

**New York State**

**2013**

**HIGHWAY SAFETY**

**ANNUAL REPORT**

**New York State**  
**Governor's Traffic Safety Committee**

**Andrew M. Cuomo, Governor**  
**Barbara J. Fiala, Chair**

**NEW YORK STATE  
FFY 2013  
HIGHWAY SAFETY ANNUAL REPORT**

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**Appendix A: FFY 2013 Grants Awarded**

# NEW YORK STATE FFY 2013 HIGHWAY SAFETY ANNUAL REPORT

## EXECUTIVE SUMMARY

This Annual Report describes the accomplishments of New York State's Highway Safety Program in FFY 2013 (October 1, 2012-September 30, 2013) and the progress made toward the targets established in the FFY 2013 Highway Safety Strategic Plan (HSSP). New York's FFY 2013 HSSP incorporated the 10 core outcome measures and the one core behavioral measure, observed seat belt use, recommended by the National Highway Traffic Safety Administration (NHTSA) to assess performance and measure the progress of the highway safety program. FARS is the data source for the core fatality measures, New York's Accident Information System (AIS) is the source for the serious injury measure, and the state's annual statewide seat belt surveys is the source for the data on observed seat belt use.

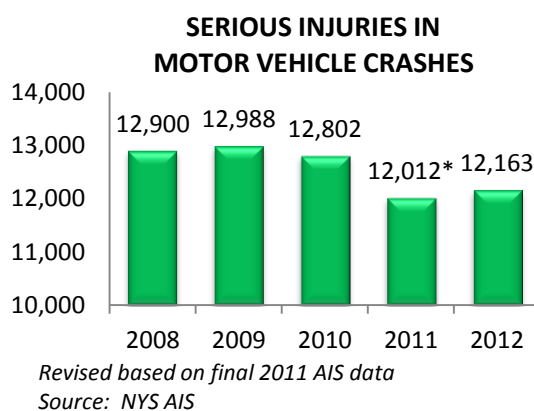
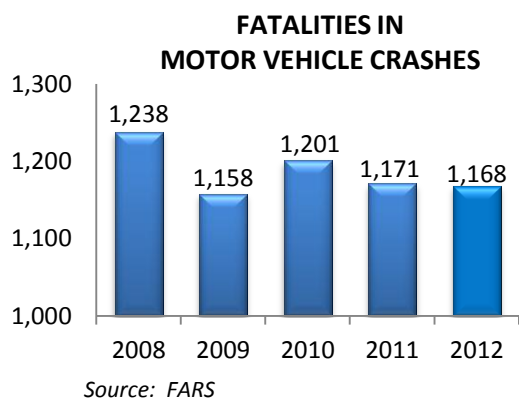
### STATEWIDE HIGHWAY SAFETY PROGRAM

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

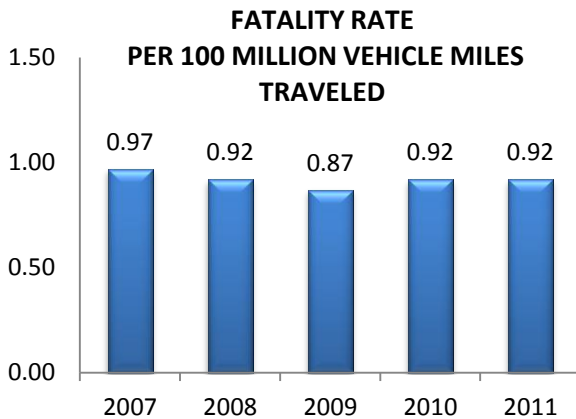
#### Status of Performance Measures

Based on the newly released 2012 FARS data, motor vehicle fatalities in New York continued on a downward trend decreasing from 1,171 in 2011 to 1,168 in 2012. While positive progress has been made since the increase in fatalities in 2010, the goal of lowering the number of fatalities to 1,127 by December 31, 2013 may be difficult to achieve.

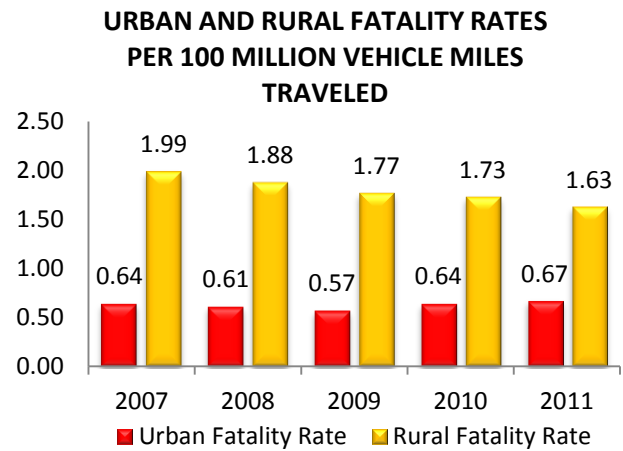
After declining between 2009 and 2011, serious injuries in motor vehicle crashes increased slightly to 12,163 in 2012. Because the reduction target set for December 31, 2013 was based on a preliminary 2011 number (11,048) and the downward trend in serious injuries did not continue in 2012, a reduction to the target of 10,606 by the end of the 2013 calendar year will be difficult to achieve.



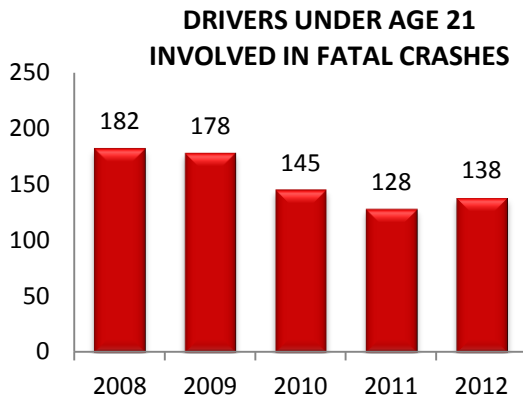
The fatality rate per 100 million vehicle miles traveled reflected the pattern in motor vehicle fatalities. After being on a consistent downward trend between 2007 and 2009, the fatality rate increased to 0.92 in 2010 and remained at that level in 2011. As a result, the goal of reducing the fatality rate to 0.88 by the end of 2013 is not likely to be met. Increases in the urban fatality rate in 2010 and 2011 were responsible for the lack of progress in reducing the overall fatality rate. While the rural fatality rate has been on a consistent downward trend since 2007, the urban fatality rate increased from 0.57 in 2009 to 0.67 in 2011. FARS data for 2012 are not yet available to update these measures.



Source: FARS



Source: FARS



Source: FARS

The final core outcome measure in this section relates to the involvement of young drivers in fatal crashes. The downward trend in the number of drivers under age 21 involved in fatal crashes ended in 2011.

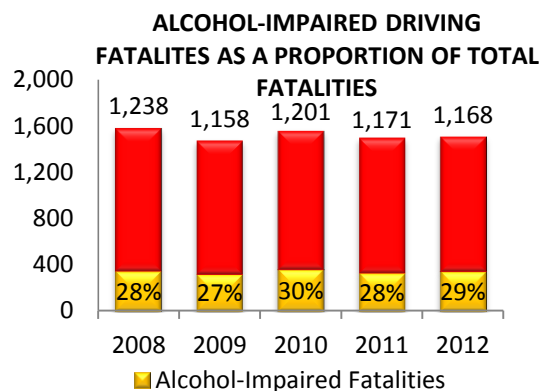
Between 2011 and 2012, the number of young drivers involved in fatal crashes increased by 10 to 138. This reversal in the trend will make the target of 130 set for December 31, 2013 more difficult to reach.

## IMPAIRED DRIVING PROGRAM

Over the five-year period, 2008-2012, the proportion of New York's crash fatalities that were alcohol-related ranged from 27% to 30%. Based on the state's relatively low rate of alcohol involvement, New York qualified for 405d grant funds as a low-range state in FFY 2013.

In FFY 2013, New York continued its aggressive approach to combating impaired driving. Using the state's network of county STOP-DWI programs, GTSC maximized the opportunities for cooperative efforts such as statewide enforcement mobilizations in conjunction with national crackdowns and during holiday periods throughout the year.

In addition to supplementing the resources available for statewide enforcement efforts, New York's comprehensive impaired driving program continued to include statewide public information campaigns, training programs, multi-agency advisory groups and research studies. The GTSC also provided funding to support and enhance state agency programs. For example, the NYS Division of Criminal Justice Services Office of Probation and Correctional Alternatives (OPCA) received grant funds to support the agency's oversight and monitoring responsibilities for the implementation of the ignition interlock sanction required by Leandra's Law effective August 2010. New legislation passed in 2013 included a number of provisions to strengthen Leandra's Law and increase ignition interlock installations.

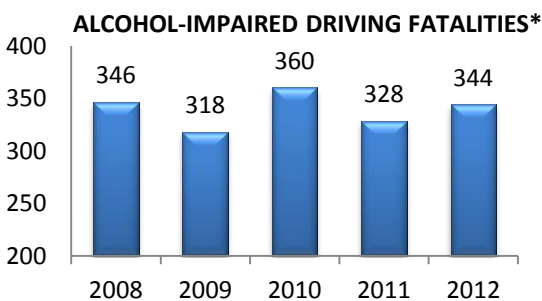


Source: FARS

## Status of Performance Measures

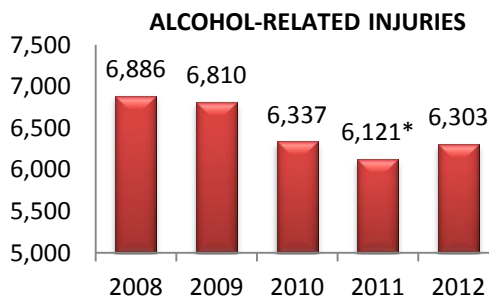
Over the five-year period, 2008-2012, alcohol-impaired driving fatalities fluctuated up and down; based on the most recent FARS data, there were 344 alcohol-impaired driving fatalities in 2012, up from 328 in 2011. Although no progress was made in 2012, it may still be possible to reach the target of 326 set for December 31, 2013.

Based on data from New York's AIS, the number of persons injured in alcohol-related crashes increased to 6,303 in 2012, up 3% from 2011. The goal to reduce alcohol-related injuries by 5% in the FFY 2013 HSSP was set based on preliminary 2011 data. When the 2011 AIS data file was finalized, the number of alcohol-related injuries increased from 5,447 to 6,121. As a result, the target of reducing injuries to 5,175 was overly ambitious and will be very challenging to achieve by December 31, 2013.



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

Source: FARS



\*Revised based on final 2011 AIS data

Source: NYS AIS

## POLICE TRAFFIC SERVICES

The Police Traffic Services program consists of the cooperative efforts of police agencies across New York State to reduce crashes, personal injuries and fatalities through enforcement of the state's Vehicle and Traffic laws. Reductions in the grant funding available to support enforcement and other traffic safety programs has contributed to a 12% decrease in the total number of tickets issued between 2010 and 2012 (from approximately 4,027,000 to 3,549,000). The decrease in the highway safety funding highlights the importance of an evidence-based traffic safety enforcement program that focuses in areas at the highest risk for fatal and personal injury crashes. To ensure the effectiveness of New York's statewide enforcement plan, projects are continuously monitored by GTSC program staff and Law Enforcement Liaisons and adjustments are made as warranted.

The emphasis in the Police Traffic Services program area is on the implementation of effective strategies to enforce the state's laws related to driver behaviors that contribute to motor vehicle crashes. In addition to routine enforcement, data-driven efforts that focus on the enforcement of specific violations, in particular speeding and aggressive driving, are supported by the GTSC through its Selective Traffic Enforcement Program (STEP).

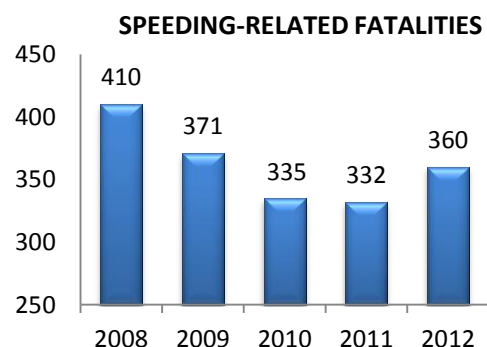
Other unsafe driving behaviors, including distracted driving, and in particular texting, also continued to receive attention in FFY 2013. Between 2010 and 2012, the number of tickets issued in the state for texting violations increased from approximately 3,200 to more than 30,000. In September 2013, Governor Cuomo announced the establishment of 91 "Texting Zones" at existing rest stops and parking areas along the New York State Thruway and other major highways. Approximately 300 signs have been posted to raise awareness and encourage motorists to pull into these sites to use their mobile devices.



Recognition of the dangers of texting while driving also led to several legislative changes to increase the severity of the penalties and fines imposed for violations of New York's cell phone and texting laws. Beginning June 1, 2013, drivers convicted of using a hand-held electronic device while their vehicle is in motion receive five points on their license and drivers with probationary or junior licenses are subject to other license penalties. In addition, effective July 26, 2013, the fines for cell phone and texting violations increased from \$50 to \$150 for a first offense, \$200 for a second offense and \$400 for a third offense within 18 months.

### Status of Performance Measure

The downward trend in speeding-related fatalities between 2008 and 2011 did not continue in 2012. In 2012, fatalities in speed-related crashes increased to 360, an increase of 28 over the previous year. Because of this increase in 2012, it is likely that the reduction target of 318 set for December 31, 2013 will not be reached.



Source: FARS

## MOTORCYCLE SAFETY

The continuing upward trend in the number of registered motorcycles and motorcycle licenses in New York State highlights the need for an effective Motorcycle Safety Program (MSP) to address safety issues on the roadways. Between 2008 and 2012, there was a 5% increase in registered motorcycles (from 328,800 to 345,409) and an 8% increase in motorcycle licenses (from 636,517 to 689,266).

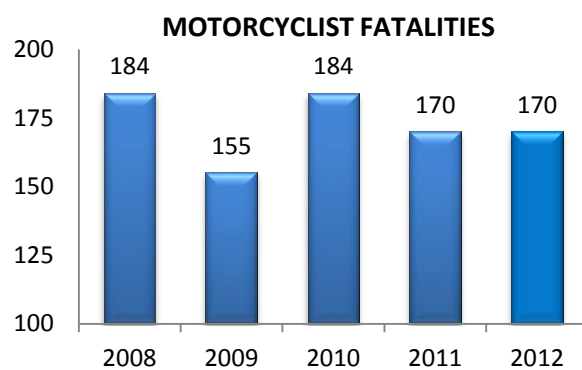
For more than a decade, the Department of Motor Vehicles (DMV) has been responsible for administering and promoting a program of approved motorcycle rider training courses, motorcycle course instructor training and public awareness. The legislatively-mandated motorcycle rider education program is supported through user fees and surcharges on motorcycle registrations and licenses and provides for the motorcycle road test to be waived for drivers who successfully complete an approved course. In FFY 2009, DMV awarded a contract to the Motorcycle Safety Foundation (MSF) to deliver the state's motorcycle rider education program through May 2014. Since taking over responsibility for the program, the MSF has expanded the network of training ranges from 23 to a high of 57, offering rider education at more locations across the state than ever before. As a result of this greater accessibility, the number of students trained annually increased from 13,500 in 2009 to 20,000 in 2012.

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

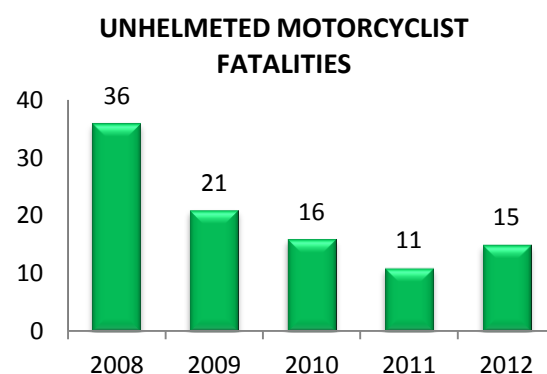


### Status of Performance Measures

Motorcyclist fatalities continued to fluctuate up and down through 2011 and then remained steady at 170 in 2011 and 2012. Since no further progress was made between 2011 and 2012, the reduction target of 157 set for December 31, 2013 may be difficult to reach. The downward trend in the number of unhelmeted motorcyclist fatalities ended in 2011; in 2012, 15 unhelmeted motorcyclists died in crashes, up from 11 in 2011. Despite this increase, the target of 14 set for the end of calendar year 2013 should still be achievable.



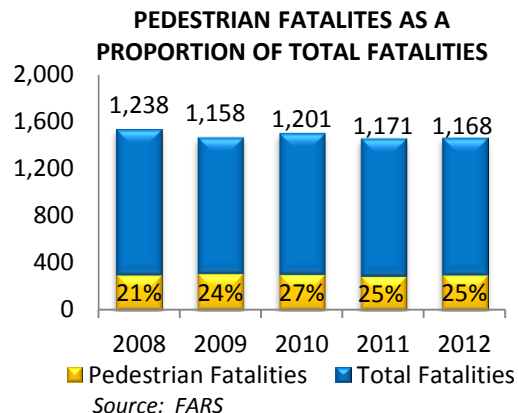
Source: FARS



Source: FARS

## PEDESTRIAN, BICYCLE AND WHEEL-SPORT SAFETY

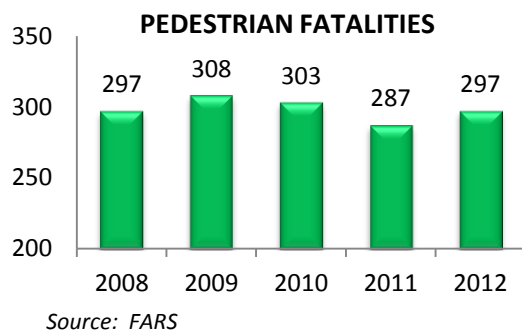
The safety of pedestrians, bicyclists and other wheel-sport participants continues to be a priority of New York’s highway safety program. Of foremost concern is the proportion of pedestrians among the state’s highway fatalities. While total motor vehicle fatalities were on a general downward trend between 2008 and 2012, pedestrian fatalities continued to account for one-quarter of fatalities on New York’s roadways.



In FFY 2013, New York continued to address traffic safety issues in this program area through collaborative initiatives. One example is the Central Avenue Corridor pedestrian safety project; through a cooperative effort involving local, state and federal agencies, a comprehensive program of educational, enforcement and engineering solutions was implemented along a 15-mile corridor of Central Avenue in Albany County to reduce pedestrian crashes in this high-risk area.

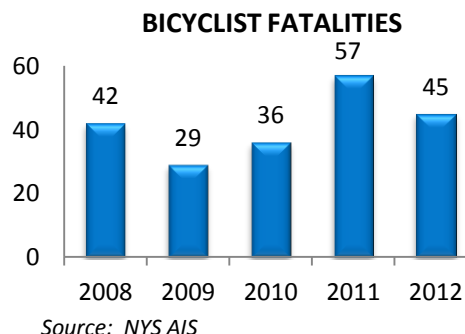
Because of the large proportions of pedestrian and bicyclist fatalities that occur in New York City, the New York City Department of Transportation (NYCDOT) has developed and implemented several innovative educational programs to improve the safety of pedestrians of all ages. These include interactive programs for school age children, such as CSI (City Street Investigators) for grades 4-6 and Stop Think Act for grades 6-8, where students learn to identify, analyze and develop solutions for safety issues around their schools and in their neighborhoods. Programs that focus on improving the safety of older adults include Safe Streets for Seniors and Walking Wisely workshops.

