

The number of tickets issued for speeding violations has been on a downward trend, decreasing 18% from 693,051 in 2017 to 565,548 in 2020. In 2021 the number dropped to 561,422, a reduction of less than 1% from the previous year.

From 2017 to 2020, tickets issued for speeding ranged from 19% to 25% of all tickets issued for traffic violations. In 2021 this proportion rose to 23%.

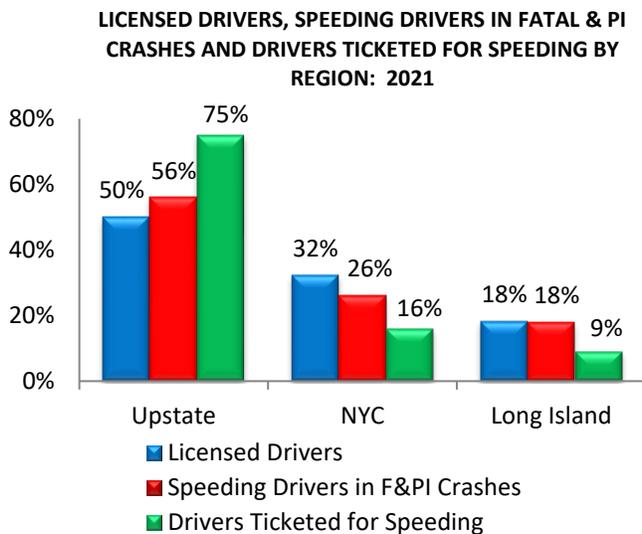


Sources: NYS TSLED and AA systems / TSSR



Source: NYS TSLED and AA systems / TSSR

Crash and Ticket Analyses by Region



Sources: NYS AIS/TSSR, Driver License, TSLED and AA Systems / TSSR

Based on 2021 data, the Upstate region of New York is overrepresented in speeding drivers in fatal and personal injury crashes (56%) and in drivers ticketed for speeding (75%) when compared with the proportion of licensed drivers in the region (50%).

The Upstate counties with the highest numbers of persons killed or injured in speed-related crashes in 2021 were: Erie (1,151), Westchester (1,062), Monroe (739), Orange (575), Onondaga (441), Dutchess (386), Rockland (354), and Albany (261).

New York City with 32% of the state's licensed drivers accounted for 26% of the speeding drivers in F&PI crashes and 16% of the drivers ticketed for speeding.

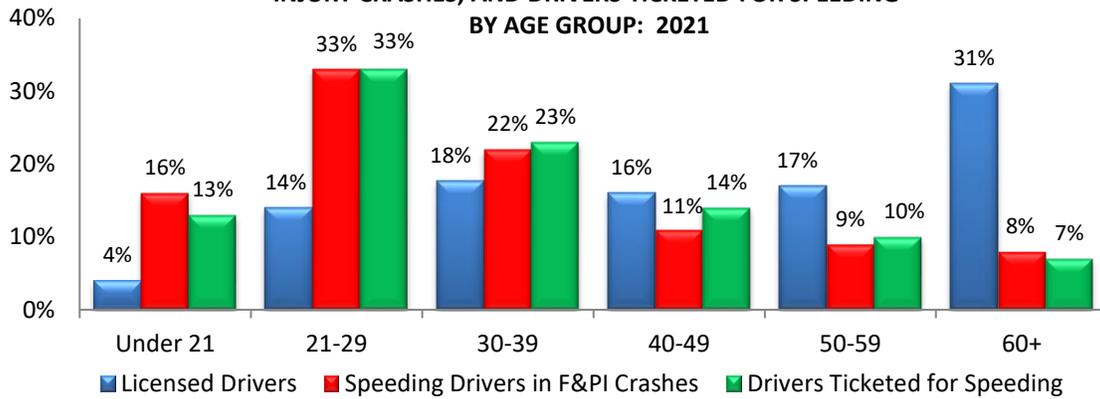
Long Island was also underrepresented in drivers ticketed for speeding (9%) when compared to its proportion of the state's licensed drivers (18%).

Analyses by Age

Drivers who speed and are involved in fatal and personal injury crashes are most likely to be 21-29 years of age (33%). Drivers ages 21-29 years of age are also the most likely to be ticketed for speeding (33%).

Based on comparisons with the proportion of licensed drivers in the under 21 and 21-29 age groups (4% and 14%, respectively), drivers in the two youngest age groups were overrepresented among the speeding drivers who were involved in fatal or personal injury crashes and the drivers who received speeding tickets. In 2021, drivers under 21 years of age accounted for 16% of the speeding drivers involved in F&PI crashes and 13% of drivers ticketed for speeding. Drivers 21-29 years of age, as mentioned above, accounted for 33% of the speeding drivers involved in F&PI crashes and 33% of those ticketed for speeding.

**LICENSED DRIVERS, SPEEDING DRIVERS INVOLVED IN FATAL AND PERSONAL INJURY CRASHES, AND DRIVERS TICKETED FOR SPEEDING
BY AGE GROUP: 2021**

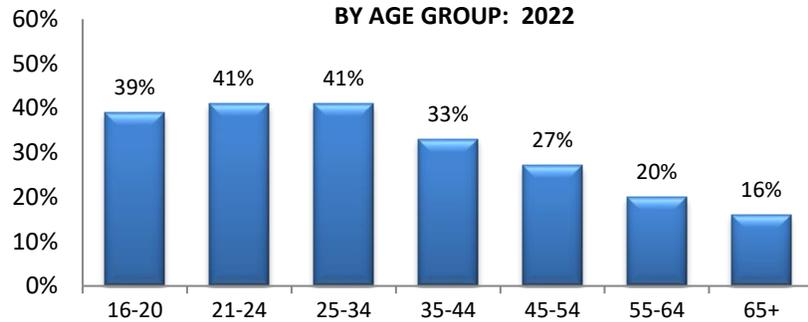


Source: NYS AIS/TSSR, Driver License, TSLED and AA / TSSR

The Driver Behavior Survey of 2022 shows drivers in the 16-20, 21-24, and 25-34 age groups were most likely to say they “regularly” or “fairly often” exceed the speed limit by more than 5 mph on a residential street (39%- 41%).

Drivers ages 55-64 and those 65 and older were the least likely to report that they exceed the speed limit “regularly” or “fairly often” (20% and 16%, respectively).

**DRIVERS WHO "REGULARLY" OR "FAIRLY OFTEN" HAVE DRIVEN MORE THAN 5 MPH OVER THE SPEED LIMIT ON A RESIDENTIAL STREET
BY AGE GROUP: 2022**



Source: 2022 Driver Behavior Survey

DISTRACTED DRIVING: CELL PHONE USE AND TEXTING

Analyses of Fatal and Personal Injury Cell Phone Crashes and Tickets Issued for Cell Phone Violations

Cell phone use, either to talk or text, is one of the unsafe driving behaviors frequently associated with driver inattention and distraction. As previously stated, New York’s definition of a “cell phone crash” is a crash that meets at least one of these criteria: 1) a contributing factor of Cell Phone (hand held), Cell Phone (hands-free) and/or Texting was reported on the police accident report form; 2) a ticket was issued for a violation of VTL 1225-c (talking on a hand-held cell phone while driving) and/or VTL 1225-d (texting using a cell phone while driving).

As shown in the table below, annual fatal and personal injury crashes involving cell phone use and/or texting fluctuated between 2017 and 2019, then declined 13% between 2019 and 2020, from 500 to 433. These crashes increased again between 2020 and 2021 from 433 to 448.

The number of tickets issued for talking on a hand-held cell phone (VTL 1225c) declined 57% from 2017 to 2020, then increased 4% in 2021 from the previous year. Tickets for texting fluctuated from 2017 to 2019, dropped 46% between 2019 and 2020, but then increased 7% between 2020 and 2021.

POLICE-REPORTED FATAL AND PERSONAL INJURY CRASHES INVOLVING CELL PHONE USE AND TEXTING AND TICKETS ISSUED FOR CELL PHONE VIOLATIONS

	2017	2018	2019	2020	2021
Cell Phone Involvement in Police-Reported F&PI Crashes					
Cell Phone Crashes Only	406	372	371	331	322
Texting Crashes Only	55	64	59	39	54
Cell Phone & Texting Crashes	65	65	70	63	72
TOTAL	526	501	500	433	448
Tickets Issued for Cell Phone Violations					
Talking on Hand-Held Cell Phone (VTL 1225c)	104,786	86,343	71,059	35,257	35,027
Texting (VTL 1225d)	112,529	111,250	109,026	58,737	63,014
TOTAL	217,315	197,593	180,085	93,995	98,041

Sources: NYS AIS, TSLED and AA systems / TSSR

Because fatal and personal injury crashes involving cell phone or texting made up less than 0.5% of all fatal and personal injury crashes that occurred in the state, underreporting appears to be an issue and one that will continue to make it difficult to determine the scope of the problem.

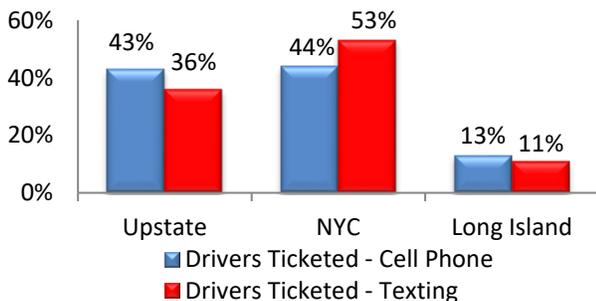
Analyses of the crash data for 2021 show the following:

- 60% of these crashes occurred in the Upstate area, 23% in New York City and 17% on Long Island.
- 75% of the drivers involved in these crashes were under age 40; 31% were 21-29 years of age, 24% were ages 30-39, and 19% were ages 16-20.

In 2021, the majority of drivers ticketed for cell phone (44%) and texting (53%) violations were issued tickets in New York City; 43% of drivers ticketed for cell phone use and 36% of drivers ticketed for texting were in the Upstate region. 13% of drivers ticketed for cell phone use and 11% of drivers ticketed for texting were on Long Island.

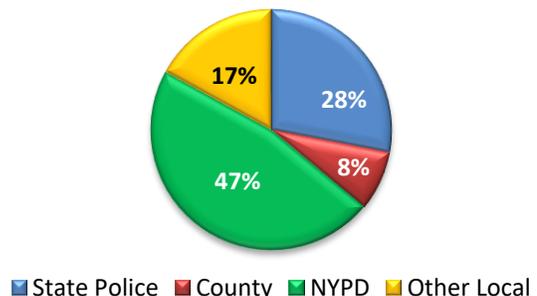
The NYPD issued 47% of all the tickets issued statewide for cell phone and texting violations in 2021. The remaining tickets were issued by the New York State Police (28%), other local police agencies (17%) and county police agencies (8%).

DRIVERS TICKETED FOR CELL PHONE USE AND TEXTING BY REGION: 2021



Sources: NYS TSLED and AA Systems / TSSR

PROPORTION OF CELL PHONE AND TEXTING TICKETS ISSUED BY TYPE OF POLICE AGENCY: 2021



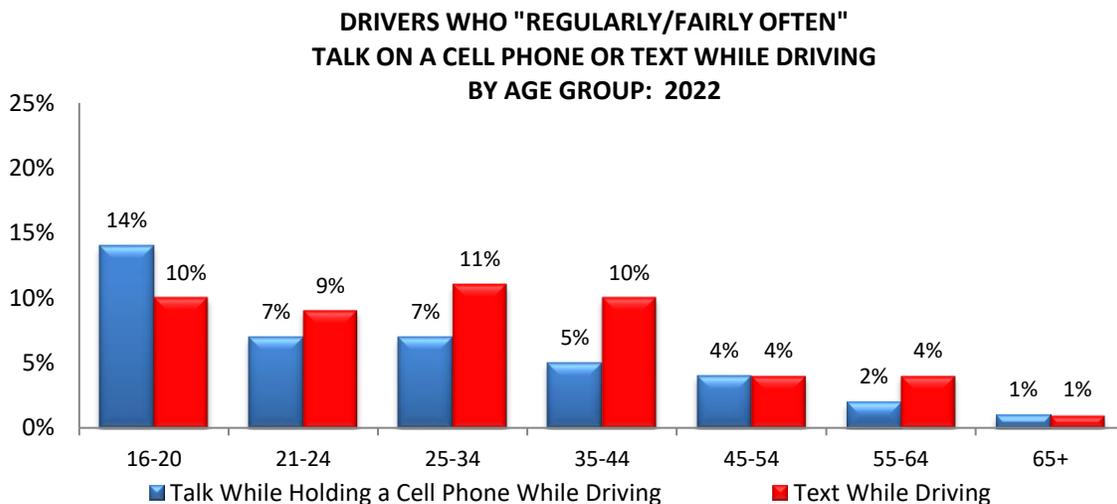
Sources: NYS TSLED and AA Systems / TSSR

Driver Behavior and Attitudinal Surveys

A series of questions on cell phone use and texting is included in the annual Driver Behavior Survey. The key results from the 2022 online survey are:

- Approximately 30% of drivers reported that they send or receive text messages while driving; 6% said that they “regularly” or “fairly often” text while driving.
- 20% of the drivers surveyed said that they talk while holding a cell phone while driving; 4% said they “regularly” or “fairly often” talk while holding a cell phone while driving.
- 81% of the drivers thought that manually using a cell phone or other portable electronic device is “very dangerous” and another 17% said it is “moderately dangerous.” Only 2% thought it was not dangerous at all.

Survey responses regarding cell phone use and texting while driving were also analyzed by age.



Source: 2022 Driver Behavior Survey

- In 2022, drivers in the age groups over 20 said they were more likely to manually text while driving than to talk while holding a cell phone.
- Drivers ages 16-20 were more likely than those in other age groups to talk while holding a cellphone while driving (14%, compared to 7% or less in the other age groups). Drivers 25-34 were somewhat more likely to text while driving (11%, compared to 10% or less of drivers in the other age groups).

Countermeasure Strategies

Using a data-driven approach, New York has identified a comprehensive set of strategies that collectively will enable the state to reach the performance targets for the Police Traffic Services program area.

Strategy PTS-1 Enforcement of Traffic Violations

Police Traffic Services (PTS)

Through the PTS program, GTSC provides resources for law enforcement agencies to address traffic safety issues in their respective jurisdictions. The agencies identify these issues through analyses of crash data that

focus on where and when crashes are occurring and the contributing factors to those crashes. A review of these analyses provides law enforcement agencies with the information they need to design and implement traffic safety education and enforcement programs and countermeasures that will be effective in reducing the frequency and severity of crashes in the targeted areas.

PTS grants use a variety of enforcement and engagement techniques such as stationary or moving patrols, low-visibility (low profile) patrol cars for better detection and apprehension, bicycle patrols, police spotters in conjunction with dedicated patrol units at identified problem locations, high-visibility patrol cars for prevention and deterrence and safety checkpoints.

In FFY 2024-2026, the primary emphasis will continue to be projects that focus on unsafe speed, aggressive driving behaviors and distracted driving. Seat belt enforcement and engagement efforts, including participation in the national mobilization in May and the border-to-border initiative, will also be eligible for PTS funding.

Coordinated special high-visibility enforcement and engagement mobilizations involving multiple agencies will also be supported. Local agencies will be allowed to use their PTS grant funding to participate in events such



as the Speed Week campaigns coordinated by the NYSP, NYSACOP and the New York State Sheriff's Association and programs such as "Operation Hang-Up" conducted by the NYSP and the National Distracted Driving Enforcement and Engagement Campaign to increase compliance with the state's cell phone and texting laws. Enforcement and engagement conducted in conjunction

with youth safe driving campaigns such as the "No Empty Chair" campaign will also continue to be funded. In addition, pedestrian enforcement and engagement efforts in targeted corridors and high-risk areas that focus on both motorists and pedestrians will be considered for funding. These enforcement and engagement efforts will target unsafe and illegal behaviors and will not be limited to drivers of specific types of vehicles.

Operation Safe Stop, a statewide traffic safety education and enforcement event held one day a year to raise awareness and deter the illegal passing of a stopped school bus, will also continue to be supported.



Statewide and New York City High-Visibility Focused Enforcement & Engagement Campaigns

Statewide and New York City enforcement and engagement campaigns that focus on a single traffic safety issue or unsafe driving behavior will be considered for funding. To ensure that resources are used efficiently, these campaigns will incorporate evidence-based strategies that are deployed based on a data-driven problem identification process. Enforcement and engagement campaigns undertaken by the NYSP that focus on dangerous behaviors that are prevalent statewide, such as speeding or distracted driving, will be supported. One example of this is the GTSC-sponsored **Speed Awareness Week** – a high-visibility enforcement and engagement campaign aimed at reducing incidences of speed-related crashes. Enforcement and engagement campaigns implemented by the NYPD to address specific high-priority issues that affect the five boroughs of New York City are also eligible for funding. For example, the NYPD is requesting funding to conduct pedestrian and bicyclist safety enforcement and engagement.

Strategy	PTS-1 Enforcement of Traffic Violations
Problem addressed	Number of tickets issued for traffic violations has declined; number of speeding-related fatalities has increased
Countermeasures & justification	“Maintain traffic enforcement strategies and policies for all areas of traffic safety including roadside sobriety checkpoints, seat belt use, pursuit driving, crash investigating and reporting, speed enforcement, and hazardous moving traffic violations” (Uniform Guidelines, Traffic Enforcement Services https://one.nhtsa.gov/nhtsa/whatsup/tea21/tea21programs/pages/TrafficEnfment.htm); enforcement of Traffic Violations, high-visibility enforcement and engagement campaigns that combine saturation enforcement details and roving patrols; programs that target specific types of violations, high crash locations, times of day and other factors identified through a data-driven approach
Performance targets addressed	Reduce speeding-related fatalities by 1.5% from 331.6 (2017-2021 rolling average) to 326.6 by 2026. Reduce fatal & personal injury crashes involving cell phone use and texting by 1.5% from 481.6 (2017-2021 rolling average) to 474.4 by 2026.
Est. 3-year funding allocation	\$31,800,000; BIL 402, 405g
Project considerations	Data-driven demonstration of need for focused efforts; Sociodemographic data; Location, time; Affected communities; Types of violations
Uniform guidelines	(A) (i) to reduce injuries and deaths resulting from motor vehicles being driven in excess of posted speed limits; (A) (vi) to reduce accidents resulting from unsafe driving behavior (including aggressive or fatigued driving and distracted driving arising from the use of electronic devices in vehicles);

Strategy PTS-2 Law Enforcement Training Programs

Training for Law Enforcement

Training programs that provide police officers with the knowledge and information needed to safely and effectively enforce traffic violations involving specific types of vehicles such as commercial vehicles, will be considered for funding. One example is the Commercial Motor Vehicle (CMV) Law Enforcement Awareness Trainings formerly provided by GTSC in concert with members of the Suffolk County Highway Patrol CMV Enforcement Unit. Since its inception in 2014, GTSC has provided 18 one-day trainings to over 1000 police officers representing numerous agencies. In FFY 2022, GTSC conducted an updated and more concise pilot version of this training in collaboration with NYSACOP and a retired NYSP Commercial Vehicle Enforcement Unit master trainer. The training continues providing information and best practices to law enforcement officers as they engage CMV drivers in routine traffic stops. Programs that educate law enforcement on particular safety issues related to specific groups of drivers, such as older drivers and vulnerable roadway users such as pedestrians and bicyclists, will also be supported.

The Below 100 Program is a training program for law enforcement that focuses on officer safety. The goal of the training is to reduce line-of-duty deaths nationally to below 100 annually. The training focuses on and incorporates five Core Tenets that are changing police culture and saving lives: Wear Your Belt, Wear Your

Vest, Watch Your Speed, What’s Important Now (WIN), and Remember, Complacency Kills. Following these tenets helps keep officers safe and allows them to lead by example; seeing law enforcement officers wearing their seat belts and driving at safe speeds helps to encourage safe driving behavior by other motorists. In addition to enforcing New York’s VTL, police agencies play an important role in educating motorists and raising public awareness. For example, law enforcement officers and other educational stakeholders are in a unique position to deliver traffic safety programs to teen drivers. Projects that provide toolkits and other educational resources for police officers and other educators will be considered for funding.

Evidence-Based Traffic Safety Enforcement Training for Law Enforcement

Through its LELs, police officer training in the development of an Evidence-Based Enforcement and Engagement plan will be provided. The training will educate law enforcement officers on the process of using local crash and ticket data to identify problem areas specific to their communities. The data-driven problem identification approach involves the correlation of crash-causing traffic violations or driver behaviors with specific times and locations in their jurisdictions. These analyses are then used to allocate police officer resources to details directly related to the identified problems. To ensure that enforcement and engagement resources are deployed effectively, police agencies are trained to implement evidence-based strategies. Police officers are also trained to continuously evaluate and adjust these strategies to accommodate shifts and changes in their local highway safety problems.

Traffic Crash Investigation

Training programs in traffic crash investigation for the NYSP and local enforcement agencies will be eligible for funding. Funding will also be provided to support activities directly related to crash investigations and timely crash reconstruction of serious personal injury and fatal motor vehicle crashes. The NYS Police will be the primary agency providing collision reconstruction services. Funding will cover materials, supplies, travel and advanced technology to support crash reconstruction.

Strategy	PTS-2 Law Enforcement Training Programs
Problem addressed	Number of tickets issued for traffic violations has declined; number of speeding-related fatalities has increased
Countermeasures & justification	“Training is essential to support traffic enforcement services and to prepare law enforcement officers to effectively perform their duties...” (Uniform Guidelines, Traffic Enforcement Services https://one.nhtsa.gov/nhtsa/whatsup/tea21/tea21programs/pages/TrafficEnfment.htm); evidence-based high-visibility and other traffic enforcement and engagement strategies are primary deterrents to unsafe driving behaviors; police officers must be given education, training and tools to support enforcement and engagement efforts.
Performance targets addressed	Reduce speeding-related fatalities by 1.5% from 331.6 (2017-2021 rolling average) to 326.6 by 2026. Reduce fatal & personal injury crashes involving cell phone use and texting by 1.5% from 481.6 (2017-2021 rolling average) to 474.4 by 2026.
Est. 3-year funding allocation	\$6,750,000; BIL 402, 405g
Project considerations	Data-driven priority traffic safety issues; Sociodemographic data; Location, time; Affected communities; Training programs and symposia to support enforcement and engagement efforts

Uniform guidelines	(A) (i) to reduce injuries and deaths resulting from motor vehicles being driven in excess of posted speed limits; (A) (vi) to reduce accidents resulting from unsafe driving behavior (including aggressive or fatigued driving and distracted driving arising from the use of electronic devices in vehicles);
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Strategy PTS-3 Communications and Outreach

Law Enforcement Liaisons

GTSC plays a major role in the coordination of statewide law enforcement and engagement efforts through its LELs representing the NYS Police, the NYS Sheriffs' Association and NYSACOP. The LELs provide GTSC with a strong police perspective on traffic safety through their law enforcement background and expertise. In addition, resources, communication networks and other statewide amenities are readily available through their organizations to further engage and promote a statewide coordinated response to traffic safety issues. The LELs are responsible for communicating GTSC's statewide safety priorities to their enforcement networks and encouraging police agency participation in the Buckle Up New York-Click It or Ticket mobilizations, STOP-DWI high-visibility enforcement and engagement campaigns and many other traffic safety initiatives such as the Operation Safe Stop Campaign. The LELs also participate in the development and delivery of a number of training opportunities for police officers, including programs offered at the Empire State Law Enforcement Traffic Safety (ESLETS) Conference and the annual NY Highway Safety Symposium.

Education and Outreach by Police Officers

One of the key elements of any traffic safety program is education. In addition to enforcing New York's VTL, police agencies play an important role in educating motorists and raising public awareness. For example, law enforcement officers and other educational stakeholders are in a unique position to deliver traffic safety programs to at-risk teen drivers. Projects that provide toolkits and other educational resources for use by police officers and other educators will be considered for funding.

Strategy	PTS-3 Communications and Outreach
Problem addressed	Number of tickets issued for traffic violations has declined; number of speeding-related fatalities has increased
Countermeasures & justification	CTW 3 or more stars: Communications and Outreach Supporting Enforcement; LELs disseminating information to constituents; law enforcement officers educating motorists
Performance targets addressed	Reduce speeding-related fatalities by 1.5% from 331.6 (2017-2021 rolling average) to 326.6 by 2026. Reduce fatal & personal injury crashes involving cell phone use and texting by 1.5% from 481.6 (2017-2021 rolling average) to 474.4 by 2026.
Est. 3-year funding allocation	\$6,750,000; BIL 402
Project considerations	Communicating data-driven priority traffic safety issues; Sociodemographic data; Location, time; Affected communities; Delivering training for police officers, including conferences and symposia
Uniform guidelines	(A) (i) to reduce injuries and deaths resulting from motor vehicles being driven in excess of posted speed limits;

(A) (vi) to reduce accidents resulting from unsafe driving behavior (including aggressive or fatigued driving and distracted driving arising from the use of electronic devices in vehicles);

MOTORCYCLE SAFETY

Overview

Improving the safety of motorcyclists continues to be a priority for the state's highway safety program. Since motorcycles share the road with much larger vehicles, a combination of strategies must be used to ensure safe riding practices and awareness of motorcyclists on our roadways. New York State has a comprehensive motorcycle safety program that supports motorcycle awareness, motorcycle helmet usage, responsible use of alcohol, and rider education, skill development and licensing. New York's universal motorcycle helmet law is a strategy that has proven to be highly effective in reducing motorcyclist injuries and fatalities.

The Governor's Traffic Safety Committee (GTSC) plays the central role in the coordination of the multiple components of New York's Motorcycle Safety program area. Assisting with these efforts is the Motorcycle Safety Workgroup which was formed in FFY 2016 to develop new data-driven messaging and other countermeasures to improve the safety of motorcyclists on New York's roadways. Led by GTSC, the workgroup consists of representatives from the New York State Police, local law enforcement, the NYS Association of Chiefs of Police, Department of Motor Vehicles (DMV), the NYS Department of Health (DOH), ITSMR and the Motorcycle Safety Foundation (MSF). One of the workgroup's initiatives that was implemented during the 2020 riding season was a public awareness campaign where motorcycle safety messages were displayed on the top of gas pumps and nozzles at over 150 fuel-filling stations located within specific counties in New York City and Long Island, the counties with the highest number of crashes in New York State involving a motorcycle and another motor vehicle. In 2018, a motorcycle survey was also sent out to a randomly selected sample of registered motorcyclists to garner opinions of New York State's current motorcycle safety & awareness messaging. In 2019, the workgroup began to analyze the results from this survey. The final results and analyses were used to inform new messaging and campaign materials for 2020.

New York's motorcycle rider education program, the Motorcycle Safety Program (MSP), is a major component of New York's comprehensive approach to address and improve motorcycle safety in the state. In existence since 1996, the MSP provides instruction and field training to improve the riding skills of motorcyclists. More than 258,000 motorcyclists have been trained since the program's inception. The MSP is funded by a portion of the motorcycle license and registration fees collected by the state and disbursed through the Motorcycle Safety Fund.

The funds and other resources GTSC invests to improve motorcycle safety are complemented by a number of other federal, state, local and private sector activities. While a real dollar amount cannot be accurately estimated for the contributions of each of the partners involved in reducing motorcycle crashes, fatalities and injuries, the most significant source of funding, programming and in-kind support that assists in achieving the performance goals established in the HSP is the state funding provided to the MSP administered by NYS DMV.

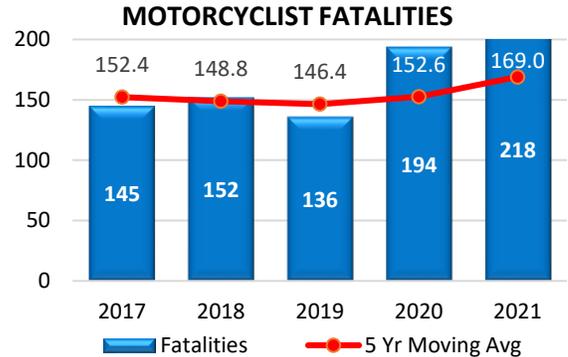
Other partners that contribute to the attainment of the state's performance goals include the following: NYS Department of Transportation, NYS DOH, New York State Police, local enforcement agencies, MSF and Motorcycle Advocacy Groups.

Performance Report

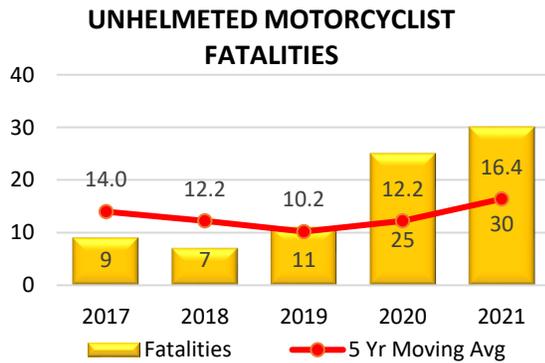
Performance Measure: C-7 Number of Motorcyclist Fatalities (FARS)

Progress: Not Met

After declining for several years, the five-year moving average for motorcyclist fatalities increased to 152.6 in 2020 and 169.0 in 2021, after sharp annual increases in 2020 and 2021. Based on the 2021 FARS data, the five-year target set for 2019-2023 (152.3) is not likely to be met.



Source: FARS



Source: FARS

Performance Measure: C-8 Number of Unhelmeted Motorcyclist Fatalities (FARS)

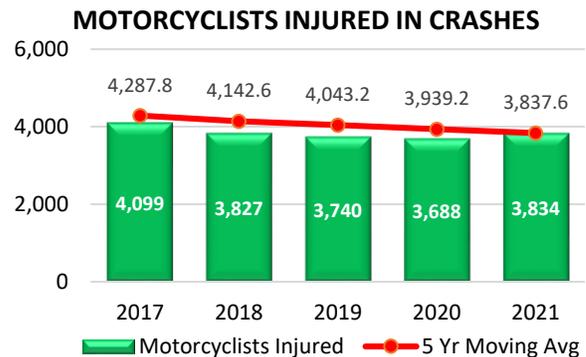
Progress: Not Met

Based on FARS data, the five-year average number of unhelmeted motorcyclist fatalities continued to rise from 10.2 in 2019 to 16.4 in 2021. This increase indicates that the target of 12.5 set for 2019-2023 is unlikely to be met.

Performance Measure: Motorcyclists Injured in Crashes (State Data)

Progress: Met

Data from New York's AIS / TSSR show that the downward trend in the five-year average for motorcyclists injured in crashes continued in 2021, reaching 3,837.6. Based on this, the target set for 2019-2023 (3,899.8) has already been met and exceeded.



Source: NYS AIS / TSSR

Performance Measure: Number of Fatal and Personal Injury Crashes Involving a Motorcycle and Another Vehicle in High-Risk Counties (State Data)

Progress: Not Met

New York tracks the number of F&PI crashes involving a motorcycle and another motor vehicle in the following high-risk counties: Kings, Queens, Bronx, Suffolk, New York and Nassau. Because the five-year moving average number of these crashes has increased to 1,312.0 in 2021, New York is not likely to meet its target of 1,276.1 set for 2019-2023.

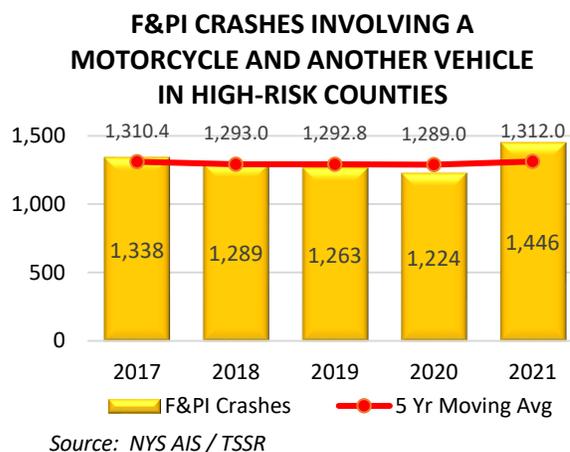
These are the countermeasure strategies in the Motorcycle Safety program that contributed towards meeting/improving the performance targets:

Strategy MC-1: Motorcycle Rider Training and Education

Strategy MC-2: Communications and Outreach

Strategy MC-3: Enforcement

Strategy MC-4: Research, Evaluation and Analytical Support for New York's Performance-Based Motorcycle Safety Program



Problem Identification

Data analyses were conducted to assist GTSC in setting priorities for the Motorcycle Safety Program and selecting data-driven countermeasure strategies and activities that will enable the state to achieve its performance goals. The key findings from the problem identification component are presented in this section.

Trends in Motorcycle Licenses and Registrations

During the decade between 2012 and 2021, the number of drivers with motorcycle licenses increased from 689,266 in 2012 to 754,601 in 2017 and then declined to 730,014 in 2021. From 2018 to 2022, approximately 70% of all new motorcycle licenses were issued to graduates of the rider training program. During the same decade, the number of motorcycle registrations fluctuated between a peak of 350,420 in 2016 and a low of 333,641 in 2020.