### Status of Performance Measures



Based on FARS data, the trend in pedestrian fatalities fluctuated up and down between 2008 and 2012. In 2012, pedestrian fatalities increased by 10 over the previous year (297 vs. 287 in 2011). While no progress was made toward the target set for 2013, given the inconsistent pattern over time, a reduction in pedestrian fatalities to 288 may still be achievable.

New York’s AIS crash file indicates that bicyclist fatalities dropped from 57 in 2011 to 45 in 2012 showing progress toward the target of 37 set for the end of calendar year 2013.





## OCCUPANT PROTECTION



In 2013, motorists in New York State continued to demonstrate a high level of seat belt compliance with a usage rate of 91% measured in the most recent annual survey. Much of New York’s success in maintaining a high rate of compliance can be attributed to the continued implementation of high visibility enforcement efforts through the state’s Buckle Up New York/Click It or Ticket (BUNY/CIOT) program. The participation by the majority of the state’s law enforcement agencies and accompanying publicity campaigns and other public awareness activities have been the key components contributing to the achievements of the BUNY program. The highlight of the BUNY/CIOT program each year is the strong participation of the state’s law enforcement agencies in the national seat belt enforcement mobilization in May.



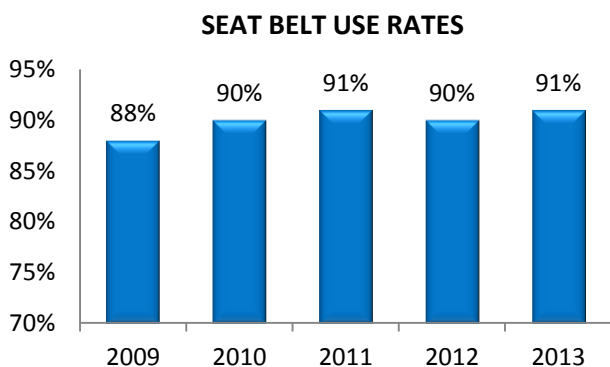
In addition to increasing adult seat belt usage, the other major focus of New York’s occupant protection efforts is child passenger safety (CPS). In FFY 2013, GTSC awarded 194 CPS mini-grants to support child restraint inspection stations, provide awareness training classes, conduct seat check events and operate child safety seat distribution programs. Support was also provided for CPS technician training and recertification classes.

The national “Know for Sure” campaign message was used in statewide efforts to educate parents and other caregivers on the importance of using the most appropriate type of child safety seat based on the child’s size. This message was the focus of Child Passenger Safety Week celebrated September 15-21, 2013.

### Status of Performance Measures

While the goal to increase New York’s seat belt use rate to 92% by December 31, 2013 was not achieved, the use rate in New York has been at 90% or above since 2010. In 2013, the use rate returned to 91% after dropping slightly to 90% in 2012.

The downward trend in the number of unrestrained passenger vehicle occupants killed in crashes ended in 2012 when the number increased for the first time in four years. In 2012, 204 unbelted occupants of passenger vehicles were killed in crashes compared to 187 the previous year indicating that the reduction target of 182 may be difficult to reach by the end of calendar year 2013.



Source: NYS Annual Seat Belt Observation Surveys



Source: FARS

## COMMUNITY TRAFFIC SAFETY PROGRAMS

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

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



Teen driving safety continues to be a priority and several programs and activities were undertaken in FFY 2013 to address this high-risk group. New York was one of ten states selected by the National Safety Council to receive a grant to fund a Teen Safe Driving Coalition through the Allstate Foundation. The primary focus has been on increasing awareness and promoting safe driving habits through the Teen Crashes GTG (Got to Go) program which culminates in National Youth Traffic Safety Month in May. Another group, the New York Partnership for Teen Driving Safety, developed and coordinated a teen-focused safety belt promotion campaign with the slogan "Click it Front & Back Too!" to be conducted during the annual weekly observance of National Teen Driver Safety Week in October.



In FFY 2013, the Driver Education Research and Innovation Center (DERIC), which is charged with developing driver education curricula for young drivers, completed its first module on distracted driving. Cornell Cooperative Extension (CCE) of Saratoga County also addressed the distracted driving issue by adding a "texting simulator" to the activities offered during its three-day educational program for high school students. In addition, the GTSC also continued to expand its popular distracted driving victim advocate program featuring nationally-recognized Jacy Good who was severely injured in a crash caused by a young driver talking on a cell phone.

The GTSC also provided support for programs that address older driver safety. In FFY 2013, the NYS Office for the Aging and the NYS Department of Health expanded their outreach services for older drivers and their families into additional counties. The CarFit program also continued to be supported.

The dangers of driving while drowsy or fatigued also continued to be emphasized. In FFY 2013, New York's Partnership Against Drowsy Driving organized press events in conjunction with National Drowsy Driving Prevention Week in November and National Sleep Awareness Week in March to raise public awareness. The latest technological advances that help alert drivers to the signs of drowsiness were demonstrated at the press event in March by a representative from the NYS Automobile Dealers Association.



## TRAFFIC RECORDS

New York's various traffic records systems play a critical role in New York's performance-based program planning processes used by the state's traffic safety agencies and organizations to develop and implement traffic safety initiatives. The many Traffic Records initiatives conducted in FFY 2013 were undertaken by agencies at the state and local levels.

In FFY 2013, the projects funded in this area focused on improving the timeliness, accuracy and availability of traffic safety-related data with regard to the state's crash, citation/adjudication, driver, injury surveillance, vehicle, and roadway records systems. The number of enforcement agencies collecting and transmitting crash and/or ticket data to DMV electronically continued to increase in FFY 2013 (from 435 in October 2012 to more than 450 in October 2013). Approximately 85 percent of the TSLED citations and 60 percent of the reportable crashes submitted by the police are currently being sent to the DMV electronically. In addition, more than 1,250 of the state's 1,400 courts are using the e-disposition process to report dispositions electronically to the DMV.

The Institute for Traffic Safety Management and Research (ITSMR) plays a major role in the state's Traffic Records program. In FFY 2013, ITSMR performed a wide range of services and activities including serving as the Traffic Safety Information Systems (TSIS) Coordinator; preparing the *2013 NYS Inventory of Traffic Safety Information Systems* and the *FFY 2014 Update to the Traffic Safety Information Systems Strategic Plan: 2012-2015*; preparing the FFY 2013 and FFY 2014 applications for Section 405c incentive funds; verifying the AIS crash data file; responding to requests for data from the state's crash and ticket files; preparing statistical data summaries; and providing data for the state's major highway safety planning documents.

### Status of Performance Measures

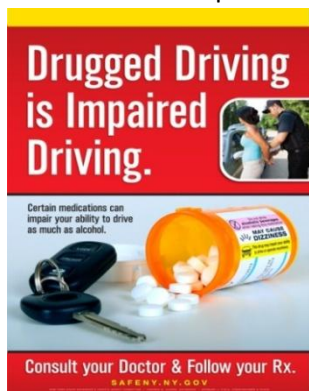
The targets established for the Traffic Records program area in the FFY 2013 Highway Safety Strategic Plan related to the more timely and accurate capture of crash data and data related to the issuance and disposition of tickets through electronic means. New York did not make progress in improving the timeliness of crash reporting; the mean number of days from the date a crash occurs to the date the crash report is entered into the AIS (Accident Information System) database increased from 33 days in 2011 (July-Dec) to 49 days in 2012 (July-Dec). The lack of improvement in the crash measure is largely the result of changes in the AIS workflow protocols and procedures which created temporary backlogs in the processing of crash reports. Although it is expected that the mean number of days will drop again in 2013, it is highly unlikely that it will drop to 29 days, the target set for FFY 2013 (July-Dec).

The previous downward trends in the citation/adjudication performance measures were not sustained making the targets that were set for 2013 difficult to reach. The mean number of days from citation date to the date the citation is entered into the TSLED database increased from 15 days in 2011 (July-Dec) to 17 days in 2012 (July-Dec). The improvement that occurred in the third measure, the mean number of days from the disposition date of a charge to the date the disposition is entered into TSLED (29.10 in 2012 vs. 30.37 days in 2011), does not represent sufficient progress to reach the target of 23 days that was set for FFY 2013. The lack of progress in these citation performance measures can be attributed in large part to a reduction in the staff resources involved in the manual data entry processes. However, progress has already been observed in 2013, and it is expected that the continuation of the *TraCS Electronic Crash and Ticketing System* project in FFY 2014 will have a positive effect on both of these measures, reducing them below the 2012 levels.

## PROGRAM MANAGEMENT

The Governor's Traffic Safety Committee (GTSC) is responsible for the coordination and implementation of New York State's comprehensive highway safety program, including the administration of the National Highway Traffic Safety Administration (NHTSA) 402 program. In FFY 2013, New York was also successful in qualifying for Section 405 National Priority Safety Program funds in Occupant Protection (405b), Traffic Records (405c) and Impaired Driving (405d). Within this framework, the GTSC works with its partners and networks to identify highway safety problems in New York State and collectively develop strategies and programs to address these areas of concern.

The GTSC coordinates statewide public information and education campaigns to educate the public on new and continuing traffic safety issues and raise awareness of the responsibilities of all highway users to ensure their own safety and the safety of others on the roadway. In FFY 2013, the DMV and the GTSC continued the implementation of successful public information and education campaigns across a



variety of media platforms emphasizing messages related to impaired driving, occupant protection, speed and the need to safely share the road with a variety of users. Several media outlets and partners were involved in the production of these messages which were made available on television, radio, billboards and the [www.safeny.ny.gov](http://www.safeny.ny.gov) website. Printed materials were also prepared and distributed to support the campaigns. A partnership was established with the Cable Telecommunications Association which provided GTSC with access to a new market for the dissemination of safety messaging. Ads were run on cable channels targeting the 18-34 male demographic; social media including web “pushdowns” and “sliders” were also utilized.

Through the GTSC's ongoing partnership with the New York State Broadcasters' Association (NYSBA), non-commercial sustaining announcements (NCSAs) on radio and television continued to be used to disseminate key traffic safety messages including “Drive Sober or Get Pulled Over” and “Drugged Driving is Impaired Driving”.



In FFY 2013, the GTSC continued to support training and other professional development opportunities for its staff and highway safety partners. The GTSC played an important role in the planning and delivery of several symposia, training and educational programs. These included the annual New York State Highway Safety Symposium; the New York Association for Pupil Transportation annual conference; the New York State Truck Safety and Educational Symposium; training for prosecutors, judges, law enforcement and other groups related to impaired driving issues; motorcycle and pedestrian enforcement training; and child passenger safety technician training.

As a result of the launch of New York's new Grants Gateway on May 15, 2013, GTSC is in the process of modifying its current grants management system and procedures to comply with the requirements of the new system. In FFY 2013, GTSC's available grant opportunities for Not-For-Profit organizations were posted in the new Grants Gateway Portal. In FFY 2014, the Grants Gateway will be expanded to accommodate the full lifecycle of the grant from application and award, to contract development and execution, to financial claiming and program reporting.

## Status of Program Management Goals

The GTSC was successful in meeting the targets related to the management of the state's 402 and incentive grant programs presented in the FFY 2013 Highway Safety Strategic Plan. The performance targets related to identifying traffic safety problems and setting goals and priorities, providing guidance in improving traffic safety, and developing and maintaining policies regarding the operation of the highway safety program were collectively met through the GTSC's continued implementation of a performance-based planning approach for the statewide highway safety program.

In order to make efficient and effective use of the limited resources available to address the state's traffic safety priorities, the GTSC continued to promote enhanced communication and coordination among GTSC agencies resulting in many important initiatives. For example, GTSC agencies are moving ahead with the "Data Integration Project" with a long range goal of creating one integrated, modern, cost-efficient, accessible repository of crash-related data for all New York State agencies and traffic safety partners to meet operating needs, improve safety and reduce fatal and serious injury crashes in New York State.

The GTSC also continued to expand the use of technology to disseminate information and enhance communication to improve highway safety. In addition to posting call letters for grant proposals electronically and communicating with grantees electronically via the e-grant system, the GTSC has funded a grant to transform the current Drug Recognition Expert (DRE) evaluation log from a paper system to an electronic query-ready database using tablet computers.

The GTSC also met its goal to expand training opportunities for traffic safety professionals in New York by supporting the expansion of various training programs to cover new topics and address the needs of new audiences. Training initiatives in FFY 2013 included training on the Data Driven Approaches to Crime and Traffic Safety (DDACTS) policing strategy and training sessions on DWI laws and other topics for prosecutors, judges, and law enforcement officers. In addition, the GTSC continued to provide Drug Recognition (DRE) and Advanced Roadside Impaired Driving Enforcement (ARIDE) training to law enforcement officers. GTSC staff also continued to partner with the State Police and local agencies to deliver the Practical Guidelines for Motorcycle Enforcement Training and Pedestrian Safety Training for police officers in 2013.



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

In FFY 2013, eGrants was used exclusively for all aspects of the grants management process. A total of 859 applications for FFY 2013 funding were received and reviewed electronically. Of those proposals submitted, 771 were approved. The GTSC completed the review of the FFY 2014 proposals by mid-October.



# FFY 2013 NEW YORK STATE HIGHWAY SAFETY PROGRAM

This Annual Report describes the accomplishments of New York State's highway safety program in FFY 2013 (October 1, 2012-September 30, 2013) and the progress made toward the performance targets established in the FFY 2013 Highway Safety Strategic Plan (HSSP). The Governor's Traffic Safety Committee (GTSC) provides support for the attainment of the state's highway safety targets through its administration of the federal 402 program and the coordination of state and local initiatives directed toward the state's highway safety priorities. In FFY 2013, New York qualified for Section 405 National Priority Safety Program funds in Occupant Protection (405b), Traffic Records (405c) and Impaired Driving (405d). These grant funds are also administered by the GTSC.

## KEY ACCOMPLISHMENTS IN FFY 2013

- ❖ In 2013, seat belt use was measured at 91.09%, the highest statewide use rate to date for New York State.
- ❖ New York's Department of Motor Vehicles Commissioner and GTSC Chair implemented Commissioner Regulations designed to keep drivers with a history of repeat alcohol-related or drug-related driving convictions from being relicensed. Since inception, the Department of Motor Vehicles has kept over 4,000 problem drivers off the road.
- ❖ On July 26, 2013, Governor Andrew M. Cuomo signed a bill into law which strengthens Leandra's Law and provides new safeguards to keep drunk drivers off New York's roads. Effective November 1, 2013, the new provisions: 1) authorize the pre-sentence imposition of ignition interlock device (IID) sanction; 2) extend the minimum period of interlock restriction to one year; 3) clarify that youthful offenders are subject to the same IID sanctions as adults; 4) limit waivers of the IID sanction to those offenders who attest that they do not own and will not operate a motor vehicle during the IID sanction period. In addition, starting November 1, 2013, drivers who receive a conditional license after a DWI incident and then drive impaired again will be charged with an E felony.
- ❖ A new public service campaign designed to remind motorists of the dangers of driving under the influence of prescription and/or illicit drugs was created and run in 2013. The campaign, "Drugged Driving is Impaired Driving" encourages citizens to consult with their doctor and to follow their prescription.
- ❖ STOP-DWI Awareness events were conducted at numerous sporting events and venues.
- ❖ The multi-agency Driver Education Workgroup in partnership with the Driver Education Research and Innovation Center (DERIC) continued to meet and explore possible improvement opportunities for New York's driver education guidelines, standards and curriculum. The distracted driving module was completed and work began on the next two modules: Speed and Occupant Protection.
- ❖ Partnerships were strengthened with several organizations including the Metropolitan Planning Organizations, the New York State Motor Truck Association and the New York Association for Pupil Transportation to work cooperatively on persistent and emerging traffic safety problems such as pedestrian safety in metropolitan areas.

- ❖ The GTSC supported a DRE training class which added 24 officers to the state's cadre of certified DREs for a total of 172. In addition, GTSC began piloting a new electronic DRE database which allows officers the ability to conduct evaluations using a handheld tablet computer. The database will be invaluable to program managers responsible for tracking certifications and will aid in determining the scope of the drugged driving issue in the state. In addition, nine ARIDE classes, 12 DITEP programs, two DDACTS training sessions and three motorcycle enforcement classes were conducted in New York.
- ❖ New York State strengthened penalties for mobile phone/portable electronic device use while driving. Convicted motorists now receive 5 driver violation points on their license and monetary penalties were increased as well as increasing fines for repeat offenders.
- ❖ The GTSC continues to participate with the National Safety Council and the Allstate Foundation in a teen driver coalition aimed at educating teens and their parents on New York's Graduated Driver's License laws and to stress the importance of parental involvement with their teen's driving.
- ❖ The NYS Department of Motor Vehicles' Division of Field Investigations continued to employ facial recognition technology to identify persons who may hold more than one New York driver's license and to merge those persons' driver records.
- ❖ GTSC agency representatives whom all have a vested interest in timely and quality data have been meeting throughout FFY 2013 to develop a data integration business case that will not only improve the timeliness and quality of data, but will eliminate redundancy and lead to improved work flow and customer service.
- ❖ GTSC collaborated with representatives from the NYS Department of Transportation, the NYS Department of Health and local police departments to devise and implement education, enforcement and engineering solutions to curb the rise in pedestrian fatal crashes in select high crash corridors in New York State.

## ASSESSMENT OF STATE PROGRESS

The goals of New York's statewide highway safety program are to prevent motor vehicle crashes, save lives and reduce the severity of injuries suffered in crashes occurring on the state's roadways. The performance measures and targets established in New York's FFY 2013 Highway Safety Strategic Plan (HSSP) and used to track the state's progress are described below.

### Core Performance Measures

New York's FFY 2013 HSSP incorporated the 10 core outcome measures and the one core behavioral measure, observed seat belt use, recommended by the National Highway Traffic Safety Administration (NHTSA) to assess performance and measure the progress of the highway safety program. Nine of the ten recommended outcome measures relate to fatalities; the source for these measures is the Fatality Analysis Reporting System (FARS). The last outcome measure is serious injuries; the source for this measure is New York's Accident Information System (AIS) maintained by the NYS Department of Motor Vehicles (DMV).



The problem identification process used in the FFY 2013 HSSP included analyses of each of the core measures over the most recent five-year period for which data were available, as well as the three-year moving average. A target for each of these measures was set for December 31, 2013. The method for setting each goal depended on the trend in the performance measure over the five-year period. If there was a consistent trend in the data, the most recent calendar year available served as the baseline. If there was no clear trend in the measure over this period, i.e., the measure did not increase or decrease consistently, the target was set based on the most recent three-year moving average. The standardized goal statement format recommended by GHSA and NHTSA was used for each target.

The source for the one behavioral measure, observed seat belt use, is the state's annual seat belt observation survey. FFY 2013 was the first year that New York implemented its new survey design developed in accordance with new uniform criteria established by NHTSA and published in the Federal Register in 2011. The statewide seat belt use rate derived from the 2013 seat belt observation survey is included in this report. The method described above used to set the targets for the core outcome measures was also applied to set the target for the statewide observed seat belt use rate.

To assess the state's progress for this Annual Report, each core measure was updated with the most recent data available: 2011 FARS data, 2012 AIS data and the 2013 seat belt use rate. A table with historical and current data for each core measure is included on the following page.

### **Other Performance Measures**

In addition to the core measures identified by NHTSA, other performance measures are used by New York to track progress in specific program areas. The one additional fatality measure included in the state's HSSP is bicyclist fatalities. Injury performance measures are also tracked, including injuries in alcohol-related crashes and injured motorcyclists, bicyclists and pedestrians. The source for these measures is New York's AIS crash file.

### **Activity Measures**

The following activity performance measures are also tracked: seat belt citations; speeding citations and impaired driving arrests. The numbers are reported under the appropriate program areas and include all citations/arrests issued for these violations on a calendar year basis. The state's Traffic Safety Law Enforcement and Disposition (TSLED) and Administrative Adjudication (AA) systems are the sources for speeding and seat belt citations. TSLED, the Suffolk County STOP-DWI program and the New York City Police Department are the sources for data on impaired driving arrests.

**NEW YORK STATE  
FFY 2013 HIGHWAY SAFETY ANNUAL REPORT  
CORE OUTCOME AND BEHAVIORAL MEASURES**

		2008	2009	2010	2011	2012	2013	Target 2013
C1	Number of Fatalities	1,238	1,158	1,201	1,171	1,168		1,127
	<i>3-Year Moving Average</i>	<i>1,341</i>	<i>1,243</i>	<i>1,199</i>	<i>1,177</i>	<i>1,180</i>		
C2	Number of Serious Injuries	12,900	12,988	12,802	12,012	12,163		10,606
	<i>3-Year Moving Average</i>	<i>13,118</i>	<i>13,056</i>	<i>12,897</i>	<i>12,601</i>	<i>12,326</i>		
C3	Fatalities per 100 Million VMT	0.92	0.87	0.92	0.92	NA*		0.86
	<i>3-Year Moving Average</i>	<i>0.97</i>	<i>0.92</i>	<i>0.90</i>	<i>0.90</i>			
	Rural Fatalities per 100 Million VMT	1.88	1.77	1.73	1.63	NA*		1.66
	<i>3-Year Moving Average</i>	<i>1.89</i>	<i>1.88</i>	<i>1.79</i>	<i>1.71</i>			
	Urban Fatalities per 100 Million VMT	0.61	0.57	0.64	0.67	NA*		0.59
	<i>3-Year Moving Average</i>	<i>0.68</i>	<i>0.61</i>	<i>0.61</i>	<i>0.63</i>			
C4	Number of Unrestrained Passenger Vehicle Occupant Fatalities	234	209	192	187	204		182
	<i>3-Year Moving Average</i>	<i>294</i>	<i>241</i>	<i>212</i>	<i>196</i>	<i>194</i>		
C5	Number of Alcohol-Impaired Driving Fatalities	346	318	360	328	344		326
	<i>3-Year Moving Average</i>	<i>385</i>	<i>347</i>	<i>341</i>	<i>335</i>	<i>344</i>		
C6	Number of Speeding-Related Fatalities	410	371	335	332	360		318
	<i>3-Year Moving Average</i>	<i>425</i>	<i>399</i>	<i>372</i>	<i>346</i>	<i>342</i>		
C7	Number of Motorcyclist Fatalities	184	155	184	170	170		157
	<i>3-Year Moving Average</i>	<i>182</i>	<i>169</i>	<i>174</i>	<i>170</i>	<i>175</i>		
C8	Number of Unhelmeted Motorcyclist Fatalities	36	21	16	11	15		14
	<i>3-Year Moving Average</i>	<i>29</i>	<i>27</i>	<i>24</i>	<i>16</i>	<i>14</i>		
C9	Number of Drivers Age 20 or Younger Involved in Fatal Crashes	182	178	145	128	138		130
	<i>3-Year Moving Average</i>	<i>209</i>	<i>193</i>	<i>168</i>	<i>150</i>	<i>137</i>		
C10	Number of Pedestrian Fatalities	297	308	303	287	297		288
	<i>3-Year Moving Average</i>	<i>295</i>	<i>294</i>	<i>303</i>	<i>299</i>	<i>296</i>		
B1	Observed Seat Belt Use <i>3-Year Moving Average</i>	2008	2009	2010	2011	2012	2013	
		89%	88%	90%	91%	90%	91%	92%
		<i>85%</i>	<i>87%</i>	<i>89%</i>	<i>90%</i>	<i>90%</i>	<i>91%</i>	

\*2012 FARS data are not available to update measure

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

## **New York State Driver Survey**

In addition to the outcome, behavior and activity measures that are tracked, another tool for monitoring changes and assessing progress are annual surveys of drivers. Conducted since 2010, these surveys are used to track reported behaviors, attitudes, perceptions and awareness related to major traffic safety issues. The 2013 survey was conducted during May and June at five DMV offices selected to provide representation from the three main areas of the state. Three of the DMV offices are in the Upstate region: Albany (Albany County), Syracuse (Onondaga County), and Yonkers (Westchester County); one is in New York City (Brooklyn) and one is on Long Island (Medford, Suffolk County).

The 2013 survey instrument included a total of 12 questions related to seat belt use, speeding, drinking and driving, cell phone use and texting. A total of 1,536 drivers participated in the 2013 survey; a minimum of 300 surveys were completed at each of the five DMV offices. Analyses were conducted for the total sample and by gender and age group. Selected results are reported in this Annual Report under the relevant program areas: Impaired Driving, Police Traffic Services and Occupant Protection. For those questions that were repeated from earlier surveys, the previous results are included to identify any changes that have occurred in the reported behaviors, perceptions and awareness of traffic safety issues among New York State drivers.

## **ASSESSMENT OF PROGRESS**

### **Statewide Targets for FFY 2013**

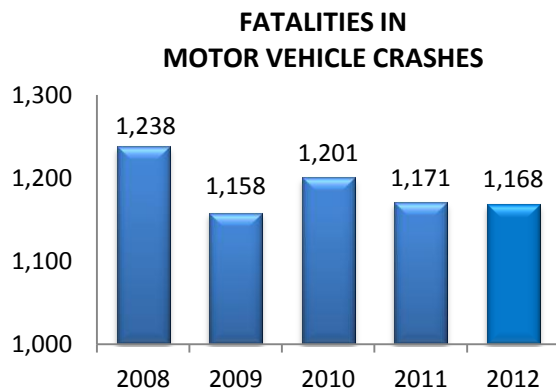
The following performance targets for New York's statewide highway safety program were established in the state's FFY 2013 HSSP:

- ❖ Decrease traffic fatalities 6 percent from the 2008-2010 calendar base year average of 1,199 to 1,127 by December 31, 2013
- ❖ Decrease serious traffic injuries 4 percent from 11,048 (preliminary AIS number) in 2011 to 10,606 by December 31, 2013
- ❖ Decrease fatalities/100M VMT by 4 percent from the 2008-2010 calendar base year average of 0.90 to 0.86 by December 31, 2013
- ❖ Decrease urban fatalities/100M VMT by 4 percent from the 2008-2010 calendar base year average of 0.61 to 0.59 by December 31, 2013
- ❖ Decrease rural fatalities/100M VMT by 4 percent from 1.73 in 2010 to 1.66 by December 31, 2013
- ❖ Decrease drivers age 20 or younger involved in fatal crashes 10 percent from 145 in 2010 to 130 by December 31, 2013

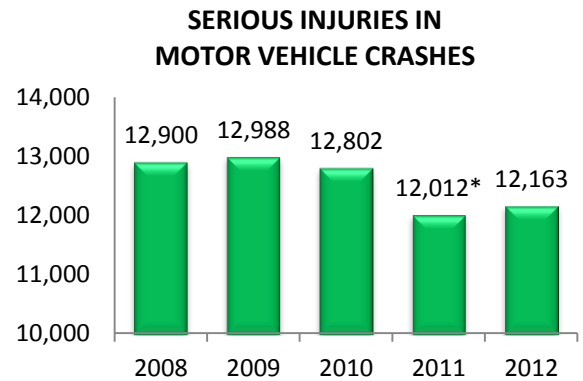
## Status of Performance Measures

Based on 2012 FARS data, total fatalities in motor vehicle crashes in New York decreased from 1,171 in 2011 to 1,168 in 2012. While positive progress has been made since the increase in fatalities in 2010, the goal of lowering the number of fatalities to 1,127 by December 31, 2013 may be difficult to achieve.

After declining between 2009 and 2011, the number of serious injuries increased slightly (1%) to 12,163 in 2012. Because the reduction target set for December 31, 2013 was based on a preliminary 2011 number (11,048) and the downward trend in serious injuries did not continue in 2012, a reduction to 10,606 will be very difficult to achieve by December 31, 2013.



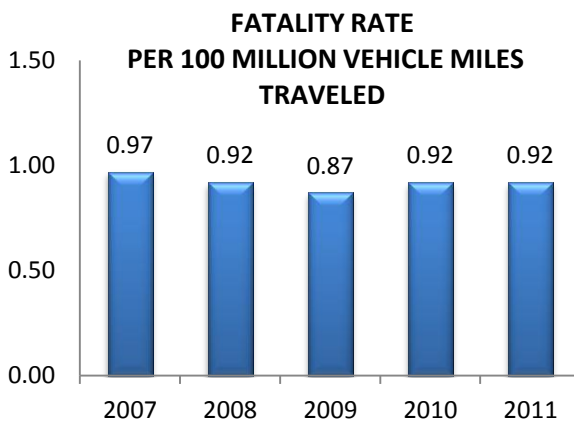
Source: FARS



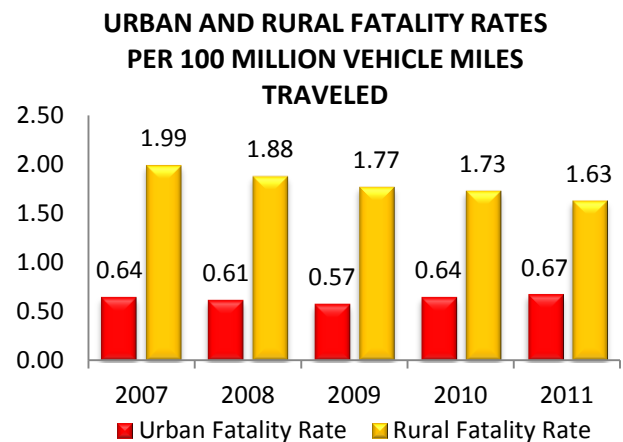
\*Revised based on final 2011 AIS data

Source: NYS AIS

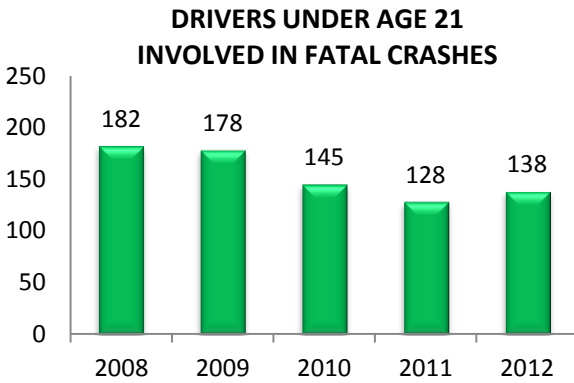
The fatality rate per 100 million vehicle miles traveled reflected the pattern in motor vehicle fatalities. After being on a consistent downward trend between 2007 and 2009, the fatality rate increased to 0.92 in 2010 and remained at that level in 2011. As a result, the goal of reducing the fatality rate to 0.88 by the end of 2013 is not likely to be met. Increases in the urban fatality rate in 2010 and 2011 were responsible for the lack of progress in reducing the overall fatality rate. While the rural fatality rate has been on a consistent downward trend since 2007, the urban fatality rate increased from 0.57 in 2009 to 0.67 in 2011. FARS data for 2012 are not yet available to update these measures.



Source: FARS



Source: FARS



Source: FARS

The final core outcome measure in this section relates to the involvement of young drivers in fatal crashes. The downward trend in the number of drivers under age 21 involved in fatal crashes ended in 2011.

Between 2011 and 2012, the number of young drivers involved in fatal crashes increased by 10 to 138. This reversal in the trend will make the target of 130 set for December 31, 2013 more difficult to reach.

## **DESCRIPTION OF PROJECTS AND ACTIVITIES FUNDED, FEDERAL FUNDS EXPENDED AND CONTRIBUTION TO MEETING HIGHWAY SAFETY TARGETS**

This Annual Report includes a general description of the projects funded and implemented in FFY 2013 for each of the program areas addressed in the HSSP. New York used a data-driven approach to identify a comprehensive set of strategies in each program area that collectively will contribute to progress in meeting the state's highway safety targets set in the FFY 2013 HSSP. Descriptions of selected projects that highlight the strategies and activities implemented under each program area are also included. Appendix A has the complete list of projects funded and implemented under the FFY 2013 HSSP. The project number, amount of funds expended and a brief description are provided for each project.

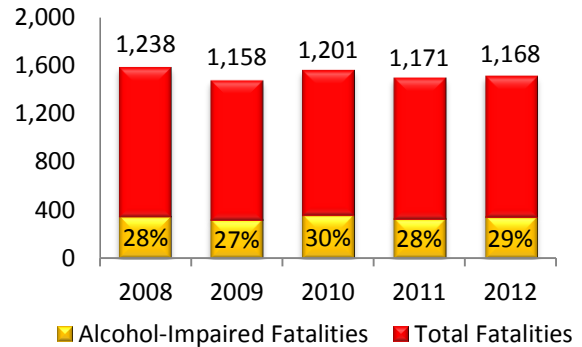
# IMPAIRED DRIVING PROGRAM

Over the five year period, 2008-2012, the proportion of New York’s crash fatalities that were alcohol-related ranged from 27% to 30%. Based on the state’s relatively low rate of alcohol involvement, New York qualified for 405d grant funds as a low-range state in FFY 2013.

While New York is among the states with the lowest alcohol-impaired fatality rates, it is important to maintain an aggressive approach to combating impaired driving. At the core of the state’s impaired driving program is STOP-DWI.

Through this program, fines collected from impaired driving offenders are returned to the counties where the violations occurred to support enforcement and other impaired driving programs at the local level.

**ALCOHOL-IMPAIRED DRIVING FATALITIES AS A PROPORTION OF TOTAL FATALITIES**



Source: FARS



**Are You Ready?**  
**2013 STOP-DWI Crackdowns**  
 Super Bowl: January 31-February 3  
 St. Patrick’s Day: March 14-18  
 Memorial Day: May 22-27  
 Fourth of July: July 3- 7  
 Labor Day (National): August 15-September 1  
 Halloween: October 30-November 3  
 Holiday Season (National): December 13-January 1

As the organization responsible for the oversight of the STOP-DWI program, GTSC is in a position to maximize the opportunities for cooperative efforts, such as statewide enforcement mobilizations in conjunction with national crackdowns and during other holiday periods throughout the year.

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

In FFY 2013, the GTSC continued to raise public awareness of the dangers of impaired driving through statewide media campaigns and at sporting events. Television and radio spots from the “Drive Sober or Get Pulled Over” media campaign, the “It’s Your Community, It’s Your Call” underage drinking media campaign and the “Drugged Driving Is Impaired Driving” campaign were aired throughout the year on both broadcast and cable television and radio. The GTSC impaired driving campaigns were also incorporated into this year’s series of STOP-DWI nights held at sporting events around the state.



The GTSC again provided funding to the NYS Division of Criminal Justice Services Office of Probation and Correctional Alternatives (OPCA), the agency responsible for promulgating the regulations and implementing the expanded ignition interlock sanction program required under Leandra’s Law. Since

inception of Leandra's Law, courts in New York State have issued 55,253 sentencing orders for interlock devices with 15,468 interlocks being installed, an installation rate of 28%. To facilitate compliance with these court orders and increase the installation rate, training and education efforts continue to be supported. Specifically, county level probation staff and the judicial community are provided information on the ignition interlock regulations, as well as a review of Leandra's Law and the forms developed for the implementation of the law. The directories of Probation/CD Monitors, IID Manufacturers and Installation Service Centers, DCJS/OPCA IID forms and resource materials continue to be updated and made available online through both the eJustice NY Integrated Justice Portal and the OPCA portion of the DCJS website.

Several issues affecting the successful implementation of Leandra's Law are addressed in new legislation passed in FFY 2013. The new law takes effect November 1, 2013 and contains the following provisions to strengthen Leandra's Law.

- Drivers who were given the benefit of a conditional license after a DWI incident and then drive impaired again will face a Class E felony. Currently, the penalty is a traffic infraction.
- The period of interlock restriction increases from a minimum of six months to one year for offenders who claim they do not own and will not operate a car.
- Any claim that a defendant will not own or operate a car must be made under oath; a violation of this oath can result in additional charges, such as contempt of court or filing a false instrument, which are both Class A misdemeanors carrying maximum one-year sentences.
- Interlocks may be installed pre-sentence, giving prosecutors and the courts more control over ensuring compliance.
- The new law clarifies that mandatory interlocks apply to Youthful Offenders.

Training programs to address impaired driving continue to be a priority. The GTSC sponsors and supports the law enforcement community with programs such as the sixteen-hour Advanced Roadside Impaired Driving Enforcement (ARIDE) Training and the much more intensive three-week Drug Recognition Expert (DRE) Certification Program. The GTSC also coordinates the Drug Impairment Training for Education Professionals (DITEP) Program. A new video promoting the program was made available to school districts, on request, and distributed to other states with DITEP programs. The video can also be viewed on the GTSC website [www.safenyny.gov](http://www.safenyny.gov) and on YouTube. In addition, roll call videos on Leandra's Law and the DRE and SFST programs are continuing to be developed for use by the state's law enforcement agencies.



The GTSC also continued to support research studies and special projects that support the state's impaired driving program. In FFY 2013, the Institute for Traffic Safety Management and Research (ITSMR) conducted studies on motorcyclists and impaired driving, recidivism in New York State, enforcement of drug-impaired driving on New York's roadways and the issue of uncollected fines for impaired driving convictions. ITSMR also continued work on the development of a data management tool for the state's Drug Recognition Expert program and its evaluation of the implementation and effectiveness of Leandra's Law.

## ASSESSMENT OF PROGRESS

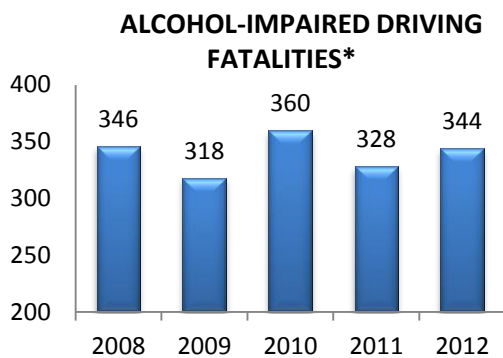
### Impaired Driving Targets for FFY 2013

- ❖ Decrease alcohol-impaired driving fatalities 5 percent from the 2008-2010 calendar year average of 343 to 326 by December 31, 2013
- ❖ Reduce the number of persons injured in alcohol-related crashes 5 percent from 5,447 (based on preliminary AIS data for 2011) to 5,175 by December 31, 2013

### Status of Performance Measures

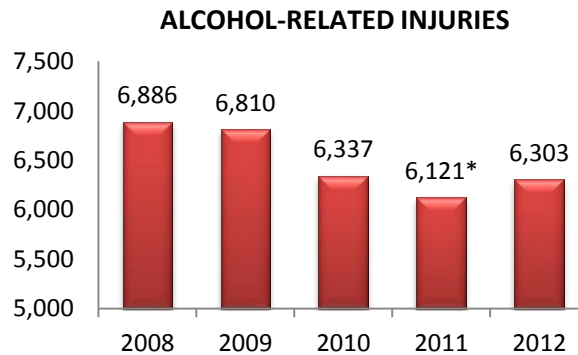
Over the five-year period, 2008-2012, alcohol-impaired driving fatalities fluctuated up and down; based on the most recent FARS data, there were 344 alcohol-impaired driving fatalities in 2012, up from 328 in 2011. Although no progress was made in 2012, it may still be possible to reach the target of 326 set for December 31, 2013.

Based on data from New York's AIS, the number of persons injured in alcohol-related crashes increased to 6,303 in 2012, up 3% from 2011. The goal to reduce alcohol-related injuries by 5 percent in the FFY 2013 HSSP was set based on preliminary 2011 data. When the 2011 AIS data file was finalized, the number of alcohol-related injuries increased from 5,447 to 6,121. As a result, the target of reducing injuries to 5,175 was overly ambitious and will be very challenging to achieve by December 31, 2013.