Fatal and Personal Injury Motorcycle Crashes

From 2017 to 2020, fatal crashes involving motorcycles fluctuated between 143 and 181. From 2020 to 2021, New York saw an 11% increase to 201 fatal motorcycle crashes. In contrast, motorcycle crashes involving personal injury declined continuously from 2017 to 2020. However, in 2021, there were 3,719 motorcycle injury crashes, an increase of 5% from 3,543 in 2020.

MOTORCYCLE FATAL AND PERSONAL INJURY CRASHES

	2017	2018	2019	2020	2021	2020-2021 % Change
Fatal Crashes	143	149	132	181	201	11.0%
Injury Crashes	3,935	3,671	3,608	3,543	3,719	5.0%
Fatal & PI Crashes	4,078	3,820	3,740	3,724	3,920	5.3%

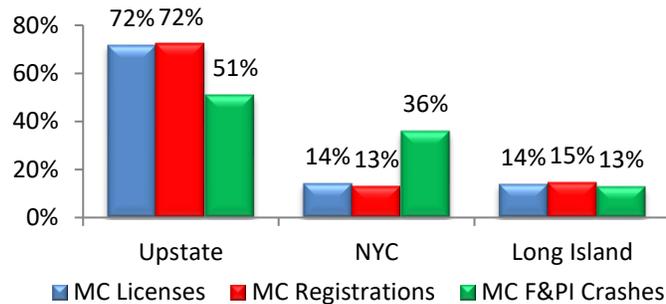
Source: NYS AIS/TSSR

Analyses by Region and County

In 2021, 51% of the fatal and personal injury crashes involving motorcycles occurred in the Upstate region, 36% occurred in New York City and 13% occurred in Long Island.

When compared with the distribution of licensed motorcyclists and motorcycle registrations by region, New York City was overrepresented in motorcycle crashes (36%) compared to the proportion of the motorcycle licenses (14%) and registrations (13%) in the region. The counties with the greatest number of fatal and personal injury motorcycle crashes in 2021 were Kings (425), Queens (406), Suffolk (307), New York (252), Bronx (248), Nassau (218), Erie (197), Monroe (157), Westchester (155) and Orange (129).

MOTORCYCLE LICENSES, REGISTRATIONS AND FATAL & PI CRASHES BY REGION: 2021



Sources: NYS AIS, Driver License and Vehicle Registration Files / TSSR

As the table below shows, the percentage change in the number of fatal and personal injury motorcycle crashes statewide from 2020 to 2021 differed by regions of the state. Fatal and personal injury crashes involving motorcycles increased by 17% in New York City and 4% in Long Island. These crashes decreased by 1% in the Upstate region.

F & PI MOTORCYCLE CRASHES BY REGION: 2019-2021

	2019	2020	2021	% Change 2020-2021
New York State	3,740	3,724	3,920	5.3%
Upstate	2,008	2,026	1,997	-1.4%
New York City	1,245	1,193	1,398	17.2%
Long Island	487	505	525	4.0%

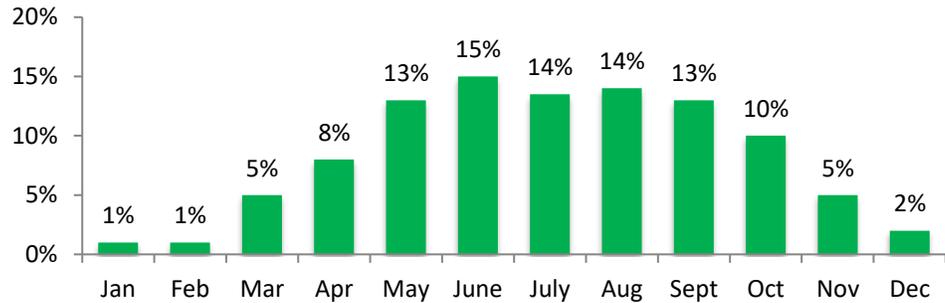
Source: NYS AIS/TSSR

Analyses by Month, Day of Week and Time of Day

The chart below reflects the seasonal nature of motorcycle riding in New York State. In 2021, nearly half of the fatal and personal injury crashes involving motorcycles occurred during the summer months (15%

in June, 14% in July and 14% in August). An additional 26% of these crashes occurred in May (13%) and September (13%).

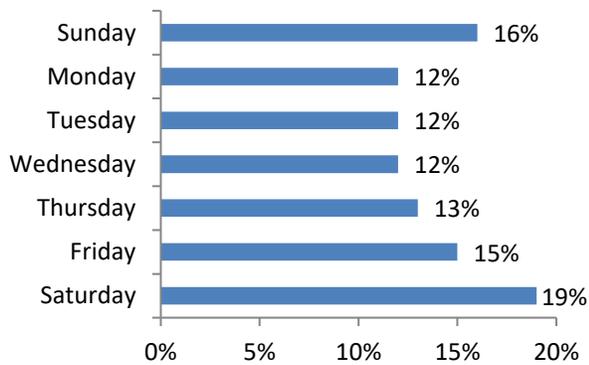
**MOTORCYCLE FATAL & PI CRASHES
BY MONTH: 2021**



Source: NYS AIS/TSSR

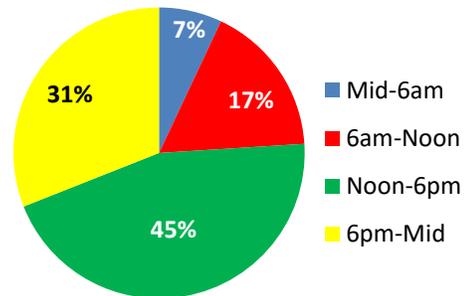
Fatal and personal injury motorcycle crashes in 2021 were most likely to occur on Saturday (19%) and Sunday (16%). 45% of the crashes occurred between noon and 6 pm and another 31% occurred between 6pm and midnight.

**MOTORCYCLE FATAL & PI CRASHES
DAY OF WEEK: 2021**



Source: NYS AIS / TSSR

**MOTORCYCLE FATAL & PI CRASHES
TIME OF DAY: 2021**

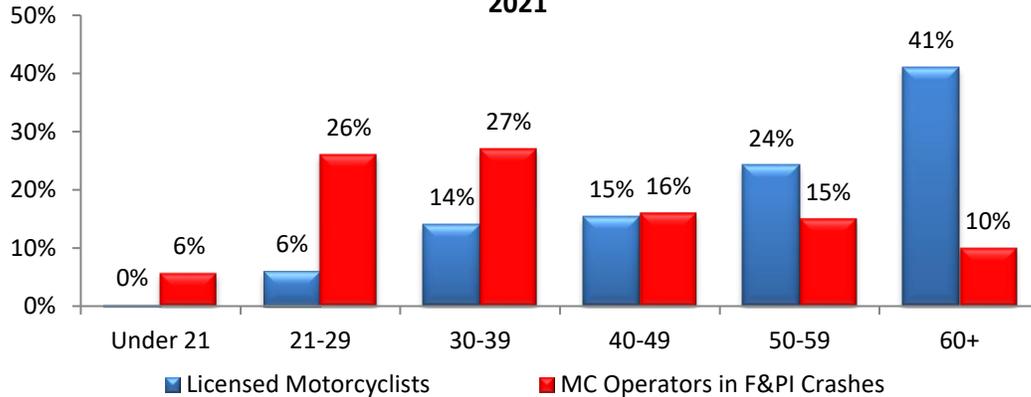


Source: NYS AIS / TSSR

Analyses of Crashes and Licensed Motorcyclists by Age

Motorcycle operators 21-29 years of age have been overrepresented by a factor of 4 in motorcycle crashes. In 2021, 26% of the motorcycle operators involved in fatal and personal injury crashes were in this age group but only 6% of the licensed motorcyclists were 21-29 years of age. Motorcycle operators under 21 years of age and between the ages of 30 and 39 were also overrepresented in fatal and personal injury crashes.

**LICENSED MOTORCYCLISTS AND MOTORCYCLE OPERATORS
INVOLVED IN FATAL AND PERSONAL INJURY CRASHES BY AGE
2021**



Source: NYS AIS/TSSR and Driver License File

Contributing Factors

In 2021, human factors were reported as contributing factors for 82% of the F&PI crashes involving motorcycles, vehicular factors for 5% and environmental factors for 13%. The top vehicular factors reported were tire failure (24 crashes), defective brakes (23) and steering failure (18). The top environmental factors reported were animal’s action (174 crashes) and obstruction/debris (99). The top ten human factors that were reported are shown in the table below. In 2021, unsafe speed and passing/lane changing/improper use were the two contributing factors most frequently reported for motorcycle crashes. In 2020, unsafe speed and driver inattention/distraction were the top two contributing factors.

TOP TEN HUMAN FACTORS IN POLICE-REPORTED F&PI MOTORCYCLE CRASHES

	2019 (N=3,637)	2020 (N=3,610)	2021 (N=3,810)
Unsafe Speed	18.2%	20.7%	20.3%
Driver Inattention/Distracted	17.0%	18.1%	18.0%
Failure to Yield Right-of-Way	18.1%	17.4%	18.2%
Passing/Lane Changing/Improper Use	17.1%	16.8%	19.0%
Following Too Closely	10.4%	9.2%	9.6%
Driver Inexperience	6.5%	8.7%	8.8%
Turning Improperly	6.1%	5.9%	5.7%
Reaction to Other Uninvolved Vehicle	6.8%	5.8%	6.5%
Traffic Control Device Disregarded	4.0%	5.0%	5.3%
Alcohol Involvement	3.3%	2.6%	3.4%

Source: NYS AIS/TSSR

Crashes Involving a Motorcycle and Another Motor Vehicle

In 2021, 3,920 fatal and personal injury crashes involved a motorcycle. Approximately six out of ten of these motorcycle crashes involved another motor vehicle (2,426). The top five contributing factors for motorcyclists involved in fatal and personal injury crashes with another motor vehicle in 2021 were Passing/Lane Changing/Improper Use (16%), Unsafe Speed (13%), Driver Inattention/Distracted (11%),

Following Too Closely (9%), and Driver Inexperience (5%). For the drivers of other vehicles involved in a crash with a motorcycle, Failure to Yield the Right-of-Way was by far the most frequently cited contributing factor (21%), followed by Driver Inattention/Distracted (14%), Passing/Lane Changing/Improper Use (7%), Turning Improperly (6%), and Following Too Closely (4%).

**TOP CONTRIBUTING FACTORS FOR MOTORCYCLISTS AND THE OTHER MOTORISTS
IN F&PI CRASHES INVOLVING A MOTORCYCLE AND ANOTHER VEHICLE: 2021**

Motorcyclists (N=2,456)	
Passing/Lane Changing/Improper Use	16.0%
Unsafe Speed	13.4%
Driver Inattention/Distracted	10.8%
Following Too Closely	8.8%
Driver Inexperience	5.3%
Other motorists (N=2,683)	
Failure to Yield Right-of-Way	20.8%
Driver Inattention/Distracted	14.0%
Passing/Lane Changing/Improper Use	7.3%
Turning Improperly	5.8%
Following Too Closely	4.2%
<i>Source: NYS AIS</i>	

The number of fatal and personal injury crashes involving a motorcycle and another motor vehicle that occurred in 2021 are presented by county in the table below. In addition, the number of motorcycle registrations per county are shown for comparison purposes. Due to recent changes made to the Police Accident Report form with regard to the capture and reporting of crashes involving property damage only, these crashes were excluded from the determination of the top jurisdictions requiring additional focus.

The counties that collectively accounted for the majority (60%) of fatal and personal injury crashes involving a motorcycle and another vehicle in 2021 were Kings, Queens, Bronx, Suffolk, Nassau and New York. These counties have consistently comprised the top six for these crashes since 2013. When the proportions of crashes are compared to the proportions of the state’s motorcycle registrations in each of these counties, the four New York City counties (Kings, Queens, Bronx and New York) were all overrepresented. For example, 15% of these crashes occurred in Kings County but only 3% of the motorcycles were registered in that county. Suffolk County was slightly underrepresented in crashes when compared to the proportion of motorcycle registrations (8% of F&PI crashes vs. 9% of registrations) while Nassau County was only slightly overrepresented in crashes with respect to registrations (6% vs. 5%). Overall, the top six counties where the majority (60%) of F & PI crashes occurred accounted for only 26% of the state’s motorcycle registrations.

F&PI CRASHES INVOLVING A MOTORCYCLE AND ANOTHER MOTOR VEHICLE BY COUNTY: 2021

	Total F&PI Crashes	% of Total	Cumulative %	MC Registrations*	% of Total
Total NYS	2,426	100.0%		338,361	
KINGS	367	15.13%	15.13%	11,543	3.4%
QUEENS	346	14.26%	29.39%	14,995	4.4%
BRONX	207	8.53%	37.92%	4,905	1.4%
SUFFOLK	193	7.96%	45.88%	31,651	9.3%
NEW YORK	185	7.63%	53.50%	7,022	2.1%
NASSAU	148	6.10%	59.60%	17,990	5.3%

	Total F&PI Crashes	% of Total	Cumulative %	MC Registrations*	% of Total
ERIE	111	4.58%	64.18%	20,977	6.2%
MONROE	99	4.08%	68.26%	15,712	4.6%
WESTCHESTER	91	3.75%	72.01%	13,378	3.9%
RICHMOND	57	2.35%	74.36%	6,067	1.8%
ONONDAGA	55	2.27%	76.63%	11,136	3.3%
ORANGE	55	2.27%	78.90%	10,178	3.0%
ALBANY	49	2.02%	80.92%	6,661	2.0%
DUTCHESS	41	1.69%	82.61%	8,308	2.4%
ONEIDA	31	1.28%	83.88%	7,182	2.1%
ROCKLAND	31	1.28%	85.16%	4,545	1.3%
SARATOGA	26	1.07%	86.23%	8,980	2.6%
ULSTER	24	0.99%	87.22%	7,164	2.1%
SCHENECTADY	22	0.91%	88.13%	4,774	1.4%
BROOME	21	0.87%	88.99%	5,399	1.6%
NIAGARA	18	0.74%	89.74%	7,610	2.2%
ONTARIO	16	0.66%	90.40%	4,035	1.2%
PUTNAM	16	0.66%	91.06%	3,376	1.0%
RENSSELAER	16	0.66%	91.71%	5,499	1.6%
WARREN	13	0.54%	92.25%	2,971	0.9%
GREENE	12	0.49%	92.75%	2,821	0.8%
CHAUTAUQUA	11	0.45%	93.20%	4,956	1.5%
OSWEGO	11	0.45%	93.65%	5,360	1.6%
GENESEE	9	0.37%	94.02%	2,337	0.7%
SULLIVAN	9	0.37%	94.39%	3,025	0.9%
TOMPKINS	8	0.33%	94.72%	2,461	0.7%
CLINTON	7	0.29%	95.01%	3,228	1.0%
JEFFERSON	7	0.29%	95.30%	3,924	1.2%
SCHOHARIE	7	0.29%	95.59%	1,733	0.5%
WAYNE	7	0.29%	95.88%	4,691	1.4%
CHEMUNG	6	0.25%	96.13%	2,252	0.8%
FULTON	6	0.25%	96.37%	2,768	0.8%
STEUBEN	6	0.25%	96.62%	4,045	1.2%
CATTARAUGUS	5	0.21%	96.83%	3,430	1.0%
CAYUGA	5	0.21%	97.03%	3,058	0.9%
CORTLAND	5	0.21%	97.24%	1,944	0.6%
HERKIMER	5	0.21%	97.44%	2,856	0.8%
ORLEANS	5	0.21%	97.65%	1,715	0.5%
OTSEGO	5	0.21%	97.86%	2,372	0.7%
SENECA	5	0.21%	98.06%	1,340	0.4%
ST. LAWRENCE	5	0.21%	98.27%	4,331	1.3%
WASHINGTON	5	0.21%	98.47%	3,262	1.0%
LIVINGSTON	4	0.16%	98.64%	2,862	0.8%
MONTGOMERY	4	0.16%	98.80%	2,422	0.7%
SCHUYLER	4	0.16%	98.97%	1,014	0.3%
WYOMING	4	0.16%	99.13%	1,903	0.6%
ESSEX	3	0.12%	99.26%	1,653	0.5%

	Total F&PI Crashes	% of Total	Cumulative %	MC Registrations*	% of Total
FRANKLIN	3	0.12%	99.38%	1,771	0.5%
MADISON	3	0.12%	99.51%	2,985	0.9%
CHENANGO	2	0.08%	99.59%	2,252	0.7%
COLUMBIA	2	0.08%	99.67%	2,559	0.8%
DELAWARE	2	0.08%	99.75%	2,095	0.6%
HAMILTON	2	0.08%	99.84%	355	0.1%
YATES	2	0.08%	99.92%	1,017	0.3%
ALLEGANY	1	0.04%	99.96%	1,891	0.6%
TIOGA	1	0.04%	100.00%	1,831	0.5%

Sources: NYS AIS, Vehicle Registration File/TSSR

* Excludes out-of-state motorcycle registrations

The table below shows that from 2017 to 2020, statewide crashes involving a motorcycle and another motor vehicle had a downward trend, from 2,327 to 2,165. However, from 2020 to 2021 there was an increase of 12% to 2,426. Among the top 6 counties, the greatest increases between 2020 and 2021 occurred in New York County (43%) followed by Queens County (28%) and Kings County (20%). Meanwhile, motorcycle/motor vehicle crashes remained constant in Nassau County with no increase or decrease.

**F&PI CRASHES INVOLVING A MOTORCYCLE AND ANOTHER MOTOR VEHICLE,
NYS AND TOP 6 COUNTIES**

	2017	2018	2019	2020	2021	2020-2021 % Change
Total NYS	2,327	2,261	2,201	2,165	2,426	12.1%
Kings	368	353	342	307	367	19.5%
Queens	309	333	290	270	346	28.1%
Bronx	168	154	184	190	207	9.0%
Suffolk	184	160	175	180	193	7.2%
Nassau	138	123	135	148	148	0%
New York	171	166	137	129	185	43.4%
Total Top 6 Counties	1,338	1,289	1,263	1,224	1,446	18.1%
% of NYS	57.5%	57.0%	57.4%	56.5%	59.6%	

Source: NYS AIS

Countermeasure Strategies

Using a data-driven approach, New York has identified a comprehensive set of strategies that collectively will enable the state to reach the performance targets for the Motorcycle Safety program area.

Strategy MC-1 Motorcycle Rider Training and Education

NYS Motorcycle Safety Program

The New York State DMV contracts with MSF, a national leader in motorcycle safety and education, to deliver the MSF Basic Rider Course throughout the state. In addition to user fees, a portion of the

motorcycle license and registration fees collected by the state is set aside to fund these training programs. No NHTSA monies are used to fund this program.

The road test waiver offered by New York’s rider training program provides an additional incentive for new motorcyclists to complete a motorcycle rider education course and become licensed operators without having to take a DMV road test. Over the past five years, an average of 70% of all new motorcycle licenses were issued to graduates of the rider training program who waived the DMV road test. The Basic Rider Course 2 (BRC2-LW) and the Three-Wheeled Motorcycle BRC (3WBRC) also qualify for the road test waiver benefit.

Maintaining the quality of the instructor cadre in terms of skills, knowledge and motivation is a challenge in every program. To maintain a high-quality program, New York will continue to use a variety of outreach methods to improve the availability of training for providers and instructors and aid in the retention of qualified instructors. A MSF-qualified quality assurance team makes visits to the public training sites every year to ensure the program continues to maintain high standards for course delivery.

Strategy	MC-1 Motorcycle Rider Training and Education
Problem addressed	The majority of F & PI motorcycle crashes occurred Upstate (51%); the majority of F & PI motorcycle/motor vehicle crashes occurred in Kings, Queens, Bronx, Suffolk, New York and Nassau counties (60%)
Countermeasures & justification	Motorcycle Rider Licensing and Training – effectiveness not evaluated and/or inconclusive; Motorcycle Rider Education and Training (Uniform Guidelines, Motorcycle Safety https://one.nhtsa.gov/nhtsa/whatsup/tea21/tea21programs/pages/MotorcycleSafety.htm); the goal is to increase motorcycle safety by elevating the skills of motorcyclists.
Performance targets addressed	Reduce motorcyclist fatalities by 1.5% from 169.0 (2017-2021 rolling average) to 166.5 by 2026. Reduce unhelmeted motorcyclist fatalities by 1.5% from 16.4 (2017-2021 rolling average) to 16.15 by 2026. Reduce motorcyclists injured in crashes by 1.5% from 3,837.6 (2017-2021 rolling average) to 3,780.0 by 2026. Reduce F & PI crashes involving a motorcycle and another vehicle in high-risk counties by 1.5% from 1,312.0 (2017-2021 rolling average) to 1,292.3 by 2026.
Est. 3-year funding allocation	\$0 (funded by license and registration fees and user fees)
Project considerations	Partnership with MSF, national leader in motorcycle safety and education; Quality assurance team visits training sites; Location: Affected high-risk counties
Uniform guidelines	(A) (iv) to prevent accidents and reduce injuries and deaths resulting from accidents involving motor vehicles and motorcycles

Strategy MC-2 Communications and Outreach

Motorcycle Safety Awareness Program for Motorists

Communication strategies and outreach activities directed toward the other drivers who share the road with motorcyclists are very important for improving motorcycle safety. In addition to statewide efforts,

the counties within New York State that have been identified as having the highest numbers of fatal and personal injury crashes involving a motorcycle and another motor vehicle will be the primary focus of the activities conducted under this program in FFY 2024-2026. Based on 2021 state crash data, the counties that collectively accounted for the majority (60%) of fatal and personal injury crashes involving a motorcycle and another vehicle are all in the downstate region: Kings, Queens, New York, and Bronx counties in New York City and Nassau and Suffolk counties on Long Island.

Projects that raise motorist awareness of the need to watch for motorcycles in traffic and educate the general driving population on how to share the road safely with motorcycles will be supported under the Motorist Awareness Program. These efforts include New York's participation in the national initiative recognizing May as Motorcycle Safety Awareness Month, the use of variable message signs promoting motorcycle safety and public awareness campaigns, and public information and education (PI&E) materials that promote the Share the Road message. The Motorcycle Safety Workgroup formed by GTSC will also continue to investigate various avenues of communication with the motoring public to create a new motorcycle safety messaging campaign. One approach will be to utilize the results from the 2018 motorcycle survey to inform new messaging and determine the most effective avenues for messaging and outreach.

Outreach efforts to enhance driver awareness of motorcycles will also continue to be considered for funding. Examples include attendance at auto shows, fairs and other public events; presentations to driver education classes; and the use of social media to reach general and targeted audiences. The development of PI&E materials that can be distributed to various audiences and through other channels will also be supported. The outreach efforts and other activities that focus on raising motorist awareness and educating the general driving public about motorcycle safety will be supported by 405(f) Motorcyclist Safety Grant funds.

Some specific examples of the motorist awareness communications and outreach that will be conducted in FFY 2024 include the following:

- A Motorcycle Safety Awareness Month press event will be held in a county that experiences a high rate of motorcycle crashes, injuries and fatalities.
- Variable Message Signs will be displayed during popular motorcycle-related rallies and events to alert drivers of increased motorcycle traffic.
- A geotargeting campaign featuring awareness messaging will be deployed to reach motorists in specific areas of the state that experience a high number and/or rate of motorcycle crashes.
- GTSC will participate in motorcycle safety and awareness outreach at the International Automobile Show and as well as the annual state fair and other relevant events throughout the state.
- GTSC will partner with DMV to distribute motorcycle safety and awareness messaging via mass mailings to motorists.
- New motorcycle safety and awareness materials will be developed and distributed at a minimum of three traffic safety events as well as to county DMVs, grantees and other traffic safety partners.
- A new motorcycle awareness PSA will be developed and filmed in partnership with NYS DOH.
- GTSC, in partnership with NYS DOH, will develop a tip card for law enforcement officers to educate both motor vehicle drivers and motorcycle riders.

Motorcyclist Awareness and Education

Activities that focus on enhancing motorcycle safety through education and outreach to motorcyclists will also continue to be supported. These efforts include the development of educational materials, the promotion of U.S. Department of Transportation-approved helmets and conspicuous protective gear, and outreach to motorcyclists through avenues such as rallies, events or mass mailings. Some examples of the events that have been important venues for outreach to the motorcycling community are the New York State Fair, the International Motorcycle Show in New York City and the annual Americade motorcycle rally, which draws more than 50,000 motorcyclists to Lake George each year.

Strategy	MC-2 Communications and Outreach
Problem addressed	About 62% of motorcycle crashes involve a collision with another vehicle; top contributing factors for the other motorist in a F or PI crash with a motorcycle were “Failure to Yield” and “Driver Inattention/Distracted”; the majority of F & PI motorcycle/motor vehicle crashes occurred in Kings, Queens, Bronx, Suffolk, New York and Nassau counties (60%)
Countermeasures & justification	Communications and Outreach: Motorist Awareness of Motorcyclists – effectiveness not evaluated; Motorcycle Rider Conspicuity and Motorist Awareness Programs; Communication Program (Uniform Guidelines, Motorcycle Safety https://one.nhtsa.gov/nhtsa/whatsup/tea21/tea21programs/pages/MotorcycleSafety.htm); goals are to raise motorists’ awareness of motorcycle safety and to help motorists share the road safely with motorcycles. Education and outreach to motorcyclists are expected to have an impact on motorcyclist fatality and injury performance targets.
Performance targets addressed	Reduce motorcyclist fatalities by 1.5% from 169.0 (2017-2021 rolling average) to 166.5 by 2026. Reduce motorcyclists injured in crashes by 1.5% from 3,837.6 (2017-2021 rolling average) to 3,780.0 by 2026. Reduce F & PI crashes involving a motorcycle and another vehicle in high-risk counties by 1.5% from 1,312.0 (2017-2021 rolling average) to 1,292.3 by 2026.
Est. 3-year funding allocation	\$2,850,000; BIL 402, 405f
Project considerations	Strong public awareness campaigns; Quality and variety of safety messages and materials; Affected communities; Locations: Affected high-risk counties
Uniform guidelines	(A) (iv) to prevent accidents and reduce injuries and deaths resulting from accidents involving motor vehicles and motorcycles

Strategy MC-3 Enforcement

In order to ensure the efficient and effective use of resources to enforce traffic violations, New York’s law enforcement community conducts routine enforcement details that focus on drivers who are engaged in dangerous driving behaviors such as impaired driving, distracted driving and speeding regardless of the type of vehicle they are operating. These traffic enforcement countermeasures are discussed under the Police Traffic Services program area. Although federally-funded motorcycle checkpoints are no longer allowed, some local police agencies continue to conduct this type of enforcement using non-federal monies.

Training for law enforcement that is designed to improve the effectiveness of motorcycle enforcement efforts is included under this strategy. All enforcement efforts under the Motorcycle Safety program area will be

data-driven and will be planned, implemented and monitored in accordance with the requirements of the state’s Evidence-Based Traffic Safety Enforcement Program (TSEP).

Motorcycle Safety & Enforcement Training for Law Enforcement

Training programs for law enforcement that focus on educating officers on motorcycle safety will continue to be supported. These programs include the requirements regarding motorcycle safety equipment, enforcement strategies and techniques, identifying impaired riders and other topics related to motorcycle safety.

The motorcycle safety and enforcement training program “Practical Guidelines for Motorcycle Enforcement” continues to be a popular and effective training initiative for law enforcement officers across the state. The training curriculum includes an in-depth review of motorcycle safety and motorcycle laws. The training also introduces law enforcement to national and state-specific enforcement issues through its modules covering license endorsements and registrations, required motorcycle safety equipment (helmets), common motorcycle operation violations, crash investigation, strategies to conduct safe stops and avoid pursuits, and the detection of impaired motorcyclists. In FFY 2022, GTSC provided this one-day training to 106 officers representing 50 agencies across the state.

A minimum of three enforcement trainings will be held in FFY 2024. Decisions on where to hold training programs are data-driven and are based on a region’s overrepresentation in motorcycle crashes. These regional training programs are conducted by a team of subject matter experts from the New York State Police and the New York State Association of Chiefs of Police in cooperation with GTSC, the DMV MSP, MSF and other law enforcement partners.

The development and dissemination of new training resources and materials through websites, podcasts and other delivery mechanisms will also be considered for funding.

Strategy	MC-3 Enforcement
Problem addressed	Motorcyclist fatalities and unhelmeted motorcyclist fatalities have increased; motorcyclist injuries have declined but are still high; the majority of F & PI motorcycle/motor vehicle crashes occurred in Kings, Queens, Bronx, Suffolk, New York and Nassau counties (60%)
Countermeasures & justification	Law Enforcement (Uniform Guidelines, Motorcycle Safety https://one.nhtsa.gov/nhtsa/whatsup/tea21/tea21programs/pages/MotorcycleSafety.htm); enforcement of traffic safety laws are conducted in New York regardless of the type of vehicle. Some local police agencies conduct motorcycle checkpoints using non-federal monies. All enforcement efforts are data-driven.
Performance targets addressed	Reduce motorcyclist fatalities by 1.5% from 169.0 (2017-2021 rolling average) to 166.5 by 2026. Reduce unhelmeted motorcyclist fatalities by 1.5% from 16.4 (2017-2021 rolling average) to 16.15 by 2026. Reduce motorcyclists injured in crashes by 1.5% from 3,837.6 (2017-2021 rolling average) to 3,780.0 by 2026. Reduce F & PI crashes involving a motorcycle and another vehicle in high-risk counties by 1.5% from 1,312.0 (2017-2021 rolling average) to 1,292.3 by 2026.
Est. 3-year funding allocation	\$750,000; BIL 402

Project considerations	Training designed to improve the effectiveness of motorcycle enforcement efforts; Affected communities; Locations: Affected high-risk regions and counties
Uniform guidelines	(A) (iv) to prevent accidents and reduce injuries and deaths resulting from accidents involving motor vehicles and motorcycles

Strategy MC-4 Research, Evaluation and Analytical Support for New York’s Performance-Based Motorcycle Safety Program

Research, evaluation and data analysis are essential components of a successful performance-based Motorcycle Safety program. These activities support problem identification, the selection of performance measures for tracking progress, and the selection of evidence-based, data-driven strategies that will contribute to the achievement of the state’s performance goals.

Motorcycle Safety Workgroup

In FFY 2024-2026, the multi-agency Motorcycle Safety Workgroup will continue to develop data-driven strategies and new campaign messaging to reach the varied demographics of the riding population. The results of the 2018 motorcycle survey will inform the development of campaign messaging for the upcoming years, and the Workgroup will be instrumental in piloting new campaign messages among the target population. There will be a special focus on reaching motorists from the counties with the highest number of motorcycle/motor vehicle crashes. The Workgroup will continue to meet quarterly to carry out the objectives and determine priorities for the year. The Workgroup will conduct outreach to various newspapers and magazines and will publish at least one article to publicize motorcycle safety and awareness issues and/or highlights. The Workgroup will also continue to collect crash data covering a 5-year period to look for trends and develop new countermeasures.

Strategy MC-4 Research, Evaluation and Analytical Support for New York’s Performance-Based Motorcycle Safety Program

Problem addressed	Motorcyclist fatalities and unhelmeted motorcyclist fatalities have increased; motorcyclist injuries have declined but are still high; the majority of F & PI motorcycle/motor vehicle crashes occurred in Kings, Queens, Bronx, Suffolk, New York and Nassau counties (60%)
Countermeasures & justification	Program Evaluation and Data (Uniform Guidelines, Motorcycle Safety https://one.nhtsa.gov/nhtsa/whatsup/tea21/tea21programs/pages/MotorcycleSafety.htm); research, evaluation and data analysis are essential components of a successful performance-based motorcycle safety program. Data-driven problem identification determines when and where crashes are occurring, who is involved, what factors contributed to the crashes and what trends occurred in the data over time. Projects chosen according to these considerations will result in progress toward achieving performance targets.
Performance targets addressed	Reduce motorcyclist fatalities by 1.5% from 169.0 (2017-2021 rolling average) to 166.5 by 2026. Reduce unhelmeted motorcyclist fatalities by 1.5% from 16.4 (2017-2021 rolling average) to 16.15 by 2026. Reduce motorcyclists injured in crashes by 1.5% from 3,837.6 (2017-2021 rolling average) to 3,780.0 by 2026. Reduce F & PI crashes involving a motorcycle and another vehicle in high-risk counties by 1.5% from 1,312.0 (2017-2021 rolling average) to 1,292.3 by 2026.

Est. 3-year funding allocation	\$165,000; BIL 402
Project considerations	Research, evaluation and analysis activities; Helping to select evidence-based, data-driven strategies
Uniform guidelines	(A) (iv) to prevent accidents and reduce injuries and deaths resulting from accidents involving motor vehicles and motorcycles

NON-MOTORIZED (PEDESTRIANS AND BICYCLISTS)

Overview

Improving the safety of pedestrians, bicyclists and other wheel-sport enthusiasts who are New York's most vulnerable roadway users continues to be a priority for the state's highway safety program. Responsibility for addressing pedestrian, bicycle and wheel-sport safety issues is shared among several agencies in New York. Effective solutions to these issues often require collaborative efforts involving education, engineering, engagement and enforcement countermeasures.