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

Source: FARS

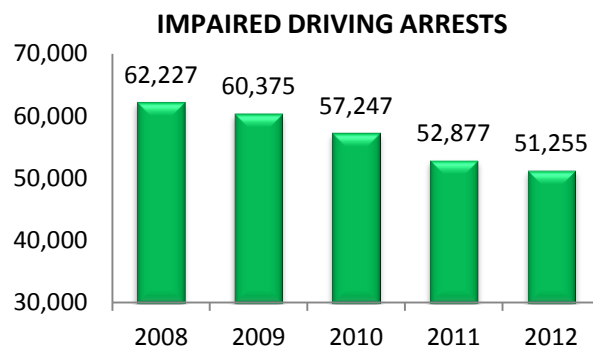


\*Revised based on final 2011 AIS data

Source: NYS AIS

Impaired driving arrests have been on a consistent downward trend in New York State. Between 2008 and 2012, the number of drivers arrested for impaired driving dropped from 62,227 to 51,255, a decrease of 18%.

It is likely that reductions in highway safety funding and competing priorities for enforcement resources have contributed to the decline in arrests.



Sources: NYS TSLED system, Suffolk County STOP-DWI, NYPD



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

Drinking and driving was one of the traffic safety issues included in the survey of drivers conducted at selected DMV offices in all four years, 2010-2013. The table below provides the results to the questions related to behaviors, awareness and perceptions provided by the participants in these surveys.

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

	<u>2010</u>	<u>2011</u>	<u>2012</u>	<u>2013</u>
0 times	85.3%	86.1%	86.4%	84.3%
1 time	7.1%	7.1%	6.6%	6.9%
2 times	3.9%	3.2%	3.3%	4.1%
3 times	1.6%	1.4%	1.3%	2.7%
4 times	0.5%	0.5%	0.5%	0.8%
5 or more times	1.6%	1.8%	2.0%	1.2%

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

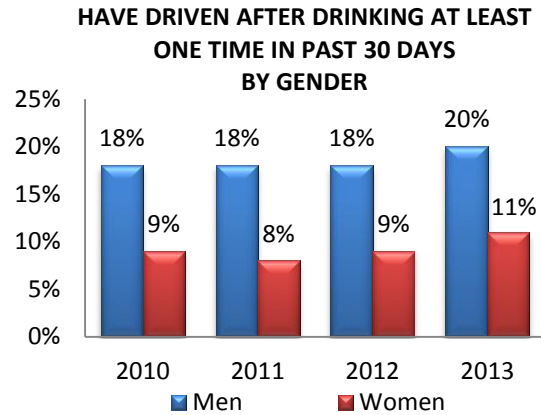
	<u>2010</u>	<u>2011</u>	<u>2012</u>	<u>2013</u>
Always	33.8%	33.4%	26.4%	26.4%
Most of the time	29.6%	29.2%	29.3%	33.4%
Sometimes	29.2%	30.9%	35.8%	32.7%
Rarely	4.7%	4.6%	5.7%	5.0%
Never	2.7%	1.8%	2.8%	2.6%

Source: 2010-2013 Driver Behavior Surveys

- In 2013, 84% of the survey respondents said they had not driven within two hours after consuming alcohol in the past 30 days while 16% reported that they had at least once. In the three previous surveys, slightly smaller proportions (14%-15%) of those surveyed said that they had driven after drinking at least once in the last 30 days.
- The perception of the risk of being arrested for drinking and driving in the 2013 survey was similar to the 2012 survey. In both surveys, 26% of the drivers thought someone would “always” be arrested if they drive after drinking. The perception of risk was higher in the 2010 and 2011 surveys where 33%-34% of the respondents said someone who drove after drinking would “always” be arrested.

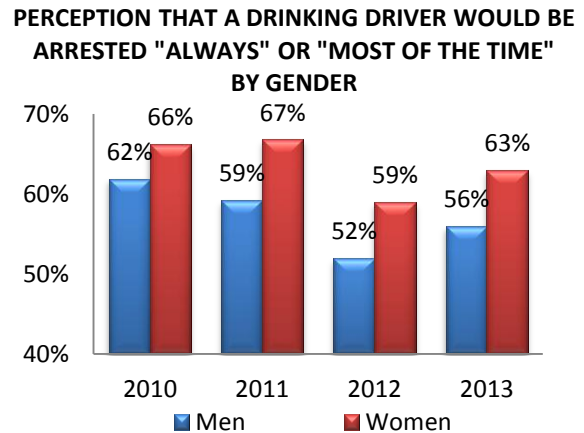
## Differences by Gender

- In 2013, there were increases in the proportions of both the men and the women who said they had driven within two hours after drinking at least once in the past 30 days. The proportion of men increased from 18% in the 2010-2012 surveys to 20% in 2013 and the proportion of women increased from 8%-9% to 11% in 2013.



Source: 2010-2013 Driver Behavior Surveys

- In 2013, the downward trend (62% to 52%) in the perception of the risk of arrest for drinking and driving among men ended; 56% of the men surveyed in 2013 thought that someone who drives after drinking would be arrested "always" or "most of the time", up from 52% in 2012.
- Compared to men, women perceived a greater risk of arrest for drinking and driving. Two-thirds of the women in the 2010 and 2011 surveys thought that a drinking driver would be arrested "always" or "most of the time," before dropping to 59% in 2012. As was the case among men, the perception of the risk of arrest among women increased in 2013 (63%).

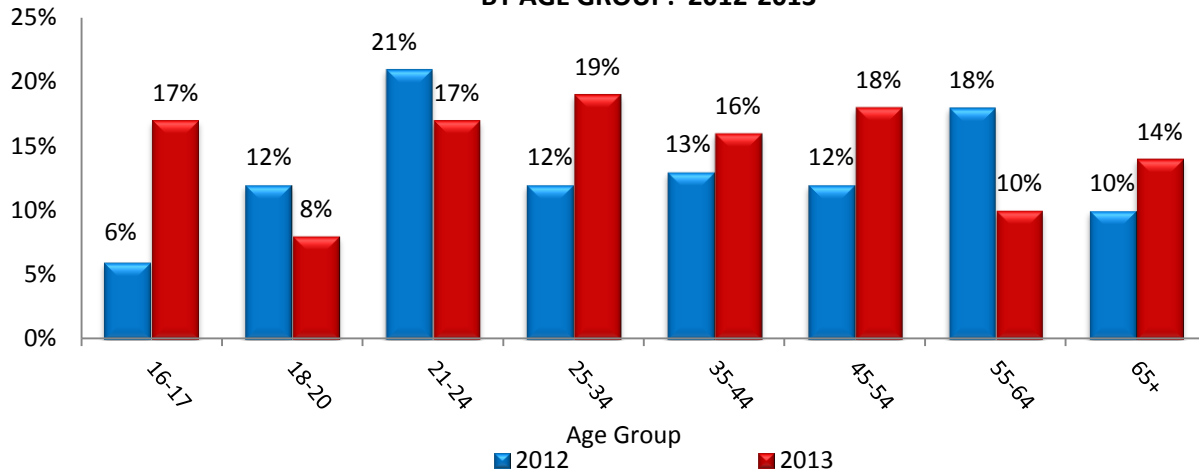


Source: 2010-2013 Driver Behavior Surveys

## Differences by Age

Analyses by age group were also conducted for the drivers who said they had driven within two hours after drinking at least once in the past 30 days. The 2013 results were compared with those from 2012 to determine changes in reported behaviors.

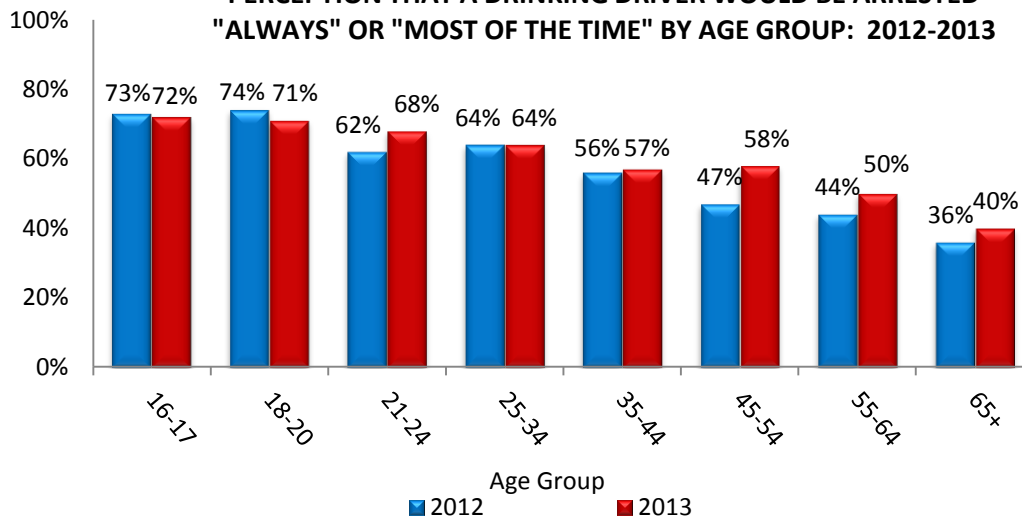
**DRIVERS WHO DROVE AFTER DRINKING AT LEAST ONCE IN PAST 30 DAYS  
BY AGE GROUP: 2012-2013**



Source: 2012-2013 Driver Behavior Surveys

- The drivers who reported driving within two hours after drinking at least once in the last 30 days included drivers in the two age groups below the legal drinking age. In 2013, 17% of the drivers in the 16-17 year old age group and 8% of the drivers 18-20 years of age reported driving after drinking.
- In 2013, drivers 25-34 years of age were most likely to report driving within two hours after consuming alcohol at least once (19%), followed by drivers 45-54 (18%).
- Between 2012 and 2013, the largest increases in the proportion of drivers who reported driving after drinking was in the age groups 16-17 (6% to 17%), 25-34 (12% to 19%) and 45-54 (12% to 18%). The greatest decrease occurred in the 55-64 age group where the proportion dropped from 18% in 2012 to 10% in 2013.

**PERCEPTION THAT A DRINKING DRIVER WOULD BE ARRESTED  
"ALWAYS" OR "MOST OF THE TIME" BY AGE GROUP: 2012-2013**



Source: 2012-2013 Driver Behavior Surveys

- In general, the perception of the risk of getting a ticket decreases with age; in 2013, 64%-72% of the drivers under age 35 thought that someone who was drinking and driving would be arrested “always” or “most of the time” compared to 40%-58% of drivers age 35 and older.
- With the exception of the drivers under 21 years of age, the perception of risk of being arrested for driving after drinking increased in every age group between 2012 and 2013.

## IMPAIRED DRIVING PROJECTS AND ACTIVITIES FUNDED IN FFY 2013

New York used a data-driven approach to identify a comprehensive set of strategies for the state’s Impaired Driving program that collectively will contribute to progress in meeting the state’s highway safety targets set in the FFY 2013 HSSP. Included under the strategies listed below are descriptions of selected projects that highlight the activities undertaken. The complete list of projects implemented in FFY 2013 is included as Appendix A. The project number, amount of funds awarded and a brief description are provided for each project.

### Enforcement of Impaired Driving Laws

#### “Drive Sober or Get Pulled Over”

In FFY 2013, New York’s crackdown on impaired driving continued to incorporate the national slogan, “Drive Sober or Get Pulled Over.” The crackdown is a cooperative effort involving the State Police, county Sheriffs and local police agencies. The NYS STOP-DWI Foundation also encourages county STOP-DWI Programs across the state to develop and conduct coordinated county-based enforcement efforts. The national crackdown periods coincide with the times when large numbers of impaired drivers are likely to be on the roadway --Halloween, December Holidays, Super Bowl, St. Patrick’s Day, Memorial Day , the 4th of July and late summer into Labor Day. In FFY 2013, each county was asked to develop multi-agency efforts utilizing saturation patrols and checkpoints involving their local DREs. In addition, counties were reimbursed for expenses for DRE call outs throughout the grant period. Thirty-two counties participated; each county tailored their efforts to personnel availability and activities significant to their community. Due to the cooperation and support of all county STOP-DWI program coordinators statewide, there was widespread participation by the police agencies across New York State during the crackdowns. In addition to specific target saturation patrols and checkpoints, each enforcement detail required the onsite availability of a Certified Drug Recognition Expert.

The results of the grant-funded crackdown initiative in FFY 2013 are as follows:

- 17 counties participated in the Halloween Crackdown resulting in 43 DWI arrests, 50 other arrests and 585 V&T summonses.
- 20 counties participated in the Holiday Crackdown resulting in 139 DWI arrests, 90 other arrests and 1,029 V&T summonses. In addition, there were 10 DWAI-Drug only arrests.
- 8 counties participated in the Super Bowl Crackdown resulting in 14 DWI arrests, 4 DWAI-Drug only arrests, 32 other arrests and 192 V&T summonses.
- 21 counties participated in the St. Patrick’s Day Crackdown resulting in 96 DWI arrests, 6 DWAI-Drug only arrests, 117 other arrests and 732 V&T summonses.

- 17 counties participated in the Memorial Day Crackdown (May 23-28) utilizing 86 agencies. This initiative resulted in 97 DWI arrests, 9 DRE evaluations, 8 DWAI-Drug only arrests, 102 other arrests and 1,032 V&T summonses.
- 19 counties participated in the 4th of July Crackdown (July 3-8) utilizing 95 agencies. This initiative resulted in 103 DWI arrests, 14 DRE evaluations, 7 DWAI-Drug only arrests, 94 other arrests and 1,201 V&T summonses.
- 24 counties participated in the Labor Day Crackdown (August 16- September 2) utilizing 125 agencies. This initiative resulted in 195 DWI arrests, 7 DRE Evaluations, 13 DWAI-Drug only arrests, 209 other arrests and 2,687 V&T summonses.

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

In FFY 2013, the New York State Police continued to conduct its comprehensive impaired driving program which includes the following components: deterrence, detection, testing, analysis, prosecution of impaired drivers and underage enforcement. Following guidelines established by Division Headquarters, each State Police Troop develops its own Traffic Safety Plan which provides for a more efficient approach to local problems, including impaired driving and underage drinking. Highlights of the State Police program in FFY 2013 include the following:

- ***Underage Drinking Identification Details:*** The State Police conducted 165 Underage Drinking Identification (UDI) enforcement details; 1,700 retail stores and 439 bars and taverns were checked. Of these, 363 bars (83%) and 1,524 retail stores (90%) were in compliance. The details resulted in 273 arrests for violations of the ABC law and 283 arrests for Penal Law violations.
- ***Sobriety Checkpoints:*** Each Troop conducted, at a minimum, one checkpoint each month; multi-agency checkpoints were also conducted. In total, 228 fixed sobriety checkpoints were conducted, resulting in 371 DWI arrests.
- ***Roving Saturation Details:*** Each Troop conducted, at a minimum, one saturation detail each month. Overall, a total of 262 saturation patrols were conducted, resulting in 213 DWI arrests.
- ***Training:*** Division DRE instructors assisted with the DRE schools conducted at the NYS Park Police Academy and with the field certification training. At GTSC's request, Division instructors also assisted with both DITEP and ARIDE training events. Standardized Field Sobriety Testing training was provided to all recruits attending the Basic School at the New York State Police Academy. Division personnel also assisted with four NYPTI (New York Prosecutors Training Institute) impaired driving training sessions for prosecutors.
- ***National Holiday Crackdown:*** During the National Crackdown and New Year's period, the State Police conducted 29 fixed sobriety checkpoints resulting in 48 DWI arrests and 32 saturation patrols resulting in 28 DWI arrests. Also during this time period, 14 UDI details were conducted; 21 of the 24 bars checked as well as 116 of the 133 retail establishments were in compliance. A total of 23 arrests for violations of the ABC law and 12 Penal law arrests were made. Statewide, overall during this time period, Troopers arrested 552 individuals for DWI.
- ***Public Information and Education:*** Various PI&E materials were developed and disseminated statewide to schools and at fairs and other events.

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

The Child Passenger Protection Act or "Leandra's Law" was signed into law in New York State on November 18, 2009. One of the key provisions of this important law, effective December 18, 2009, made DWI with a child under 16 years of age in a motor vehicle a Class E felony offense. As of October 22, 2013, 3,340 drivers have been arrested for violating the law.

A second provision of Leandra's Law is the requirement that individuals convicted of DWI must install an ignition interlock device in any motor vehicle they "own or operate." Since the August 15, 2010 effective date of this provision, over 15,000 ignition interlock devices (IIDs) have been installed in the vehicles of drivers convicted of DWI. The OPCA is responsible for developing regulations and monitoring the implementation of the IID program. Major activities conducted in FFY 2013 are described below.

- OPCA continued to closely monitor IID vendors for adherence to Title 9 NYCRR, Part 358 regulations. Currently, four manufacturers (Consumer Safety Technology, Smart Start, LifeSafer and Draeger) are under contract to provide IID services in New York State, down from the original number of seven.
- A draft guidance tool on the Characteristics of a Chronic Traffic Offender was developed utilizing research from available sources.
- In February 2013, OPCA partnered with the Department of Motor Vehicles (DMV) to train probation officers, Office of Court Administration staff and IID manufacturers on the new DMV Regulations regarding Problem Driver Relicensing; 150 individuals viewed the original training and it was made available for continued viewing via the e-justice portal and the original Live Meeting link.
- In June 2013, OPCA hosted its Fourth Annual Qualified Ignition Interlock Manufacturers Conference in Albany. Each of the IID manufacturers provided a representative to participate in a panel discussion on the new classification system in NYS; IID operation and features; evolving technology (e.g., camera specs, GPS); and data collection, management and distribution. Other topics discussed during the conference included DMV Regulations related to persistent dangerous drivers, court ordered IIDs vs. new administratively ordered IIDs; and DWI offender accountability.
- OPCA drafted procedural guidance for the IID monitors and vendors regarding the provision of the new law passed in July 2013 authorizing the installation of IIDs pre-sentence and reviewed other changes that will affect the implementation and monitoring of the IID program.
- OPCA staff participated in numerous Leandra's Law trainings and information sessions for law enforcement, probation officers, judges and court personnel and assisted the county monitors with the development of and access to monitoring tools.
- Five regional focus groups were held in September to discuss the different techniques and strategies probation departments are using to supervise their DWI probationers. The information from the focus groups will be used in developing a model policy for DWI supervision and new training programs on topics such as DMV technologies and prescription drug abuse. Representatives from 45 probation departments participated in the sessions.

## Operation Prevent – Stop Bad ID

Operation Prevent is conducted by the DMV Division of Field Investigation (DFI) in conjunction with local law enforcement across the state. The purpose of this program is to prevent underage drinking and the use of fraudulent or altered documents by minors to gain access to places where alcohol is served. As part of this project, DFI targets licensed liquor establishments that have been identified as the last drink location for individuals under age 21 who have been arrested for drinking and driving. The DFI also attempts to identify the source of the illegal documents in order to shut down the operation and terminate the production of fraudulent documents. Between FFY 2007 and FFY 2013, DFI Investigators visited more than 821 establishments that serve alcohol, made 2,795 arrests and seized 2,732 illegal documents from persons under the age of 21. The investigations have led to the closure of 28 fraudulent document operations making it much more difficult for minors to obtain illegal or altered licenses.