The Governor's Traffic Safety Committee (GTSC) plays the central role in promoting and coordinating multiple components of New York's Non-motorized (Pedestrians and Bicyclists) safety program. The funds and other resources GTSC invests to improve pedestrian, bicycle and other wheel-sport safety are complemented by a number of other federal, state, local and private sector initiatives. For instance, GTSC and other governmental agencies collaborated in developing a five-year, \$110 million Pedestrian Safety Action Plan (PSAP), which outlines engineering, education and enforcement countermeasures designed to better protect our most vulnerable roadway users. Identified in the PSAP are 20 "focus communities" outside of New York City where data indicate pedestrian crashes are the most prevalent. The PSAP expired at the end of 2021. The state-level partners (GTSC, NYS Department of Transportation [DOT] and NYS Department of Health [DOH]) and the Federal Highway Administration (FHWA) are currently collaborating to develop a successor PSAP which will include fresh safety targets (communities/neighborhoods/corridors) and equitable countermeasures. It is expected that work to develop this new action plan will be ongoing through 2023. Creation of a new five-year plan is the goal of GTSC.

Since implementation of the current PSAP in June 2016, GTSC has continued to organize and host law enforcement training sessions across the state designed to educate police officers, especially those from the designated "focus communities", on pedestrian and bicycle laws and strategies for enforcement. Utilizing resources and training personnel from NHTSA, a new one-day training curriculum was developed in 2017. Armed with these new course materials, GTSC is actively recruiting in-state law enforcement with an interest in pedestrian safety to act as future course instructors. Pedestrian safety training opportunities for law enforcement will continue to be made available in FFY 2024-2026.

GTSC will continue to organize a two-week pedestrian safety education/engagement/enforcement mobilization, *Operation See! Be Seen!* During the first week, police officers work to make the public aware of pedestrian safety laws and distribute specially designed warning citations to motorists and pedestrians found in violation of these laws. This warning period is followed by a week of traditional high-visibility enforcement with ticketing as warranted. Similar details will be conducted again in 2023. To assist with these efforts, law enforcement agencies in select communities with a high incidence of pedestrian-involved crashes will be eligible and encouraged to apply for funding to support dedicated pedestrian safety enforcement and education projects.





In this program area, engineering countermeasures play a major role in efforts to improve safety. While a real dollar amount cannot be accurately estimated for the contributions of each of the partners involved in reducing crashes, fatalities and injuries among these special groups of highway users, the most significant sources of funding, programming and in-kind support that assist in achieving the performance goals established in the

HSP include the following: NYS DOT, NYS DOH, NYS Department of State, NHTSA, FHWA, NYC DOT, Metropolitan Planning Organizations, New York Metropolitan Transportation Council, Capital District Transportation Committee, NYS Association of Chiefs of Police, NYS Sheriffs' Association, NYS Police, NYS Association of Traffic Safety Boards, County Traffic Safety Boards, New York Bicycling Coalition and Safe Kids Coalitions.

One of the challenges in this program area is that persons of all ages, from young children to older adults, are part of the at-risk group. Effective public information and education (PI&E) programs and other strategies to reduce deaths and injuries among pedestrians, bicyclists and participants in other wheel-sports—our most vulnerable roadway users—must be designed and implemented to address both children and adults. Programs that call for the equitable engagement of these populations via material development and dissemination and outreach activities, events, trainings, etc., will be emphasized for funding.

Equally important is the need to continue efforts to raise awareness and educate motorists on how to safely share the road with pedestrians and bicyclists. This includes educating motorists, pedestrians and law enforcement on New York State's Vehicle and Traffic Laws, including the pedestrian crossing and conditional yielding laws, and the 2010 law requiring drivers overtaking bicycles to pass to the left "at a safe distance" until they safely clear the bicycle. GTSC and the NYS DOH work jointly to recruit new health and traffic safety partners for the specific purpose of conducting outreach to the public on the NYS Vehicle and Traffic Laws pertaining to pedestrian and bicycle safety. These efforts will continue in FFY 2024-2026. A major component of the work to be undertaken in FFY 2024 includes development of a video campaign focused on a commonly cited crash-causing factor in pedestrian-involved crashes, failure to yield. Projects focused on educating the public on these pertinent laws will be emphasized for funding.

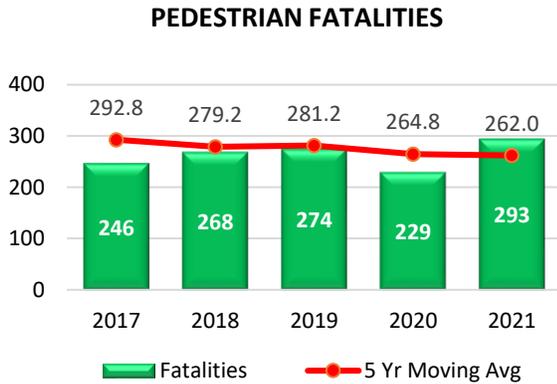
The promotion of the use of helmets and other protective gear that have proven to be effective in reducing the severity of injuries suffered in motor vehicle crashes involving bicyclists and participants in other wheel sports is also a priority. New York State has required helmet use for bicyclists under age 14 since 1993 and subsequently extended mandatory helmet use to in-line skaters (1996), non-motorized scooter riders (2002) and skateboarders (2005) under 14 years of age. Compliance with these laws requires the awareness of parents and the availability of helmets to low-income families. Bicycle safety skills clinics, also known as "rodeos," that educate children about applicable vehicle and traffic laws, teach safe riding behaviors, and ensure proper helmet fit, will also be emphasized for funding.



Performance Report

Performance Measure: C-10 Pedestrian Fatalities (FARS)

Progress: Met

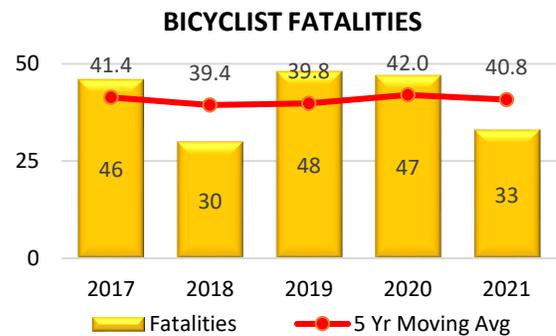


Based on FARS data, the five-year average for pedestrian fatalities in New York State declined from 281.2 in 2019 to 264.8 in 2020 and 262.0 in 2021. As a result of these decreases, the target of 262.5 set for 2019-2023 has already been met.

Performance Measure: C-11 Bicyclist Fatalities (FARS)

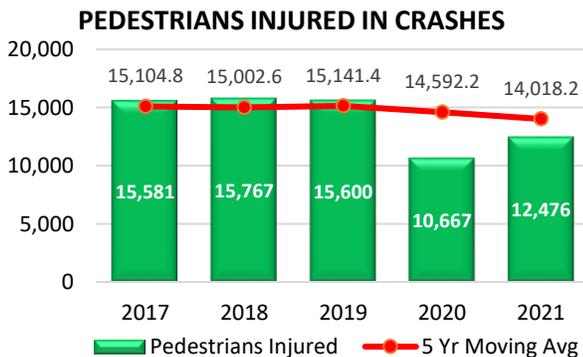
Progress: Met

The FARS data show that the five-year average number of bicyclist fatalities fluctuated from 2017 to 2020 but then decreased in 2021. The 2017-2021 five-year average of 40.8 met and exceeded the target set for 2019-2023 (41.6).



Performance Measure: Pedestrians Injured in Crashes (State Data)

Progress: Met

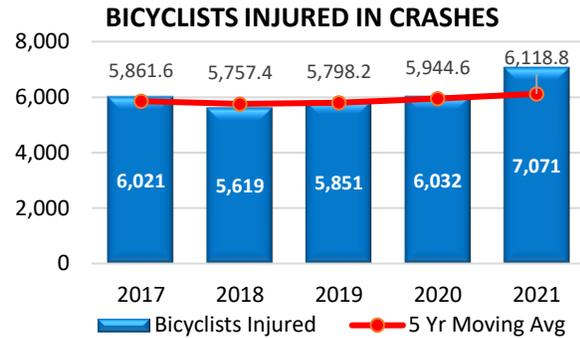


Based on the state's AIS crash data, the five-year average number of pedestrians injured declined to 14,592.2 in 2020 and 14,018.2 in 2021. As a result of these decreases, the target of 14,446.3 set for 2019-2023 has already been met and exceeded.

Performance Measure: Bicyclists Injured in Crashes (State Data)

Progress: Not Met

The number of bicyclists injured in crashes has increased each year from 2018 to 2021. The five-year moving average in 2021 was 6,118.8, up from the average of 5,994.6 in 2020. Because of this increase, the target for 2019-2023 (5,910.7) is not likely to be met.



Source: NYS AIS / TSSR

These are the countermeasure strategies in Non-Motorized (Pedestrians & Bicyclists) program that contributed towards meeting/improving the performance targets:

Strategy PS-1: Education, Communication and Outreach

Strategy PS-2: Community-Based Programs in Pedestrian and Bicycle Safety

Strategy PS-3: Cooperative Approaches to Improving Pedestrian and Bicycle Safety

Strategy PS-4: Enforcement of Traffic Violations

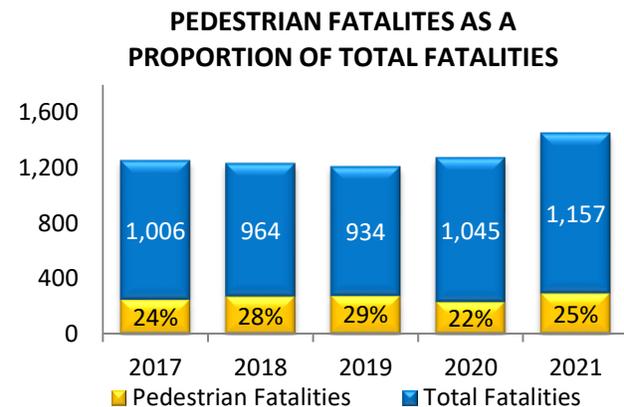
Strategy PS-5: Research, Evaluation and Analytical Support for New York’s Performance Based Non-motorized (Pedestrians and Bicyclists) Program

Problem Identification

Additional analyses were conducted to assist GTSC in setting priorities for the Non-motorized (Pedestrians and Bicyclists) program and selecting data-driven countermeasure strategies that will enable the state to achieve its performance goals. The key findings from the problem identification component are presented in this section.

PEDESTRIAN SAFETY

In 2021, total motor vehicle fatalities in New York State increased 11% from the previous year and pedestrian fatalities increased by 28%. As a result, pedestrian fatalities as a proportion of total fatalities increased. In 2021, pedestrian fatalities accounted for 25% of all fatalities on New York’s roadways compared to 22% in the previous year.



Source: FARS

The top three contributing factors reported in pedestrian fatal and personal injury crashes in 2021 were Driver Inattention/ Distraction (32%), Failure to Yield the Right-of-Way (31%), and Pedestrian/Bicyclist/Other Pedestrian Error/Confusion (20%).

**CONTRIBUTING FACTORS AND PEDESTRIAN ACTIONS
IN PEDESTRIAN F&PI CRASHES*: 2021**

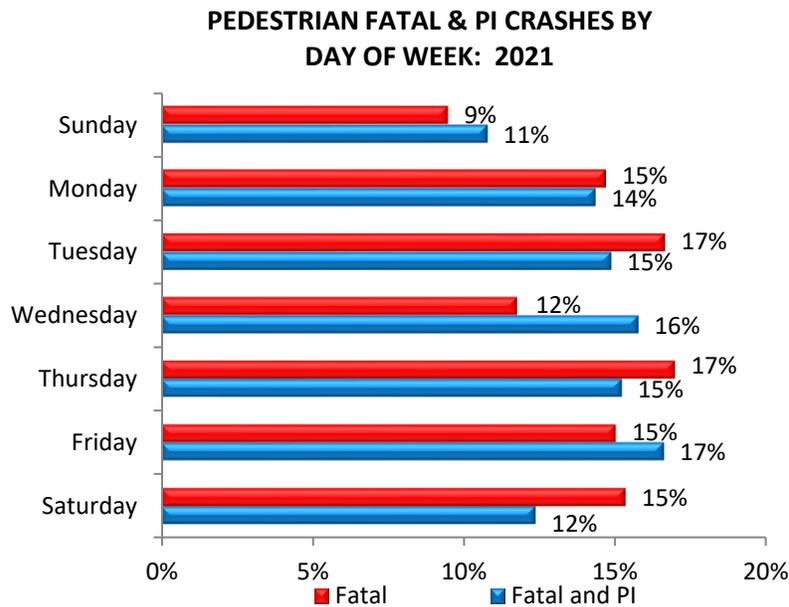
CONTRIBUTING FACTORS		(N=11,960)
Driver Inattention/Distracted		32.3%
Failure to Yield Right-of-Way		31.4%
Pedestrian/Bicyclist/Other Pedestrian Error/Confusion		20.1%
Traffic Control Device Disregarded		6.1%
Unsafe Speed		4.9%
Backing Unsafely		4.6%
Passing or Lane Usage Improper		3.6%
PEDESTRIAN ACTIONS		(N=11,960)
Crossing, With Signal		29.0%
Crossing, No Signal or Crosswalk		20.4%
Crossing, No Signal, Marked Crosswalk		8.6%
Crossing, Against Signal		5.8%

Source: NYS AIS / TSSR
*Police-reported crashes

The pedestrians killed or injured in crashes were most frequently hit while crossing with the traffic signal (29%); 20% were hit while crossing at a location with no signal or crosswalk; 9% were hit while crossing at a location with a marked crosswalk and no signal and 6% were hit crossing against a signal.

Analyses by Day of Week and Time of Day

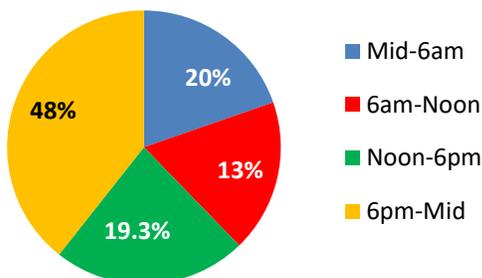
In both 2020 and 2021, fatal and personal injury pedestrian crashes combined were more likely to occur on weekdays Monday through Friday than on the weekend. Fatal pedestrian crashes did not have a clear pattern by day of week in 2021.



Source: NYS AIS / TSSR

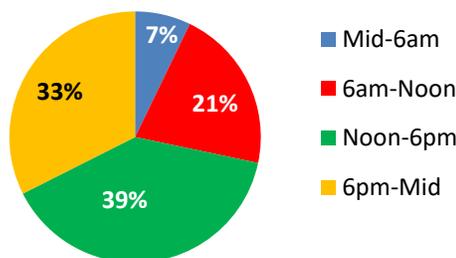
Analyses by time of day show that 48% of the fatal pedestrian crashes in 2021 occurred between 6pm and midnight and another 19% occurred between noon and 6pm. When combined, the largest proportion of the fatal and personal injury pedestrian crashes (39%) occurred between noon and 6pm, while 33% occurred between 6pm and midnight.

**PEDESTRIAN FATAL CRASHES
TIME OF DAY: 2021**



Source: NYS AIS / TSSR

**PEDESTRIAN FATAL & PI CRASHES
TIME OF DAY: 2021**



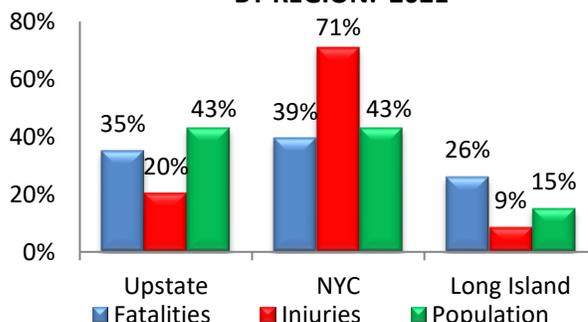
Source: NYS AIS / TSSR

Analyses by Region and County

New York City is a particular concern for New York’s pedestrian safety program. In 2021, 39% of the state’s pedestrian fatalities and 71% of the pedestrians injured were the result of crashes in New York City. In comparison, 35% of the fatalities and 20% of the injuries occurred in the Upstate region and 26% of the fatalities and 9% of the injuries occurred on Long Island.

When compared with the proportion of the state’s population that reside in the three regions, the New

**PEDESTRIANS KILLED OR INJURED
COMPARED TO POPULATION
BY REGION: 2021**



**PEDESTRIANS KILLED OR INJURED BY REGION
AND TOP COUNTIES: 2020-2021**

	2020	2021	% Change 2020-2021
NEW YORK STATE	10,908	12,780	17.1%
REGION			
Upstate	2,267	2,594	14.4%
New York City	7,677	8,959	16.7%
Long Island	964	1,227	27.3%
COUNTY			
Kings	2,602	3,055	17.4%
Queens	1,796	2,052	14.3%
Bronx	1,598	1,815	13.6%
New York	1,421	1,781	25.3%
Nassau	583	772	32.4%

Source: NYS AIS/ TSSR

York City region is considerably overrepresented in pedestrians injured (43% of the population vs. 71% of the pedestrians injured); the Long Island region is overrepresented in pedestrian fatalities (15% of the population vs. 25% of the fatalities).

To further identify the areas of the state where changes have occurred, additional analyses were conducted on the changes in the numbers of pedestrians killed or injured between 2020 and 2021.

As the table shows, statewide, there was a 17.1% increase in the number of pedestrians killed or injured in 2021, compared to the previous year. Such changes were present in all three regions. New York City

experienced an increase of 16.7% in pedestrians killed or injured. The Long Island region saw an increase of 27.3%, and the Upstate region saw an increase of 14.4%.

The five counties listed in the table have consistently ranked among those with the highest numbers of pedestrians killed or injured in crashes. In 2021, more pedestrians were killed or injured in Kings County than in the entire Upstate region (3,055 vs. 2,594); this was also the case in 2020. Between 2020 and 2021, the number of pedestrians killed or injured increased by 25% in New York County and by 32% in Nassau County.

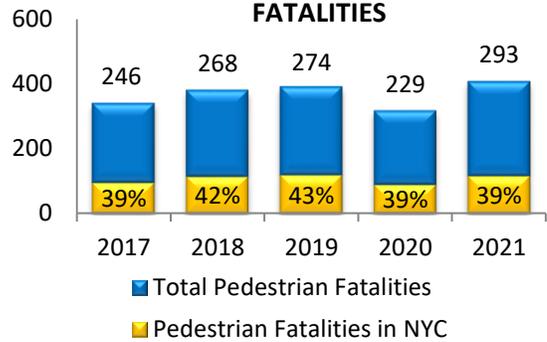
New York City

Between 2017 and 2021, the proportion of the state’s pedestrian fatalities that occurred in New York City fluctuated from a high of 43% in 2019 to a low of 39% in 2017, 2020 and 2021.

Improving pedestrian safety in New York City is a priority for both the NYC DOT and the New York City Police Department, which have undertaken a number of activities coinciding with the City’s Vision Zero initiative.

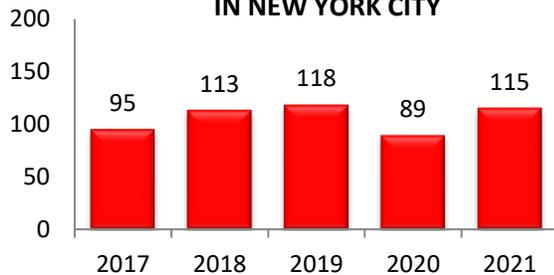
After reaching a 5-year low of 89 in 2020, the number of pedestrian fatalities in New York City increased by 29% to 115 in 2021. The number of pedestrians injured in New York City increased by 17% from 7,580 to 8,840 over the same period.

PEDESTRIAN FATALITIES IN NYC AS A PROPORTION OF TOTAL PEDESTRIAN FATALITIES



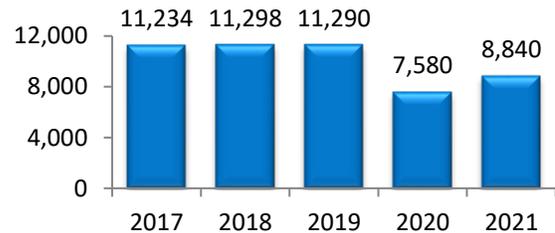
Source: FARS

PEDESTRIAN FATALITIES IN NEW YORK CITY



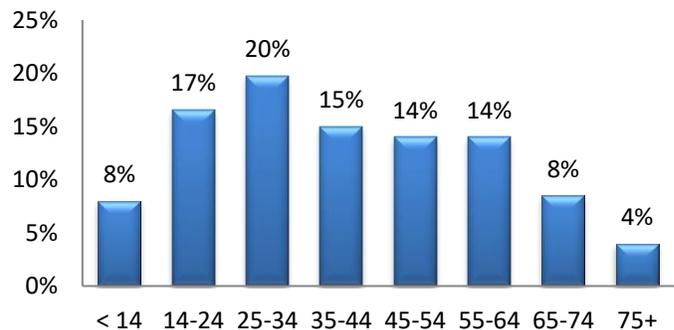
Source: FARS

PEDESTRIANS INJURED IN NEW YORK CITY



Source: NYS AIS / TSSR

PEDESTRIANS KILLED OR INJURED IN CRASHES BY AGE: 2021

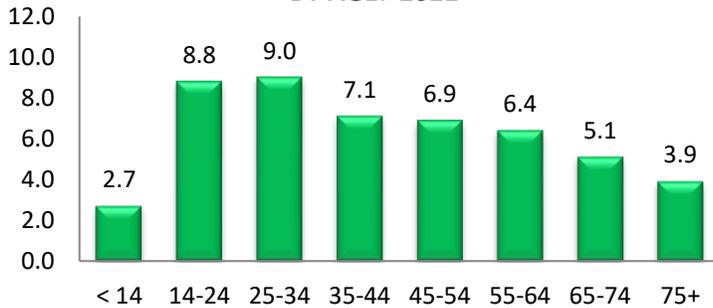


Source: NYS AIS / TSSR

Analyses by Age

Analyses were also conducted to determine the ages of the pedestrians killed or injured in crashes with a motor vehicle. In 2021, pedestrians 14-24 and 25-34 years of age accounted for 17% and 20%, respectively, of the pedestrians killed or injured. The proportion of pedestrians killed or injured generally declined with each subsequent age group.

**PEDESTRIANS KILLED OR INJURED
PER 10,000 POPULATION
BY AGE: 2021**



Sources: NYS AIS / TSSR and U.S. Census

When population figures were used to normalize the pedestrian fatality and injury data for each age group, the 25-34 age group had the highest rate of pedestrians killed or injured in 2021 (9.0/10,000 population), followed by the 14-24 age group (8.8/10,000 population). The number of pedestrians killed or injured per 10,000 population generally declined with each subsequent age group.

BICYCLE SAFETY

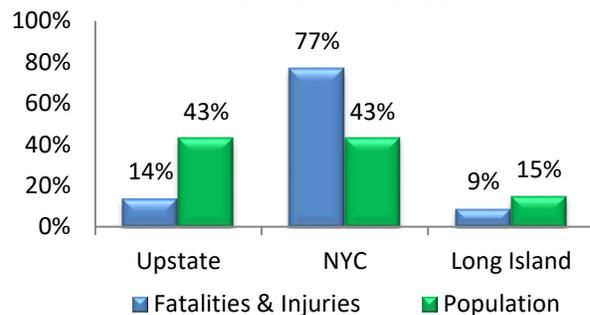
According to NHTSA’s early estimates of traffic fatalities, projected fatalities among pedal cyclists nationwide increased 8% from 2012 to the first half of 2022 (Report No. DOT HS 813 405). The 5-year moving average for bicyclists killed in crashes in New York State increased from 44 in 2020 to 45.4 in 2021. During the same time period, the 5-year moving average number of bicyclists injured in crashes increased from 5,944.6 to 6,118.8.

NYS Accident Information System (AIS) data show that the top contributing factors to bicycle crashes continue to be Driver Inattention/Distracted and Failure to Yield Right of Way. The third most frequently cited factor in crashes involving bicycles is Bicyclist Error/Confusion. New York’s laws related to sharing the road with bicyclists may not be well understood, indicating that there is an ongoing need for public education and outreach in this area. In addition, the incidence of driver distraction may be worsening due to the increased use of and reliance on smart phones and other electronics resulting in more bicyclists being struck. There is also a greater use of e-bicycles and e-scooters, especially in New York City. Outside of New York City, bicycle safety enforcement is not routinely conducted.

Analyses by Region

New York City is also an area of concern for bicycle crashes. In 2021, 77% of the bicyclists killed and injured in crashes involving motor vehicles occurred in New York City compared to 14% in the Upstate region and 9% on Long Island. When compared with the proportion of the state’s population within each region, New York City is overrepresented in bicyclist fatalities and injuries (77% vs. 43% of the population). Based on the population in each region, in 2021, there were 6.4 bicyclist fatalities and injuries per 10,000 population in New York City, 2.2 per 10,000 population on Long Island and 1.2 per 10,000 population in the Upstate region.

**BICYCLIST FATALITIES & INJURIES
COMPARED TO POPULATION
BY REGION: 2021**



Sources: NYS AIS / TSSR and U.S. Census

As shown in the following table, statewide there was a 16.9% increase in bicyclists killed or injured between 2020 and 2021. This increase was driven by New York City (27%). Long Island had an increase of 2% and the Upstate region had a decrease of 12% during the same time period.

The counties listed in the table have consistently ranked among those with the highest numbers of bicyclists killed or injured in crashes.

Among the top six high-risk counties, New York County had the greatest increase (30%) in bicyclist fatalities and injuries between 2020 and 2021, followed by Kings (28%) and Queens and Bronx, each at 24%.

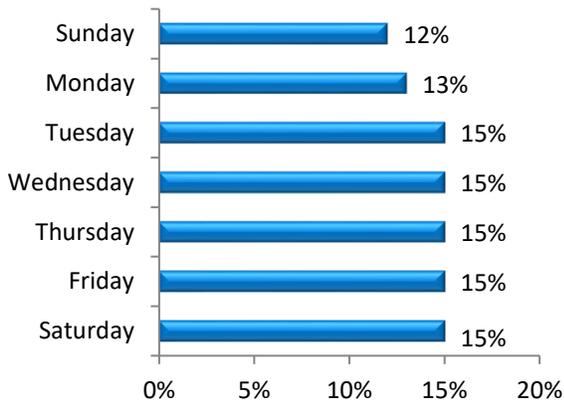
Analyses by Day of Week and Time of Day

Fatal and personal injury bicycle crashes in 2021 were most likely to occur on Tuesday through Saturday (15%) and least likely to occur on Sunday (12%). 43% of the fatal and personal injury bicycle crashes occurred between noon and 6pm, while 33% occurred between 6pm and midnight.

BICYCLISTS KILLED OR INJURED BY REGION AND TOP COUNTIES: 2020-2021			
	2020	2021	% Change 2020-2021
NEW YORK STATE	6,087	7,116	16.9%
REGION			
Upstate	1,175	1,029	-12.4%
New York City	4,294	5,455	27.0%
Long Island	618	632	2.3%
COUNTY			
Kings	1,650	2,118	28.4%
New York	1,052	1,365	29.8%
Queens	901	1,114	23.6%
Bronx	620	769	24.0%
Nassau	322	346	7.5%
Suffolk	296	286	-3.4%

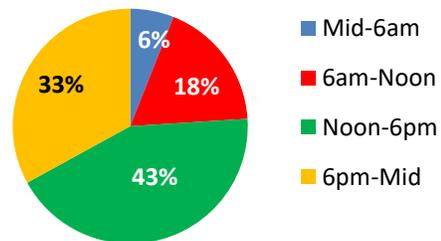
Source: NYS AIS / TSSR

BICYCLE FATAL & PI CRASHES BY DAY OF WEEK: 2021



Source: NYS AIS / TSSR

BICYCLE FATAL & PI CRASHES TIME OF DAY: 2021

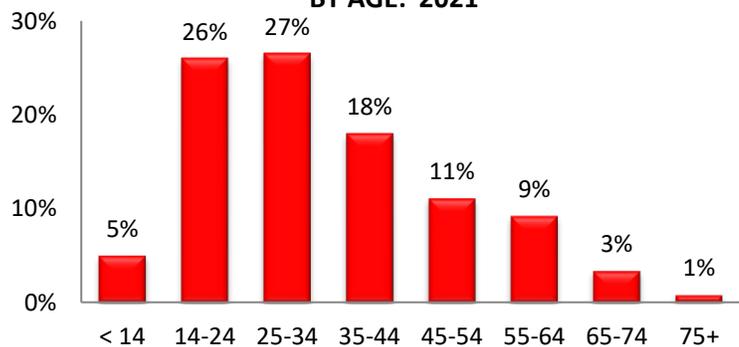


Source: NYS AIS / TSSR

Analyses by Age

Analyses were also conducted to determine the ages of the bicyclists killed or injured in crashes with a motor vehicle. In 2021, bicyclists in the 14-24 and 25-34 age groups made up the largest proportions of those killed or injured in crashes (26% and 27% each). Bicyclist fatalities and injuries declined with each subsequent age group.

BICYCLISTS KILLED OR INJURED IN CRASHES BY AGE: 2021



Source: NYS AIS / TSSR

Countermeasure Strategies

Using a data-driven approach, New York has identified a comprehensive set of strategies that collectively will enable the state to reach the performance targets for the Non-motorized (Pedestrians and Bicyclists) program area.

Strategy PS-1 Education, Communication and Outreach

Public Awareness of Pedestrian & Bicycle Safety



Efforts to heighten the awareness of the motoring public to the behaviors and vulnerabilities of pedestrians, bicyclists and other wheel-sport participants and the dangers motorist traffic violations, such as distracted driving and failure to yield the right-of-way, pose to these groups will be funded under this activity. These projects may include public awareness campaigns, safety presentations, development of online resources and video content, delivery of public service announcements, and the distribution of informational materials that promote messages such as “See! Be Seen!”, “Respect”, “Share the Road” and “Coexist”, to encourage compliance with traffic laws relating to pedestrians, bicyclists, in-line skaters, scooter riders and skateboarders.

Training, Workshops and Symposia on Pedestrian & Bicycle Safety

Workshops, symposia and training programs that educate participants on pedestrian and bicycle safety issues and relevant traffic laws will be considered for funding. Programs such as the Walk-Bike NY symposia provide an opportunity for pedestrian and bicycle safety advocates from non-profit organizations, as well as representatives from federal, state and local agencies, to share ideas and work together on coordinated approaches that will improve pedestrian and bicycle safety. Other examples include training programs that educate law enforcement on pedestrian and bicycle safety laws and enforcement strategies, as well as programs presented jointly by partner agencies and organizations.



Strategy	PS-1 Education, Communication and Outreach
Problem addressed	Pedestrians accounted for 27% of New York’s total fatalities in 2021; Top contributing factors for motorists involved in crashes with pedestrians were Driver Inattention/Distracted, Failure to Yield and Pedestrian/Bicyclist/Other Pedestrian Error/Confusion; 29% of crashes occur when the pedestrian is crossing with the signal, indicating unsafe behavior by the motorist
Countermeasures & justification	Communication Program, Outreach Program (Uniform Guidelines, Pedestrian and Bicycle Safety, https://one.nhtsa.gov/nhtsa/whatsup/tea21/tea21programs/pages/PedBikeSafety.htm) ; public awareness campaigns and other educational efforts to promote safe behaviors on the part of motorists and non-motorized highway users are expected to lead to reductions in injuries and fatalities among these vulnerable populations. Education,

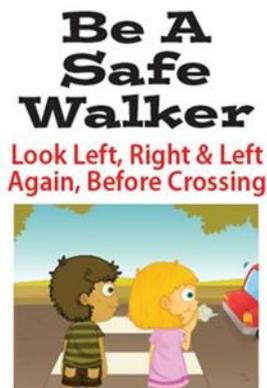
	communication and outreach are best practices that have proven to be successful in improving the safety of pedestrians, bicyclists and other non-motorists.
Performance targets addressed	Reduce pedestrian fatalities by 1.5% from 262.0 (2017-2021 rolling average) to 258.1 by 2026. Reduce pedestrians injured in crashes by 1.5% from 14,018.2 (2017-2021 rolling average) to 13,807.9 by 2026. Reduce bicyclist fatalities by 1.5% from 40.8 (2017-2021 rolling average) to 40.2 by 2026. Reduce bicyclists injured in crashes by 1.5% from 6,118.8 (2017-2021 rolling average) to 6,027.0 by 2026.
Est. 3-year funding allocation	\$4,350,000; BIL 402, 405g
Project considerations	Public awareness campaigns, public service announcements, distribution of informational materials; Sociodemographic data; Location; Partnerships; Affected communities
Uniform guidelines	(C) improve pedestrian performance and bicycle safety

Strategy PS-2 Community-Based Programs in Pedestrian and Bicycle Safety

Local Pedestrian & Bicycle Safety Education Programs

Community-based organizations that provide law-based educational programs that focus on pedestrian safety or bicycle safety or include activities addressing both pedestrians and bicyclists will be considered for funding under this activity. Local agencies and community organizations eligible for funding include police

departments, public health agencies, transportation agencies, medical facilities, community outreach centers and children’s safety education groups.



As the data show, the highest numbers of pedestrian fatalities and injuries occur downstate in New York City. Long Island and the major cities along the NYS Thruway corridor in upstate New York are also overrepresented in pedestrian fatalities. Law-based educational programs in those areas will continue to be emphasized for funding. Pedestrian safety programs in communities outside New York City that are identified as “focus communities” in the state’s PSAP will also be considered for funding, as well as communities in other areas that can demonstrate through data that they have a pedestrian safety problem that needs to be addressed.

Law-based pedestrian safety programs and educational interventions focusing on different age groups may be delivered at schools, senior citizen centers, community centers, hospitals, public events, crash-prone intersections (ambassador program) and in conjunction with law enforcement, other local agencies and organizations. Programs that teach children about the laws related to pedestrian safety and safe pedestrian crossing skills will be supported. Funding will also be provided for coordinated projects delivered at the local level, such as national “Walk to School Day” campaign and the Walking School Bus, which is a program that is intended to make walking to school safe, fun and convenient.



Bicycle safety programs in downstate communities and in other areas of the state where the data show that bicyclists are at risk will also qualify for funding through this planned activity. Examples of educational programs and activities to increase knowledge of bicycle laws and improve bicycle safety include bicycle rodeos and other programs that teach children bicycle riding skills and the importance of wearing a bike helmet.

Agencies and groups that work together to plan and organize community events such as the “National Bike to School Day”

programs are also eligible for funding. Support will also be provided for programs conducted by statewide coalitions such as the New York Bicycling Coalition, which has developed awareness programs for the public and law enforcement to help make bicycling safer for children and adults.

Strategy	PS-2 Community-Based Programs in Pedestrian and Bicycle Safety
Problem addressed	The greatest numbers of pedestrian fatalities and injuries and bicyclist fatalities and injuries occur in New York City, followed by the Upstate Region; Pedestrians accounted for 27% of New York’s total fatalities in 2021; Many communities have demonstrated through data that they have pedestrian or bicycle safety problems
Countermeasures & justification	CTW 3 or more stars: School-Age Children: Elementary-Age Child Pedestrian Training, Safe Routes to School, Walking School Buses; Conspicuity Enhancement for Pedestrians; Active Lighting and Rider Conspicuity; Programs focusing on different age groups such as children or senior citizens are expected to improve safety; Coordinated programs delivered at the local level, such as National Walk to School Day and National Bike to School Day, have been shown to be effective.
Performance targets addressed	Reduce pedestrian fatalities by 1.5% from 262.0 (2017-2021 rolling average) to 258.1 by 2026. Reduce pedestrians injured in crashes by 1.5% from 14,018.2 (2017-2021 rolling average) to 13,807.9 by 2026. Reduce bicyclist fatalities by 1.5% from 40.8 (2017-2021 rolling average) to 40.2 by 2026. Reduce bicyclists injured in crashes by 1.5% from 6,118.8 (2017-2021 rolling average) to 6,027.0 by 2026.
Est. 3-year funding allocation	\$4,500,000; BIL 402, 405g
Project considerations	Community-based programs, national programs delivered locally; Sociodemographic data; Populations most at risk; Location; Affected communities
Uniform guidelines	(C) improve pedestrian performance and bicycle safety

Strategy PS-3 Cooperative Approaches to Improving Pedestrian and Bicycle Safety

Collaborative Approaches to Improving Pedestrian & Bicycle Safety

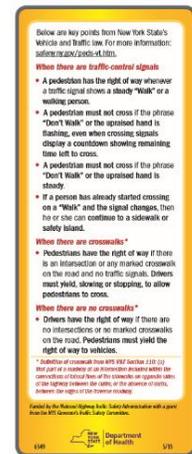
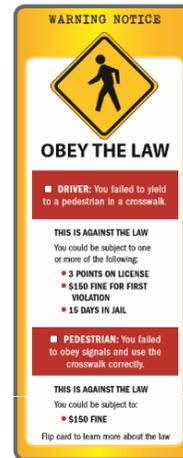
State and local agencies may receive funding for cooperative approaches to develop and implement pedestrian and bicycle safety programs. These cooperative efforts may bring together partners from a variety of disciplines and perspectives to review the data, identify high-risk areas and develop effective countermeasures. Examples include the formation of state and local partnerships to address pedestrian safety issues at high-risk corridors through a combination of education, enforcement and engineering solutions. Previous corridor projects supported by GTSC have included Niagara Falls Blvd. in the towns of Tonawanda and Amherst, State Routes 59 and 45 in the Village of Spring Valley, Hempstead Turnpike on Long Island, State Route 5 in Albany and Schenectady counties and State Route 7 in Troy. These projects are chosen through a data-driven process that may include a special Walk-Bike assessment.

Strategy	PS-3 Cooperative Approaches to Improving Pedestrian and Bicycle Safety
Problem addressed	The greatest numbers of pedestrian fatalities and injuries and bicyclist fatalities and injuries occur in New York City, followed by the Upstate Region; Pedestrians accounted for 27% of New York’s total fatalities in 2021; Many communities have demonstrated through data that they have pedestrian or bicycle safety problems
Countermeasures & justification	CTW 3 or more stars: School-Age Children: Elementary-Age Child Pedestrian Training, Safe Routes to School, Walking School Buses; Conspicuity Enhancement for Pedestrians; Active Lighting and Rider Conspicuity; Comprehensive and redundant solutions that encompass enforcement, education and engineering are expected to improve safety
Performance targets addressed	Reduce pedestrian fatalities by 1.5% from 262.0 (2017-2021 rolling average) to 258.1 by 2026. Reduce pedestrians injured in crashes by 1.5% from 14,018.2 (2017-2021 rolling average) to 13,807.9 by 2026. Reduce bicyclist fatalities by 1.5% from 40.8 (2017-2021 rolling average) to 40.2 by 2026. Reduce bicyclists injured in crashes by 1.5% from 6,118.8 (2017-2021 rolling average) to 6,027.0 by 2026.
Est. 3-year funding allocation	\$1,800,000; BIL 402
Project considerations	Cooperative programs that bring together partners from various disciplines and perspectives; Sociodemographic data; Populations most at risk; Partnerships; Location; Affected communities
Uniform guidelines	(C) improve pedestrian performance and bicycle safety

Strategy PS-4 Enforcement of Traffic Violations

Enforcement (Enforcement Efforts to Improve Pedestrian Safety)

Jurisdictions identified as having high numbers of pedestrian crashes, injuries and fatalities will be eligible for funding to conduct high-visibility pedestrian safety education/engagement and enforcement campaigns. Using a data-driven approach, awareness and enforcement efforts that focus on traffic violations by both pedestrians and motorists will be conducted at locations identified by the jurisdiction as having high volumes of pedestrian traffic and pose a high risk for pedestrian and motor vehicle crashes. Identified law enforcement agencies will be asked to participate in the state’s two-week pedestrian safety enforcement mobilization, *Operation See! Be Seen!* During this period, emphasis will be on engaging the public, educating on pedestrian safety laws, and issuing warning citations and tickets as appropriate.



Strategy	PS-4 Enforcement of Traffic Violations
Problem addressed	Pedestrians accounted for 27% of New York’s total fatalities in 2021; Top contributing factors for motorists involved in crashes with pedestrians were Driver Inattention/Distraction, Failure to Yield and Pedestrian/Bicyclist/Other Pedestrian Error/Confusion; 29% of F & PI pedestrian crashes in 2021 occurred when the pedestrian was crossing with the signal, and 20% occurred when the pedestrian was crossing where there was no signal or crosswalk
Countermeasures & justification	CTW 3 or more stars: Pedestrian Safety Zones; Enforcement Strategies; Comprehensive and redundant solutions that encompass enforcement, education and engineering are expected to improve safety
Performance targets addressed	Reduce pedestrian fatalities by 1.5% from 262.0 (2017-2021 rolling average) to 258.1 by 2026. Reduce pedestrians injured in crashes by 1.5% from 14,018.2 (2017-2021 rolling average) to 13,807.9 by 2026.
Est. 3-year funding allocation	\$1,650,000; BIL 402, 405g
Project considerations	Sociodemographic data; Unsafe behaviors by both motorists and pedestrians; Location; Affected communities
Uniform guidelines	(C) improve pedestrian performance and bicycle safety

Strategy PS-5 Research, Evaluation and Analytical Support for New York’s Performance-Based Non-motorized (Pedestrians and Bicyclists) Program

Research on Pedestrian & Bicycle Safety

Research and evaluation efforts undertaken to identify trends and potential new problem areas in pedestrian and bicycle safety, assist in defining future program directions and potential countermeasures, and assess program effectiveness will be eligible for funding.

Strategy	PS-5 Research, Evaluation & Analytical Support for New York’s Performance-Based Non-motorized (Pedestrians and Bicyclists) Program
Problem addressed	The data-driven, performance-based approach to reducing crashes, fatalities and injuries involving pedestrians and bicyclists requires access to the appropriate data, as well as technical capabilities to analyze and interpret the results; Support is needed for interagency and interdisciplinary efforts to provide input from partners with different perspectives to assist in finding effective solutions
Countermeasures & justification	Evaluation Program (Uniform Guidelines, Pedestrian and Bicycle Safety https://one.nhtsa.gov/nhtsa/whatsup/tea21/tea21programs/pages/PedBikeSafety.htm) ; education, enforcement and engineering measures must be targeted to geographic areas and audiences where significant portions of the pedestrian/ bicyclist crash problems exist; These locations and audiences must be identified accurately through analysis of the crash data
Performance targets addressed	Reduce pedestrian fatalities by 1.5% from 262.0 (2017-2021 rolling average) to 258.1 by 2026. Reduce pedestrians injured in crashes by 1.5% from 14,018.2 (2017-2021 rolling average) to 13,807.9 by 2026. Reduce bicyclist fatalities by 1.5% from 40.8 (2017-2021 rolling average) to 40.2 by 2026. Reduce bicyclists injured in crashes by 1.5% from 6,118.8 (2017-2021 rolling average) to 6,027.0 by 2026.
Est. 3-year funding allocation	\$450,000; BIL 402
Project considerations	Access to data and capabilities to analyze and interpret results; Input from partners of various disciplines with different perspectives; Sociodemographic data; Location
Uniform guidelines	(C) improve pedestrian performance and bicycle safety

OCCUPANT PROTECTION

Overview

New York's Occupant Protection Program is built on a foundation of strong laws. In 1977, Tennessee became the first state to pass a child restraint law. Dr. Robert Sanders, the Murfreesboro pediatrician known as "Dr. Seat Belt," played an extraordinary role in the passage of Tennessee's Child Passenger Protection Act. In 1984, New York passed the nation's first seat belt law; the law allowed for primary enforcement and covered all front seat passengers and children up to ten years of age riding in the back seat. In 2000, New York's law was amended to extend mandatory use to all children under age 16 in any seating position. New York has been progressive in passing legislation that requires the use of child restraint systems that are appropriate for the child's height, weight, age and developmental ability. Effective November 24, 2009, New York's "Booster Seat Law" requires children up to the age of eight to be restrained in an appropriate child restraint system. Effective November 1, 2019, children under age two must ride in a rear-facing car seat.



Legislation enacted April 17, 2020, relates to the requirement that passengers ages eight to 15 riding in taxis or liveries must use a seat belt. The law states that a summons for a violation of this requirement may only be issued to the parent or guardian of the child and only if the violation occurs in their presence and they are 18 years of age or older. A summons may not be issued to the child. Finally, new legislation effective November 1, 2020, extends coverage of the state's seat belt law to all occupants of motor vehicles, including any person operating or riding in a taxi or livery, but excluding taxi and livery passengers younger than age eight.

Since the establishment of the Buckle Up New York (BUNY) program in the late 1990s, compliance with the state's occupant restraint laws has been supported primarily by high-visibility enforcement efforts. New York joined the national Click It or Ticket (CIOT) campaign in 2002 and consistently participated in the highly effective national seat belt enforcement mobilizations through 2019. Under the waiver issued by NHTSA pursuant to the emergency authority granted under the CARES Act, New York did not conduct a statewide high-visibility seat belt enforcement mobilization in the 2020 fiscal year. New York resumed participating in the national CIOT seat belt mobilizations in November 2020.

Because of New York's continued commitment to high-visibility enforcement of the state's seat belt laws, a statewide seat belt use rate of 90% or higher has been sustained since 2010; in 2019, the seat belt use rate reached 94.22%, the highest compliance since the law was enacted in 1984. Because NHTSA also waived the requirement to conduct a statewide seat belt observation survey in FFY 2020, New York conducted its next seat belt survey in June 2021, consistent with the schedule of previous surveys. The observed seat belt use rate in 2021 was 93.24%. In 2022, this rate fell further to 91.90%.

Improving the safety of children riding in motor vehicles also continues to be a major objective of New York's Occupant Protection Program. With support from GTSC's Child Passenger Safety (CPS) mini-grant program, a variety of efforts are undertaken to increase awareness and educate parents and other caregivers on the best way to protect young passengers riding in motor vehicles. Each year, GTSC supports approximately 160 local programs that provide education and instruction in the safe transportation of children and ensures that sufficient numbers of trained and certified CPS technicians are available to provide these services. In FFY 2024-2026, GTSC will continue to promote outreach efforts to ensure that the state's underserved populations and

residents in all geographic areas have access to the information and services they need.

GTSC plays the central role in the promotion and coordination of multiple components of New York’s Occupant Protection Program. The funds and other resources GTSC invests to increase the use of occupant restraints are complemented by a number of other federal, state, local and private sector activities. While a real dollar amount cannot be accurately estimated for the contributions of each of the partners involved in increasing compliance with the seat belt law and improving the safety of children riding in vehicles, the most significant sources of funding, programming and in-kind support that assist in achieving the performance goals established in the HSP include the following: NYS Association of Traffic Safety Boards; New York’s Certified CPS Technicians; New York State Police; New York State Park Police; local police, fire departments and EMS; hospitals and clinics; County Health Departments; County Traffic Safety Boards and Safe Kids Worldwide.

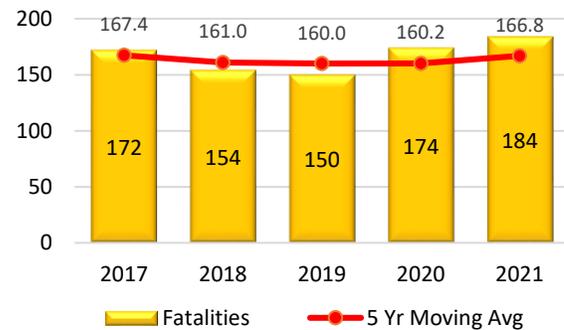
Performance Report

Performance Measure: C-4 Number of Unrestrained Passenger Vehicle Occupant Traffic Fatalities (FARS)

Progress: Not Met

Based on the most recent FARS data, the five-year average number of unrestrained passenger vehicle occupants killed in crashes rose from 160.0 in 2019 to 166.8 in 2021, making it unlikely that the target of 159.0 set for 2019-2023 will be reached.

UNRESTRAINED PASSENGER VEHICLE OCCUPANT TRAFFIC FATALITIES



Source: FARS

Performance Measure: B-1 Observed Seat Belt Use by Front Seat Occupants in Passenger Vehicles (State Survey)

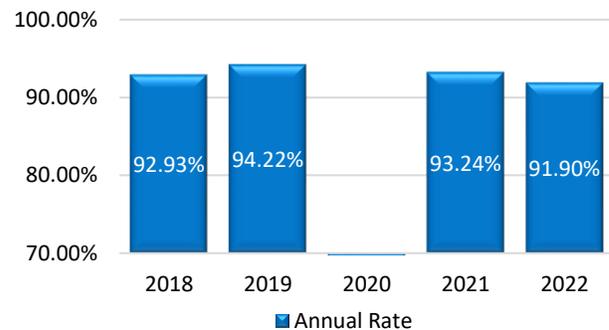
Progress: Not Met

Performance Report

New York’s front-seat seat belt use rate has been at 90% or above since 2010. Because NHTSA waived the annual survey requirement due to the COVID-19 pandemic, no seat belt observation survey was conducted in New York in 2020.

In 2021, the annual seat belt use rate fell slightly to 93.24%, and in 2022 the rate fell further to 91.90%. This indicates that it will be difficult to reach the annual target of 93.98% set for 2023.

OBSERVED SEAT BELT USE



Source: NYS Seat Belt Observation Surveys

These are the countermeasure strategies in the Occupant Protection program that contributed towards meeting/improving the performance targets:

- Strategy OP-1: Seat Belt Enforcement
- Strategy OP-2: Communications and Outreach
- Strategy OP-3: Child Passenger Safety Communications and Outreach
- Strategy OP-4: Car Seat Fitting Stations
- Strategy OP-5: Car Seat Check Events
- Strategy OP-6: Recruitment and Training of Child Passenger Safety Technicians
- Strategy OP-7: Car Seat Education & Distribution Programs
- Strategy OP-8: Research, Evaluation and Analytical Support for New York’s Performance-Based Occupant Protection Program

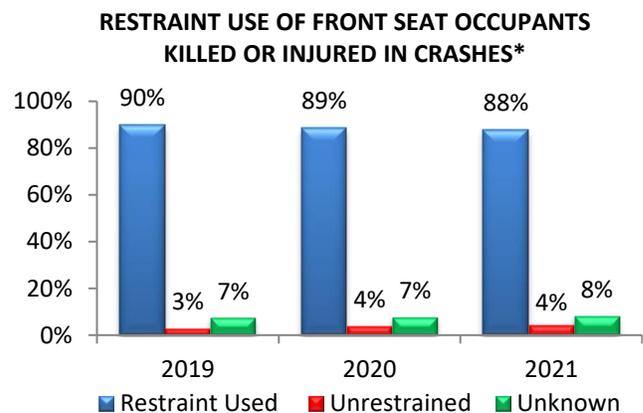
Problem Identification

Additional data analyses were conducted to assist GTSC in setting priorities for the Occupant Protection program area and selecting data-driven countermeasure strategies and planned activities that will enable the state to achieve its performance goals. The key findings from the problem identification component are presented in this section.

Analyses of Reported Restraint Use in Crashes

Analyses based on the state’s AIS crash data accessed through the Traffic Safety Statistical Repository (TSSR) provide additional information to consider in planning effective programs. Although reported restraint use in crashes is considered less reliable than observed use, the reported use rate in crashes is consistent with the rate of use observed in traffic during New York’s statewide surveys.

Over the three-year period 2019-2021, 88%-90% of the front seat occupants killed or injured in crashes in New York State were reported to be restrained, compared to 93%-94% of front seat occupants observed in traffic. 3%-4% were reported to be unrestrained.

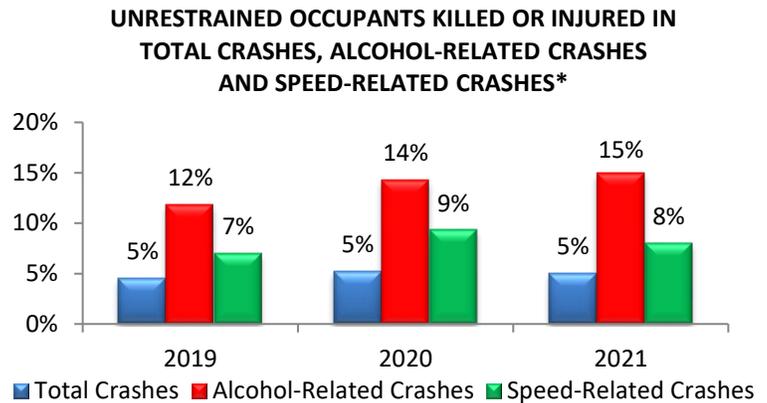


*Police-reported Crashes
Source: NYS AIS / TSSR

The proportion of young children who were reported to be unrestrained was also low; 4% of the 1,356 children under five years of age killed or injured in crashes in 2020 were not restrained, while 4% of the 1,647 children under five killed or injured in 2021 were unrestrained. Four percent of the children under age five who were killed or injured while riding in the front seat of the vehicle in 2020 were unrestrained, as were 4% riding in the back seat. The proportions in 2021 were 13% for those riding in the front seat while those in the back seat decreased to 3%.

Unrestrained Occupants in Total, Alcohol-Related and Speed-Related Crashes

To aid in developing effective strategies to increase seat belt use, further analyses were conducted to identify the characteristics of the relatively small group of drivers and occupants who do not comply with the law. Based on analyses of restraint use in specific types of crashes, it was determined that occupants who are killed or injured are more likely to be unrestrained when alcohol or speed is involved in the crash.



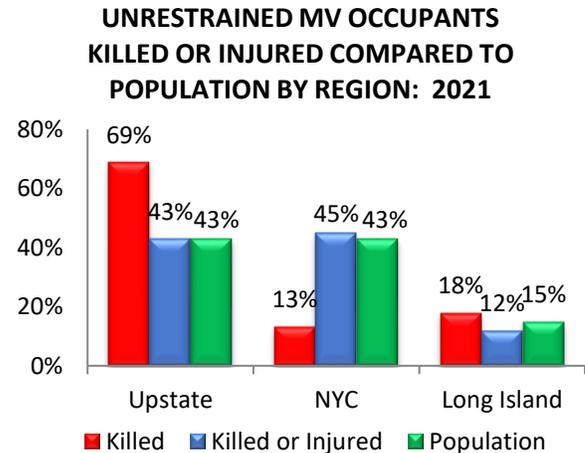
*Includes front and back seat occupants in police-reported crashes
Source: NYS AIS / TSSR

Over the three-year period 2019-2021, the proportion of all occupants killed or injured in alcohol-related crashes who were unrestrained increased from 12% in 2019 to 14% in 2020 to 15% in 2021. The proportion of occupants killed or injured in speed-related crashes who were not using a safety restraint also increased, from 7% in 2019 to 9% in 2020 and then decreased to 8% in 2021. In comparison, the proportion of unrestrained occupants killed or injured in all crashes remained steady at 5%.

Analyses by Region and County

In 2021, 69% of the unrestrained motor vehicle occupants killed were the result of crashes in the Upstate region, and 45% of the unrestrained motor vehicle occupants killed or injured were involved in crashes in New York City. 18% of the unrestrained motor vehicle occupants killed were involved in crashes in Long Island.

When compared with the proportions of the state’s population that reside in the three regions, the Upstate region is considerably overrepresented in unrestrained motor vehicle occupant fatalities (43% of the population vs. 69% of the fatalities). The combined proportions of unrestrained occupants killed or injured in crashes were much more consistent with the population in each of the regions.



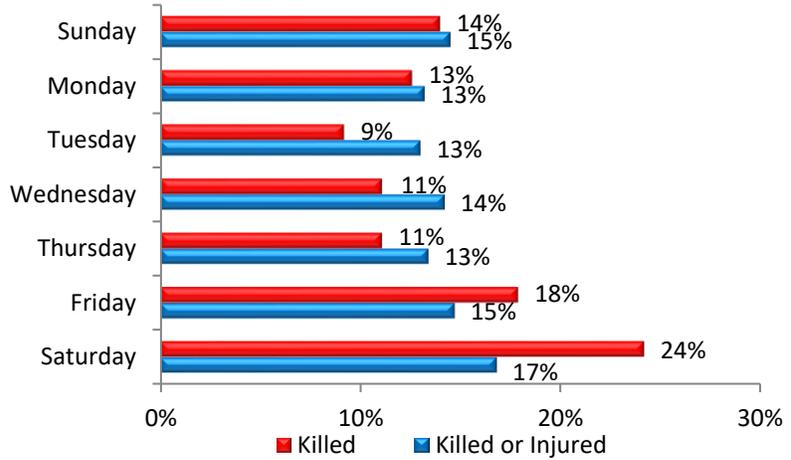
Sources: NYS AIS/TSSR and U.S. Census Bureau

In 2021, the counties with the highest numbers of unrestrained occupant fatalities were Suffolk (29), Erie (13), Monroe (10) and Bronx, Kings, Nassau, Kings, and Sullivan, all with 8.

Analyses of Seat Belt Use by Day of Week

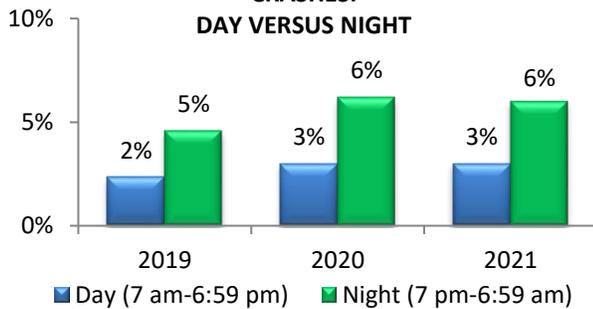
In 2021, the proportions of unrestrained motor vehicle occupants killed in crashes by day of week ranged from 9% (Tuesday) to 24% (Saturday). The proportions of unrestrained motor vehicle occupants killed or injured in crashes were lowest on Monday, Tuesday and Thursday at 13% and highest on Saturday (17%).

UNRESTRAINED MV OCCUPANTS KILLED & INJURED BY DAY OF WEEK: 2021



Source: NYS AIS / TSSR

UNRESTRAINED FRONT SEAT OCCUPANTS KILLED OR INJURED IN CRASHES: DAY VERSUS NIGHT



Source: NYS AIS

Analyses of Seat Belt Use: Day vs. Night

Reported restraint use in crashes is consistently higher during the day (7 am-6:59 pm) than at night (7 pm-6:59 am).

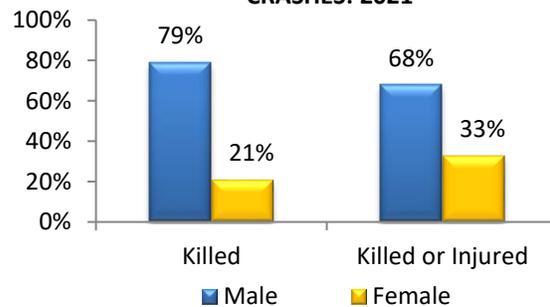
Over the three-year period 2019-2021, 5%-6% of the front seat occupants killed or injured in crashes at night were not using a safety restraint compared to 2%-3% during the day.

Analyses of Seat Belt Use by Gender

Differences in restraint use by gender were also found among front seat occupants who were killed or injured in crashes. According to police-reported restraint use in crashes, unrestrained front seat occupants who were killed in crashes in 2021 were almost four times as likely to be male (79% vs. 21%); among the unrestrained front seat occupants who were killed or injured in 2021, 68% were male and 33% were female.

The Driver Behavior Survey conducted online in 2022 revealed little or no differences in reported restraint use by gender. More women than men reported that they “regularly” wear a seat belt in the front seat (94% for men and 98% for women).

GENDER OF UNRESTRAINED FRONT SEAT OCCUPANTS KILLED OR INJURED IN CRASHES: 2021

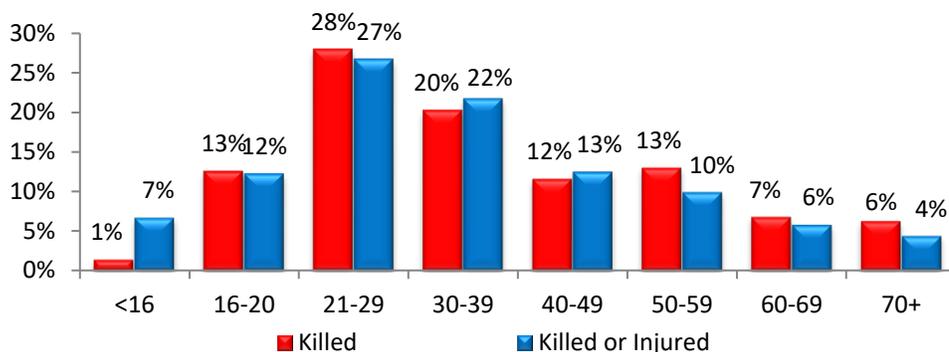


Source: NYS AIS

Analyses by Age

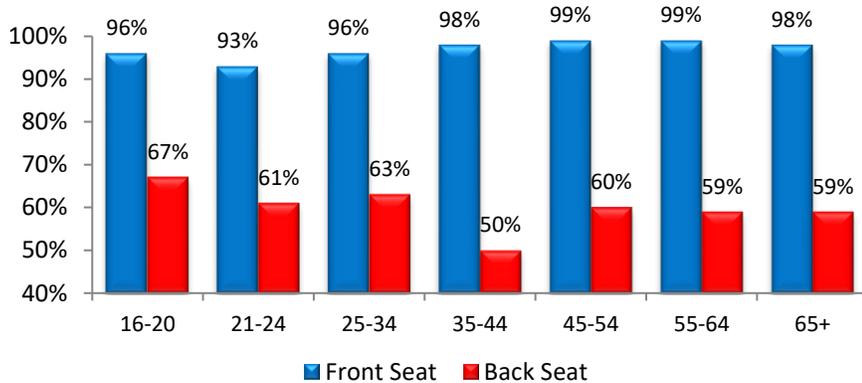
The unrestrained occupants who were killed in crashes in 2021 were most likely to be 21-29 years of age (28%), followed by the 30-39 age group (20%). When the unrestrained occupants who were injured are combined with those killed, the largest proportion was also in the 21-29 age group (27%), followed by the 30-39 age group (22%).

AGE OF UNRESTRAINED MV OCCUPANTS KILLED OR INJURED IN CRASHES: 2021



Source: NYS AIS / TSSR

PERSONS WHO "REGULARLY" OR "FAIRLY OFTEN" WEAR A SEAT BELT IN A VEHICLE BY AGE GROUP: 2022



Source: 2022 Driver Behavior Survey

In the most recent Driver Behavior Survey conducted in 2022, self-reported front seat restraint use was slightly higher in the older age groups; 98%-99% of the drivers ages 35+ reported that they "regularly" or "fairly often" buckle up in the front seat. Reported back seat belt use showed more variation among the age groups. 50% of those age 35-44 reported that they "regularly" or "fairly often" buckle up as back-seat passengers, compared to 67% of 16-20-year-olds.

Analyses by Seating Position

The table below shows that between 2020 and 2021 motor vehicle occupant fatalities increased from 550 to 577 (5%), and unrestrained motor vehicle occupant fatalities decreased 1%, from 209 to 207. In each of the three years, 37%-38% of the occupants who were killed were unrestrained. Between 2020 and 2021, the proportion of unrestrained occupants killed who were riding in the front seat increased from 74% to 87%, while the proportion of those killed who were riding in the back seat decreased from 22% to 14%. As of November 1, 2020, all occupants in the back seat are required to wear seat belts.

UNRESTRAINED MV OCCUPANTS KILLED IN CRASHES BY SEATING POSITION: 2019-2021

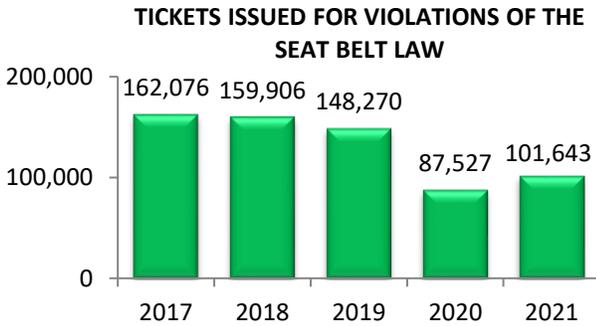
	2019	2020	2021
MV Occupants Killed	470	550	577
Unrestrained	172	209	207
<i>% of Killed</i>	36.6%	38.0%	35.9%
Front Seat	138	155	179
<i>% in Front Seat</i>	80.2%	74.2%	86.5%
Back Seat	33	45	28
<i>% in Back Seat</i>	19.2%	21.5%	13.5%
Back Seat, Age 16+	26	42	25
<i>% in Back Seat, 16+</i>	78.8%	93.3%	89.3%
Unknown Seat Position	1	9	0

Source: NYS AIS/TSSR

Analyses of Tickets

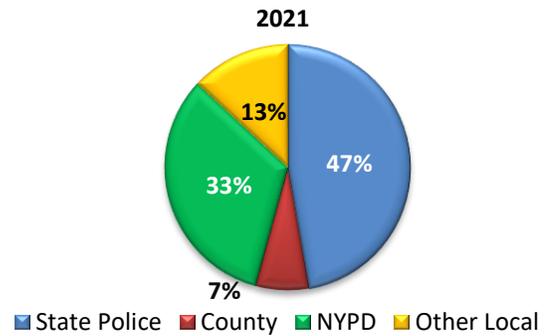
The number of seat belt tickets issued increased in 2021. Compared to 2020 when 87,527 tickets were issued for seat belt violations, 101,643 tickets were issued in 2021, an increase of 16%. In each of the years 2017-2021, seat belt tickets consistently made up approximately 4% of all tickets issued.

In 2021, 47% of the tickets for seat belt violations were issued by the State Police; the New York City Police Department (NYPD) issued 33%; and other local and county police agencies issued 13% and 7%, respectively.