## Last Drink Location

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

## **Education and Training Programs**

### Drug Recognition Expert Statewide Coordinator

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



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

### **SFST/DRE Training Programs**

The GTSC staff coordinates the state's Standardized Field Sobriety Testing/Drug Recognition Expert (SFST/DRE) program through the SFST/DRE Steering Committee. The committee has been working with the state's enforcement agencies to ensure that as many officers as possible maintain certification in the SFST and DRE programs. The DRE training course was offered in June 2013 with a total of 24 new certified Drug Recognition Experts joining the 172 DREs already deployed across the state. In 2013, all DRE Instructors attended a two-day conference that included mandatory recertification training and information on the latest drug use trends. In addition, ten recertification trainings were held across the state during the year.

### **DCJS Impaired Driver Training and Technology Program**

With funding provided by a GTSC grant, the NYS Division of Criminal Justice Services (DCJS) distributed 250 Alco-Sensor FST alcohol screening devices to New York State law enforcement, probation and parole agencies in FFY 2013. This equipment provides these agencies with state-of-the-art tools to aid in their impaired driving programs. Approximately 990 evidential breath test devices were repaired and certified for use by local law enforcement and all quarterly Last Drink and Arrest Location Reports (inclusive of Leandra's Law Data) were disseminated via eJustice NY. In addition, software was developed to provide ethernet connectivity of all DataMaster DMTs to provide quick, accurate and secure transmission of impaired driving data to aid in enforcement, adjudication, education and the prevention of impaired driving offenses.



In FFY 2013, the Office of Public Safety (OPS) staff administered, facilitated, documented and/or oversaw the training of 2,958 municipal law enforcement officers on the use of the DataMaster DMT. This total includes officers who attended the Breath Analysis Operator course, Breath Analysis Operator Instructor course and Breath Analysis Recertification courses.

In addition to the DataMaster DMT training, a total of 1,060 police officers attended Standardized Field Sobriety Testing courses, including the Standardized Field Sobriety Instructor course and Standardized Field Sobriety Testing student course. The Crash Management Series, Basic through Technical, was attended by 161 police officers and 79 police officers attended the DWI Documentation and Courtroom Testimony Course developed by OPS staff to insure appropriate documentation and prosecution of impaired driving offenses. In total, the OPS provided quality training to 4,258 municipal law enforcement officers across the state.

### **Advanced Roadside Impaired Driving Enforcement (ARIDE)**

The Advanced Roadside Impaired Driving Enforcement (ARIDE) training program has been implemented in New York since FFY 2008. The two-day ARIDE course is intended to bridge the gap between the Standardized Field Sobriety Testing (SFST) training all police officers in New York receive in the Basic Course for Police Officers and the Drug Recognition Expert (DRE) training courses completed by a relatively select group of officers. The objectives of the ARIDE course are to train law enforcement officers to observe, identify and articulate the signs of impairment related to drugs, alcohol or a



combination of both, in order to reduce the number of impaired driving incidents and crashes which result in serious injuries and fatalities. In FFY 2013, nine training programs were conducted in various parts of the state; 268 police officers completed the ARIDE training this year, compared to 245 in the previous year.

### **Toxicologist Training**

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

Standards for testing methodology, analytical scope and analyst qualifications are being developed in the forensic toxicology field and it is important for New York State toxicologists to be aware of the standards being discussed and have a voice in shaping these crucial policies. Staff coauthored the publication "Recommendations for Toxicological Investigation of Drug-Impaired Driving and Motor Vehicle Fatalities" (Journal of Analytical Toxicology 2013; 37:552-558). Staff were also involved in the recently published Scientific Working Group for Forensic Toxicology (SWGTOX) Standard Practices for Method Validation in Forensic Toxicology.

### **Improvement of Toxicology Services for Impaired Driving Enforcement**

Forensic toxicology services are essential to the effective enforcement of New York's impaired driving laws. The volume and complexity of the testing needed to support the state's impaired driving investigations has far exceeded the resources available within the laboratories. GTSC is supporting the toxicology labs throughout New York by updating aging laboratory equipment and investing in toxicologist training. In FFY 2013, GTSC partnered with the New York State Police Crime Laboratory (the largest provider of impaired driving toxicology services in the state) to develop a sustainable staffing model that will provide the necessary toxicology services throughout the state. Due to the lengthy hiring process and intense training program, the benefits of this partnership will develop over the next several years. Outcomes will include faster turn-around times for lab results, an increase in the number of drugs that can be detected, the addition of quantitative services, and enhanced expert testimony.

### **Drug Impairment Training for Education Professionals (DITEP)**

DITEP continues to be an integral part of New York's efforts to combat the problem of drug and alcohol abuse in the school environment. The goal of the DITEP program is to train school administrators, school nurses and other education professionals to provide early intervention within their schools that will lead to reductions in motor vehicle fatalities and injuries. The two-day DITEP training module uses a systematic approach for recognizing and evaluating those who are abusing drugs or alcohol. Over the

past year, the program was provided in twelve schools with 318 school nurse-teachers and administrators participating. To promote the program, the GTSC continued to distribute a video on DITEP. The video is available on the GTSC website and on YouTube.

### Prosecutor Training

During FFY 2013, the New York Prosecutors Training Institute (NYPTI) provided training to prosecutorial and law enforcement officers on a variety of impaired driving topics. These included refresher trainings on investigating and prosecuting drugged driving, trial advocacy training for new prosecutors, crash reconstruction training, and vehicular homicide trial preparation to name only a few. Webinar trainings on Leandra’s Law and vehicle data recorders were also conducted. Under this project, the GTSC also continued to fund two Traffic Safety Resource Prosecutors (TSRPs) to assist New York State prosecutors with impaired driving prosecutions. Hundreds of prosecutors are trained by the TSRPs annually and have access to information from NYPTI and the TSRPs via a statewide listserv.

### STOP-DWI Association Training Programs



The FFY 2013 New York State STOP-DWI Coordinator Training Series was conducted in four locations across the state. The agenda focused on: law enforcement issues and practices; engaging police on the DWI issue; working with police to develop DWI enforcement programs; STOP-DWI funding and fiscal issues; reporting practices; evaluation methods; promoting the STOP-DWI effort by effecting general deterrence of the impaired driver and administrative and fiscal issues of managing the program and safeguarding STOP-DWI’s mission and funding scheme.

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

With funding from the GTSC, STOP-DWI New York, MADD New York and DCJS continue to recognize police departments and officers and other individuals for their outstanding commitment to the deterrence of impaired driving. In FFY 2013, awards were given to 16 law enforcement officers, five law enforcement agencies and two non law enforcement agencies. A special Lifetime Achievement Award was also presented to a STOP-DWI Coordinator.

## **Research and Evaluation**

### Institute for Traffic Safety Management and Research Impaired Driving Research Projects

In FFY 2013, the Institute for Traffic Safety Management and Research (ITSMR) conducted research studies and prepared fact sheets on a number of topics related to impaired driving. The results of research studies on impaired driving among motorcyclists, recidivism among drivers convicted of alcohol-impaired driving and tickets issued for drugged driving offenses were presented in a series of ITSMR Research Notes. These publications and earlier research reports are available on the ITSMR website ([www.itsmr.org](http://www.itsmr.org)). Fact sheets on DWI recidivism, impaired driving arrests, alcohol-related crashes and drug-related crashes were compiled during the year and are also available on the website.



### ***Motorcyclists and Impaired Driving***

ITSMR's study on impaired driving among motorcyclists in New York State focused on 1) crashes involving impaired motorcyclists and 2) tickets issued to motorcyclists for impaired driving. The key findings include the following:

- 27% of fatal motorcycle crashes that occurred in New York State 2008-2012 were alcohol-related.
- 84% of the alcohol-related fatal and personal injury crashes occurred in the Upstate region
- 18% of the impaired motorcyclists in crashes were not wearing a helmet
- Less than 1% of the drivers ticketed for impaired driving 2008-2012 were motorcyclists
- 36% of motorcyclists ticketed for impaired driving also received speeding tickets
- 10% of motorcyclists ticketed for impaired driving were also ticketed for wearing a non-compliant helmet or no helmet
- 28% of motorcyclists ticketed for impaired driving had a BAC of 0.15% or higher

### ***Study on Recidivism in New York State: A 2012 Update***

This study involved analyses of driver license data to determine the recidivism rate for drivers convicted of alcohol-impaired driving in 2012 and the rates by geographic region, driver age and driver gender. Analyses were also conducted to identify 1) the characteristics of recidivist drivers with regard to BAC, age and gender and 2) the conviction charges and the penalties and sanctions imposed on recidivist drivers convicted in 2012. The study updated an earlier study that compared the recidivism rates in 1999 and 2009. The primary objectives of the 2013 study were to determine the recidivism rate in 2012 and compare it to 2009 and 1999. A second objective was to determine if the profile of a recidivist drunk driver changed between 1999, 2009 and 2012. The key findings include the following:

- The recidivism rate was 21% in 2012, down from 22% in 2009 and 29% in 1999.
- The recidivism rates by geographic region, driver age and driver gender all experienced sizeable declines between 1999 and 2009 and then either declined slightly or remained the same in 2012.
- In 2012, The Upstate region had the highest recidivism rate (23%, compared to 21% in the Long Island region and 12% in New York City).
- Women comprise an increasing proportion of the recidivist drivers (18% in 2012 vs. 12% in 1999).
- The mean age of recidivists was slightly higher in 2012 (37 years vs. 36 in 1999).
- The mean BAC of recidivists was lower in 2012 (0.158% vs. 0.164% in 1999).

### ***Drivers Ticketed for Drug-Impaired Driving on New York Roadways***

A previous ITSMR study found that one out of six motor vehicle fatalities (16%) in New York State are drug-related. Given the increase in the use of both prescription and illegal drugs, drugged driving is becoming an even greater cause for concern. The purpose of the 2013 study was to provide further

information on the drugged driving problem in New York State. The objectives of the study were to determine the number of drivers that have been ticketed for drug-impaired driving on the state's roadways and examine the demographic characteristics of those drivers and the circumstances related to the arrests. The study involved analyses of ticket data from the state's TSLED system for the five-year period 2007-2011. The analyses also included comparisons of the tickets issued for drug-related driving offenses with tickets issued for alcohol-impaired driving. The key findings include the following:

- The number of drivers ticketed for drug-impaired driving rose 20% while the number ticketed for alcohol-impaired driving dropped 15%.
- Compared to tickets for alcohol-impaired driving, drugged driving tickets were more likely to be issued on weekdays and during the daytime.
- Women comprise an increasing proportion of the drivers ticketed for drug-impaired driving (24% in 2010 and 2011 compared to 17% in 2007).
- The largest proportions of drivers ticketed for drug-impaired driving and alcohol-impaired driving each year are in the 21-29 age group.

### ***Uncollected Fines for Impaired Driving Convictions***

Over the past several years, many counties have seen their fine revenues collected from convicted impaired drivers remain stagnant or drop despite the fact that the number of arrests and convictions for impaired driving has remained the same or even increased. This is of serious concern to the state's traffic safety community, since a decline in revenue translates directly into fewer activities being conducted to combat the problem of impaired driving. Based on a survey of counties, the total amount of uncollected fines for impaired driving offenses is estimated at \$15 million.

Late in FFY 2012, ITSMR initiated an effort to study the issue of uncollected fines for impaired driving convictions. Due to the limitations of the data available to research this issue, the project was scaled back to focus primarily on compiling a description of practices currently being used by a small number of counties to collect unpaid fines. The study was completed and submitted to GTSC in September 2013.

### ***Evaluation of Implementation and Effectiveness of Leandra's Law***

The primary objective of the impact evaluation of Leandra's Law is to determine whether the expansion of the ignition interlock sanction is effective in reducing the incidence of impaired driving, evidenced by reductions in impaired driving crashes, arrests and recidivism. A secondary objective is to determine to what extent the law is being implemented as intended, i.e., are drivers convicted of DWI sentenced to ignition interlock and are ignition interlocks being installed on the vehicles owned and operated by these drivers.

To address these questions, the research design for the study incorporates two major components: 1) analysis of conviction data for impaired driving and 2) an examination of driving histories for drivers convicted of impaired driving. During this grant year, the final sets of data needed for the study were obtained from the DMV (AIS, TSLED and driver's license files) and the Office of Probation and Correctional Alternatives (OPCA). The analysis plan for the study was finalized and the analysis of the data began. The results of the analyses will be compiled and a report on the study's findings will be submitted to the GTSC early in the next grant year.

### ***Development of DRE Data Management Tool***

ITSMR project staff continued work on the development of a data management tool that can be used to monitor the DRE program. The management tool is being designed to capture data on officers who complete the DRE training and data on the drug evaluations conducted by these DREs. Using an Access database format, the DRE data management tool will meet the following objectives:

- Capture the data collected on the DIE (Drug Influence Evaluation) forms by each DRE through the use of database and android applications
- Provide a quarterly data upload to NHTSA's Drug Recognition Expert Tracking System
- Provide a query tool for the State DRE Coordinator to use in monitoring the training and recertification of DRE police officers
- Provide periodic standardized reports for use by the State Coordinator in reporting DRE-related activity to the GTSC, NHTSA and other interested groups
- Provide data and analysis capabilities to:
  - Identify the common drug(s) involved in drugged driving
  - Identify trends in the demographic characteristics of drugged drivers
  - Determine the outcome (conviction, dismissal) of drug arrests
  - Compare the DRE's assessment to the toxicology results (i.e., determine how often the toxicological analysis corroborates the DRE's assessment); this would provide useful feedback for training purposes
  - Assist the NYS Advisory Council on Impaired Driving in the development of countermeasures that address the problem of drug-impaired driving

During this grant year, the development of both the web-based database and android applications were completed. This work involved the following key activities:

- Creation of an ERD of the database structure
- Design of database structure, including attention to security issues
- Design of DRE evaluation face sheet for the android application
- Initial pilot test of the android application in March
- Revision of android application and second pilot test in July
- Pilot test of web application in July & subsequent revision
- Development of training for DREs in use of the android application (September)
- Rollout of android pilot in the field (September)

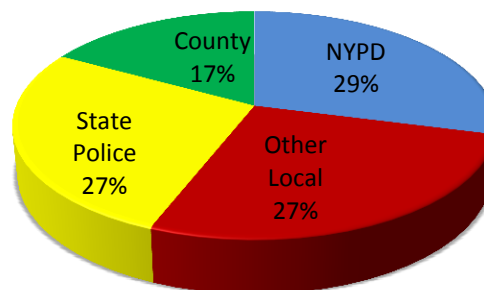
Begun in late September, the pilot test of the android application in the field will continue through December. It is anticipated that the android application will be rolled out to one-half of the DREs in FFY 2014, beginning in January 2014. The android application will be rolled out to the remaining half of the DREs early in the FFY 2015 grant year. In addition, with regard to the web-based application of the DRE evaluation form, it will be rolled out to DREs early in FFY 2014, at the request of the DRE coordinator.

## POLICE TRAFFIC SERVICES

The Police Traffic Services program consists of the cooperative efforts of police agencies across New York State to reduce crashes, personal injuries and fatalities through enforcement of the state's Vehicle and Traffic laws. In 2012, police agencies in New York issued approximately 3,549,000 tickets compared to approximately 3,663,000 in 2011 and nearly 4,027,000 in 2010. The 12% decrease in the total number of tickets issued between 2010 and 2012 is largely the result of the decrease in GTSC funding available to support enforcement and other traffic safety programs.

The proportion of tickets issued by the enforcement agencies at the various jurisdictional levels is shown in the chart to the right. In 2012, the New York City Police Department (NYPD) issued 29% of the tickets, other local police departments issued 27%, another 27% were written by the State Police and county enforcement agencies issued 17%. Despite the overall reduction in the number of tickets issued, the distribution of tickets by enforcement agency type has remained consistent for the past several years.

**PROPORTION OF TICKETS ISSUED  
BY TYPE OF POLICE AGENCY: 2012**



Sources: NYS TSLED and Administrative Adjudication

Each year, a significant portion of GTSC's available grant funds is awarded to law enforcement agencies at the state and local level. The decrease in the highway safety funding received by New York over the past few years highlights the importance of an evidence-based traffic safety enforcement program that focuses in areas at the highest risk for fatal and personal injury crashes. To ensure the effectiveness of New York's statewide enforcement plan, projects are continuously monitored by GTSC program staff and Law Enforcement Liaisons and adjustments are made as warranted. One example where a high risk crash area was identified and resources were deployed for a special enforcement effort is the Central Avenue Corridor project in Albany. After a number of serious pedestrian crashes, grant funding was used to target a 15-mile corridor of Central Avenue for special enforcement details conducted as part of a comprehensive effort to improve pedestrian safety.

Distracted driving continues to receive increasing attention in New York State. Between 2010 and 2012, the number of tickets issued in the state for texting violations increased from approximately 3,200 to more than 30,000. Recognition of the dangers of texting while driving has led to several legislative changes to increase the severity of the penalties and fines imposed for violations of New York's cell phone and texting laws. Beginning June 1, 2013, drivers convicted of using a hand held electronic device while their vehicle is in motion receive five points on their license; previously these violations carried a penalty of three points. For drivers with probationary licenses, a cell phone or texting conviction will result in a 60-day suspension of the driver's license; a second offense within six months carries a revocation of at least six months. Drivers with junior licenses have their license revoked for at least 60 days.



Effective July 26, the fines for cell phone and texting violations were also increased from \$50 to \$150 for a first offense, \$200 for a second offense and \$400 for a third violation within 18 months. In addition, the surcharge increased from \$85 to \$93.

In September 2013, Governor Cuomo announced the establishment of 91 “Texting Zones” at existing rest stops and parking areas along the New York State Thruway and other major highways. Approximately 300 signs have been posted to raise awareness and encourage motorists to pull into these sites to use their mobile devices.

One of the programs that continues to assist police agencies in implementing effective enforcement strategies is the training GTSC offers in the Data Driven Approaches to Crime and Traffic Safety (DDACTS) policing strategy promoted by the National Highway Traffic Safety Administration (NHTSA). In 2013, the GTSC hosted a round table DDACTS training program which was attended by officers from 12 municipal, state and county law enforcement agencies. The round table consisted of presentations by five agencies that use DDACTS where success stories and the challenges of implementing DDACTS were discussed with the police chiefs, commanders, supervisors and analysts in attendance.

## ASSESSMENT OF PROGRESS

### Police Traffic Services Target for FFY 2013

- ❖ Decrease speeding-related fatalities 5 percent from 335 in 2010 to 318 by December 31, 2013

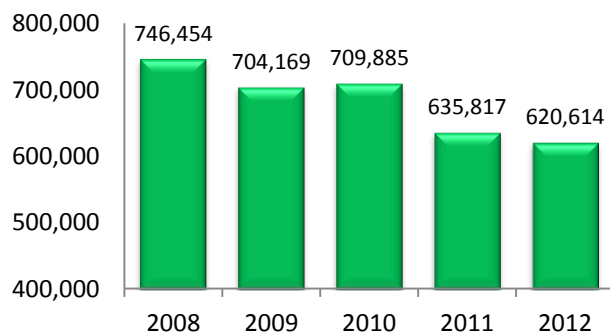
### Status of Performance Measures

The downward trend in speeding-related fatalities between 2008 and 2011 did not continue in 2012. In 2012, fatalities in speed-related crashes increased to 360, an increase of 28 over the previous year. Because of this increase in 2012, it is likely that the reduction target of 318 set for December 31, 2013 will not be reached.



Source: FARS

### TICKETS ISSUED FOR SPEEDING VIOLATIONS



Sources: NYS TSLED and AA systems

Between 2008 and 2012, the number of tickets issued for speeding violations dropped from 746,454 to 620,614, a decrease of 17%. The decline in the number of tickets is likely due to reductions in highway safety funding and competing priorities for enforcement resources.

## Annual Survey of New York State Drivers: Results Related to Speeding

Unsafe speed is one of the three major traffic safety topics included in the survey of drivers conducted annually at five Department of Motor Vehicles offices. Beginning with the 2012 survey, drivers were asked how frequently they exceed the speed limit by more than five miles an hour.