Sources: NYS TSLED and AA Systems / TSSR

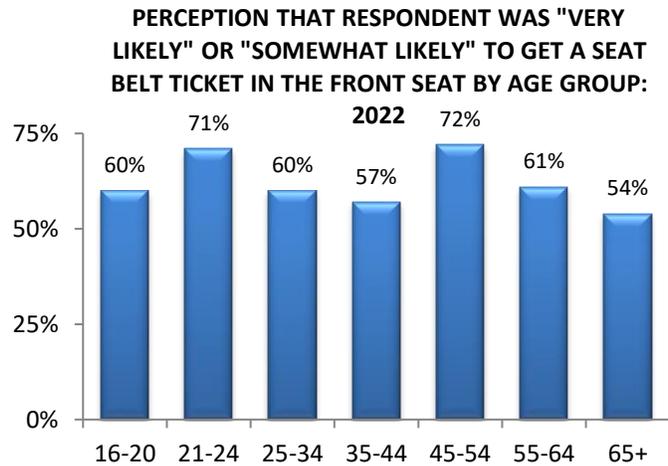
PROPORTION OF SEAT BELT TICKETS ISSUED BY TYPE OF POLICE AGENCY:



Sources: NYS TSLED and AA Systems / TSSR

In 2022, the proportion of survey respondents who thought that they were “very likely” or “likely” to get a ticket if they don’t wear a seat belt in the front seat ranged from a high of 72% for the 45-54 age group to a low of 54% for the 65+ age group.

Awareness of the new law requiring back-seat passengers 16 and older to buckle up starting November 1, 2020, was lowest among those ages 16-20 (65%) and highest among those ages 55-64 (82%).



Source: 2022 Driver Behavior Survey

Countermeasure Strategies

Using a data-driven approach, New York has identified a comprehensive set of strategies that collectively will enable the state to reach the performance targets for the Occupant Protection Program.

The increase in unrestrained vehicle occupant fatalities, together with the lower rate of observed seat belt use, are of great concern to GTSC. The increase in fatalities is consistent with national trends seen during the

COVID-19 pandemic, where a surge in risky driving behaviors including failure to buckle up was associated with an increase in fatalities, even as vehicle miles traveled decreased.

Strategy OP-1 Seat Belt Enforcement

Participation in National Click It or Ticket Mobilization

New York’s BUNY/CIOT program will continue to be the state’s primary enforcement strategy for occupant protection. In FFY 2024-2026, the BUNY program will promote the national CIOT mobilization scheduled for May; all police agencies receiving GTSC Police Traffic Services (PTS) grants are required to participate in the May high-visibility enforcement campaign.

Agencies receiving grant funding are also required to:

- ❖ Have a mandatory seat belt use policy and conduct roll call video training
- ❖ Conduct high-visibility, zero-tolerance enforcement using checkpoints, saturation patrols and, when possible, include nighttime enforcement and collaborative interagency efforts
- ❖ Focus on low-use groups based on geography, demographics and other factors



While grant funding supports the participation of a large number of police agencies, nearly every police agency in the state actively supports the CIOT campaign and the annual seat belt enforcement mobilization. New York also participates with the surrounding states of Connecticut, Massachusetts, New Jersey, Pennsylvania and Vermont in a cooperative “Border to Border” seat belt enforcement effort.

Combined Enforcement

Another enforcement countermeasure that has been shown to be effective is combining seat belt enforcement with enforcement of other traffic violations. As indicated by the data, occupants are less likely to be restrained in crashes that involve high-risk behaviors such as speeding and impaired driving. These combined efforts provide more opportunities to increase the perception of the risk of receiving a seat belt ticket and can increase the overall productivity of enforcement efforts. For example, combining seat belt enforcement with a DWI checkpoint provides an opportunity to conduct nighttime seat belt enforcement and make more efficient use of resources. A combined enforcement approach enables agencies to conduct sustained enforcement of seat belt use as well as other traffic violations.

Strategy	OP-1 Seat Belt Enforcement
Problem addressed	Occupants who are involved in crashes where alcohol, drugs and/or speed was a factor were less likely to be wearing seat belts; Front seat occupants who are killed or injured in a crash at night are more likely to be unrestrained than those hurt in crashes during the day (6% vs. 3% in 2021)
Countermeasures & justification	CTW 3 or more stars: Short-Term, High-Visibility Seat Belt Law Enforcement; Integrated Nighttime Seat Belt Enforcement; Sustained Enforcement
Performance targets addressed	Reduce unrestrained passenger vehicle occupant fatalities by 1.5% from 166.8 (2017-2021 rolling average) to 164.3 by 2026.

	Increase annual observed seat belt use rate by 1.5% from 91.90% (2022) to 93.28% by 2026.
Est. 3-year funding allocation	\$6,300,000; BIL 402, 405b
Project considerations	Participation in Buckle Up New York (BUNY) enforcement program; Participation in national CIOT mobilization; Seasonal initiatives; State park initiatives; Affected communities; Locations: Affected high-risk regions and counties
Uniform guidelines	(A) (ii) to encourage the proper use of occupant protection devices (including the use of safety belts and child restraint systems) by occupants of motor vehicles

Strategy OP-2 Communications and Outreach

PI&E Support for Enforcement Efforts

GTSC will continue to support communications, outreach and other public information and education efforts to publicize the national high-visibility BUNY/CIOT seat belt enforcement mobilizations. These efforts will include public awareness and media messages that are directed at the general population in the state and those that target specific groups such as young drivers who have been identified as high-risk, low compliance segments of the population. These public awareness efforts focus on publicizing the BUNY/CIOT message through the airing of PSAs, the distribution of a statewide press release and other media efforts.



In addition to the use of media messages developed at the national level, communication and outreach efforts based on public awareness campaigns developed at the state level are also implemented. One example is New York’s “Protect Your Melon” campaign which features the celebrity spokesperson NASCAR driver Ross Chastain. Chastain was selected as the spokesperson because of his appeal to younger drivers who traditionally have lower seat belt compliance, especially males. The communication and outreach activities that have been implemented in conjunction with the campaign include the distribution of watermelons affixed with the Protect Your Melon slogan to multiple retail outlets in the state.



Social media is now also used more extensively for communication and outreach at both local and state levels.

Education of the General Public and High-Risk Groups

Projects that include communication and outreach activities to educate the public and specific target groups about the importance of safety restraint use will also be supported. Examples include informational displays at popular venues such as the New York State Fair, the use of Convincer units and rollover simulators to demonstrate to various groups the importance of seat belt use in crashes, and special activities for young drivers such as “Battle of the Belts” competitions. The involvement of groups such as medical personnel, educators and law enforcement who regularly interact with the public and are in a position to assist with these educational efforts will continue to be encouraged.



New York’s new back seat law became effective on November 1, 2020. GTSC has been promoting this new requirement through social media posts and via billboards across the state. There is also a new seat belt TV PSA in development that should be released soon. While in-person outreach through safe teen driver events at education facilities was limited in the past due to the COVID protocols in place, the schools that host GTSC’s programs provide an opportunity to discuss the universal belt law requirements with students and the importance of buckling up, every trip, every time. This message is reinforced with the Battle of the Belts activities. In addition, NASCAR driver Ross Chastain promotes the new law and encourages back seat belt use with his social media posts as part of the Protect Your Melon program. Palm cards outlining the new belt use requirements were developed and are being distributed during the BUNY in the Parks campaign. The Survivor Advocate educational program administered by SADD incorporated this messaging into their presentations.

Strategy	OP-2 Communications and Outreach
Problem addressed	Occupants who are involved in crashes where alcohol, drugs and/or speed was a factor were less likely to be wearing seat belts; Front seat occupants who are killed or injured in a crash at night are more likely to be unrestrained than those hurt in crashes during the day (6% vs. 3% in 2021)
Countermeasures & justification	CTW 3 or more stars: Supporting Enforcement; Strategies for Low-Belt-Use Groups
Performance targets addressed	Reduce unrestrained passenger vehicle occupant fatalities by 1.5% from 166.8 (2017-2021 rolling average) to 164.3 by 2026. Increase annual observed seat belt use rate by 1.5% from 91.90% (2022) to 93.28% by 2026.
Est. 3-year funding allocation	\$2,700,000; BIL 405b
Project considerations	Providing data-driven communication and outreach efforts that publicize and enhance the effectiveness of enforcement; Providing education and information to high-risk motorists on the importance of seat belt use in preventing deaths and injuries; Raising awareness of law requiring seat belt use by passengers over 16 riding in the back seat
Uniform guidelines	(A) (ii) to encourage the proper use of occupant protection devices (including the use of safety belts and child restraint systems) by occupants of motor vehicles

Child Passenger Safety Strategies

The second major focus of New York’s Occupant Protection Program is the safety of young children riding in vehicles. The emphasis in this area is on educating parents and caregivers on the importance of using the child restraint system that is appropriate for the child’s height, weight, age and developmental ability, as well as providing hands-on instruction on how to properly install child restraints in vehicles. The use of an appropriate child restraint system that is correctly installed and properly adjusted is an important countermeasure for reducing fatalities and the severity of injuries suffered by young passengers in crashes. Ensuring that access to this education and training is available to residents in all areas of New York State, both urban and rural, and to the populations that are most at risk, including low-income groups and minority populations, are priorities of New York’s program.



GTSC’s commitment to maintaining a strong CPS program is demonstrated by the designation of a GTSC staff member to serve as a full-time Statewide CPS Coordinator. New York’s CPS Advisory Board, which is

comprised of a representative from each of the state's 14 designated CPS regions, also plays a major role in all aspects of the program.

Funding for local and state entities to provide education and services is made available through GTSC's CPS mini-grant program. Mini-grants are available in the following categories: CPS Fitting Stations; CPS Awareness Classes; Car Seat Check Events; and Car Seat Education & Distribution Programs. In order to receive funding, grantees must agree to comply with stringent guidelines that ensure standards of quality, service and safety are maintained and that certified technicians are available at each fitting station during the posted hours of operation and at each car seat check event that is held.

Local programs must demonstrate that they are providing CPS services to meet the needs of all families within their jurisdictions, including those that may require special attention due to language and cultural differences.

Strategy OP-3 Child Passenger Safety Communications and Outreach

The protection of young children riding in vehicles requires extensive statewide and community involvement in educating parents and caregivers on the importance of using the correct child restraint system for the child's height, weight, age and developmental ability.

New York State Child Passenger Safety Program Support

A GTSC staff member serves as New York's CPS Coordinator and works with the CPS Advisory Board and its regional representatives who provide guidance and support for the statewide CPS network. Information for technicians on scheduled events and classes and updates on CPS issues are posted on the GTSC website and disseminated through the CPS Advisory Board. The CPS Advisory Board also coordinates statewide events such as National Seat Check Saturday held during National Child Passenger Safety Week in September each year.

Statewide Child Passenger Safety Public Information and Outreach

GTSC funds statewide communication and outreach efforts that extend into every county in the state to increase public awareness of CPS issues. These efforts include the CPS Education and Support program provided by the New York State Police and the CPS Statewide Training provided by the NYS Association of Traffic Safety Boards and its participation in National CPS Week.

GTSC will continue to support and coordinate a statewide public information and education campaign providing educational materials and media messages on the importance of car seat, booster seat, and seat belt use; the correct installation and use of the various child restraint systems; the types of restraint systems that are appropriate for children of different ages, heights and weights; the importance of having children age 12 and under ride in the back seat; and the law effective November 1, 2019, that requires children under age two to ride in rear-facing car seats. GTSC will serve as the conduit to disseminate educational materials related to updates and recalls pertaining to child restraints and will maintain a continuous communication channel for the promotion of public awareness of the state's mandated occupant protection requirements for children from birth through age sixteen. In coordination with these efforts, and in support of NHTSA, GTSC will also support the development and dissemination of educational materials related to children and heatstroke prevention.

A new approach to providing CPS education and outreach in New York State will be the development and implementation of a new training for law enforcement. The training, "Basic Child Passenger Safety for Law Enforcement," will focus on educating non-CPS-certified officers on the basics of CPS, how to detect unsafe riding conditions for children on the roadways, determining when to issue a ticket for an offense versus when to provide education, and how to refer parents/caregivers encountered on the roadway to the local CPS

services available within their community. The training will be hosted approximately 1-3 times annually in different locations throughout the state.

Child Passenger Safety Awareness Classes

On the local level, GTSC will continue to enhance CPS education through the availability of CPS mini-grants for local agencies to conduct awareness training sessions that offer educational programs on CPS issues. The major emphasis of these educational programs will be to train parents, caregivers and others who transport children to protect their safety by using the right seat for the child and installing the seat correctly, every ride, every time. Presentations will be made to various types of groups including members of the public health and medical communities, fire and other emergency response personnel, preschool and other bus drivers, law enforcement agencies and social services programs. CPS technicians will especially be encouraged to provide CPS awareness classes to expectant parents, child-care providers and members of minority communities. Educating and training parents and members of the various groups who are in regular contact with the public will significantly contribute to the dissemination of CPS information throughout every region of the state and to diverse populations within each region.

Strategy	OP-3 Child Passenger Safety Communications and Outreach
Problem addressed	4% of the children under 5 killed or injured in crashes in 2021 were reported to be unrestrained; Incorrect use of child safety seats
Countermeasures & justification	CTW 3 or more stars: Strategies for Older Children; Strategies for Child Restraint and Booster Seat Use
Performance targets addressed	Reduce unrestrained passenger vehicle occupant fatalities by 1.5% from 166.8 (2017-2021 rolling average) to 164.3 by 2026. Increase annual observed seat belt use rate by 1.5% from 91.90% (2022) to 93.28% by 2026.
Est. 3-year funding allocation	\$3,150,000; BIL 405b
Project considerations	Providing information to parents and caregivers on the appropriate seat based on a child’s height, weight, age and developmental ability; Providing instruction on how to install and use the seat correctly; Developing and providing training for non-CPS-certified law enforcement officers; Location; Underserved populations
Uniform guidelines	(A) (ii) to encourage the proper use of occupant protection devices (including the use of safety belts and child restraint systems) by occupants of motor vehicles

Strategy OP-4 Car Seat Fitting Stations

Car Seat Fitting Stations

The projects in this area are funded through mini-grants awarded by GTSC for the operation of fitting stations. To receive funding, grantees must have certified technicians available to staff the fitting station during the hours of operation. CPS grant funds can also be used for mobile fitting stations which bring CPS services to families residing in the more rural areas in the state. The use of mobile fitting stations expands the coverage of the state’s CPS program into areas where access to CPS education and instruction was previously lacking. Projects that focus on serving high-risk populations within the state such as low-income and minority communities are also important to ensure access throughout the state.

Strategy	OP-4 Car Seat Fitting Stations
Problem addressed	4% of the children under 5 killed or injured in crashes in 2021 were reported to be unrestrained; Incorrect use of child safety seats
Countermeasures & justification	CTW 3 or more stars: Strategies for Child Restraint and Booster Seat Use; Inspection Stations; Criterion to qualify for Section 405b Occupant Protection grant funding
Performance targets addressed	Reduce unrestrained passenger vehicle occupant fatalities by 1.5% from 166.8 (2017-2021 rolling average) to 164.3 by 2026. Increase annual observed seat belt use rate by 1.5% from 91.90% (2022) to 93.28% by 2026.
Est. 3-year funding allocation	\$1,500,000; BIL 405b
Project considerations	Location, both urban and rural; Active network of permanent fitting stations; Certified CPS technicians and/or instructors; Minority and low-income populations
Uniform guidelines	(A) (ii) to encourage the proper use of occupant protection devices (including the use of safety belts and child restraint systems) by occupants of motor vehicles

Strategy OP-5 Car Seat Check Events

Car Seat Check Events

GTSC also provides funding for car seat check events. The trend in New York State has been to conduct fewer car seat check events, but to conduct them with increased publicity. Agencies applying for funding under GTSC's mini-grant program are encouraged to conduct events in rural areas, low-income communities and areas with diverse populations and to ensure the events are well publicized.

Strategy	OP-5 Car Seat Check Events
Problem addressed	4% of the children under 5 killed or injured in crashes in 2021 were reported to be unrestrained; Incorrect use of child safety seats
Countermeasures & justification	CTW 3 or more stars: Strategies for Child Restraint and Booster Seat Use; Inspection Stations
Performance targets addressed	Reduce unrestrained passenger vehicle occupant fatalities by 1.5% from 166.8 (2017-2021 rolling average) to 164.3 by 2026. Increase annual observed seat belt use rate by 1.5% from 91.90% (2022) to 93.28% by 2026.
Est. 3-year funding allocation	\$1,500,000; BIL 405b
Project considerations	Fewer events, but increased publicity; Location, especially rural; Diverse populations; Low-income communities
Uniform guidelines	(A) (ii) to encourage the proper use of occupant protection devices (including the use of safety belts and child restraint systems) by occupants of motor vehicles

Strategy OP-6 Recruitment and Training of Child Passenger Safety Technicians

CPS Certified Technician Training Classes

New York State has been successful in maintaining an adequate number of nationally certified CPS technicians to provide statewide coverage of the fitting stations and car seat check events that are scheduled. A major key to the success of the state's recruitment efforts is making the required standardized CPS technician training available and accessible.

The objectives of New York's FFY 2024-2026 recruitment and training plan are to 1) maintain the state's large cadre of technicians through continued support for training programs for new and recertifying technicians and 2) increase the focus on counties with low numbers of technicians and meeting the needs of underserved populations in the state.

Through its CPS Coordinator, GTSC will continue to publicize the state's CPS program and coordinate training programs and other events that support recruitment efforts. The CPS Coordinator works closely with the state's CPS Advisory Board, which is comprised of representatives from 14 regions of the state. In addition to serving as a statewide communication network for the program, these regional representatives assist with technician recruitment and training efforts by identifying areas of their regions where more technicians are needed, organizing training programs and recruiting participants.

Retention of CPS Technicians

In addition to the recruitment of new technicians, it is equally important to retain CPS technicians who are up for recertification. GTSC supports CPS technical update classes that provide the opportunity for technicians and instructors to update their skills and stay current with new procedures and guidelines. Continuing Education Units (CEU) that can be used toward recertification are available for the technicians who attend these update training classes; six CEUs are needed every two years to recertify. GTSC also covers the recertification fees for technicians and instructors.

In FFY 2024-2026, the recertification of technicians will continue to be supported in a number of ways. New York's CPS program plans to conduct several CEU Update Trainings; these programs also provide the opportunity to earn credits toward recertification. GTSC will coordinate a statewide CPS Technical Conference that offers all six CEUs and attracts more than 400 technicians and car seat manufacturers. Some one-day Certification Renewal testing sessions are also planned; these sessions are for technicians who let their certification lapse and would like to restore their certification status. In addition, technician recertification fees will continue to be paid.

Strategy	OP-6 Recruitment and Training of Child Passenger Safety Technicians
Problem addressed	4% of the children under 5 killed or injured in crashes in 2021 were reported to be unrestrained; Incorrect use of child safety seats
Countermeasures & justification	CTW 3 or more stars: Inspection Stations; Trained technicians essential for improving child passenger safety; Criterion to qualify for Section 405b Occupant Protection grant funding
Performance targets addressed	Reduce unrestrained passenger vehicle occupant fatalities by 1.5% from 166.8 (2017-2021 rolling average) to 164.3 by 2026. Increase annual observed seat belt use rate by 1.5% from 91.90% (2022) to 93.28% by 2026.

Est. 3-year funding allocation	\$2,100,000; BIL 405b
Project considerations	Maintain state’s large cadre of technicians; Increase the focus on counties with fewer technicians; Provide funding for technicians to attend the statewide technical conference; Meet the needs of underserved populations
Uniform guidelines	(A) (ii) to encourage the proper use of occupant protection devices (including the use of safety belts and child restraint systems) by occupants of motor vehicles

Strategy OP-7 Car Seat Education & Distribution Programs

Programs that provide car seats to low-income families and education on proper use are an important component of New York’s CPS program.

Low-Income Car Seat Education & Distribution Program

Low-income families are also a segment of the population that need special attention. Car seats are given away free of charge to low-income families in need. A certified CPS Technician educates each person acquiring a car seat in its proper installation, use and maintenance based on the manufacturer’s instructions.

Car seat education and distribution programs are funded through mini-grants awarded by GTSC. Only agencies that work directly with low-income families, such as health departments, hospitals, child-care councils or social service departments, are eligible to apply. The grantee must determine the income eligibility of the clientele. Low-income families are defined as those who qualify under the New York State WIC Income Eligibility Guidelines or who qualify under a public assistance program. Applicants for funding must have a certified CPS Technician on staff to conduct the program. The CPS Technician is required to conduct at least a 30-minute, but ideally a 60-minute in-person educational component with the caregiver and then demonstrate the installation of the appropriate car seat for each person requesting a car seat.

Strategy	OP-7 Car Seat Education & Distribution Programs
Problem addressed	4% of the children under 5 killed or injured in crashes in 2021 were reported to be unrestrained; Incorrect use of child safety seats
Countermeasures & justification	CTW 3 or more stars: Strategies for Child Restraint and Booster Seat Use; Inspection Stations; Underserved and low-income families may not be able to afford a car seat
Performance targets addressed	Reduce unrestrained passenger vehicle occupant fatalities by 1.5% from 166.8 (2017-2021 rolling average) to 164.3 by 2026. Increase annual observed seat belt use rate by 1.5% from 91.90% (2022) to 93.28% by 2026.
Est. 3-year funding allocation	\$2,250,000; BIL 405b
Project considerations	Agencies that work directly with low-income families; Income eligibility; Certified CPS technicians and/or instructors
Uniform guidelines	(A) (ii) to encourage the proper use of occupant protection devices (including the use of safety belts and child restraint systems) by occupants of motor vehicles

Strategy OP-8 Research, Evaluation and Analytical Support for New York’s Performance-Based Occupant Protection Program

Funding will be provided for the preparation of statistical reports and other analyses used to identify trends in seat belt use and the characteristics and factors associated with noncompliance with the seat belt law, and for other types of research, evaluation and analytical support required for New York’s Occupant Protection Program.

Statewide Observation Survey of Seat Belt Use

Funding will also be provided for the implementation of the annual seat belt observational survey conducted in accordance with uniform criteria established by NHTSA. The project will include the recruitment, training and field supervision of data collectors; the selection and scheduling of survey sites; the preparation of all survey materials including maps, data collection forms and instructions for conducting observations of seat belt use; data collection; data entry and analysis; and the preparation of the final report.

Strategy	OP-8 Research, Evaluation and Analytical Support for New York’s Performance-Based Occupant Protection Program
Problem addressed	Research, evaluation and analytical support inform the problem identification process that forms the basis for countermeasure strategies; States are required to conduct annual statewide observation surveys of seat belt use
Countermeasures & justification	“Data and Program Evaluation” (Uniform Guidelines, Occupant Protection https://one.nhtsa.gov/nhtsa/whatsup/tea21/tea21programs/pages/OccupantProtection.htm); research, evaluation and data analysis are essential components of a successful performance-based highway safety program; data on observed seat belt use are required to track the core behavioral measure, the statewide seat belt use rate
Performance targets addressed	Reduce unrestrained passenger vehicle occupant fatalities by 1.5% from 166.8 (2017-2021 rolling average) to 164.3 by 2026. Increase annual observed seat belt use rate by 1.5% from 91.90% (2022) to 93.28% by 2026.
Est. 3-year funding allocation	\$300,000; BIL 402
Project considerations	Preparation of statistical reports and other analyses; Annual seat belt observational survey conducted in accordance with NHTSA uniform criteria
Uniform guidelines	(A) (ii) to encourage the proper use of occupant protection devices (including the use of safety belts and child restraint systems) by occupants of motor vehicles

TRAFFIC RECORDS

Overview

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



The Governor's Traffic Safety Committee (GTSC) plays the central role in the coordination of the multiple components of New York's traffic records program. New York's *FFY 2024 Traffic Safety Information Systems (TSIS) Strategic Plan*, developed by GTSC with the assistance of the Institute for Traffic Safety Management and Research (ITSMR) and the state's Traffic Records Coordinating Council (TRCC), reflects the importance the state continues to place on improving the state's traffic records systems. Using a multi-task process, GTSC's traffic records strategic planning process focused on identifying major improvement opportunities for the state's various traffic safety information systems and developing projects to implement those improvements.

The funds and other resources GTSC invests to improve the state's traffic records systems are complemented by a number of other federal, state, local and private sector activities. While a real dollar amount cannot be accurately estimated for the contributions of each of the partners involved in the implementation of traffic records improvements, the most significant sources of funding, programming and in-kind support that assist in achieving the performance goals established in the Triennial Highway Safety Plan (3HSP) are the NYS Department of Motor Vehicles (DMV), the NYS Department of Transportation (DOT), the New York State Police (NYSP) and the NYS Department of Health (DOH) that maintain and house the state's major systems.

Effect of the COVID-19 Pandemic on Traffic Records

During FFY 2023, the COVID-19 pandemic continued to have an impact on the state's traffic safety community. State agencies continue to have difficulties hiring new staff, impacting the timely and accurate processing of crash and ticket data. Volumes of crash reports and tickets have increased slightly during FFY 2023 from the previous year but continue to be down in volume from FFY 2020 pre-COVID-19. Some traffic records projects have struggled to make progress due to challenges hiring technical and project management staff. Many potential candidates are requesting to work remotely full-time. NYS employment regulations do not allow for this and therefore, candidates are not accepting the employment offers.

Performance Report

Six targets were established in the FFY 2023 strategic plan submitted to NHTSA in June 2022: three for the Accident Information System (AIS), two for the TSLED citation/adjudication system and one for the Administrative Adjudication (AA) citation/adjudication system.

The performance measures used to monitor progress in this area focus on the timeliness of the crash and citation/adjudication data and the accuracy and completeness of the crash data. With respect to the

timeliness of the crash data, the performance measure is the mean number of days from the date a crash occurs to the date the crash report is entered into the AIS database. With regard to the accuracy of the crash data, the performance measure is the percentage of crash records with no errors in the *Lat/Long Coordinates* data element. With respect to completeness of the crash data, the performance measure is the percentage of crash records in AIS that have gone through the location coding process with no missing data in the data element of *Roadway Type*. The timeliness measures for the citation and adjudication data are the mean number of days from 1) the date a citation is issued under the TSLED system to the date the citation is entered into the TSLED database, 2) the date a TSLED citation is adjudicated until the date the disposition information is entered into the state's TSLED database, and 3) the date a citation is issued under the AA system to the date the citation is entered into the AA database.

The following performance targets were set for FFY 2023:

- ❖ To reduce the mean number of days from the date a crash occurs to the date the crash report is entered into the AIS database from the baseline of 9.99 days (April 1, 2021-March 31, 2022) to 9.89 days (April 1, 2022-March 31, 2023).
- ❖ To increase the percentage of crash records in AIS with no errors in the critical data element of *Lat/Long Coordinates* from the baseline of 94.05% (April 1, 2021-March 31, 2022) to 94.99% (April 1, 2022-March 31, 2023).
- ❖ To increase the percentage of crash records in AIS with no missing data in the critical data element of *Roadway Type* from the baseline of 95.81% (April 1, 2021-March 31, 2022) to 96.77% (April 1, 2022-March 31, 2023).
- ❖ To 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 the baseline of 10.18 days (April 1, 2021-March 31, 2022) to 10.07 days (April 1, 2022-March 31, 2023).
- ❖ To reduce the mean number of days from the date a citation is adjudicated until the date the disposition information is entered into the state's TSLED database from the baseline of 26.38 days (April 1, 2021-March 31, 2022) to 25.85 days (April 1, 2022-March 31, 2023).
- ❖ To reduce the mean number of days from the date a citation is issued to the date the citation is entered into the AA database from the baseline of 9.10 days (April 1, 2021-March 31, 2022) to 9.00 days (April 1, 2022-March 31, 2023).

The table below shows that two of the six performance measures established for FFY 2023 met their targets: 1) the timeliness of the TSLED ticket data and 2) the timeliness of the AA citation data. The mean number of days from the date a citation is issued to the date the citation is entered into the TSLED database decreased from 10.18 days in the baseline period to 7.62 days in the performance period, exceeding the target of 10.07 days. The second performance measure, the mean number of days from the date a citation is issued to the date the citation is entered into the AA database, decreased from 9.10 days in the baseline period to 5.12 days in the performance period, exceeding the target of 9.00 days. These decreases reflect the continued increase in electronic submission of ticket data, especially from the NYC area.

Four of the goals were not met: 1) the timeliness of the AIS crash data, 2) the percentage of AIS crash records with no errors in the *Lat/Long Coordinates* data element, 3) the completeness of the AIS crash data related to

the critical data element of *Roadway Type*, and 4) the timeliness of the TSLED adjudication data. The timeliness of the AIS crash data increased slightly, from 9.99 days in the baseline period to 10.21 days in the performance period, short of the target of 9.89 days. The percentage of AIS crash records with no errors in the *Lat/Long Coordinates* data element decreased significantly from 94.05% in the baseline period to 74.27% in the performance period, far short of the target of 94.99%. The completeness of the AIS crash data element *Roadway Type* also experienced a significant decrease, from 95.81% in the baseline period to 85.23% in the performance period, short of the 96.77% target. The significant decrease in the location coding data elements can be attributed to the implementation and stabilization period of the new location coding system, CLEAR. The mean number of days from the date a citation is adjudicated to the date the disposition data is entered into the state’s TSLED database increased from 26.38 days in the baseline period to 39.29 days in the performance period, missing the target of 25.85 days. This large increase can be attributed to post-COVID-19 TSLED courts cleanup efforts, a large amount of duplicate data submitted in 2022, and a higher level of turnover of experienced employees responsible for this task.

CRASH AND CITATION/ADJUDICATION INFORMATION SYSTEMS			
PERFORMANCE TARGETS			
Performance Attributes & Measures	Baseline Period April 1, 2021- March 31, 2022	Performance Target April 1, 2022- March 31, 2023	Performance Period April 1, 2022- March 31, 2023
Crash Information System (AIS)			
Timeliness			
Mean # of days from crash date to date crash report is entered into AIS	9.99 days	9.89 days	10.21 days
Accuracy			
Percentage of crash records with no errors in the <i>Lat/Long Coordinates</i> data element	94.05%	94.99%	74.27%
Completeness			
Percentage of crash records with no missing data in the <i>Roadway Type</i> data element	95.81%	96.77%	85.23%
Citation/Adjudication System (TSLED)			
Timeliness – Citations			
Mean # of days from citation date to date citation is entered into TSLED database	10.18 days	10.07 days	7.62 days ✓
Timeliness – Adjudication			
Mean # of days from date citation is adjudicated to date disposition info. is entered into TSLED	26.38 days	25.85 days	39.29 days
Citation/Adjudication System (AA)			
Timeliness – Citations			
Mean # of days from citation date to date citation is entered into the AA database	9.10 days	9.00 days	5.12 days ✓

✓ indicates performance target was met

Problem Identification

The status of each of the state's core traffic safety data systems (crashes, citations/adjudication, drivers, injury surveillance, vehicles and roadways) was reviewed by the TRCC and its member agencies to identify opportunities for improvement and assist in selecting countermeasure strategies and projects that will enable the state to achieve its traffic records performance goals. Each system was reviewed with regard to the six attributes of timeliness, accuracy, completeness, uniformity, integration and accessibility. The key findings from the review process that was conducted January-April 2023 are summarized below.

Another key finding from the review process highlighted the breadth of the activities being conducted at all jurisdictional levels to improve various traffic records systems. This finding emphasized the need for a coordinated approach to the development and implementation of traffic records improvement activities. A secondary finding, albeit an important one, arose from the review process. It centered on the recognition that research and evaluation activities play an important role in New York's traffic records program, underscoring the strengths, limitations and opportunities associated with the state's six core records systems.

Crash Information System

New York's primary crash information system is the AIS maintained by DMV. With few exceptions, the AIS file contains records of all police-reported motor vehicle crashes and all crashes reported to DMV by motorists involved in crashes. The file captures all of the data elements found in the police accident report form (MV-104A) and the motorist report form (MV-104). DMV is in the process of developing a new crash reporting system to replace the aging AIS. Phase 1 of the new system is currently scheduled to be implemented in the summer of 2024.

- ❖ **Timeliness:** The mean number of days from the crash date to the date the crash report is entered into AIS increased from 9.99 days in the baseline period (April 1, 2021-March 31, 2022) to 10.21 days in the performance period (April 1, 2022-March 31, 2023). Timeliness declined in FFY 2023 as state agencies continue to struggle hiring and retaining staff. In addition, although more than 90% of the reportable crashes submitted by the police are being sent electronically, timeliness could be improved by increasing the number of police agencies that collect and submit their crash data electronically to DMV. When the NYPD has the ability to submit its reports electronically, it will further improve the timeliness of the crash data. Timeliness could also be improved by allowing motorists to file their crash reports electronically, and it could be improved dramatically by eliminating the motorist reports and having police agencies report Property Damage Only crashes (PDO).
- ❖ **Accuracy:** Accuracy of the AIS critical data element of *Lat/Long Coordinates* decreased from 94.05% in the baseline period (April 1, 2021-March 31, 2022) to 74.27% in the performance period (April 1, 2022-March 31, 2023) due to the implementation and stabilization of NYSDOT's new Crash Location Engineering and Analysis Repository (CLEAR). As the system defects are identified and resolved during the stabilization period, crash location data will be improved during FFY 2024. Accuracy could be further improved if all of the Traffic and Criminal Software (TraCS) police agencies used the locator tool within TraCS. Accuracy could also be improved with regard to the identification of crashes involving a commercial motor vehicle (CMV) as CMV crashes are often not identified correctly by the investigating police officer.
- ❖ **Completeness:** Completeness did not show improvement during the past year with regard to the data element of *Roadway Type*. The percentage of crash records with no missing data in the *Roadway Type* field decreased from 95.81% in the baseline period (April 1, 2021-March 31, 2022) to 85.23% in the

performance period (April 1, 2022-March 31, 2023). *Roadway Type* completeness should improve when the CLEAR system defects are resolved, and the stabilization period is over. Completeness could be improved for other crash data elements by increasing the reporting of crashes involving CMVs and by collecting BAC data for all drivers involved in fatal crashes.

- ❖ **Integration:** Although crash records can be linked to DMV's license file and selected DOT files, linking to the DMV registration file cannot be done with precision.
- ❖ **Accessibility:** The traffic safety community and general public have access to the crash data on-line through the Traffic Safety Statistical Repository (TSSR) (www.itsmr.org/TSSR). Maintained by ITSMR, the TSSR provides a variety of crash data and enables users to generate a number of different reports. As of May 1, 2023, finalized crash data are available on the TSSR for the years 2012-2021, with preliminary data for 2022 and the first few months of 2023. The TRCC membership noted that it is important to maintain the TSSR with the most recent crash data possible and ensure that it remains responsive to user needs through the expansion of available data and reports. The TRCC members have discussed ways to promote the TSSR and increase user volumes by providing information about the TSSR and web links on other agencies' webpages and publications.

Citation/Adjudication Information Systems

NYS DMV maintains the state's two primary citation and adjudication information systems: 1) TSLED and 2) AA. The TSLED system tracks tickets from the time they are printed to their final disposition, recording data and providing management information to police agencies and the courts.

Currently, TSLED covers all areas of the state except for New York City. Tickets issued in New York City, with the exception of tickets issued for impaired driving, are covered under the AA system. In addition to capturing the ticket data, the AA system is also used to schedule hearings and account for the collection of traffic fines and surcharges. One uniform traffic ticket is used by both the TSLED and AA systems.

- ❖ **Timeliness:** With respect to TSLED, the mean number of days from the citation date to the date the citation is entered into the TSLED database decreased from 10.18 days in the baseline period (April 1, 2021-March 31, 2022) to 7.62 days in the performance period (April 1, 2022-March 31, 2023). Based on the same 12-month time periods, the mean number of days from the date of charge disposition to the date the charge disposition is entered into TSLED database increased, from 26.38 days to 39.29 days. Timeliness for the entry of the citation data into the TSLED database improved due to DMV operations beginning to return to normal processing capacity post COVID-19, reassignment of tasks and additional hiring of staff. The decline in timeliness for the charge disposition in FFY 2023 is a result of data cleanup efforts by courts post COVID-19 submitting large amounts of data and large amounts of duplicate data received by DMV.

With respect to the AA system, the mean number of days from the citation date to the date the citation is entered into the AA database continued to decrease from 9.10 days in the baseline period (April 1, 2021-March 31, 2022) to 5.12 days in the performance period (April 1, 2022-March 31, 2023). Again, timeliness improved in FFY 2023 due to the continuation of NYPD transmitting AA citations to DMV and the ticketing department reassignment of tasks and staff to improve processing times.

- ❖ **Accuracy:** The accuracy of both systems could be further improved with the implementation of additional edit checks during the data entry process.

- ❖ **Completeness:** Although the AA and TSLED systems use the same uniform ticket to collect the same data, the AA system does not enter all the same information collected as TSLED.
- ❖ **Integration:** Although the TSLED and AA data can be integrated with data from other DMV files, there is a lack of comparability between the TSLED and AA systems that needs to be addressed.

Another issue noted with regard to integration, and to some extent accessibility, is the lack of a link between court adjudication data and data captured by the state's Impaired Driver System (IDS). Maintained by the state's Office of Addiction Services and Supports (OASAS), the IDS captures data on drivers convicted of impaired driving from the DMV driver license file. Although the driver license file can provide basic data associated with a driver's conviction, such as license suspension or revocation, it cannot provide detailed data on the sentence/penalties imposed on the convicted driver. These data are available only on the OCA's Universal Case Management System (UCMS). The OCA and OASAS are conducting a multi-year joint project, begun in FFY 2019, which will enable a complete report on adjudication outcomes associated with convicted impaired drivers to be captured electronically by the IDS from the UCMS.

- ❖ **Accessibility:** Although outside users such as police agencies and TSLED courts can access their own ticket data through a secure sign-on, the courts and motorists do not have direct access to the data or the system that would allow them to complete transactions on-line. However, for information and analysis purposes, access to the data is provided on-line through the TSSR. As of May 1, 2023, a variety of finalized citation and adjudication data are available on the TSSR for the years 2012-2021, with preliminary data for 2022 also being available.

With respect to the accessibility of the AA system, the system provides E-Plea capability for customers, enabling them to plead guilty or not guilty on-line; it also allows motorists to use major credit cards to pay fines and administrative surcharges on-line. The system has an attorney scheduling ticket management system which enables attorneys to associate themselves with their clients' tickets, giving them the ability to schedule and reschedule tickets on their behalf. The system also provides the attorneys with a calendar system to manage their cases. With regard to direct access to the raw data, although it is not available to users external to DMV, DMV generates a variety of reports to provide outside users needed data. In addition, similar to the TSLED data, access to some of the AA data is now available through the TSSR. As such, the TRCC and its member agencies agree that it is important to maintain the TSSR with the most recent ticket data possible and ensure that it remains responsive to user needs through the expansion of available data and reports.

Driver Information Systems

The core driver information system in New York is the Driver License File maintained by DMV. It provides detailed information for all drivers who are licensed in New York State and limited information for unlicensed or out-of-state drivers who have been convicted of a moving traffic violation or been involved in a motor vehicle crash in the state.

- ❖ **Timeliness:** Although many updates to the file are still done in batch mode overnight, DMV has converted many of the processes to a "real-time" basis. Efforts are being continued to convert additional processes to "real-time", but progress is affected by the fact that some data entry systems are very antiquated and have not been addressed due to intervening priorities.
- ❖ **Accuracy:** DMV has a strong identification/authentication process for clients who are issued a driver's

license, which helps ensure the accuracy of the data by eliminating multiple records that exist for some drivers. Accuracy could be further improved by reducing the delays that occur in being notified of drivers who have died, reflecting the difficulty of linking the license file with the DOH's paper-based vital statistics (death) file.

- ❖ **Integration:** Data integration could be improved by promoting the use of common data elements to allow better linkage to other DMV data as well as data maintained by external agencies (e.g., DOH death file).
- ❖ **Accessibility:** Electronic access to the Driver License File is limited to selected users, with access to the data being provided in compliance with the federal Driver's Privacy Protection Act (DPPA).

Injury Surveillance Information Systems

The NYS DOH is the repository agency for the state's two core injury surveillance systems: 1) Pre-Hospital [Patient] Care Report (PCR) and 2) Crash Outcome Data Evaluation System (CODES). Nearly 100% of the PCR data captured is received in National Emergency Medical Services Information System (NEMSIS) 3.4.0 electronic documentation standard. Designed to capture data from PCRs that are submitted by the state's Emergency Medical Technicians (EMTs), it contains data on patient demographics and care, provider demographics and response times, and the destination of where the person was transported.

CODES is a database created by integrating data from individual records from DMV's AIS file to the DOH's hospital and emergency department (ED) discharge databases. From 1995 to 2008, CODES also integrated data from the DOH's PCR database. Because of problems with incomplete PCR data, the data for the years 2009-2014 have not been linked. Beginning with the 2015 data, the DOH has once again begun to integrate data from the PCR database. Trauma Registry (TR) data was added starting in 2014 and Drug Recognition Expert (DRE) data have been linked to the CODES 2017 data. The CODES database is used to conduct studies that examine injuries and their associated medical costs in selected types of crashes.

- ❖ **Timeliness:** Less than 1% of the PCRs still come into DOH in paper format. Further, electronic PCR (ePCR) data is received within four hours of completion of the EMS incident 90% of the time. The most recent year for which a complete set of PCR data is available and has been linked is 2017; the data for 2018 and 2019 are being prepared for linkage in 2023. The Department is ready to begin the process of linking ePCR and CODES data starting with the 2018 data. With regard to CODES, the latest year for which New York has linked crash, medical and financial outcome data is 2018.
- ❖ **Accuracy & Completeness:** The NEMSIS 3.4.0 documentation standard deployed in New York State has resulted in significant improvements in the quality of the data submitted, improving accuracy and completeness. With respect to the CODES file, a series of logic checks has been built into the system to improve the accuracy of the data.
- ❖ **Integration:** The PCR system meets the National Emergency Medical Services Information System (NEMSIS) standard and HIPAA confidentiality rules. Currently, the PCR system can be linked with the DOH's TR and CODES. The ability to link recent PCR data and CODES greatly improves the injury surveillance data available for analysis purposes. It should be noted that even though CODES can link crash, pre-hospital care, ED, hospitalization and trauma registry data sets using probability match techniques, it is unable to link 100 percent of the individuals involved in crashes, since DMV collects relatively limited data on vehicle passengers.
- ❖ **Accessibility:** While CODES-linked data are available on the DOH website, direct access to PCR data will

require the execution of a Data Use Agreement.

Vehicle Information Systems

DMV is the repository agency for the state's core vehicle data system, the Vehicle Registration File. The Vehicle Registration File contains a record of every registered vehicle in New York and a history of that registration. The registration file contains approximately 46 million records, of which approximately 12 million are active. The file is sorted by name, DOB and gender of registrant, plate number and class of registration; a complementary plate index file is used to access the registration file using the plate number.

- ❖ **Accuracy:** Although issues related to the quality and integrity of the data are addressed through the use of procedures and programs that control the data input process, and through the use of address verification software, the system lacks the ability to always distinguish between slight variations in a given person's name, which can result in a motorist re-registering a vehicle for which the registration has been revoked.
- ❖ **Integration:** DMV is able to link the registration file with the inspection and insurance files, but cannot link it with the International Registration Plan (IRP) system or with precision to records in the AIS file.

Roadway Information Systems (CLEAR)

NYS DOT is the repository agency for the state's core safety-focused roadway data system. CLEAR roadway data layers contain data on highway features and characteristics, including data on roadway type and physical characteristics, access, functional class, pavement condition, and traffic volumes derived from the State's RIS 2.0 Roadway data. The data includes segment, intersection and ramp information for all public roads.

- ❖ **Accuracy:** CLEAR roadway data consists of an annual snapshot that represents the most up-to-date information the department has available. Highway projects and other changes can occur throughout the year but are not reflected until the next update.
- ❖ **Completeness:** All known public roads are included in the data. Some data elements are incomplete or not applicable for all roadways. New or changed roads are added as notified.
- ❖ **Uniformity:** All public roads are represented in the roadway network but uniformity in the data collected for all roads is lacking as not all data elements are collected for all roads. The State collects data for the Federal Aid Eligible roads and the system can accept input from local municipalities if collected in the correct format. However, localities tend to collect only those local road data elements that are useful to them, compared to a more comprehensive set of data collected for state roads.
- ❖ **Integration:** The current integration of the CLEAR system with the DMV AIS crash system continues to have performance issues with updating live data and reconciling crash cases between the two systems. Upcoming projects will work to address and resolve these integration performance issues.
- ❖ **Accessibility:** CLEAR is available to all Government employees and/or consultants working for those government agencies. Those not qualifying for access can request data and reports through FOIL. Copies of the Intersections and Roadway data layers will be made available on the New York State GIS Clearinghouse.

Countermeasure Strategies

New York has identified a comprehensive set of strategies that collectively will enable the state to reach the performance targets for the Traffic Records program area, including a new triennial performance target. The new target is based on the percentage of electronic crash reports received by DMV during a calendar year.

Described below, the strategies reflect the findings from the work undertaken by the state's TRCC to prepare the annual *Traffic Safety Information Systems Strategic Plan*.

Strategy TR-1 Implementation of Improvements to TSIS Systems

Projects that are intended to improve the timeliness, accuracy, completeness, uniformity, integration or accessibility of the state's various traffic records systems will be funded under this strategy. The planned activities that will be considered for funding are described below.

AIS Replacement - CRIS

New York's primary crash information system is the AIS maintained by DMV. With few exceptions, the AIS database contains records of all police-reported motor vehicle crashes and all crashes reported to DMV by motorists involved in crashes. The system captures and stores the data elements found on the police crash report form (MV-104A or MV-104AN) and the motorist report form (MV-104), except for detailed information on crash location. AIS is the source of the data utilized in ITSMR's TSSR which provides aggregated crash statistics to the public. All requests for official crash data and crash report images are processed against the AIS database.

AIS is over 20 years old and has far surpassed the expected life span for the technology that was utilized to build it. While problems with the application and its associated databases have always existed, the frequency and severity of the issues have increased. Under this project, DMV management has awarded a 7-year contract to a vendor, Lexis Nexis, that will build and maintain the new AIS system. It is anticipated the new AIS will take approximately two years to fully implement. This project will address two key mandatory requirements: 1) the ability of the new AIS to accept NYPD reports electronically and 2) to increase the number of MMUCC data elements captured.

This project will assist DMV in funding the cost of the contract to develop, implement and maintain a new AIS. Utilizing an outside vendor will allow DMV to be far more responsive in implementing AIS changes as requested by DMV business units, law enforcement, the traffic safety community as well as federal mandates. It will also assist DMV in improving the number of reports collected electronically which in turn will improve the timeliness, completeness and the overall quality of the data. It will put DMV in a position to move towards integrating directly with the other 5 core traffic records systems. Phase 1 of the project is expected to be implemented in the summer of 2024.

Fatality Analysis Reporting System (FARS) Supplemental Funding

NYS DMV has traditionally provided data to the NHTSA FARS system through five-year contracts with NHTSA. In winter 2017, DMV determined that the contract would not provide sufficient Federal funding to support its three full-time employees assigned to perform FARS processing. The shortfall was estimated to be \$165,000 for the length of the 2017-2021 agreement. Without Section 405c funding, the shortfall in funds would force DMV to reduce the number of staff assigned to the program and thus impact the timely processing of fatal crash data into FARS. This project will continue to supplement the NHTSA funding, enabling DMV to maintain 3 FTEs on FARS processing to insure continued timely processing of fatal crash data into FARS. This enables DMV to maintain its excellent record of entering the required data into the FARS system in a timely, accurate,

complete and consistent manner. DMV is in the process of negotiating a new FARS agreement for 2022-2026 and anticipates that continued 405c funding will be needed to maintain the necessary staffing levels.

TraCS Electronic Crash and Ticketing System

This project continues to provide support to local enforcement agencies for their ongoing participation in TraCS. The funding is used to update the hardware and software needed to collect and transmit crash and ticket data electronically through TraCS. Under this project, training and technical support is also provided to the local police agencies in their use of TraCS Versions 10, 18, 19 and 20. As of December 31, 2022, 525 of the 552 police agencies that had signed a contract with TraCS are collecting and transmitting ticket and/or crash data to DMV via TraCS. In 2022, more than 1.9 million tickets and 331,116 crash reports were sent to DMV electronically.

The TraCS platform facilitates the capture and transmission of electronic data related to a wide range of public safety activities conducted by enforcement and court-related agencies. Designed as a statewide electronic ticket and crash data collection and transfer system, TraCS includes electronic ticket and crash forms, DWI arrest forms, criminal investigation and incident reporting forms, CMV inspection forms, and the use of GPS devices and GIS maps. TraCS includes a universal electronic ticket and accident reporting forms for use throughout the state by all police agencies. TraCS has been designed for use by all of the state's police agencies and courts, as well as by state agencies such as the NYSP, DMV and NYSDOT. TraCS allows police agencies to send their ticket and crash data electronically to a central repository, which is maintained by ITS. In turn, data are sent electronically from the repository to DMV, NYSDOT and OCA.

Because police agencies across the state using TraCS have identified a need for maintenance and support to facilitate their continued use of TraCS, the primary purpose of this project is to provide local TraCS agencies with the ability to continue to use TraCS to submit crash reports and tickets electronically in an efficient manner. Under this project, the specific needs of local agencies for technical support and training are identified and services are provided to meet those needs.

Niche RMS to CRIS and new MV-104P

The NYSP have configured their new Niche RMS to collect data for the MV-104A crash report form and submit that data electronically to DMV through the Spider interface. The project will collect the new data required for the MV-104P and develop a new interface to transmit the data to the new CRIS system.

E-Plea and Payment System for Local Courts

Data on the adjudication of tickets issued for traffic violations in the areas outside of NYC are captured centrally by the NYSP Spider process. Spider distributes these tickets to the DMV TSLED and Driver License file and the OCA UCMS and Court Room Program (CRP) data systems. Currently, the process by which tickets are adjudicated is primarily a manual system, which can allow the driver to accept/reject a plea by mail or to deal with the disposition by appearing in court on the scheduled return date. Since approximately 17% of the drivers elect to accept/reject a plea by mail, the remaining 83% must be scheduled for a court appearance at the court of jurisdiction. Once in court, based on a review of the driver's license record, the prosecutor/ADA typically offers a reduced charge, which in turn is given to the magistrate or judge for adjudication. The final disposition and any corresponding fines and fees are then recorded by the court clerk and eventually entered into UCMS/CRP for upload into TSLED and ultimately the DMV driver license file.

Handling charge dispositions via court appearances puts an enormous burden on the local courts, with dozens, if not hundreds, of drivers showing up at the individual court sessions. These court appearances involve not only the local judges and justices but also the prosecutors/ADAs, the court clerks and the corresponding arresting officers. The combination of people resources needed, the volume of paperwork processed and the

stress on the court’s facilities results in a costly and time-consuming system of adjudicating traffic citations. With prosecutors/ADAs required to be present for each appearance on each court’s calendar, that can result in stretching the time required to bring a court case to disposition. Additionally, since the court of jurisdiction may not be local for the driver, this results in travel time, expense, and exposure for the driver to go to and return from the court location.

This project was initiated in FFY 2021 as “Implementation of E-Plea System for Local Courts,” running through FFY 2023. This original project had very limited funding spent with some degree of progress made for project definition and requirements analysis completed to date. COVID-related restrictions, depleted UCS technical resources, and incomplete hiring of new grant-funded staff have all been contributing factors in this new project request to restructure the project beginning in FFY 2024.

The primary goal is to design, develop and implement an E-Plea system that can be used by the motorist to enter a plea without having to go into court. For the large majority (estimated to be 75%-80%) of traffic citations issued, the new system will allow the motorist to enter a plea (guilty/not guilty) electronically: a guilty plea, for which in turn the driver receives notification on the defined fine and fees imposed and has the ability to pay the fine and fees online (“Plea & Pay” option); or a not guilty plea, which will be reviewed by the appropriate court personnel and receive a non-negotiable plea offer, which in turn the driver can accept or reject. Upon rejecting the plea offer, the driver will need to appear in court as is the traditional judicial practice. Upon accepting the plea offer, the court will review the plea arrangement—if accepted, the driver receives notification on the sentencing fine and fees imposed and has the ability to pay the fine and fees online (“ePlea” option).

In addition, the new ePlea system will be designed such that the plea status, sentencing-related information, and payments would be electronically transmitted to the UCMS/CRP case management systems. UCMS/CRP will then transmit the appropriate data to the DMV’s TSLED system for subsequent upload to the DMV’s Driver License file.

Strategy	TR-1 Implementation of Improvements to TSIS Systems
Problems addressed	Make TSIS systems improvements by: <ul style="list-style-type: none"> Replacing the aging AIS crash reporting system; Increasing the number of police agencies collecting and reporting data electronically to DMV; Receiving both motorist and police crash reports electronically through multiple methods; Allowing motorists to enter a plea with the local courts electronically; Improve the accuracy of crash records with <i>Lat/Long Coordinates</i>; Improve completeness of crash records with <i>Roadway Type</i>; Maintain improvement in timeliness of TSLED citation data; Improve the timeliness of AIS crash data; Maintain DMV’s ability to capture and report fatal crash data to FARS
Countermeasures & justification	Traffic Records System Information Components, Traffic Records System Information Quality (Uniform Guidelines, Traffic Records https://one.nhtsa.gov/nhtsa/whatsup/tea21/tea21programs/pages/guideline10-march2009.pdf); New York’s traffic safety community needs timely, accurate, updated, and complete data; The state’s basic core TSIS systems need improvements;

	Improvements in crash and citation/adjudication systems would benefit the most key stakeholders at a reasonable cost
Performance targets addressed	<p>Increase the percentage of electronic crash reports received by DMV by 2.5% from 64.39% in 2021 to 66.01% by 2026 with annual benchmarks of 64.71% (0.5%) by 2024 and 65.36% (1.0%) by 2025.</p> <p>Reduce mean number of days from crash date to date crash report is entered into AIS 1% from 10.21 days (4/1/2022-3/31/2023) to 10.10 days in 4/1/2023-3/31/2024.</p> <p>Increase percentage of crash records in AIS with no errors in the critical data element <i>Lat/Long Coordinates</i> 1% from 74.27% (4/1/2022-3/31/2023) to 75.01% in 4/1/2023-3/31/2024.</p> <p>Increase percentage of crash records in AIS with no missing data in the critical data element <i>Roadway Type</i> 1% from 85.23% (4/1/2022-3/31/2023) to 86.08% in 4/1/2023-3/31/2024.</p> <p>Reduce mean number of days from citation date to date citation is entered into the TSLED database 1% from 7.62 days (4/1/2022-3/31/2023) to 7.54days in 4/1/2023-3/31/2024.</p> <p>Reduce mean number of days from date of charge disposition to date charge disposition is entered into the TSLED database 1% from 39.29 days (4/1/2022-3/31/2023) to 38.89 days in 4/1/2023-3/31/2024.</p> <p>Reduce mean number of days from citation date to date citation is entered into the AA database 1% from 5.12 days (4/1/2022-3/31/2023) to 5.06 days in 4/1/2023-3/31/2024.</p>
Est. 3-year funding allocation	\$36,300,000; BIL 402, 405c
Project considerations	<p>Replace AIS and have the vendor maintain the system;</p> <p>Supplement NHTSA funding to allow DMV to process fatal crash data into FARS;</p> <p>Support hardware and software updates to TraCS;</p> <p>Support software changes to NYSP Niche system to be compatible with the new crash information reporting system (CRIS);</p> <p>Provide training and tech support to local police agencies using TraCS;</p> <p>Provide E-Plea and payment system for local courts</p>
Uniform guidelines	<p>(D) include provisions for—</p> <p>(i) an effective record system of crashes (including resulting injuries and deaths)</p>

Strategy TR-2 Development and Use of Data Linkages

The state’s traffic safety community’s ability to identify problems and develop effective countermeasures is enhanced by the comprehensive information that is often only available through the linkage of data and data files. Continued improvements in data linkages will enhance the development of program initiatives that focus on specific population sub-groups and permit the examination of costs associated with crashes.

Integrating Neighborhood Level Data into CODES

The CODES database is created by matching individual records from the NYS DMV AIS and Drug Recognition Expert Data to the NYS DOH Statewide Planning and Research Cooperative System (SPARCS) database of hospitalizations and ED visits, the NYS TR, and NYS PCR from Emergency Medical Service (EMS) agencies. The linked database creates a more complete picture that describes what occurs before, during, and after a crash; the linkage is critical to accurately evaluating the effectiveness of highway safety initiatives and understanding the burden of motor vehicle crashes in NYS.

The CODES database is used to conduct surveillance and epidemiological research that examines the contributing factors to motor vehicle crash-related injuries, their associated outcomes and medical costs in selected types of crashes. CODES contains demographic, race and ethnicity identifiers, patient residential zip codes, health outcomes, and related medical cost data, allowing for examination of health disparities, types of injuries, and crash-related cost of injuries that could not be done with police crash records alone. Administered by the DOH Bureau of Occupational Health and Injury Prevention (BOHIP), BOHIP staff work collaboratively to identify and address the injury problem, with a priority focus on motor vehicle traffic injuries.

This project aims to address the need for a better integrated traffic data system by enriching CODES with currently available freestanding data and increasing completeness of neighborhood level relevant information in the CODES data system.

Strategy	TR-2 Development and Use of Data Linkages
Problems addressed	Injury surveillance data systems need to provide a more complete picture of crashes by including neighborhood level data such as Census data containing demographic data and life expectancy data to provide more complete information for analysis.
Countermeasures & justification	Traffic Records System Information Quality, Data Integration (Uniform Guidelines, Traffic Records https://one.nhtsa.gov/nhtsa/whatsup/tea21/tea21programs/pages/guideline10-march2009.pdf); New York’s traffic safety community needs timely, accurate, complete data; The state’s core data systems need to be integrated for more complete and multi-faceted data; Multi-faceted data are needed for complex data analysis, such as determining the associated outcomes and medical costs of motor vehicle crashes; These data allow researchers to identify the true impact of neighborhood level factors and motor vehicle related injuries in NYS and to capture the characteristics which contribute to health disparities
Performance targets addressed	Not yet set
Est. 3-year funding allocation	\$2,400,000; BIL 405c
Project considerations	Integrate neighborhood level data such as demographic data and life expectancy to provide more complete information for analysis
Uniform guidelines	(D) include provisions for— (i) an effective record system of accidents (including resulting injuries and deaths)

Strategy TR-3 Use of Technology to Disseminate Data and Information

GTSC’s website continues to be a major medium for disseminating information on new developments in traffic safety, research programs and other topics. The website and other technologies, such as podcasts, are important in the communication of data, training and educational messages, and public information relating to highway safety programs that will benefit all of GTSC’s customers and partners, as well as the general public.

Traffic Safety Statistical Repository (TSSR)

The TSSR gives the public and the research community direct on-line access to New York State’s crash and

ticket data. Crash information is extracted from the NYS DMV AIS on a monthly basis. Currently, the TSSR provides access to the finalized crash data for the years 2012-2021 and the preliminary crash data for 2022 and 2023. Updated monthly, the 2022 crash data are expected to be finalized in September 2023. The data are presented in both tabular and graphical formats. Ticket data are extracted from the TSLED and AA ticket systems, and the NYPD ticket system. Currently, the TSSR provides access to the finalized ticket data for the years 2012-2021 and preliminary data for 2022 and 2023. The ticket data are updated quarterly.

The project will continue to provide to New York’s highway safety community several important improvements regarding access to accurate and timely traffic records data. These include maintenance of the current system, updating preliminary crash data and ticket data, software upgrades, enhancements and training. The project will maintain the new SAS Viya architecture for the TSSR system at the UAlbany Data Center, providing stability, security, and room for growth. It will also track user activity on the TSSR web page and related web pages.

Strategy	TR-3 Use of Technology to Disseminate Data and Information
Problems addressed	Improve accessibility to traffic safety data; Provide information on new developments in traffic safety and other topics; Allow the general public and researchers to obtain crash and ticket data to develop and assess traffic safety initiatives
Countermeasures & justification	Traffic Records System Information Quality, Accessibility (Uniform Guidelines, Traffic Records https://one.nhtsa.gov/nhtsa/whatsup/tea21/tea21programs/pages/guideline10-march2009.pdf); New York’s traffic safety community needs continued access to timely, accurate, complete data
Performance targets addressed	In general, continue to provide access to current data on crashes and tickets (a rolling 10 years of finalized data, plus preliminary data to date)
Est. 3-year funding allocation	\$1,800,000; BIL 402, 405c
Project considerations	Continue to fund expansion and use of the state’s TSSR system
Uniform guidelines	(D) include provisions for— (i) an effective record system of accidents (including resulting injuries and deaths)

Strategy TR-4 Statewide Coordination of Traffic Records Systems Improvements

GTSC will continue to coordinate efforts with other agencies and sources of funding to complete projects that improve traffic records systems, files and programs. Implementation of the FFY 2024 Traffic Safety Information Systems Strategic Plan will begin upon approval of New York’s application for FFY 2024 Section 405c funds.

Traffic Records Program Coordination

Funding will be provided for the coordination and administration of traffic records-related activities in New York State. At GTSC’s request, a member of the ITSMR staff serves as the TSIS Coordinator. The coordinator’s responsibilities include scheduling, setting the agenda and facilitating meetings of the TRCC; preparing the annual *Traffic Safety Information Systems Strategic Plan*; identifying and assessing progress in meeting the state’s performance measures as well as assisting GTSC in meeting any other requirements for the receipt of Section 405c funding.

Strategy	TR-4 Statewide Coordination of Traffic Records Systems Improvements
Problems addressed	Have the appointed Traffic Safety Information Systems (TSIS) Coordinator carry out coordination and administration tasks;

	Ensure that New York’s traffic records-related activities are carried out in a smooth and integrated manner
Countermeasures & justification	Traffic Records System Management (Uniform Guidelines, Traffic Records https://one.nhtsa.gov/nhtsa/whatsup/tea21/tea21programs/pages/guideline10-march2009.pdf); in order to maximize benefits from the synergy generated by separate traffic records-related activities, the activities must be coordinated and managed by a single entity; Statewide coordination and administration of all traffic records-related activities is essential to a successful traffic records improvement program
Performance targets addressed	Provide statewide coordination and administration of all traffic records-related activities
Est. 3-year funding allocation	\$1,500,000; BIL 402
Project considerations	Funding the coordination and administration of the state’s myriad traffic records-related activities
Uniform guidelines	(D) include provisions for— (i) an effective record system of accidents (including resulting injuries and deaths)

Strategy TR-5 Research and Evaluation

Research, Evaluation and Analytical Support for Traffic Safety in NYS

Research and evaluation are essential components of the highway safety planning process, and a variety of research and evaluation initiatives will be supported at both the state and local levels. Competing interests and finite resources make it imperative that there be a consistent, systematic process of problem identification and prioritization. Research will support the development, implementation and evaluation of new initiatives in conjunction with the state's 402 grant program.

Projects that support the collection and analyses of data related to various areas of traffic safety will also be supported. Such projects would involve extracting, compiling and analyzing data from the state’s large database systems, including DMV’s crash, citation/adjudication and driver license databases and NYSDOT’s SIMS and SAFETYNET databases. In addition, projects that provide data analytic services needed by DMV and GTSC and their highway safety partners will be supported. Projects that provide analytical support to traffic safety agencies and organizations at all jurisdictional levels, including support for the collection, analysis and reporting of data, will be eligible for funding.

Strategy	TR-5 Research and Evaluation
Problems addressed	Research will support the development, implementation and evaluation of new initiatives in conjunction with the state’s 402 grant program
Countermeasures & justification	Uses of a Traffic Records System – Research and Program Development, Policy Development, Analytic Resources Access (Uniform Guidelines, Traffic Records https://one.nhtsa.gov/nhtsa/whatsup/tea21/tea21programs/pages/guideline10-march2009.pdf); research efforts will aid in identifying system limitations and opportunities for system improvements; GTSC considers the benefits from research and evaluation activities to be essential to a successful traffic records improvement program
Performance targets addressed	Research and evaluation will aid in the state attaining the traffic records performance targets set for 2026

Est. 3-year funding allocation	\$6,000,000; BIL 402
Project considerations	Funding research and evaluation activities
Uniform guidelines	(D) include provisions for— (i) an effective record system of accidents (including resulting injuries and deaths)

COMMUNITY TRAFFIC SAFETY PROGRAMS

Overview

Community Traffic Safety Programs are designed to be comprehensive in nature, with opportunities for outreach to a broad spectrum of groups within local areas. Agencies and organizations at the local level are the most knowledgeable about the traffic safety problems in their jurisdictions and are in the best position to develop programs to address those issues. Some of the highway safety issues that counties and other local jurisdictions are encouraged to integrate into their local programs stem from state-level initiatives including outreach programs for younger drivers, older drivers and the many diverse populations residing in the state.

The Governor's Traffic Safety Committee (GTSC) plays the central role in the coordination of local traffic safety programs with state priorities so that collectively Community Traffic Safety Programs that are funded contribute to the achievement of the statewide and program area performance targets set in the Triennial HSP.

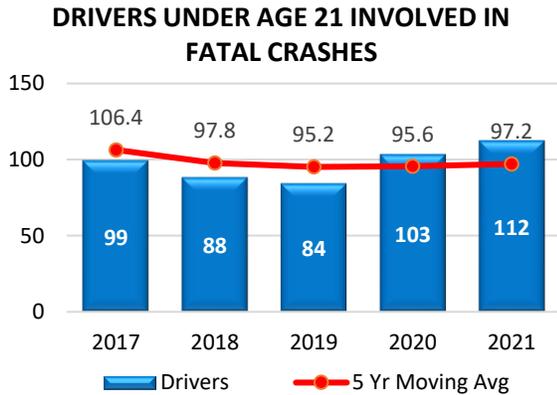
The funds and other resources GTSC invests in Community Traffic Safety Programs are complemented by a number of other federal, state, local and private sector activities. While a real dollar amount cannot be accurately estimated for the contributions of each of the partners involved in these programs, the most significant sources of funding, programming and in-kind support that assist in achieving the performance goals established in the Triennial HSP include: County Traffic Safety Boards; NYS Department of Motor Vehicles (NYSDMV); NYS Department of Health (NYSDOH); NYS Education Department (NYSED); NYS Department of Transportation (NYSDOT); New York State Sheriffs' Association; New York State Police; NYS Association of Chiefs of Police; Safe Kids Coalitions; American Automobile Association (AAA); National Safety Council; Ford Foundation; NY Association of Pupil Transportation; Operation Lifesaver, Inc., and U.S. Department of Veterans Affairs.