### *How often do you drive more than 5 mph over the speed limit?*

	<u>2012</u>	<u>2013</u>
Always	10.1%	11.1%
Most of the time	27.7%	28.3%
Sometimes	39.9%	36.8%
Rarely	13.3%	13.5%
Never	8.9%	10.2%

Source: 2012-2013 Driver Behavior Surveys

- The frequency of speeding reported by drivers was very similar in 2012 and 2013.
- In 2013, 39% of the drivers surveyed said that they either “always” (11%) or “most of the time” (28%) exceed the speed limit by more than 5 mph; 37% said “sometimes” and 24% said “rarely” (14%) or “never” (10%).

In all four surveys conducted 2010-2013, drivers were asked their perceptions of the risk of being ticketed for speeding if they were driving more than 5 mph over the speed limit.

### *What do you think the chances are of getting a ticket if you drive more than 5 mph over the speed limit?*

	<u>2010</u>	<u>2011</u>	<u>2012</u>	<u>2013</u>
Always	8.7%	8.6%	6.3%	8.1%
Most of the time	14.4%	13.0%	12.2%	12.9%
Sometimes	35.1%	32.4%	37.1%	36.7%
Rarely	31.8%	35.4%	35.0%	33.1%
Never	10.0%	10.7%	9.4%	9.3%

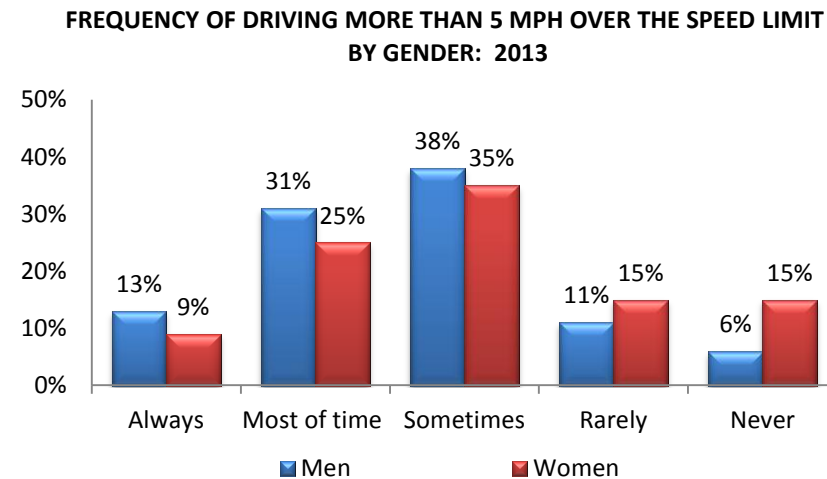
Source: 2010-2013 Driver Behavior Surveys

- In 2013, the perception of the risk of getting a ticket for speeding increased slightly after declining the previous year. The proportion of drivers who thought they would get a ticket “always” or “most of the time” increased from 19% in 2012 to 21% in 2013.
- The proportion of drivers who thought they would “rarely” or “never” be ticketed for driving more than 5 mph over the speed limit decreased slightly from 44% in 2012 to 42% in 2013.



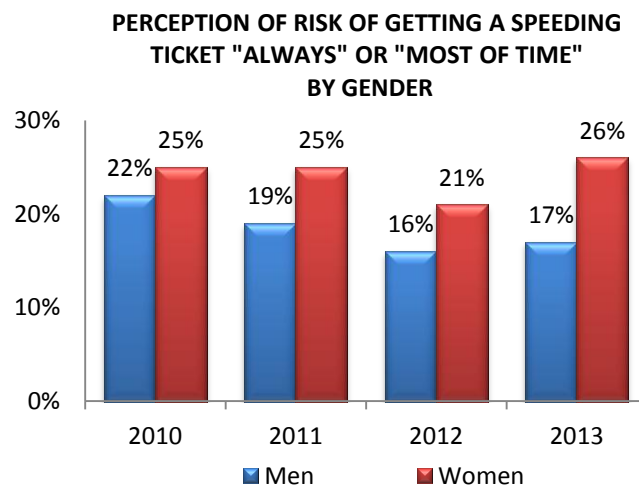
## Differences by Gender

Reported behaviors and perceptions related to speeding differed between men and women and among drivers in different age groups.



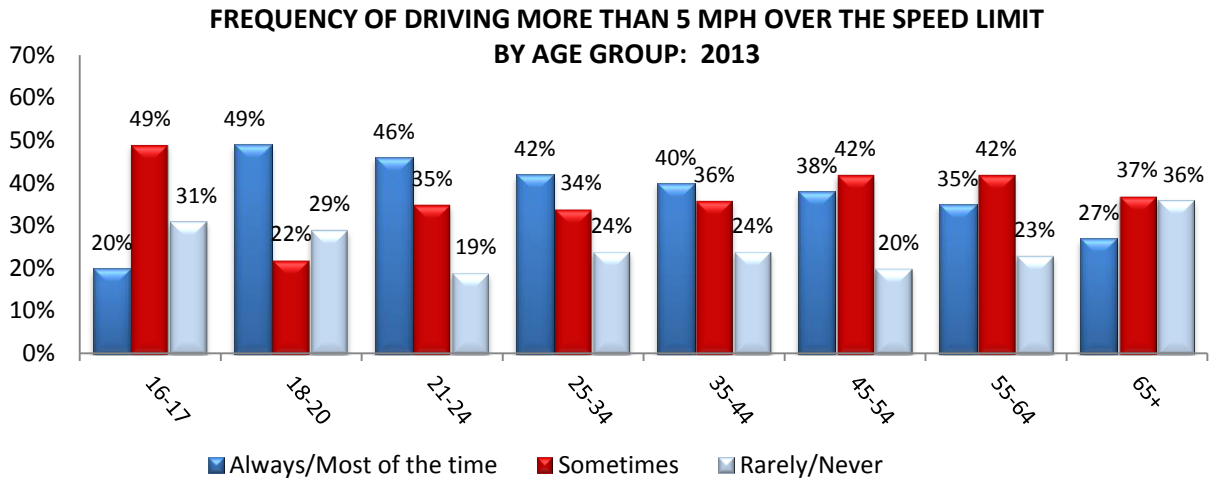
Source: 2013 Driver Behavior Survey

- In the 2013 survey, men were more likely than women to report that they speed “always” (13% vs. 9%) or “most of the time” (31% vs. 25%).
- Women were more than twice as likely to men to say that they “never” drive more than 5 mph over the speed limit (15% vs. 6%).
- Women were primarily responsible for the overall increase in the perception of the risk of getting a speeding ticket in 2013.
- Between 2012 and 2013, the proportion of women who thought that a driver would receive a ticket “always” or “most of the time” increased from 21% to 26%.
- In comparison, there was only a slight increase in the proportion of men who thought they would receive a ticket for driving more than 5 mph over the speed limit (17% in 2013 vs. 16% in 2012).



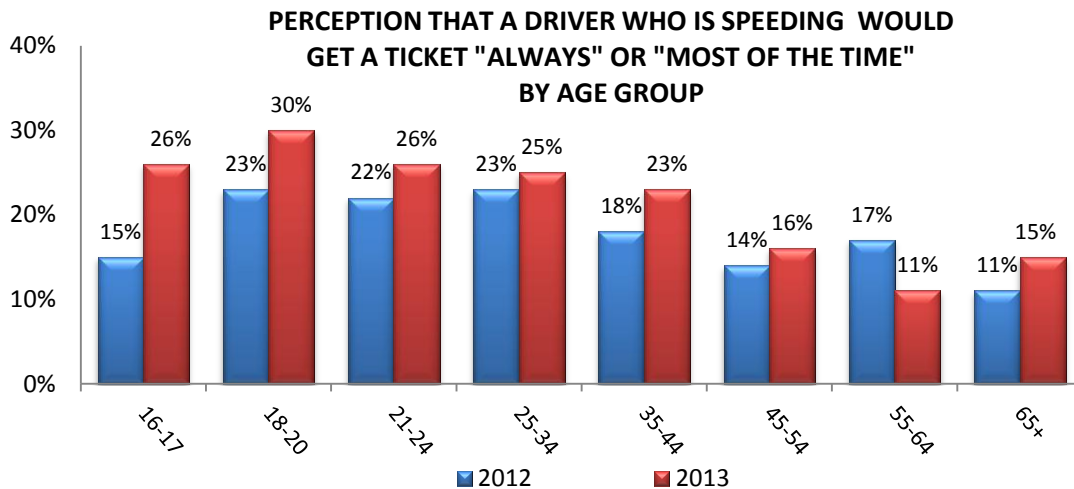
Source: 2010-2013 Driver Behavior Surveys

## Differences by Age



Source: 2013 Driver Behavior Survey

- Excluding the youngest age group (16-17 year olds), the frequency of speeding reported by drivers consistently declined with age. In 2013, drivers in the 18-20 (49%) and 21-24 (46%) age groups were the most likely to say they exceed the speed limit “always” or “most of the time” compared to 35% and 27% in the two oldest age groups (55-64 and 65 and over, respectively).
- Drivers age 65 and older were most likely to say they “rarely” or “never” speed (36%) followed by drivers 16 and 17 years of age (31%).



Source: 2012-2013 Driver Behavior Surveys

- In general, the perception of the risk of getting a ticket for speeding decreases with age; in 2013, 26%-30% of the drivers in the three youngest age groups thought a driver would get a ticket always/most of the time compared to only 11%-16% of the drivers in the three oldest age groups.
- With the exception of drivers 55-64 years of age, the perception of risk of getting a speeding ticket increased in every age group between 2012 and 2013.

## Annual Survey of New York State Drivers: Results Related to Distracted Driving

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

<i>How often do you send or receive text messages while driving?</i>		
	<u>2012</u>	<u>2013</u>
Always	3.6%	2.9%
Most of the time	5.7%	5.9%
Sometimes	18.8%	21.5%
Rarely	21.2%	21.5%
Never	50.6%	48.2%

Source: 2012-2013 Driver Behavior Surveys

- In 2013, 52% of the drivers reported that they send or receive text messages while driving; 9% said that they text while driving “always” (3%) or “most of the time” (6%).
- The reported frequency of texting while driving was very similar in 2012 and 2013; in each survey, approximately 9% of drivers said they text “always” or “most of the time” while driving.

<i>How often do you talk on a cell phone while driving?</i>		
	<u>2012</u>	<u>2013</u>
Always	3.0%	2.0%
Most of the time	6.2%	6.3%
Sometimes	27.3%	26.8%
Rarely	28.0%	27.9%
Never	35.5%	37.0%

Source: 2012-2013 Driver Behavior Surveys

- In 2013, 63% said that they talk on a cell phone while driving with 8% reporting that they use a cell phone “always” (2%) or “most of the time” (6%).
- The reported frequency of talking on a cell phone while driving was also very similar in 2012 and 2013.

Since New York’s law allows the use of hands free cell phones, the 2013 survey included a new question about the use of hand-held cell phones while driving. Nearly four out of 10 respondents (39%) said they use a hand-held device in violation of the law at least “sometimes” when they talk on a cell phone while driving.

***When you talk on a cell phone while driving, how often do you use a hand-held phone?***

	<u>2013</u>
Always	15.2%
Most of the time	10.1%
Sometimes	13.7%
Rarely	13.2%
Never	27.6%
Don't use a cell phone	20.2%

Source: 2013 Driver Behavior Survey

Drivers were also questioned about their perceptions of the risk of receiving a ticket for texting or talking on a cell phone in violation of the law. After addressing this topic in a single question in 2012, the 2013 survey included separate questions regarding the perception of risk of being ticketed for talking on a hand-held phone and for texting.

***What do you think the chances are of getting a ticket if you text or talk on a cell phone while driving?***

	<u>2012</u>
Always	16.1%
Most of the time	22.1%
Sometimes	38.9%
Rarely	16.6%
Never	6.2%

***What do you think the chances are of getting a ticket if you talk on a hand-held cell phone while driving?***

	<u>2013</u>
Always	17.9%
Most of the time	25.9%
Sometimes	37.5%
Rarely	12.1%
Never	6.6%

***What do you think the chances are of getting a ticket if you text while driving?***

	<u>2013</u>
Always	18.7%
Most of the time	22.6%
Sometimes	33.3%
Rarely	17.8%
Never	7.6%

Source: 2012-2013 Driver Behavior Surveys

- In general, the perception of risk of getting a ticket for cell phone or texting violations increased somewhat in 2013; in 2013, 44% and 41%, respectively, thought drivers would be ticketed “always” or “most of the time” for cell phone violations and texting violations compared to 38% in 2012.
- Drivers thought the risk of being ticketed for texting was lower than the risk for talking on a hand-held phone; 26% thought they would “rarely” (18%) or “never” (8%) be ticketed for texting compared to 19% (12% rarely and 7% never) for using a cell phone illegally.

The final question on this topic assessed awareness and perceptions of the dangers of distracted driving. While the 2012 survey asked drivers about the effects of using a cell phone to talk or text while driving, the 2013 survey question focused specifically on the effect of texting on safety.

<i>Do you think using a cell phone to talk or text affects a driver’s ability to drive safely...</i>	
	<u>2012</u>
A great deal	67.9%
Somewhat	25.6%
Not at all	6.4%
<i>Do you think texting affects a driver’s ability to drive safely...</i>	
	<u>2013</u>
A great deal	83.9%
Somewhat	12.8%
Not at all	3.3%

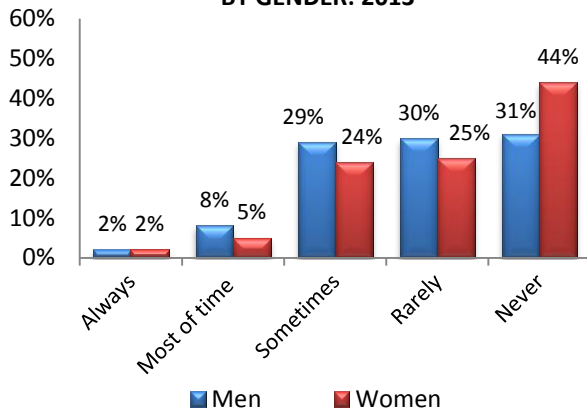
Source: 2012-2013 Driver Surveys

- In 2012, over two-thirds of the respondents (68%) thought that using a cell phone impairs a driver’s ability to drive safely “a great deal” and another quarter (26%) said a driver’s ability would be affected “somewhat”. Only 6% thought that using a cell phone while driving does not affect driving ability.
- 84% of the respondents surveyed in 2013 thought that texting affects driving ability “a great deal”; only 3% thought it has no adverse effect on driving indicating a substantial increase in public awareness of the dangers of texting over the previous year.

Further analyses by driver characteristics showed differences in behaviors and perceptions related to distracted behavior by gender and age.

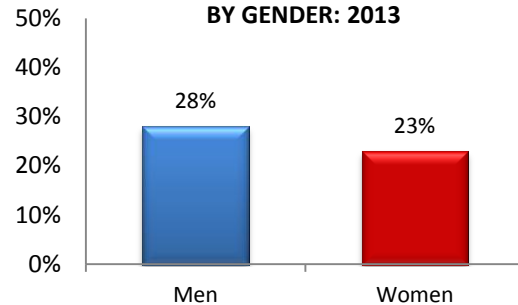
## Differences by Gender

**FREQUENCY OF TALKING ON A CELL PHONE WHILE DRIVING BY GENDER: 2013**



Source: 2013 Driver Behavior Survey

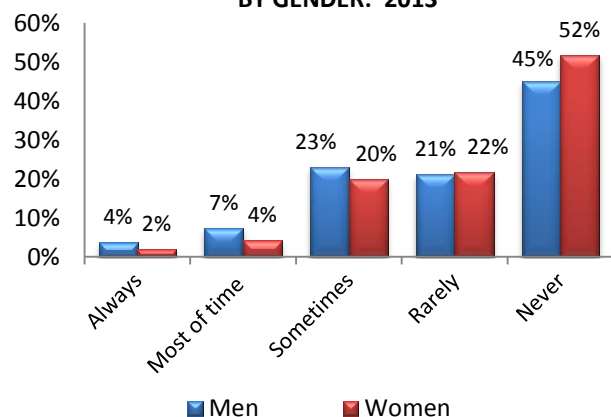
**DRIVERS WHO "ALWAYS/MOST OF THE TIME" USE A HAND-HELD PHONE WHEN THEY TALK ON A CELL PHONE WHILE DRIVING BY GENDER: 2013**



Source: 2013 Driver Behavior Survey

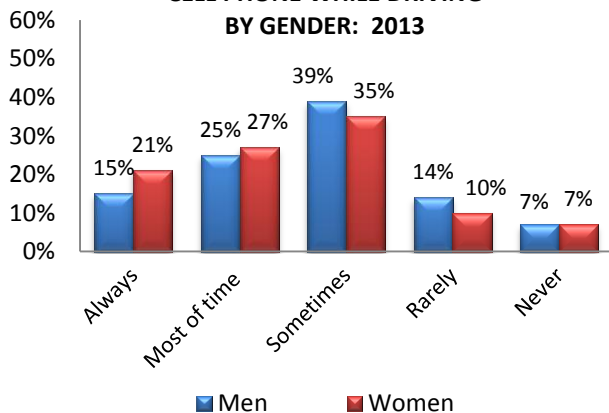
- Men are more likely than women to talk on a cell phone while driving (69% vs. 56%); 10% of men and 7% of women said they talk on a cell phone while driving “always” or “most of the time”.
- Only 31% of men said they never use a cell phone while driving compared to 44% of women.
- Men are also more likely to use a hand-held phone; 28% of men vs. 23% of women said they “always/most of the time” use a hand-held phone when they talk on a cell phone while driving.
- Men are also more likely than women to report that they text while driving (55% vs. 48%)
- 11% of men and 6% of women text while driving “always” or “most of the time”, nearly identical to the proportions of men (10%) and women (7%) who talk on a cell phone while driving.
- Only 45% of men and 52% of women said they never send or receive text messages while driving.

**FREQUENCY OF SENDING OR RECEIVING TEXT MESSAGES WHILE DRIVING BY GENDER: 2013**



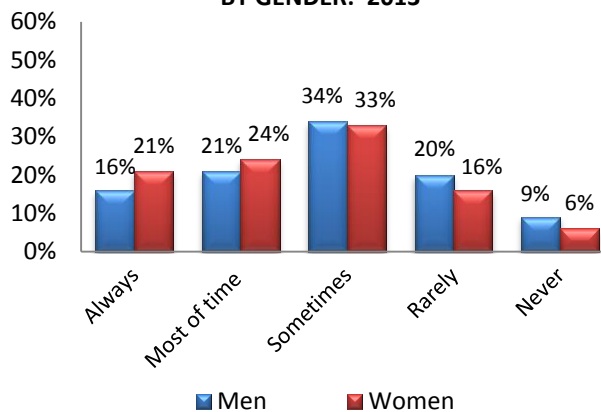
Source: 2013 Driver Behavior Survey

**PERCEPTION OF THE RISK OF GETTING A TICKET FOR TALKING ON A HAND-HELD CELL PHONE WHILE DRIVING BY GENDER: 2013**



Source: 2013 Driver Behavior Survey

**PERCEPTION OF THE RISK OF GETTING A TICKET FOR TEXTING WHILE DRIVING BY GENDER: 2013**

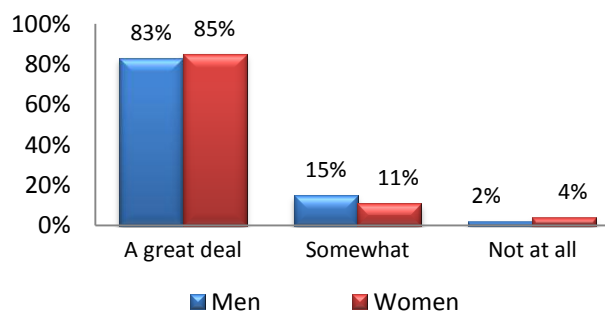


Source: 2013 Driver Behavior Survey

- The perception of risk of getting a ticket for talking on a hand-held cell phone while driving was higher among female drivers; 48% of women thought a driver would be ticketed “always” or “most of the time” compared to 40% of men.
- 21% of men thought they would “rarely” or “never” be ticketed for using a hand-held phone while driving compared to 17% of women.
- Among both men and women, the risk of getting a ticket for texting was perceived as somewhat lower than the risk of being ticketed for talking on a hand-held cell phone; 37% of men and 45% of women thought they would “always” or “most of the time” get a ticket for texting compared to 40% of men and 48% of women for talking on a hand-held phone.
- 29% of men thought they would “rarely” (20%) or “never” (9%) be ticketed for texting compared to 22% of women.