Performance Report

Performance Measure: C-9 Drivers Age 20 or Younger Involved in Fatal Crashes (FARS)

Progress: Not Met



Source: FARS

The five-year moving average number of drivers under age 21 involved in fatal crashes increased to 97.2 in 2021. This average indicates that the target of 94.6 set for 2019-2023 is not likely to be met.

These are the countermeasure strategies in Community Traffic Safety Programs program that contributed towards meeting/improving the performance targets:

- Strategy CP-1: Community-Based Highway Safety Programs
- Strategy CP-2: Statewide Implementation of Traffic Safety Initiatives
- Strategy CP-3: Statewide Communications and Outreach
- Strategy CP-4: Younger Driver Outreach and Education
- Strategy CP-5: Older Driver Outreach and Education
- Strategy CP-6: Outreach to Minority and Other Underserved Population

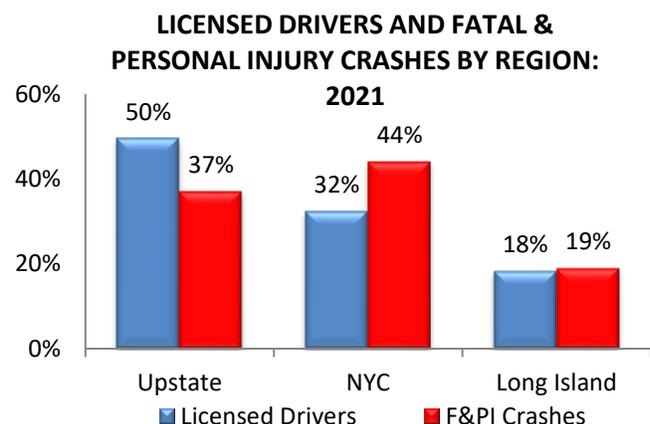
Problem Identification

Additional data analyses were conducted to assist GTSC in setting priorities for the Community Traffic Safety Programs area and selecting data-driven countermeasure strategies and activities that will enable the state to achieve its performance goals. The key findings from the problem identification component are presented in this section.

Analyses by Region

In 2021, 37% of fatal and personal injury crashes occurred in the Upstate region, and 44% occurred in New York City. The remaining 19% happened on Long Island.

Compared to the proportion of licensed drivers in each of the regions, New York City is overrepresented in fatal and personal injury crashes



Sources: NYS AIS / TSSR and Driver License File

(44% of the F & PI crashes vs. 32% of the licensed drivers) while the Upstate region is underrepresented.

Analyses by County

As demonstrated in the analyses presented in other program areas, the priority assigned to different traffic safety issues can vary among the regions. For example, the data show that a greater emphasis on pedestrian safety countermeasures is needed in the downstate areas than upstate. Traffic safety priorities can also differ among individual counties. Local communities applying for grant funding in this program area must provide data documenting the traffic safety issues they plan to address. A number of sources, including county crash summary reports that can be accessed through the Traffic Safety Statistical Repository (TSSR) developed by the Institute for Traffic Safety Management and Research, are available to assist local communities in identifying and documenting their traffic safety problems.

The table below provides 2021 population and licensed driver data for New York State and each county within the state, as well as 2021 data on fatal and personal injury crashes and the numbers of pedestrian, bicycle and motorcycle crashes that occurred statewide and in each county. The data in this table can be used to identify counties that are overrepresented in specific types of crashes by comparing the proportion of the state’s population and licensed drivers that reside in the county with the proportions of the different types of crashes that occur in the county. For example, Kings County accounts for 13% of the state’s population and 9% of the state’s licensed drivers; however, 24% of the state’s pedestrian crashes and 29% of the bicycle crashes in 2021 occurred in that county.

NEW YORK STATE DEMOGRAPHIC AND CRASH DATA BY COUNTY, 2021												
	Population		Licensed Drivers		Fatal/PI Crashes		Pedestrian Crashes*		Bicycle Crashes*		Motorcycle Crashes*	
NY STATE	19,835,913		12,084,663		106,950		12,472		7,370		4,929	
County	#	%	#	%	#	%	#	%	#	%	#	%
Albany	313,743	1.6%	212,003	1.75%	1,797	1.68%	147	1.18%	65	0.88%	108	2.19%
Allegany	46,106	0.2%	30,764	0.25%	147	0.14%	13	0.10%	2	0.03%	12	0.24%
Broome	197,240	1.0%	130,851	1.08%	773	0.72%	68	0.55%	35	0.47%	67	1.36%
Cattaraugus	76,426	0.4%	53,031	0.44%	309	0.29%	17	0.14%	10	0.14%	33	0.67%
Cayuga	75,880	0.4%	51,384	0.43%	322	0.30%	19	0.15%	8	0.11%	21	0.43%
Chautauqua	126,807	0.6%	86,886	0.72%	544	0.51%	30	0.24%	9	0.12%	35	0.71%
Chemung	83,045	0.4%	57,596	0.48%	283	0.26%	25	0.20%	21	0.28%	26	0.53%
Chenango	46,537	0.2%	35,446	0.29%	161	0.15%	4	0.03%	2	0.03%	17	0.34%
Clinton	79,596	0.4%	56,548	0.47%	239	0.22%	11	0.09%	10	0.14%	17	0.34%
Columbia	61,778	0.3%	47,197	0.39%	272	0.25%	14	0.11%	7	0.09%	15	0.30%
Cortland	46,311	0.2%	30,738	0.25%	233	0.22%	12	0.10%	7	0.09%	24	0.49%
Delaware	44,378	0.2%	32,463	0.27%	182	0.17%	7	0.06%	1	0.01%	17	0.34%
Dutchess	297,112	1.5%	220,369	1.82%	1,536	1.44%	75	0.60%	34	0.46%	97	1.97%
Erie	950,683	4.8%	655,151	5.42%	6,009	5.62%	391	3.14%	212	2.88%	227	4.61%
Essex	37,268	0.2%	26,745	0.22%	143	0.13%	4	0.03%	1	0.01%	19	0.39%
Franklin	47,456	0.2%	33,079	0.27%	156	0.15%	7	0.06%	3	0.04%	12	0.24%
Fulton	53,116	0.3%	37,698	0.31%	203	0.19%	8	0.06%	3	0.04%	26	0.53%
Genesee	57,853	0.3%	42,292	0.35%	297	0.28%	13	0.10%	14	0.19%	28	0.57%
Greene	48,499	0.2%	37,106	0.31%	215	0.20%	6	0.05%	1	0.01%	29	0.59%
Hamilton	5,119	0.0%	4,225	0.03%	26	0.02%	1	0.01%	0	0.00%	8	0.16%

Herkimer	59,937	0.3%	42,477	0.35%	162	0.15%	10	0.08%	3	0.04%	18	0.37%
Jefferson	116,295	0.6%	71,442	0.59%	374	0.35%	32	0.26%	8	0.11%	24	0.49%
Lewis	26,573	0.1%	17,949	0.15%	81	0.08%	3	0.02%	1	0.01%	13	0.26%
Livingston	61,578	0.3%	43,745	0.36%	221	0.21%	2	0.02%	3	0.04%	21	0.43%
Madison	67,658	0.3%	48,028	0.40%	217	0.20%	7	0.06%	5	0.07%	19	0.39%
Monroe	755,160	3.8%	519,467	4.30%	3,842	3.59%	279	2.24%	119	1.61%	195	3.96%
Montgomery	49,558	0.2%	35,363	0.29%	229	0.21%	9	0.07%	7	0.09%	22	0.45%
Nassau	1,390,907	7.0%	1,051,670	8.70%	9,588	8.96%	738	5.92%	356	4.83%	280	5.68%
Niagara	211,653	1.1%	154,989	1.28%	1,036	0.97%	65	0.52%	35	0.47%	49	0.99%
Oneida	230,274	1.2%	154,465	1.28%	910	0.85%	55	0.44%	23	0.31%	72	1.46%
Onondaga	473,236	2.4%	322,044	2.66%	2,295	2.15%	179	1.44%	72	0.98%	130	2.64%
Ontario	112,508	0.6%	84,224	0.70%	513	0.48%	29	0.23%	12	0.16%	44	0.89%
Orange	404,525	2.0%	268,260	2.22%	2,273	2.13%	97	0.78%	36	0.49%	161	3.27%
Orleans	40,191	0.2%	27,824	0.23%	142	0.13%	5	0.04%	4	0.05%	17	0.34%
Oswego	117,387	0.6%	82,668	0.68%	400	0.37%	18	0.14%	7	0.09%	42	0.85%
Otsego	58,123	0.3%	40,888	0.34%	208	0.19%	8	0.06%	3	0.04%	19	0.39%
Putnam	97,936	0.5%	80,845	0.67%	474	0.44%	13	0.10%	1	0.01%	35	0.71%
Rensselaer	160,232	0.8%	114,560	0.95%	599	0.56%	41	0.33%	10	0.14%	47	0.95%
Rockland	339,227	1.7%	222,335	1.84%	1,739	1.63%	136	1.09%	57	0.77%	67	1.36%
St. Lawrence	108,051	0.5%	70,253	0.58%	368	0.34%	41	0.33%	3	0.04%	40	0.81%
Saratoga	237,359	1.2%	186,216	1.54%	846	0.79%	44	0.35%	20	0.27%	79	1.60%
Schenectady	158,089	0.8%	111,882	0.93%	776	0.73%	54	0.43%	37	0.50%	48	0.97%
Schoharie	29,863	0.2%	22,402	0.19%	133	0.12%	5	0.04%	1	0.01%	16	0.32%
Schuyler	17,752	0.1%	13,875	0.11%	68	0.06%	3	0.02%	1	0.01%	8	0.16%
Seneca	33,688	0.2%	22,886	0.19%	160	0.15%	9	0.07%	4	0.05%	16	0.32%
Steuben	92,948	0.5%	68,349	0.57%	315	0.29%	10	0.08%	8	0.11%	28	0.57%
Suffolk	1,526,344	7.7%	1,171,756	9.70%	10,389	9.71%	461	3.70%	305	4.14%	389	7.89%
Sullivan	79,806	0.4%	54,736	0.45%	376	0.35%	24	0.19%	4	0.05%	33	0.67%
Tioga	47,980	0.2%	37,025	0.31%	178	0.17%	5	0.04%	4	0.05%	11	0.22%
Tompkins	105,162	0.5%	62,622	0.52%	314	0.29%	20	0.16%	6	0.08%	17	0.34%
Ulster	182,951	0.9%	136,592	1.13%	825	0.77%	32	0.26%	20	0.27%	75	1.52%
Warren	65,618	0.3%	52,114	0.43%	304	0.28%	17	0.14%	14	0.19%	53	1.08%
Washington	60,956	0.3%	42,942	0.36%	226	0.21%	10	0.08%	5	0.07%	20	0.41%
Wayne	90,923	0.5%	68,218	0.56%	301	0.28%	7	0.06%	10	0.14%	26	0.53%
Westchester	997,895	5.0%	692,164	5.73%	4,759	4.45%	432	3.46%	148	2.01%	211	4.28%
Wyoming	40,491	0.2%	28,611	0.24%	147	0.14%	5	0.04%	1	0.01%	13	0.26%
Yates	24,613	0.1%	15,689	0.13%	85	0.08%	2	0.02%	4	0.05%	10	0.20%
NYC												
Bronx	1,424,948	7.2%	505,967	4.19%	8,969	8.39%	1,748	14.02%	774	10.50%	293	5.94%
Kings	2,641,052	13.3%	1,100,877	9.11%	15,347	14.35%	2,956	23.70%	2,151	29.19%	528	10.71%
New York	1,576,876	7.9%	769,240	6.37%	7,054	6.60%	1,740	13.95%	1,410	19.13%	329	6.67%
Queens	2,331,143	11.8%	1,219,499	10.09%	13,789	12.89%	2,002	16.05%	1,142	15.50%	483	9.80%
Richmond	493,494	2.5%	319,450	2.64%	2,071	1.94%	247	1.98%	91	1.23%	90	1.83%

Sources: U.S. Census Bureau, NYS Driver License File and NYS AIS/TSSR

*Includes Fatal, Personal Injury and Property Damage crashes

Driver Age Groups

Analyses of the demographic characteristics of the drivers involved in crashes are important in determining which age groups are most at risk. As the chart shows, drivers in the younger age groups are overrepresented in fatal and personal injury (F&PI) crashes in New York State.

Young Drivers

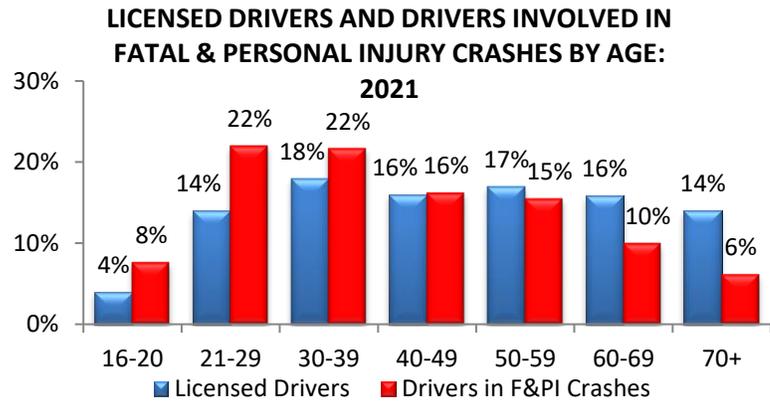
Young drivers, in particular, are at risk of being involved in a crash. In 2021, drivers under 21 years of age were involved in 8% of the fatal and personal injury crashes but accounted for 4% of the licensed drivers. In addition, drivers ages 21-29 were involved in 22% of the F&PI crashes but accounted for only 14% of the licensed drivers.

Older Drivers

Drivers age 60 and over are the most underrepresented group of drivers in fatal and personal injury crashes; older drivers account for 30% of the licensed drivers but are involved in only 16% of the F&PI crashes. However, research conducted by AAA comparing the crash rates per vehicle miles driven for different age groups found that drivers age 80 and over had the highest driver death rate (3.85 drivers killed per 100M VMT) of any age group.

(Tefft, B.C. [2017]. Rates of Motor Vehicle

Crashes, Injuries and Deaths in Relation to Driver Age, United States, 2014-2015. AAA Foundation for Traffic Safety.) AAA also reports that, despite the safe driving habits of senior drivers, those who are involved in crashes are more likely to be killed or injured than younger drivers due to age-related fragility (<https://seniordriving.aaa.com/resources-family-friends/conversations-about-driving/facts-research/>).

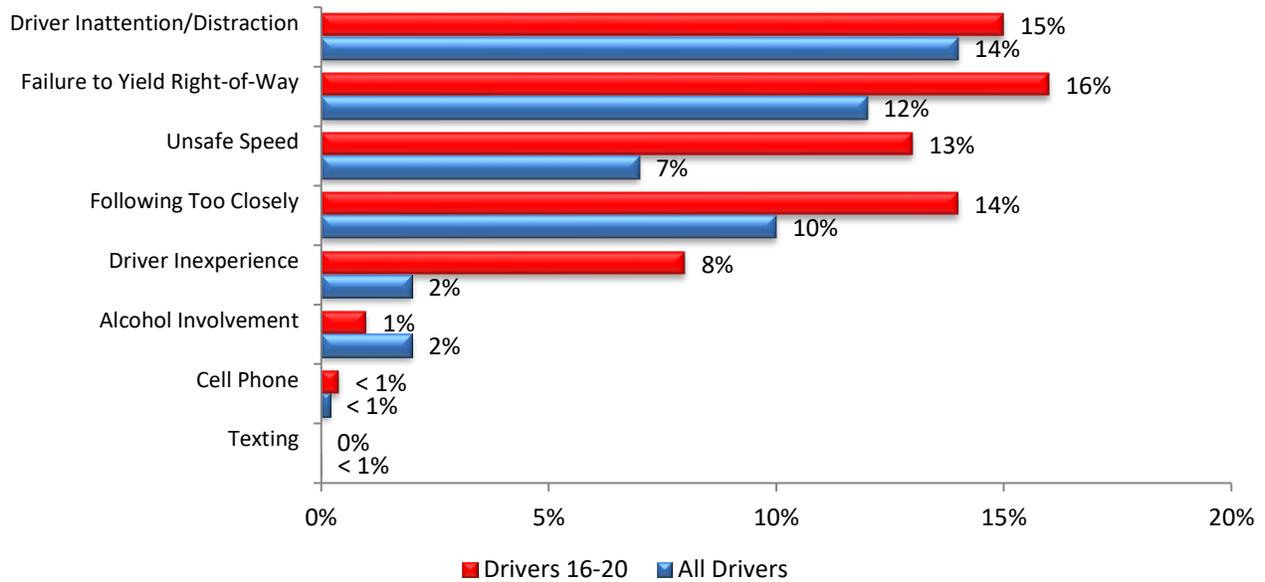


Source: NYS AIS/TSSR and Driver License File

Contributing Factors: Drivers Under 21 Compared to All Drivers

Drivers of all ages are most likely to have Driver Inattention/Distraction reported as a contributing factor in fatal and personal injury crashes. When compared with all drivers, drivers under 21 years of age in fatal and personal injury crashes are much more likely to have Failure to Yield the Right-of-Way, Unsafe Speed, Following Too Closely and Driver Inexperience reported as contributing factors.

SELECT CONTRIBUTING FACTORS ASSOCIATED WITH DRIVERS IN FATAL AND PERSONAL INJURY CRASHES: 2021



Source: NYS AIS/TSSR

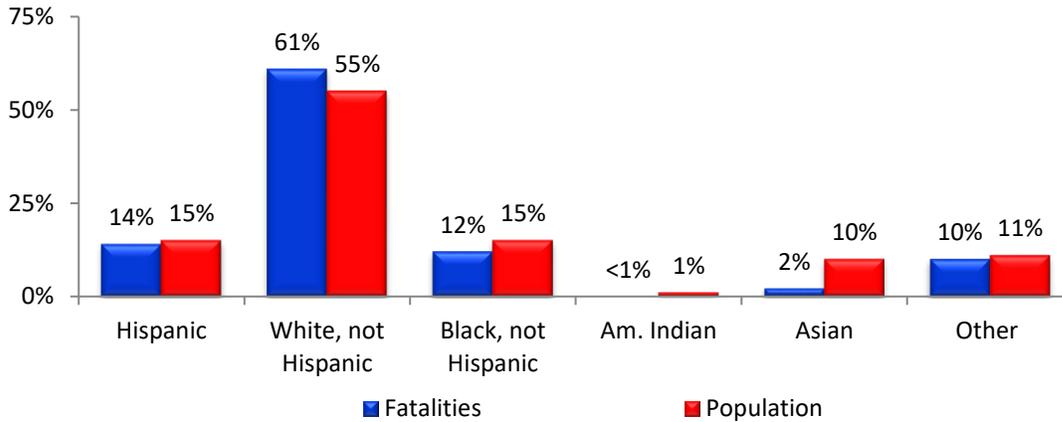
Minority and Other Underserved Populations

The U.S. Census Bureau projects that the nation’s population will continue to become more racially and ethnically diverse over the next several decades. Between 2010 and 2020, the Hispanic population in New York State increased from 18% to 20%. Among the groups reported as not Hispanic, the Asian population increased from 7% to 9% of the state’s population and the White population declined from 58% to 52%. The Black or African American population remained steady at 14%. The state’s American Indian and Alaska Native population remained constant at less than one percent (0.3%) of the state’s population in 2010 and 2020. Other groups, including two or more races and some other race, accounted for 2% in 2010 and 5% in 2020. As the nation’s population and the population of New York State become more diverse, it is important to foster equity in traffic safety through increased engagement with the state’s underserved populations.

Because information on race and ethnicity is not captured on New York’s police crash reports, the FARS data system was queried to extract the race and ethnicity data collected from coroners’ reports for the traffic fatalities that occurred in the state from 2016 to 2020, the most recent data available. Of the 4,990 fatalities that occurred during this five-year period, race/ethnicity information was reported for 3,170 (64%). The fatalities for which race/ethnicity information was not available were excluded from the following analyses.

The chart below presents a comparison of the 2020 population estimates for New York State by race/ethnicity and the breakdown of fatalities for 2016-2020 by race/ethnicity from the FARS file.

NYS RACE/ETHNICITY POPULATION ESTIMATES AND FATALITIES IN TRAFFIC CRASHES WITH KNOWN RACE/ETHNICITY: 2016-2020



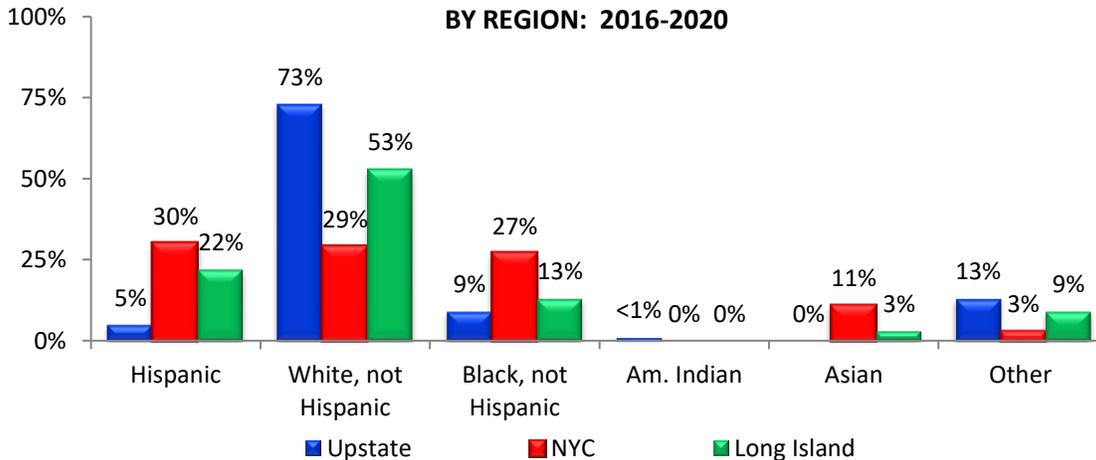
Source: FARS, U.S. Census

Analyses by Region

Further analyses were conducted to determine how the fatalities involving different racial and ethnic groups are distributed among the major regions of the state and the involvement of different populations in specific types of fatalities.

For those fatalities with race/ethnicity reported, 56% occurred in the Upstate region, 14% in New York City and 30% on Long Island. The chart below indicates the distribution of fatalities by race/ethnicity in each region.

FATALITIES IN TRAFFIC CRASHES WITH KNOWN RACE/ETHNICITY BY REGION: 2016-2020



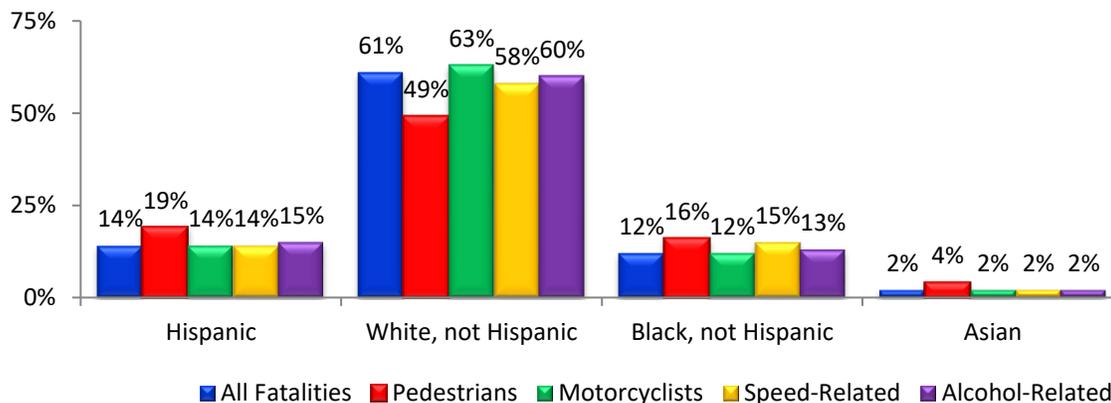
Source: FARS

- 73% of the fatalities that occurred Upstate were White, compared to 53% on Long Island and 29% in NYC.
- 30% of the fatalities in NYC and 22% on Long Island were Hispanic, compared to only 5% Upstate.
- New York City had the largest proportion of fatalities who were Black (27%), compared to 13% for Long Island and 9% Upstate.
- 11% of the fatalities in NYC were Asian compared to only 3% on Long Island and <1% Upstate.

Analyses by Fatality Type

A final set of analyses looked at the involvement of select racial and ethnic groups in all fatalities, pedestrian fatalities, motorcyclist fatalities, fatalities in speed-related crashes and fatalities in alcohol-related crashes. American Indian fatalities and persons from racial and ethnic groups that were combined into the “Other” category were not included in the chart above because of the small numbers. Therefore, the proportions do not equal 100%.

ALL, PEDESTRIAN, MOTORCYCLIST, SPEED-RELATED AND ALCOHOL-RELATED FATALITIES IN TRAFFIC CRASHES WITH KNOWN RACE/ETHNICITY 2016-2020



Source: FARS

- The representation of the different racial and ethnic groups in motorcyclist fatalities and fatalities in speed-related and alcohol-related crashes were fairly consistent.
- Hispanics comprised 14% of the motorcyclist, speed-related and alcohol-related fatalities, Whites comprised 58%-63% and Asians consistently accounted for 2%.
- Pedestrian fatalities showed the greatest deviations from this pattern; while Whites accounted for 61% of all fatalities, only 49% of the pedestrian fatalities were in this racial/ethnic group.
- Hispanics, Blacks and Asians all accounted for a somewhat larger proportion of the pedestrian fatalities than would have been expected based on their representation in all fatalities; 19% of the pedestrian fatalities were Hispanic; 16% were Black and 4% were Asian.

These analyses provide important information on the involvement of underserved populations in traffic fatalities in New York State and will be expanded to gain further insights.

The racial and ethnic makeup of the individual counties in the state vary widely. Local communities applying for grant funding can find facts by county regarding race and ethnicity at the Census Bureau’s website (<https://www.census.gov/library/visualizations/interactive/race-and-ethnicity-in-the-united-state-2010-and-2020-census.html>). In addition, NYSDOH has provided county-specific data on motor vehicle deaths and hospitalizations by race/ethnicity (https://www.health.ny.gov/statistics/prevention/injury_prevention/county_reports.htm). These data can be used to help identify racial and ethnic groups that are underserved and/or overrepresented in traffic fatalities and injuries within counties, and to plan activities that help eliminate disparities in those who are getting killed or injured.

In FFY 2022, GTSC reached out to 400 not-for-profit organizations to share information about grant opportunities. Re-establishing or making new connections with community-based organizations will improve the coordination, communication and involvement needed for law enforcement, public information and

education as well as stakeholder recruitment efforts that will be included in the Triennial HSP. These efforts have resulted in the development of the Diversity, Equity and Inclusion Program to support equitable outreach efforts.

While there is a long list of public engagement opportunities, GTSC wants to create opportunities to engage with those groups that have been traditionally underserved and may be most impacted by serious injuries and fatalities due to motor vehicle crashes. It is critical to hear from the state's diverse communities as GTSC moves toward the development of a more inclusive HSP. The shared goals for traffic safety should be established with input from a broad spectrum of public, private, educational, service provider, faith-based, ethnically diverse, gender neutral, ability-challenged, socio-economic and racially diverse groups to encourage collaboration and promote inclusivity. The ultimate goal is to energize local community leaders and educate them on how GTSC and its partners can work to address traffic safety equity concerns in those underserved communities.

Countermeasure Strategies

Using a data-driven approach, New York has identified a comprehensive set of strategies that collectively will enable the state to reach the performance targets for statewide and Community Traffic Safety Programs.

Strategy CP-1 Community-Based Highway Safety Programs

Projects proposed by local agencies and organizations to address traffic safety problems identified in their jurisdictions will be considered for funding under this strategy. The grant proposal must include a description of the problem with supporting data, details of the proposed activities with milestones and an evaluation plan for assessing the success of the project. All applications must address one or more of the program areas included in New York's Triennial HSP.

Community-Based Programs to Improve Traffic Safety

Local agencies including police, transportation and health departments and non-profit organizations, such as county traffic safety boards and other community-based organizations that develop traffic safety programs at the local level, will be considered for funding under this planned activity. For example, county traffic safety boards that have developed programs tailored to the traffic safety needs of their counties will be supported. Driving in the Safe Lane, a program developed by the Community Parent Center in Nassau County, is also an example of a successful community-based program. The workshop educates teens and parents about driving risks such as inexperience, distractions, failure to wear a seat belt and impairment, as well as the state's Graduated Driver Licensing Laws.

Roadway Safety Improvements

The identification of high-crash locations and roadway-related crash information is important for the development of data-driven roadway improvement solutions. GTSC will support these efforts and others that contribute to improving the roadway environment. Roadway improvements implemented on a statewide basis will be given priority. Efforts to raise awareness, provide education or conduct training on topics such as work zone safety, traffic incident management (TIM), emergency traffic control and scene management will be supported. GTSC will also provide support for the presentation of a TIMposium involving the appropriate partners and stakeholders. Crash reconstruction training to identify potential factors involved in crashes, including roadway factors, will also be considered for funding, as well as materials and equipment to support roadway safety.

Strategy	CP-1 Community-Based Highway Safety Programs
Problem addressed	Local traffic safety problems (varies); Data-driven, performance-based approach in addressing problems identified through data analysis; Problems that fall under one or more of the program areas in New York’s HSP
Countermeasures & justification	CTW 3 or more stars and other CTW: varies; countermeasures cited in one or more of the program areas in New York’s HSP, depending on the local traffic safety problems
Performance targets addressed	Reduce total traffic fatalities by 1.5% from 1,021.2 (2017-2021 rolling average) to 1,005.9 by 2026. Reduce serious traffic injuries by 1.5% from 11,145.6 (2017-2021 rolling average) to 10,978.4 by 2026. Reduce fatalities/100M VMT by 1.5% from 0.890 (2017-2021 rolling average) to 0.877 by 2026. Reduce number of drivers age 20 or younger involved in fatal crashes by 1.5% from 97.2 (2017-2021 rolling average) to 95.7 by 2026.
Est. 3-year funding allocation	\$21,585,000; BIL 402, 405b, 405g
Project considerations	Applicants who: successfully identify their own traffic safety issues; follow a data-driven, performance-based approach; draw from evidence-based strategies included in the Highway Safety Plan; Local programs that collectively contribute to achieving statewide performance goals
Uniform guidelines	One or more of (A) (i)-(viii), depending on the local traffic safety problems

Strategy CP-2 Statewide Implementation of Traffic Safety Initiatives

GTSC will continue to encourage and provide resources and administrative support for the development of traffic safety initiatives by state agencies and not-for-profit organizations for implementation by local organizations and programs or to enhance ongoing local program efforts. The types of support provided by GTSC include public information and education materials for use by agencies and organizations in delivering programs at the local level and training and other educational programs for local project personnel to increase their knowledge of traffic safety issues and help them become more effective program managers.

State Level Initiatives to Support Local Traffic Safety Programs

Programs undertaken by state agencies and not-for-profits to support and enhance the implementation of community-based traffic safety programs will be eligible for funding. One example is the National Safety Council’s Survivor Advocate Speaker Network whose speakers, at the request of local traffic safety programs, are available to provide education and outreach to traffic safety stakeholders and high-risk populations, at traffic safety conferences, schools and victim impact panels. Another example of educational programs that can support local traffic safety efforts is the Operation Lifesaver Program that educates the public on rail grade crossing safety.

New York State agencies that provide public information materials, coordination and other support for local programs include GTSC, NYSDOH and NYSDMV. For example, GTSC is working with local wine trail associations and other non-traditional partners to develop and deliver traffic safety messaging in New York’s Finger Lakes Region. One initiative is to provide traffic safety tip cards for distribution through local

businesses along and around the region’s three major wine trails (Cayuga, Seneca and Keuka). The primary purpose of these tip cards is to remind visitors to the area of the importance of safe, responsible consumption of beverages and to raise awareness of the dangers of impaired driving, distracted driving, failure to use a seat belt and other unsafe behaviors.

Another example of a state-level initiative focuses on drowsy driving. In FFY 2024-2026, efforts to address drowsy driving will continue to target younger drivers on college campuses across New York State. Subject matter experts from Students Against Destructive Decisions, SUNY Stony Brook Center for Community Engagement & Leadership Development will work with NYSDOH and victim advocate Jennifer Pearce to engage and educate younger drivers. Targeting the high-risk younger driver population, they will help raise awareness of the dangers of drowsy driving as well as offer an opportunity for peer-to-peer engagement for younger drivers to develop public service announcements (PSAs) about drowsy driving. The winning PSAs will also be shown in Thruway rest stops across the state, in NYSDMV issuing offices as well as be highlighted in social media campaigns in cooperation with our New York State Partnership Against Drowsy Driving.

Pedestrian safety is another key state-level initiative. A dedicated website, www.ny.gov/pedsafety, has been established where educational materials developed by the state are available to assist community leaders, law enforcement, and traffic safety educators with outreach efforts. “See! Be Seen!” branded safety publications, tip cards, NYS Vehicle and Traffic Law pocket guides, public service announcements, and age-appropriate PowerPoint presentations are available for download or hard copy request. Additional campaign materials will be developed by the state in FFY 2024, including a video campaign focused on a commonly cited crash-causing factor in pedestrian-involved crashes, failure to yield.