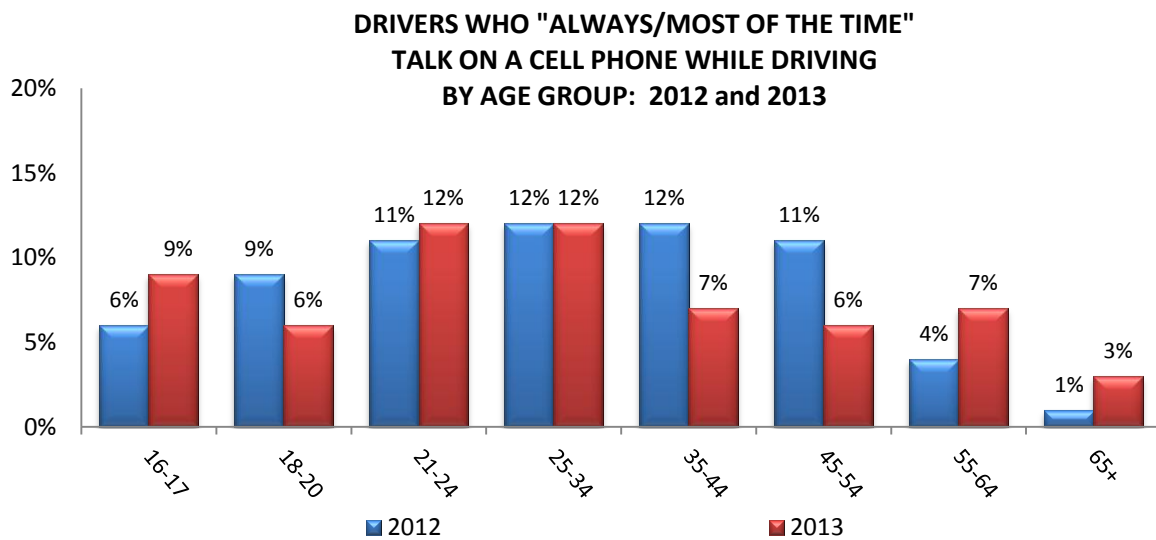
- The large majority of both men (83%) and women (85%) thought texting affected a driver’s ability to drive safely “a great deal”.

**PERCEPTION OF HOW TEXTING AFFECTS ABILITY TO DRIVE SAFELY BY GENDER: 2013**



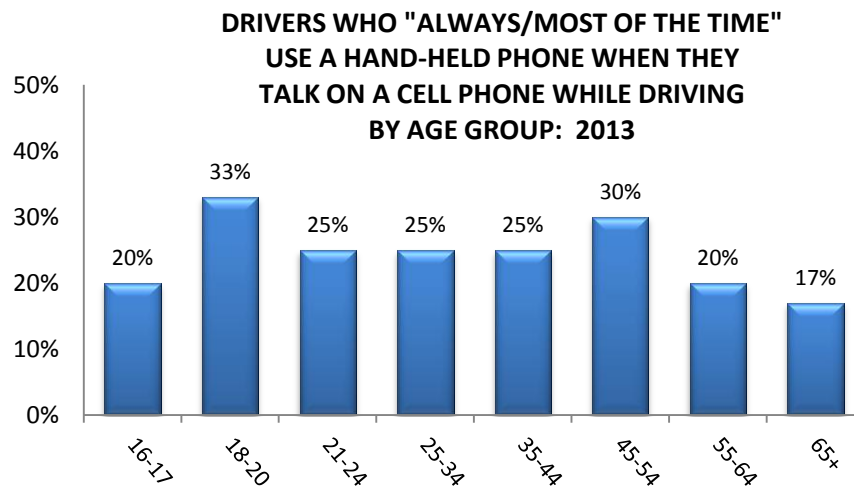
Source: 2013 Driver Behavior Survey

## Differences by Age



Source: 2012-2013 Driver Behavior Surveys

- In both the 2012 and 2013 surveys, drivers in the 21-24 and 25-34 age groups were most likely to report that they talk on a cell phone while driving “always” or “most of the time”.
- Between 2012 and 2013, the largest increases in the proportion of drivers who reported they “always/most of the time” talk on a cell phone while driving were among the youngest drivers (16-17) and drivers age 55 and older.

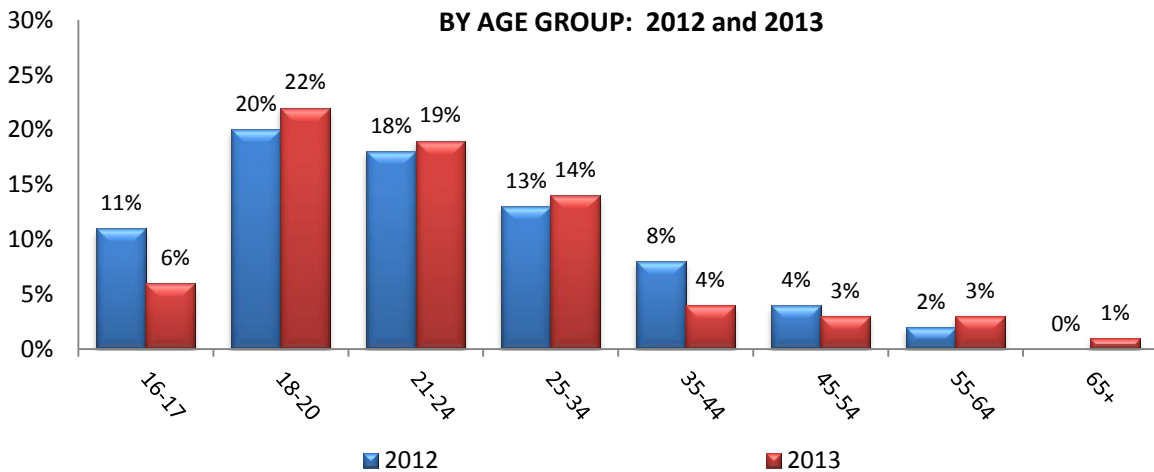


Source: 2013 Driver Behavior Survey

- Drivers 18-20 years of age, followed by drivers 45-54 years of age were the most likely to report they use a hand-held cell phone when they talk on the phone while driving (33% and 30% of these drivers, respectively, use a hand-held cell phone “always/most of the time”).



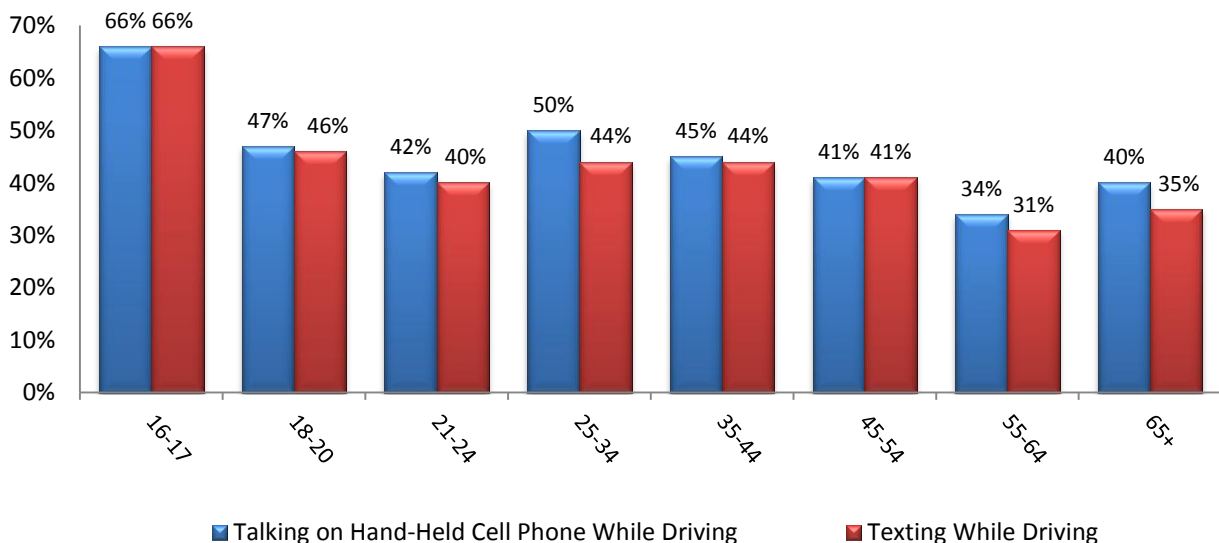
**DRIVERS WHO "ALWAYS/MOST OF THE TIME"  
TEXT WHILE DRIVING  
BY AGE GROUP: 2012 and 2013**



Source: 2012 -2013 Driver Behavior Surveys

- In both the 2012 and 2013 surveys, drivers in the 18-20 age group, followed by the 21-24 age group were most likely to report that they “always” or “most of the time” send or receive text messages while driving.
- Between 2012 and 2013, the proportion of drivers who reported they “always/most of the time” text while driving increased among drivers 18-34 years of age and among drivers 55 and older.

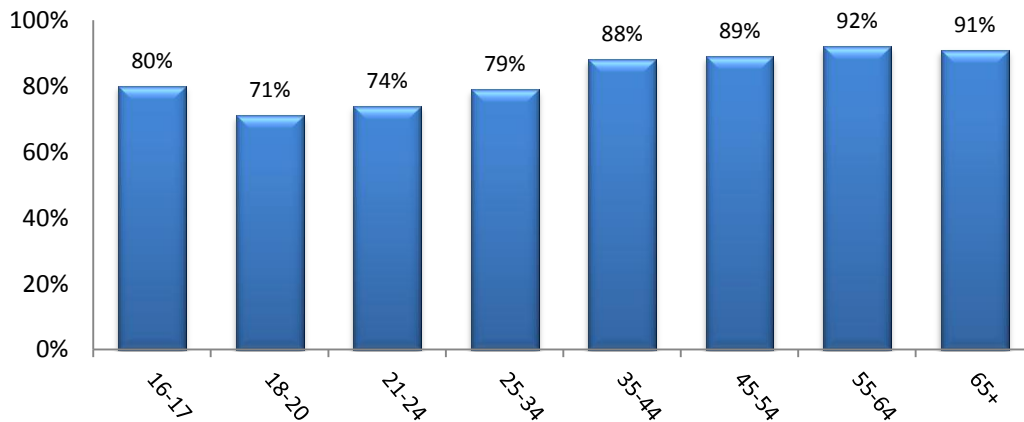
**PERCEPTION THAT DRIVERS WOULD RECEIVE A TICKET  
"ALWAYS" OR "MOST OF THE TIME"  
FOR TALKING ON A HAND-HELD CELL PHONE OR TEXTING WHILE DRIVING  
BY AGE GROUP: 2013**



Source: 2013 Driver Behavior Survey

- Respondents in the youngest age group (16-17) were more likely than any other age group to think a driver would receive a ticket “always” or “most of the time” if they were talking on a hand-held phone (66%) or texting while driving (66%).
- Among drivers 18 years of age and older, the perception of risk of being ticketed for talking on a hand-held phone while driving ranged from 34% for ages 55-64 to 50% for ages 25-34.
- In general, the perception of risk of being ticketed for texting was somewhat lower; between 31% and 46% of the drivers in age groups over age 18 thought they would be ticketed “always” or “most of the time” for texting while driving.

**PERCEPTION THAT TEXTING WHILE DRIVING AFFECTS  
ABILITY TO DRIVE SAFELY "A GREAT DEAL"  
BY AGE GROUP: 2013**



*Source: 2013 Driver Behavior Survey*

- The proportion of drivers who thought texting affects the ability to drive safely generally increased with age, ranging from a low of 71% among drivers ages 18-20 to a high of 92% among drivers ages 55-64.

## **POLICE TRAFFIC SERVICES PROJECTS AND ACTIVITIES FUNDED IN FFY 2013**

New York used a data-driven approach to identify a comprehensive set of strategies for the state’s Police Traffic Services program that collectively will contribute to progress in meeting the state’s highway safety targets set in the FFY 2013 HSSP. Included under the strategies listed below are descriptions of selected projects that highlight the activities undertaken. The complete list of projects implemented in FFY 2013 is included as Appendix A. The project number, amount of funds awarded and a brief description are provided for each project.

## Enforcement of Traffic Violations

Traffic enforcement performs a vital role in New York's efforts to reduce crashes, injuries and fatalities and significant funding is awarded to law enforcement agencies each year. The specific strategies implemented by these agencies are described under the Police Traffic Services program as well as other program areas including impaired driving, occupant protection and motorcycle safety. Enforcement deployment strategies are continually evaluated and adjusted to accommodate shifts and changes in priorities and ensure continued progress toward the established performance targets.



### Selective Traffic Enforcement Programs

As in past years, the GTSC provided support to a number of municipalities through its "Selective Traffic Enforcement Program (STEP) to Reduce Unsafe Driving Behavior". This project, directed toward local traffic safety problems including, but not limited to, speeding, aggressive driving, distracted driving, motorcycle and pedestrian issues, is designed to reduce crashes by targeted traffic law enforcement. The concept is applicable to agencies of all types and sizes with funds provided to the New York City Police Department with a sworn complement exceeding 30,000 as well as to numerous small police departments staffed only by part-time personnel.

The effects of decreased GTSC funding levels continued in FFY 2013 resulting in smaller grant awards for most agencies and subsequently fewer dedicated traffic enforcement details. In addition to the reduction in funding, many agencies experienced contractually required salary increases that further reduced the total hours of enforcement provided by the grants. Despite these issues, many law enforcement agencies continued to have positive impacts on traffic safety within their individual communities.

Examples of the programs funded under the STEP grant program in FFY 2013 are provided below.

- Located in Steuben County, the City of Corning with a population of 11,180 has reported a steady decrease in personal injury crashes over the past three years with a reduction of 22.4% in 2012 as compared to the previous year. This measurable decrease was due in part to a general improvement in total ticket output but especially to an increase of over 100% in citations written for cell phone and electronic device usage in 2012 as compared to 2011 figures. The City of Corning Police Department has a patrol force of 21 fulltime officers and is responsible for 65 road miles within the municipality.
- The City of Auburn is located in Cayuga County; its police department consists of 42 sworn officers who are responsible for 100 road miles and a population exceeding 27,500. In 2012, as a result of consistent traffic law enforcement efforts, total reported crashes fell by 12% and those involving personal injury by 42.8% as compared to the previous year. The Auburn Police Department reports that only 7% of its crashes in 2012 involved personal injury.
- Located in the Hudson Valley region in Orange County, the four square mile City of Middletown is a densely populated and diverse community of 28,000 residents. The community is served by a full-time police department of 68 sworn officers and lies in a heavily traveled traffic corridor of the state due to its connection to Interstate 84, commuter traffic and proximity to New York

City, along with its busy thoroughfares and routes that serve motorists traveling to local businesses and residential areas, a large number of pedestrians that include children walking to school and younger drivers commuting to the local community college and high school. The Middletown Police Department has focused its enforcement efforts on these high traffic areas and has been successful in reducing overall crashes in 2012 by 17% from the previous year. More importantly, personal injury crashes decreased by 36% over a three-year period (from 221 in 2010 to 141).

- Located in Schenectady County, the Town of Niskayuna is a community of 21,000 residents that is served by a police department of 27 officers. Three major state highways (State Routes 5, 7 and 146) traverse the town and serve as key thoroughfares and commuter routes between the cities of Albany and Schenectady and a primary travel corridor into the growing southern Saratoga County region. As a result of the Niskayuna Police Department's increased traffic enforcement efforts in 2012, crashes overall decreased by 16% over the last three years with 695 crashes reported and associated personal injury crashes decreased by 9% with 124 crashes investigated. The agency's focus on aggressive driving and cell phone violations was a major contributor to the success of the enforcement efforts with the number of tickets issued for these violations increasing by 25% and 19%, respectively.
- The Village of Ilion with a population of over 8,000 residents is the largest community in Herkimer County and is served by a police department of 10 full-time sworn officers. The village is widely recognized as home to the Remington Arms Company, a renowned manufacturer of firearms for both the private and public sectors. The Ilion Police Department maintains a consistent focus in its data-supported selective traffic enforcement program that directs its high visibility enforcement efforts by location, time and crash contributing violations. As a result of the agency's well-defined and directed efforts, especially in their State Route 51, Central Avenue and Main Street corridors, total crashes reported in 2012 were reduced to 223, a 30% decrease over the last three-year period. The agency has also maintained a three-year average of 29 personal injury crashes, with no fatal crashes on record. The Ilion Police Department attributes their successful traffic safety program to its sustained enforcement activity that has increased in the areas of total, aggressive driving and cell phone tickets issued. These areas of enforcement, in addition to tickets issued for speed violations, have remained above the three-year averages.
- Suffolk County with its population of nearly 1.5 million is served by the 2,384 sworn officers of the Suffolk County Police Department. According to statewide data, this large and multifaceted county includes 5,100 road miles and has the most licensed drivers (over 1.07 million) and registered vehicles (over 1.22 million) in the state. These demographics along with its crash statistics, enforcement data, and department initiatives paint a picture of the enormity of traffic safety challenges confronting the Suffolk County Police Department throughout the year. Through its directed enforcement efforts that are coordinated by the commanding officers of the department's seven precincts, over 203,000 total tickets were issued in 2012 which attributed to declines in crashes in all reporting categories. Total crashes declined by 4% to 46,897, fatal crashes dropped to 95, a 10% reduction from the previous year, and personal injury crashes showed an 8% decline over that last three-year period with 6,616 crashes investigated. Tickets issued for speeding and aggressive driving tickets, major contributors to many crashes, increased by notable margins, with speeding tickets up by 41% (14,836 tickets issued), and tickets for aggressive driving violations up by 11% (17,672 tickets issued).

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



- In FFY 2013, through the block grant administered by the Albany County Traffic Safety Board, significant progress was made in increasing enforcement efforts and subsequently reducing crashes and their negative consequences. This project involved the participation of 12 law enforcement agencies from the county, cities, towns, villages and a local university. The agencies are collectively responsible for a resident population of over 305,000 and approximately 2,000 road miles; the combined sworn complement of the 12 agencies was 469 patrol officers who included 421 full-time and 48 part-time personnel. As a result of the agencies’ combined activity, between 2011 and 2012 total tickets increased countywide by 2%, speeding tickets by 5% and those issued for aggressive driving violations by 36%. This increased enforcement activity led to significant decreases in total reported crashes (12%), fatal crashes (35%) and personal injury crashes (7%).