Strategy	CP-2 Statewide Implementation of Traffic Safety Initiatives
Problem addressed	Local traffic safety problems (varies); Data-driven approach in addressing traffic safety initiatives; Topics important to cover in a comprehensive statewide traffic safety program; Programs to enhance quality, equitable outreach and comprehensiveness of local traffic safety programs; Important new information on traffic safety topics
Countermeasures & justification	CTW 3 or more stars and other CTW: varies; countermeasures cited in one or more of the program areas in New York’s HSP, depending on cooperative efforts to implement comprehensive, multi-faceted programs; Coordination and support at the local level for consistent messages and programs statewide; More effective and efficient use of resources, opportunities to exchange ideas and best practices
Performance targets addressed	Reduce total traffic fatalities by 1.5% from 1,021.2 (2017-2021 rolling average) to 1,005.9 by 2026. Reduce serious traffic injuries by 1.5% from 11,145.6 (2017-2021 rolling average) to 10,978.4 by 2026. Reduce fatalities/100M VMT by 1.5% from 0.890 (2017-2021 rolling average) to 0.877 by 2026. Reduce number of drivers age 20 or younger involved in fatal crashes by 1.5% from 97.2 (2017-2021 rolling average) to 95.7 by 2026.
Est. 3-year funding allocation	\$11,475,000; BIL 402, 405b, 405d, 405g
Project considerations	Providing statewide coordination and various types of support at the local level;

	Implementing consistent messages and programs statewide; Promoting cooperative efforts, use of resources, development of comprehensive, multi-faceted programs, and opportunities to exchange ideas and best practices
Uniform guidelines	One or more of (A) (i)-(viii), depending on the statewide initiatives implemented locally

Strategy CP-3 Statewide Communications and Outreach

Effective, high-visibility inclusive public information and education (PI&E) outreach efforts are an essential component of all successful highway safety programs. The primary purpose is to educate the public about the importance of traffic safety in their lives and ultimately to convince the public to change their attitudes and driving behaviors resulting in safer highways for everyone. In FFY 2024-2026, GTSC will continue to coordinate a comprehensive and coordinated PI&E program for New York State that addresses current traffic safety issues and supports traffic safety programs at the state and local levels.

Media Support for Traffic Safety Awareness Campaigns

Support will be provided for the development and delivery of inclusive traffic safety messaging through a wide variety of channels including radio, television, billboards, print media, streaming (internet-based) programming, and social media networking services such as Facebook, Twitter and Instagram. Examples of the organizations eligible for funding include the NYS Broadcasters Association, the Cable Telecommunications Association of NY, Inc., and outdoor media vendors.

The data-driven approach that New York uses to identify the priority issues to be addressed in the state’s highway safety program also guides the decisions on the selection of topics that will receive media support, the identification of target groups, the messages to be delivered and the type of media most appropriate for the delivery of those messages.

In FFY 2024-2026, New York will provide media support at the statewide level to increase public awareness and enhance the effectiveness of enforcement and other strategies undertaken to address the various high-risk groups and unsafe driving priorities that have been identified. These include non-motorized highway users (pedestrians and bicyclists), young drivers, motorcyclists, distracted drivers (cell phone use and texting) and impaired drivers (drug-impaired and alcohol-impaired).

The target audience will be a major factor in determining the message and how it is delivered. For example, television and radio would typically be used to reach a statewide audience with more general messages, while social media may be used for messaging targeting teens and young drivers. The placement of spots during programming on cable television and via streaming networks will be considered to increase the likelihood of reaching unique and diverse segments of the population with targeted messaging. Billboards may also be an appropriate delivery system for relaying messages to passing motorists.

Various forms of media will also be used to promote traffic safety messages in conjunction with special events. For example, a media campaign is used to publicize the national seat belt enforcement mobilization in May each year and to remind motorists to buckle up. Messaging on the dangers of impaired driving also accompanies the high-visibility enforcement and engagement campaigns during holiday periods throughout the year. From May to August each year, messaging promoting motorcycle awareness is conducted in high-risk locations throughout the state. Media will also be used during specific time periods such as messaging on the importance of child restraint use and heatstroke prevention during child passenger safety week in September, drowsy driving messages coinciding with changing the clocks in the spring and the fall, and bicycle and pedestrian safety messaging during the spring and summer months.

The COVID-19 pandemic forced GTSC to develop even more capacity for external media support. GTSC has been developing various live and virtual training and communication programs. Live trainings and workshops for police officers, grant application workshops, and a live chat about the dangers of distracted driving with NFL defensive lineman Harrison Phillips are examples of the first few programs offered by GTSC. In FFY 2024-2026, GTSC will look to build on previous successes and produce even more content of this type.

It is also recognized that new issues may emerge during the years as the result of an unforeseen event or changes in policy or legislation. When appropriate, media support will be provided to disseminate messaging to raise public awareness of these traffic safety issues.

Unattended Passengers Program

GTSC recognizes the risks of leaving a child or unattended passenger in a vehicle after the vehicle is deactivated. According to NHTSA, more than 940 children have died of heatstroke over the past 25 years, due to being trapped inside of a hot car. GTSC will continue efforts to raise awareness about heatstroke prevention. This will be accomplished through a variety of methods such as social media posts, press releases, and the distribution of educational materials. GTSC will also encourage CPS grantees and technicians to educate caregivers about heatstroke prevention at car seat fittings and check events.

Strategy	CP-3 Statewide Communications and Outreach
Problem addressed	Priorities determined through problem identification process under each program area; Raising public awareness of the state’s traffic safety priorities
Countermeasures & justification	CTW 3 or more stars and other CTW: varies; countermeasures cited in one or more of the program areas in New York’s HSP, depending on current priorities; Publicizing Enforcement; Communications and Outreach; The coordination and delivery of a comprehensive PI & E program for New York that accesses current traffic safety issues and supports traffic safety programs at the state and local levels are expected to have a major positive impact on highway safety
Performance targets addressed	Reduce total traffic fatalities by 1.5% from 1,021.2 (2017-2021 rolling average) to 1,005.9 by 2026. Reduce serious traffic injuries by 1.5% from 11,145.6 (2017-2021 rolling average) to 10,978.4 by 2026. Reduce fatalities/100M VMT by 1.5% from 0.890 (2017-2021 rolling average) to 0.877 by 2026. Reduce number of drivers age 20 or younger involved in fatal crashes by 1.5% from 97.2 (2017-2021 rolling average) to 95.7 by 2026.
Est. 3-year funding allocation	\$8,850,000; BIL 402, 405b, 405g
Project considerations	Statewide media efforts; Focus on raising public awareness of the state’s traffic safety priorities; Effective, high-visibility, inclusive public information and education outreach efforts; Publicity and media support for high-visibility enforcement; Social media outlets as well as more traditional outlets including radio, television and print media

Uniform guidelines	One or more of (A) (i)-(viii), depending on statewide priorities for raising public awareness
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Strategy CP-4 Younger Driver Outreach and Education

Analyses of the data conducted in conjunction with several of the program areas in the HSSP have shown that young drivers are consistently overrepresented in crashes involving unsafe driving behaviors. These behaviors include, but are not limited to, speeding, distracted driving, alcohol-impaired driving and drugged driving.



Projects that focus on raising awareness among teens of the dangers of engaging in unsafe driving behaviors will be considered for funding as Community Traffic Safety Programs. Public awareness and educational activities that focus on educating parents about New York's graduated license laws and providing them with the tools to encourage safe driving by their teens will also be funded.

Outreach & Education to Improve Teen Driver Safety

Local outreach and education programs that focus on young drivers will be considered for funding. An example of a successful initiative in this area is the Students Against Destructive Decisions (SADD) Statewide Coordinator grant. This grant provides support to the numerous SADD chapters across New York State for the provision of peer-to-peer traffic safety initiatives. Outreach efforts that focus on educating parents on ways to keep teen drivers safe are also eligible for funding. Coalitions and other groups that engage in teen driving safety outreach and promote the implementation of proven and promising strategies to improve the safety of this high-risk driving population are also eligible for funding.

Strategy	CP-4 Younger Driver Outreach and Education
Problem addressed	<p>Young drivers are overrepresented in crashes involving unsafe driving behaviors; Unsafe young driver behaviors include speeding, not using safety restraints, drugged driving, driver inattention/distraction, failure to yield and following too closely;</p> <p>In 2022, surveyed drivers under 25 reported the highest frequencies of texting while driving as well as driving after using cannabis and other drugs;</p> <p>In 2021, 8% of the drivers involved in F & PI crashes were under age 21, but only 4% of the licensed drivers were in this age group</p>
Countermeasures & justification	<p>“The SHSO, in collaboration and cooperation with driver education and training and highway safety partners, should consider a statewide communications plan and campaign that:</p> <ul style="list-style-type: none"> • Informs the public, especially parents, about State GDL laws; • Identifies audiences at particular risk and develops appropriate messages;...” <p>(Uniform Guidelines, Driver Education, p. 3 https://one.nhtsa.gov/nhtsa/whatsup/tea21/tea21programs/pages/guideline04-march2009.pdf); outreach and education is an evidence-based countermeasure strategy that is part of a comprehensive approach to improving young driver safety in New York</p>
Performance targets addressed	Reduce number of drivers age 20 or younger involved in fatal crashes by 1.5% from 97.2 (2017-2021 rolling average) to 95.7 by 2026.

Est. 3-year funding allocation	\$2,400,000; BIL 402, 405b
Project considerations	Activities that focus on raising awareness among teens of the dangers of unsafe driving behaviors; Public awareness and educational activities that focus on educating parents about New York’s graduated license laws and providing them with tools to encourage their teens’ safe driving
Uniform guidelines	One or more of (A) (i)-(viii), as these guidelines pertain to young drivers

Strategy CP-5 Older Driver Outreach and Education

Improving Traffic Safety for Older Drivers

Under this activity, partner organizations will continue to work with GTSC to raise awareness about programs and services that are available to assist and support older drivers (see collaboration with DOH on POC prescription education detailed above). Funding to support the training of technicians and the delivery of programs for older motorists will also be considered. The GTSC Older Driver Safety Plan, drafted in FFY 2018, continues its evolution as additional strategies and resources to reach this growing age group are discovered and developed.

Strategy	CP-5 Older Driver Outreach and Education
Problem addressed	AAA research indicates that based on vehicle miles traveled, drivers 80 and older who are involved in crashes have a higher death rate than those in any other group; Older drivers involved in crashes are more likely to be killed or injured due to age-related fragility; U.S. Census data indicates that New York’s population is getting older
Countermeasures & justification	“Develop and implement a communications and educational plan for assisting local entities in the deployment of the guidelines and recommendations to accommodate older drivers and pedestrians” (Uniform Guidelines, Older Driver Safety, p. 2 https://one.nhtsa.gov/nhtsa/whatsup/tea21/tea21programs/pages/812007D-HSPG13-OlderDriverSafety.pdf); (Tefft, B.C. [2017]. Rates of Motor Vehicle Crashes, Injuries and Deaths in Relation to Driver Age, United States, 2014-2015. AAA Foundation for Traffic Safety); https://seniordriving.aaa.com/resources-family-friends/conversations-about-driving/facts-research/ ; outreach and education is an evidence-based countermeasure strategy that is part of a comprehensive approach to improving older driver safety in New York
Performance targets addressed	Reduce total traffic fatalities by 1.5% from 1,021.2 (2017-2021 rolling average) to 1,005.9 by 2026. Reduce serious traffic injuries by 1.5% from 11,145.6 (2017-2021 rolling average) to 10,978.4 by 2026. Reduce fatalities/100M VMT by 1.5% from 0.890 (2017-2021 rolling average) to 0.877 by 2026.
Est. 3-year funding allocation	\$1,650,000; BIL 402, 405b
Project considerations	Partnerships, coalitions and other groups; Aging and Municipal Planning Organizations (MPOs);

	Increase CarFit Events, provide presentations on the At-Risk Driver Re-Examination process and proactive safe driving steps for seniors; Prepare educational and outreach materials; Promote safety and informational resources
Uniform guidelines	One or more of (A) (i)-(viii), as these guidelines pertain to older drivers

Strategy CP-6 Outreach to Minority and Other Underserved Populations

Ensuring that inclusive traffic safety messages and programs not only extend throughout all areas of the state but also reach all segments of the population requires special initiatives that focus on overrepresented minority communities and other underserved populations. Examples of the diverse populations within the state that have been identified for special outreach efforts include refugee groups, Native Americans, the Amish and Mennonite communities, agricultural and rural communities, military veterans, low-income populations and migrant workers. Projects that offer educational programs and other outreach services to improve traffic safety among the state’s underserved populations will be eligible for funding.

Equity in Minority and Multicultural Traffic Safety Programs

GTSC will expand its efforts to identify the diverse communities within the state that are impacted the most by serious injuries and fatalities resulting from motor vehicle crashes and the major contributing factors to those crashes. The creation of opportunities to engage with these underserved groups to seek solutions and improve safety will be a priority for GTSC.

One of these engagement opportunities is a new pilot project created by GTSC in partnership with NHTSA’s Region 2 Equity Coordinator that will focus on the needs of underserved communities who are overrepresented in traffic fatalities. GTSC staff and the Equity Coordinator are making concerted outreach efforts to non-traditional partners within New York’s Westchester County to seek their participation in the pilot project. These 29 non-profits assist underserved communities within the County, such as Native Americans, Blacks, Hispanics, LGBTQ+, persons with disabilities and the homeless population. A plan has been developed that allows time for trust-building, technical assistance and capacity building. The Equity Coordinator will document the process for replication by other State Highway Safety Offices and NHTSA Regional Offices.

In FFY 2024-2026, GTSC will continue outreach to the state’s Amish population, resettlement areas for refugees and the eight federally recognized Indian Nation tribes that are eligible for funding and services from the Bureau of Indian Affairs within New York State. GTSC will meet with representatives involved in traffic safety initiatives to discuss ways to develop and strengthen sustainable relationships with the state’s diverse populations. In addition, GTSC will continue to support its partners at the local level who have identified specific traffic safety challenges facing minority, ability challenged and other underserved populations, such as seasonal migrant workers, within their counties. GTSC will continue traffic safety efforts for rural road safety in multiple locations throughout the state and will include the Slow-Moving Vehicle Advisory Board in efforts to identify the key safety issues and provide education and outreach to the Amish and agricultural local road users. In addition, programs such as the Mohawk Valley Resource Center for Refugees’ Multi-Cultural Traffic Safety Program and the Erie County Catholic Health Systems, Inc., which provides child passenger safety outreach to refugee populations, will be eligible for funding under this strategy.

Strategy	CP-6 Outreach to Minority and Other Underserved Populations
Problem addressed	Inclusive traffic safety messages and programs must reach all segments of the population, including overrepresented minority communities and other underserved populations;

	Diverse populations identified for special outreach efforts include refugee groups, Native Americans, Amish and Mennonite communities, agricultural and rural communities, military veterans, low-income populations and migrant workers; Local agencies and community organizations have access to county-specific race/ethnicity population information from the Census Bureau as well as county-specific fatality/hospitalization data by race/ethnicity from DOH
Countermeasures & justification	<p>“Each State, in cooperation with its political subdivisions and tribal governments, should develop and implement a comprehensive, culturally competent highway safety program, reflective of State demographics, to achieve a significant reduction in traffic crashes, fatalities and injuries on public roads” (Uniform Guidelines, Driver Education, p. 1</p> <p>https://one.nhtsa.gov/nhtsa/whatsup/tea21/tea21programs/pages/guideline04-march2009.pdf); outreach and education is an evidence-based countermeasure strategy that is part of a comprehensive approach to improving traffic safety in New York</p>
Performance targets addressed	<p>Reduce total traffic fatalities by 1.5% from 1,021.2 (2017-2021 rolling average) to 1,005.9 by 2026.</p> <p>Reduce serious traffic injuries by 1.5% from 11,145.6 (2017-2021 rolling average) to 10,978.4 by 2026.</p> <p>Reduce fatalities/100M VMT by 1.5% from 0.890 (2017-2021 rolling average) to 0.877 by 2026.</p>
Est. 3-year funding allocation	\$5,850,000; BIL 402, 405g
Project considerations	<p>Pilot project to reach non-traditional partners that assist underserved communities;</p> <p>Continued outreach to the Amish population, refugees and Indian Nation tribes;</p> <p>Partners who have identified traffic safety challenges facing minority and other underserved populations within their counties;</p> <p>Traffic safety efforts for rural road safety</p>
Uniform guidelines	One or more of (A) (i)-(viii), as these guidelines pertain to diverse populations

PLANNING & ADMINISTRATION

Overview

The Governor's Traffic Safety Committee (GTSC) annually processes about 600 grant applications, representing approximately \$41 million in funding to state, local and not-for-profit agencies.

GTSC uses an electronic grants management system, eGrants. GTSC has continued to update eGrants to improve efficiency, reduce staff time and improve management of New York's Highway Safety Program.

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

The surface transportation bill known as the Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law, was signed into law on November 15, 2021. The IIJA includes two funding programs: the Section 402 State and Community Highway Safety grant program and the Section 405 National Priority Safety Programs. The Section 405 program consists of incentive programs in the following areas: Occupant Protection, Traffic Records, Impaired Driving, Motorcycle Safety, Alcohol-Ignition Interlock, Distracted Driving, Graduated Driver Licensing, and Non-motorized Safety. States must meet eligibility requirements to receive funding in these areas. Under the IIJA, a single application for funding is required and must be submitted by July 1.

As part of its planning and administration function, GTSC will undertake activities in FFY 2024-2026 to address the following needs and challenges:

- ❖ Collect and analyze crash data to identify trends and problem areas that will help direct the assignment of the state's limited resources
- ❖ Ensure that highway safety resources are allocated in the most efficient manner to effectively address the highway safety problems that have been identified and prioritized
- ❖ Coordinate multiple programs and partners to enhance the efficient and effective use of resources
- ❖ Assess training needs to ensure the delivery of relevant and high-quality training programs
- ❖ Make appropriate, up-to-date, and adequate public information and education materials available to the traffic safety community
- ❖ Monitor grant projects to assess performance and accountability
- ❖ Provide for the timely and efficient approval of county funding proposals and the allocation and liquidation of funds

- ❖ Strengthen existing public/private partnerships and build new coalitions to support highway safety efforts
- ❖ Deliver programs that are effective in changing the knowledge, attitudes and behaviors of the state's roadway users in reducing traffic crashes, fatalities and injuries
- ❖ Review programs and solicit community involvement to ensure equity in use of resources and in outcomes

Countermeasure Strategy

Through the strategy selected for Planning & Administration, GTSC provides administrative support and guidance for the implementation of New York's highway safety program. This strategy forms a comprehensive and coordinated set of initiatives that collectively provide the foundation for the state's performance-based program and enhance efforts at the local and state level that will contribute to the achievement of the state's performance goals.

Training has been identified as a valuable tool to meet the needs of grantees, partners, and staff. GTSC will continue to assess the training needs of its highway safety partners, coordinate these needs with the priorities outlined in the HSP and provide appropriate training and educational opportunities.

Planning and Administration for New York's Highway Safety Program

Major activities are listed below:

- ❖ Evaluating funding proposals; administering the federal letter of credit; reviewing, monitoring, auditing, accounting, and vouchering project components
- ❖ Analyzing and disseminating new information and technology to the traffic safety community in New York State
- ❖ Participating in subcommittees and advisory groups, including, for example, the Impaired Driving Advisory Council; NYS Child Passenger Safety Advisory Board; Motorcycle Safety Workgroup; DRE & SFST Steering Committee; Highway Safety Conference Planning Committee; NYS Partnership Against Drowsy Driving; Traffic Records Coordinating Council; Metropolitan Planning Organizations; Capital District Safe Kids Coalition; and Pedestrian Safety Action Plan Committee
- ❖ Participating in preparing New York's Traffic Safety Strategic Plans, including the Triennial Highway Safety Plan (3HSP), which is the principal document used in planning the state's highway safety activities, the NYS Strategic Highway Safety Plan (SHSP), the Commercial Vehicle Safety Plan, and the Traffic Safety Information Systems Strategic Plan
- ❖ Conducting an annual driver behavior and attitudinal survey as called for by NHTSA. The traffic safety topics covered in the survey include seat belt use, speeding, impaired driving, and cell phone use and texting.
- ❖ Developing a comprehensive and coordinated educational program for New York State, which will continue to address current traffic safety issues and support traffic safety programs at the state and local levels. Market research may be incorporated into the development of educational campaigns as needed. Periodic surveys may be conducted to assess public awareness of traffic safety issues and track changes in attitudes, perceptions and reported behaviors. The results of these studies will be used to modify and improve future campaigns.

- ❖ Recognizing the value of professional development, GTSC will continue to support 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. Training will be delivered in a variety of formats as appropriate, including conferences, workshops, seminars, classroom settings, podcasts, and webinars.
- ❖ Coordinated public education programs for New York State will also continue to address current traffic safety issues and support traffic safety programs at the state and local levels.
- ❖ GTSC also supports a variety of educational programs made available to New York’s traffic safety community. Examples include financial and other forms of support for workshops, forums, symposia and other types of meetings on important traffic safety topics presented by partners, such as the Institute for Traffic Safety Management and Research, the National Sleep Foundation, the National Road Safety Foundation, the Greater New York Automobile Dealers’ Association, and other not-for-profit groups.

Strategy	PM-1 Planning and Administration
Problem addressed	The state’s highway safety program requires overall coordination in compliance with the requirements established under the Bipartisan Infrastructure Law; GTSC staff, with grantees and other partners, must continue to identify highway safety problems and assist in developing programs to address these problems; The staff must provide support services for the general administration of the highway safety program
Countermeasures & justification	Program Management, Traffic Records System Management (Uniform Guidelines, all program areas https://one.nhtsa.gov/nhtsa/whatsup/tea21/tea21programs/index.htm); planning and Administration are activities required for an effective state highway safety program
Performance targets addressed	Strengthen GTSC’s role in setting goals and priorities for the state’s highway safety program; Identify highway safety problems and solutions to reduce fatalities and injuries on New York State’s roadways; Continue to promote the implementation of the state’s Evidence-Based Traffic Safety Enforcement Program (TSEP); 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 online grant applications and using the internet to disseminate safety information through multi-media channels; 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
Est. 3-year funding allocation	\$5,850,000; BIL 402, 405g

Project considerations	Evaluating proposals, reviewing and monitoring projects; Analyzing and disseminating new information to the traffic safety community; Participating in advisory groups; Preparing New York’s Highway Safety Plans and Annual Reports; Conducting an annual driver behavior and attitudinal survey; Developing a traffic safety educational program, supporting training and continuing education; Supporting traffic safety programs
Uniform guidelines	Supervision, coordination, and assistance with (A) (i)-(viii)

PERFORMANCE REPORT

Method for Assessing Progress

Fatality Analysis Reporting System (FARS) and New York State Accident Information System (AIS) data for 2021 are the most recent data available to assess progress toward the performance targets set in the FFY 2023 HSSP.

Based on the actual five-year average for 2017-2021, a determination was made as to whether the average forecasted for the 2019-2023 target for each measure was **met**, **in progress** or **not met**. If the 2017-2021 average met or exceeded the target forecasted for the 2019-2023 average, then the target was considered likely to be **“met”**. If the 2017-2021 average showed improvement or progress toward the target forecasted for the 2019-2023 average, the target was considered to be **“in progress”**. If the 2017-2021 average was part of a fluctuating pattern or a continuation of a negative trend away from the target set for 2019-2023 AND the gap appeared to be too large to be bridged by the target date, the determination was made that the target was likely to be **“not met”**.

The results from the assessment of progress for each of these measures are presented in the table below.

Performance Measure:	Target Period	Target Year(s)	Target Value FY23 HSP FARS	Data Source* / FY23 Progress Results	On Track to Meet FY23 Target YES/NO/ In Progress
C-1) Total Traffic Fatalities	5 year	2019-2023	988.2	2017-2021 FARS 1021.2	NO
C-2) Serious Injuries in Traffic Crashes	5 year	2019-2023	11,086.2	2017-2021 State 11,145.6	NO
C-3) Fatalities/VMT	5 year	2019-2023	0.836	2017-2021 FARS, FHWA 0.890	NO

Note: For each of the Performance Measures C-4 through C-11, the State should indicate the Target Period which they used in the FY23 HSP.

C-4) Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions	5 year	2019-2023	159.0	2017-2021 FARS 166.8	NO
C-5) Alcohol-Impaired Driving Fatalities	5 year	2019-2023	287.5	2017-2021 FARS 310.6	NO
C-6) Speeding-Related Fatalities	5 year	2019-2023	306.7	2017-2021 FARS 331.6	NO

Performance Measure:	Target Period	Target Year(s)	Target Value FY23 HSP FARS	Data Source*/ FY23 Progress Results	On Track to Meet FY23 Target YES/NO/ In Progress
C-7) Motorcyclist Fatalities	5 year	2019-2023	152.3	2017-2021 FARS 169.0	NO
C-8) Unhelmeted Motorcyclist Fatalities	5 year	2019-2023	12.5	2017-2021 FARS 16.4	NO
C-9) Drivers Age 20 or Younger Involved in Fatal Crashes	5 year	2019-2023	94.6	2017-2021 FARS 97.2	NO
C-10) Pedestrian Fatalities	5 year	2019-2023	262.5	2017-2021 FARS 262.0	YES
C-11) Bicyclist Fatalities	5 year	2019-2023	41.6	2017-2021 FARS 40.8	YES
B-1) Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey)	Annual	2023	93.98%	2022 State Survey 91.90%	NO
Number of persons injured in alcohol-related crashes	5 year	2019-2023	5,191.4	2017-2021 State 5,026.8	YES
Number of fatalities in drug-related crashes	5 year	2019-2023	293.6	2017-2021 State 300.2	NO
Number of fatal and personal injury crashes involving cell phone use and texting	5 year	2019-2023	486.5	2017-2021 State 481.6	YES
Number of motorcyclists injured in crashes	5 year	2019-2023	3,899.8	2017-2021 State 3,837.6	YES
Number of pedestrians injured in crashes	5 year	2019-2023	14,446.3	2017-2021 State 14,018.2	YES
Number of bicyclists injured in crashes	5 year	2019-2023	5,910.7	2017-2021 State 6,118.8	NO

Performance Measure:	Target Period	Target Year(s)	Target Value FY23 HSP FARS	Data Source* / FY23 Progress Results	On Track to Meet FY23 Target YES/NO/ In Progress
Number of fatal and personal injury crashes involving a motorcycle and another vehicle in high-risk counties	5 year	2019-2023	1,276.1	2017-2021 State 1,312.0	NO

Grant-Funded Enforcement Activity Measures for FFY 2022

A-1 Number of seat belt citations issued during grant-funded enforcement activities: 20,105

A-2 Number of impaired driving arrests made during grant-funded enforcement activities: 1,237

A-3 Number of speeding citations issued during grant-funded enforcement activities: 53,148

Statewide Performance Measures

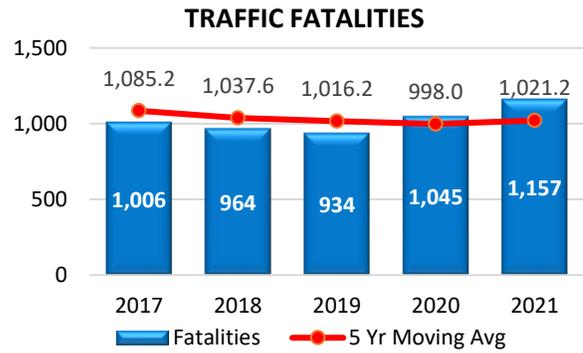
Several core outcome measures based on FARS data are used to monitor the trends in motor vehicle fatalities in New York State. These include fatalities in motor vehicle crashes, the statewide fatality rate, and the urban and rural fatality rates per 100 million Vehicle Miles Traveled (VMT). The state also relies on data from New York's crash database, the Accident Information System (AIS), maintained by the NYS Department of Motor Vehicles, to track serious injuries, another core outcome measure for the state's highway safety program.

The number of fatalities, the fatality rate per VMT and the number of serious injuries are common measures used in the HSP and the HSIP and SHSP prepared by the NYS Department of Transportation. A coordinated process is undertaken each year to ensure consistent targets are set in each of the planning documents.

The status of the other core performance measures and the additional measures used to track progress for each program are presented in each program area.

Performance Measure: C-1 Number of Traffic Fatalities
Progress: Not Met

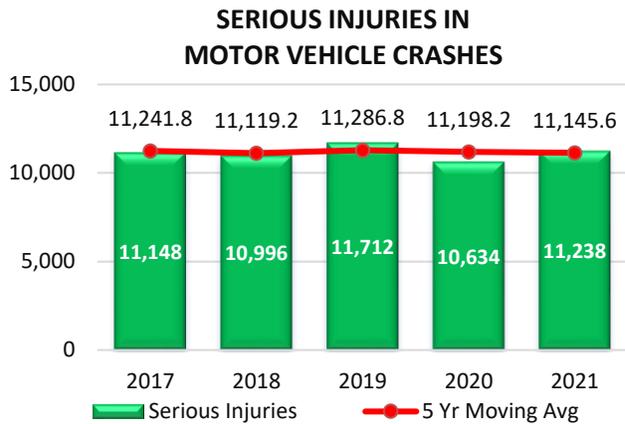
The FARS data indicate that the traffic fatalities in New York increased to a five-year moving average of 1,021.2 in 2021, following annual increases in 2020 and 2021. The 2021 average number shows that the target of 988.2 for 2019-2023 is not likely to be met.



Source: FARS

Performance Measure: C-2 Number of Serious Injuries in Traffic Crashes
Progress: Not Met

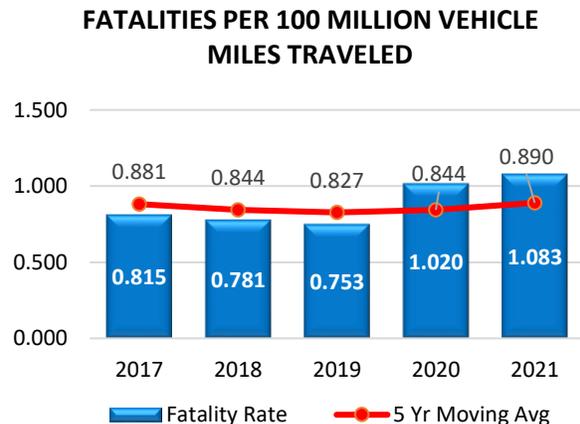
Based on data from New York's AIS, the five-year moving average for the number of persons seriously injured in crashes declined from 11,286.8 in 2019 to 11,145.6 in 2021. This still falls short of the target of 11,086.2 set for 2019-2023.



Source: NYS AIS / TSSR

Performance Measure: C-3 Fatalities/ 100 Million VMT
Progress: Not Met

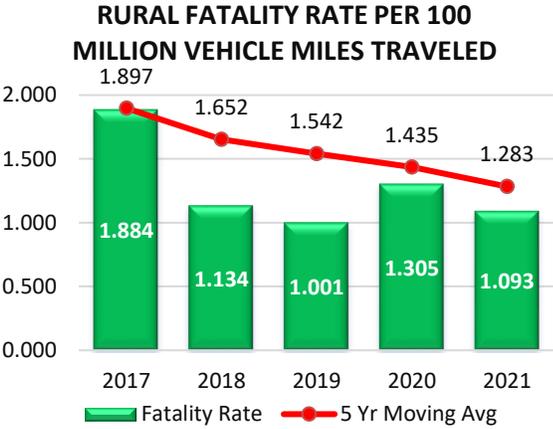
Based on FARS data, the statewide fatality rate increased from a five-year rolling average of 0.827 per 100 million VMT in 2019 to 0.844 in 2020 and 0.890 in 2021. These increases show that the target of 0.836 set for 2019- 2023 is not likely to be met.



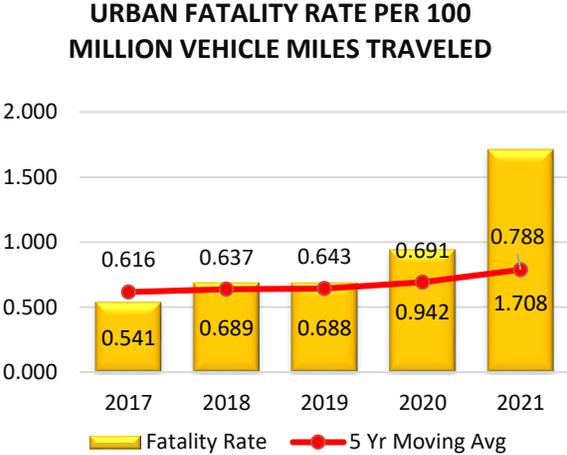
Source: FARS/FHWA

The FARS data indicate that the five-year average rural fatality rate declined in 2021 while the urban fatality rate increased. The five-year average rural

fatality rate decreased from 1.435 in 2020 to 1.283 in 2021. Meanwhile, the five-year average urban fatality rate increased from 0.691 in 2020 to 0.788 in 2021.



Source: FARS/FHWA



Source: FARS/FHWA