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

- The State University of New York (SUNY) at Oswego Police Department serves a student population of 10,000 with a complement of 10 patrol officers. This “city within a city” has unique traffic issues associated with a college environment with young inexperienced drivers connected through cell phones and texting. During FY 2013, the agency made considerable strides in improving traffic safety on the Oswego campus. Overall ticket production on the agency’s STEP grant increased by 9% and crashes were reduced by 18%. The Speed Spy unit on campus indicated a peak in speeding during the middle of the day, particularly between 11am and 1pm, and enforcement efforts were concentrated during that time period. Speed enforcement peaked in 2012 with 354 total tickets issued for speeding, the most ever written by the agency. So far in 2013, nearly 200 speeding tickets have been issued by the agency making their level of enforcement fairly consistent with the previous year. The agency also wrote a large number of tickets for distracted driving throughout the year.

### **State Police Speed Enforcement Programs**

The New York State Police were awarded a grant to conduct speed enforcement initiatives during FFY 2013. The primary focus was on rural and non-interstate highways that have the greatest percentage of highway fatalities. A secondary focus of the enforcement efforts was on interstates including the Thruway.

In FFY 2013, 14,782 hours of overtime were allotted for Sustained Zone Enforcement. An additional 1,004 hours were assigned to Troop T’s Operation Brake program. These overtime speed details produced 19,618 speeding tickets and 16,954 tickets for other violations.

- Troop T (NYS Thruway) Operation Brake Details were conducted in the spring and summer using a blitz enforcement model during two specific peak crash periods: the Memorial Day and Labor Day periods. Operation Work Brake also targets speed and aggressive driving in work zones. A total of 4,632 tickets were issued this year.

- The New York State Police also used their own resources to run two successful week-long traffic enforcement programs targeting speeders called Speed Week. The first campaign was conducted April 1-7, 2013 and the second detail, conducted August 11-17, 2013, coincided with the annual NASCAR racing event at Watkins Glen International Raceway. Concentrated enforcement by the State Police during these periods yielded 18,384 speed-related tickets.

### **Sheriffs' Cooperative Rural Traffic Safety Initiative**

In FFY 2013, GTSC supported the traffic law enforcement efforts of 13 Sheriffs' Offices through a grant to the New York State Sheriffs' Association (NYSSA). Sheriffs in the counties of Cayuga, Genesee, Livingston, Madison, Ontario, Orleans, Oswego, Schenectady, Seneca, Steuben, Wayne, Wyoming and Yates received funding through the project. The Sheriff Offices in all of the counties received funding for traditional STEP patrols; in addition, support was provided for preliminary DDACTS efforts in the Sheriff's Offices in Genesee, Livingston, Madison, Ontario and Wayne counties. DDACTS encourages the use of local crash and crime data to more efficiently deploy patrol units and is designed to promote flexibility in addressing local traffic safety problems. Although the funding is primarily used for enforcement, a portion of the funding is available to support other related traffic safety efforts.

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

- The Genesee County Sheriff's Office reported that 623 funded hours were expended resulting in the issuance of 920 traffic summonses with 451 or 49% written for speeding, 90 for aggressive driving-related violations and the remaining 379 for other violations. In addition, as a result of these dedicated patrols, four warranted arrests were made as were three for Aggravated Unlicensed Operation, one DWI and 11 for various miscellaneous misdemeanor arrests. It was further noted that approximately 61% of all the tickets written were issued by patrols funded by GTSC funds (The Rural Traffic Enforcement Initiative); clearly, without these funds traffic safety/enforcement efforts would be seriously reduced in Genesee County. The increasing calls for service workload for routine patrols, especially inmate transports, have limited the time deputies have available for traffic enforcement. These funds allow the agency to put motivated, traffic safety minded deputies out into the field for the express purpose of improving traffic safety.
- The Livingston County Sheriff's Office continued to be a major player in this project. During the grant period, a total of 674 hours were devoted to the project with 621 dedicated solely to enforcement efforts and an additional 53 to proactive traffic management/enforcement issues. As a result of these efforts, a total of 292 dedicated traffic patrols were assigned by data priority to the 15 townships in the county. Special attention was given to Interstate 390 (41 patrols), Route 36 (35 patrols), Routes 5 and 36 (32 patrols each) and Routes 15A and 63 (30 patrols each). These activities resulted in 727 tickets issued for an average output of approximately one ticket per enforcement hour.

While the enforcement emphasis was on aggressive driving violations, it is noteworthy that during FFY 2013, the Livingston County Sheriff's Office cited drivers for 56 cell phone violations, nine texting violations and 43 seat belt infractions. As with aggressive driving, cell phone use, texting and lack of seat belt usage contribute to traffic crashes, property damage, personal injuries and fatalities within the county.

## **Data Driven Approaches to Crime and Traffic Safety (DDACTS)**

Since FFY 2012, the Governor's Traffic Safety Committee has actively partnered with the National Highway Traffic Safety Administration (NHTSA) and the International Association of Directors of Law Enforcement Standards and Training (IADLEST) in promoting and hosting a series of regional Data Driven Approaches to Crime and Traffic Safety (DDACTS) Implementation Workshops in New York State. This innovative and proven operational model integrates location-based crime and traffic crash data to determine the most effective and efficient methods for deploying law enforcement and other resources. Drawing on the deterrent value of high visibility traffic enforcement and the knowledge that crimes often involve motor vehicles, the goal of DDACTS is to reduce crime, crashes, and traffic violations, thereby improving the quality of life and reducing social harm in our communities. DDACTS uses geo-mapping to identify areas of high incidence of crime and crash "hot spots" where targeted traffic enforcement strategies simultaneously reduce crime, crashes and traffic violations.

GTSC, NHTSA, and its supporting partners are committed in their efforts to continue in offering DDACTS Implementation Workshops statewide. Workshops are intensive 16-hour peer-led training programs designed to assist and facilitate law enforcement agencies interested in adopting the DDACTS model. They are comprised of a series of interactive sessions between a team of Subject Matter Experts (SMEs) and their counterparts from the participant agencies. Workshops are strategically scheduled and located to accommodate on average six to ten law enforcement agencies where agency-specific action plans are developed to implement and achieve desired outcomes. The next Implementation Workshop is scheduled for November 13-15, 2013 in Ulster County.



In FFY 2013, GTSC, in cooperation with NHTSA Region II and IADLEST, held its first DDACTS Follow-Up Roundtable on September 4<sup>th</sup> in Latham, NY. In addition to inviting all agencies who attended one of the four previous training workshops, invitations were also extended to departments who have expressed an interest in learning more about the operational model. The purpose of the Roundtable was to identify common needs, challenges and issues, as well as to highlight success stories by agencies related to DDACTS implementation. Law enforcement officials and staff representing 13 individual law enforcement agencies attended the one-day roundtable. A highlight of the event was when members from the Schenectady, Kingston and Tonawanda Police Departments, and the Madison and Ontario County Sheriff's Offices made presentations on their DDACTS implementation strategies, challenges, tactics, and the results that have been achieved.

## **Distracted Driving Enforcement Projects**

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

### ***White Plains Department of Public Safety***

The Department of Public Safety received a highway safety grant to address the issue of distracted driving in White Plains. In FFY 2013, the grant funding was used to conduct 14 distracted driving details. Enforcement teams issued a total of 275 summonses, including 252 for distracted driving violations.

### ***New York State Police Distracted Driving Program***

During FFY 2013, the New York State Police conducted several successful initiatives related to distracted driving, in particular, the new texting law. Over 11,000 hours of overtime were used to complete over 960 distracted driving details around the state, resulting in the issuance of 9,692 tickets for distracted driving violations.

The State Police also conducted an additional distracted driving traffic enforcement program called “Operation Hang Up.” The focus of the detail centered on motorists who use their cell phone and other electronic devices while driving. “Operation Hang Up” was implemented during two time periods: November 21-25, 2012 and April 22-28, 2013. The two waves yielded 4,010 tickets for talking and texting while driving.

### **TICKETS ISSUED BY STATE POLICE DURING DISTRACTED DRIVING DETAILS IN FFY 2013**

<b>V &amp;T Violation</b>	
1225C	7,876
1225D	1,816
<b>Total 1225 C&amp;D</b>	<b>9,692</b>
Other V&T	8,916
<b>Total 1225 &amp; Other V&amp;T</b>	<b>18,608</b>

### **Operation Safe Stop**

Passing a stopped school bus is a dangerous driving behavior occurring over 50,000 times each school day in New York State. To reduce the frequency of this behavior and better protect children while they are in the process of getting on and off school buses, the GTSC, in conjunction with a number of other concerned agencies and organizations, has developed a program entitled Operation Safe Stop. The program brings together law enforcement and the pupil transportation community to keep our children safe during the boarding and disembarking of school buses.



On April 18, 2013, a statewide Operation Safe Stop enforcement program was held to educate motorists on the dangers of passing stopped school buses. Compared to earlier years, fewer police agencies participated in this year’s event resulting in lower numbers of tickets being issued. A total of 64 police agencies representing 28 counties participated in the one-day event resulting in 98 tickets for passing a stopped school bus (VTL 1174) and 1,002 tickets for other traffic violations. The large drop in VTL 1174 citations occurred because several of the state’s major police departments did not participate in the enforcement program this year.

### **OPERATION SAFE STOP: 2007-2013**

	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2012-13 Change</b>
Participating Counties	38	41	37	45	49	35	28	<b>-7</b>
Police Agencies	90	106	97	110	143	85	64	<b>-20</b>
Officers Assigned (*no count provided by NYPD)	908	955*	862*	912*	967*	781	599	<b>27</b>
Passing Stopped School Bus Violations (VTL Section 1174A)	1,035	1,171	1,697	1,440	1,603	1,316	98	<b>-1,218</b>
Other Tickets Issued	3,137	3,892	1,930	2,266	2,276	1,201	1,002	<b>-194</b>



### Statewide Law Enforcement Liaison Program

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

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

### Empire State Law Enforcement Traffic Safety Conference

In 2013, the New York State Police hosted the 12<sup>th</sup> annual Empire State Law Enforcement Traffic Safety Conference in Rochester, NY. Underwritten with the support of the Governor's Traffic Safety Committee, this forum was developed with a "by law enforcement-for law enforcement" focus. The conference provided training to more than 300 law enforcement and traffic safety professionals from throughout New York State. This two-day forum provides attendees with instruction on contemporary traffic safety issues, trends in enforcement and technology and the opportunity to network with representatives from over 100 police agencies. The planning committee includes representatives from the New York State Police, Governor's Traffic Safety Committee, New York State Sheriff's Association and New York State Association of Chiefs of Police.



### New York State Law Enforcement Challenge

The New York Law Enforcement Challenge program annually recognizes outstanding performance by law enforcement for their contributions, innovation and excellence in traffic safety. The GTSC coordinates this friendly competition between law enforcement agencies of similar size and types that concentrates on efforts to enforce laws and to educate the public in the areas of occupant restraint, impaired driving and speeding. Challenge applications submitted by agencies document their overall traffic safety efforts in categories of policies and guidelines, training of officers, public information and education, enforcement activities, and the effectiveness of programs. To solicit and build support for the Challenge statewide, and to assist competing departments in the application process, a Law Enforcement Challenge Training Workshop is held each year at the New York Highway Safety Annual Fall Symposium.



The New York Law Enforcement Challenge Awards Ceremony is held each year at the Empire State Law Enforcement Traffic Safety Conference. This year's ceremony was held on April 18<sup>th</sup> in Rochester where over 300 law enforcement officers from across the state were on hand to witness the Town of Bedford P.D., Town of Camillus P.D., Village of Geneseo P.D., Village of Herkimer P.D., Town of Manlius P.D., SUNY at Owego Police, Suffolk County Sheriffs Office, and the SUNY at Buffalo Police receive their awards.



In July 2013, the Village of Geneseo P.D., Town of Manlius P.D., and the State University of New York at Oswego Police were also named as First and Second Place winners in their respective categories in the National Law Enforcement Challenge competition. These agencies received national awards at the Highway Safety Awards Ceremony on October 22<sup>nd</sup> at the Annual IACP Conference in Philadelphia, PA. The Town of Manlius P.D. was also named “The Rookie of the Year” agency in the nation.

## MOTORCYCLE SAFETY

The continuing upward trend in the number of registered motorcycles and motorcycle licenses in New York State highlights the need for an effective Motorcycle Safety Program (MSP) to address safety issues on the roadways. Between 2008 and 2012, there was a 5% increase in registered motorcycles in New York State and an 8% increase in motorcycle licenses. Given the high gas prices and the increasing popularity of motorcycles for both transportation and recreation, these numbers are expected to continue to grow.

### NEW YORK STATE REGISTERED MOTORCYCLES AND MOTORCYCLE LICENSES

	2008	2009	2010	2011	2012	2008-2012 % Change
Registered Motorcycles	328,800	336,359	340,260	345,820	345,409	5.1%
Motorcycle Licenses	636,517	653,544	665,552	675,131	689,266	8.3%

For more than a decade, the Department of Motor Vehicles (DMV) has been responsible for administering and promoting a program of approved motorcycle rider training courses, motorcycle course instructor training and public awareness. The legislatively-mandated motorcycle rider education program is supported through user fees and surcharges on motorcycle registrations and licenses and provides for the motorcycle road test to be waived for drivers who successfully complete an approved course. In FFY 2009, DMV awarded a contract to the Motorcycle Safety Foundation (MSF) to deliver the state's motorcycle rider education program through May 2014. Since taking over responsibility for the program, the MSF has expanded the network of training ranges from 23 to a high of 57, offering rider education at more locations across the state than ever before. As a result of this greater accessibility, the number of students trained annually increased from 13,500 in 2009 to 20,000 in 2012.

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

One of the most successful programs continues to be a specialized training program for law enforcement officers developed through the collaboration of the GTSC, New York State Police, NYS Chiefs of Police and the DMV Motorcycle Safety Program (MSP). The training program provides officers with hands-on knowledge and skills to educate motorcyclists and the public on motorcycle safety, as well as the tools to conduct more effective enforcement. The topics covered in the training include motorcycle safety laws related to equipment and operations, such as USDOT-compliant helmets and licensing, and clues to detect impaired motorcyclists.



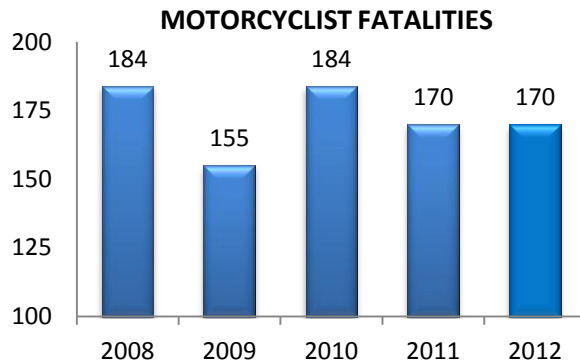
## ASSESSMENT OF PROGRESS

### Motorcycle Safety Targets for FFY 2013

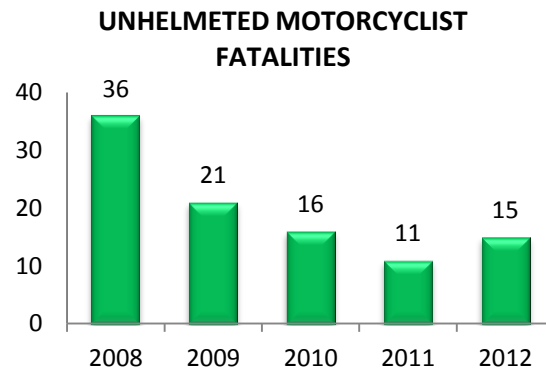
- ❖ To decrease motorcyclist fatalities 10 percent from the 2008-2010 calendar base year average of 174 to 157 by December 31, 2013
- ❖ To decrease unhelmeted motorcyclist fatalities 10 percent from 16 in 2010 to 14 by December 31, 2013
- ❖ To decrease the number of injured motorcyclists 8 percent from the 2009-2011 calendar base year average of 4,673 to 4,299 by December 31, 2013

### Status of Performance Measures

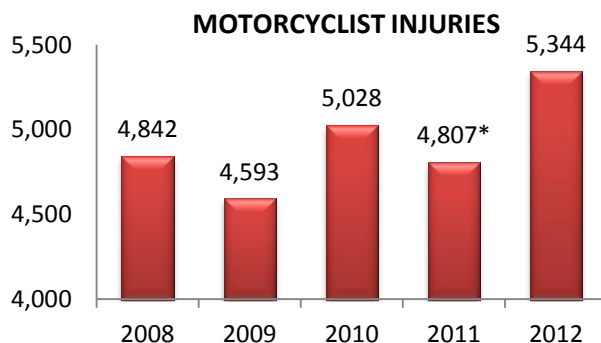
Motorcyclist fatalities continued to fluctuate up and down through 2011 and then remained steady at 170 in 2011 and 2012. Since no further progress was made between 2011 and 2012, the reduction target of 157 set for December 31, 2013 may be difficult to reach. The downward trend in the number of unhelmeted motorcyclist fatalities ended in 2011; in 2012, 15 unhelmeted motorcyclists died in crashes, up from 11 in 2011. Despite this increase, the target of 14 set for the end of calendar year 2013 should still be achievable.



Source: FARS



Source: FARS



\*Revised based on final 2011 AIS data  
Source: NYS AIS

The number of motorcyclists injured in crashes fluctuated up and down between 2008 and 2012. Based on 2012 data available from New York's AIS, the number of motorcyclists injured in crashes increased to 5,344, the highest level of the five-year period. The use of preliminary 2011 data in calculating the reduction target for 2013, coupled with the 11% increase in motorcycle injuries that occurred between 2011 and 2012, indicates that the target of 4,299 will be very difficult to achieve by the end of calendar year 2013.

## MOTORCYCLE SAFETY PROJECTS AND ACTIVITIES FUNDED IN FFY 2013

New York used a data-driven approach to identify a comprehensive set of strategies for the state's Motorcycle Safety program that collectively will contribute to progress in meeting the state's highway safety targets set in the FFY 2013 HSSP. Included under the strategies listed below are descriptions of selected projects that highlight the activities undertaken. The complete list of projects implemented in FFY 2013 is included as Appendix A. The project number, amount of funds awarded and a brief description are provided for each project.

### Educational Programs and Public Awareness

#### Motorcycle Rider Education and Training

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

The rider education program has been in existence since 1996. The MSF-sponsored training sites offer the 15-hour Basic Rider Course® (BRC). Most training sites also offer the Basic Rider Course 2® (BRC2). The BRC2 is a five-hour core curriculum designed for experienced riders to refresh and improve their riding skills. In the BRC2, the students use their own motorcycles to gain practical experience and training in advanced motorcycle skills.

The number of BRC training ranges has more than doubled (from 23 to a high of 57) since MSF entered the program in 2009, with key sites being added in previously underserved areas. The program is able to expand and contract the number of active training ranges throughout the training season depending on public demand for classes. This has led to a decrease in the wait time for course availability. Approximately 180,000 motorcyclists have completed the New York's motorcycle rider program since its inception in 1996.




#### Public Information and Education

For the 2013 observation of National Motorcycle Safety Month and throughout the rest of the year, motorist awareness of motorcycles was a primary focus of the GTSC's public information campaign, as well as the focus of the DMV's motorcycle safety efforts.

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

- The Motorcycle Safety Foundation (MSF), through a grant from the GTSC, purchased and retrofitted a trailer with equipment to become a mobile classroom. The classroom includes a simulator that provides not only the motorist's view of the road, but the motorcyclist's

perception as well. The mobile classroom project has been used at eight school events and over 40 high-profile motorist-related gatherings where more than 100,000 people were reached. The MSF also distributed 1,500 lawn signs with a motorist awareness message during these events.

- Through a collaborative effort involving DMV, GTSC and the New York State Broadcasters Association, 30-second radio and TV non-commercial sustaining announcements (NCSAs) were developed and aired promoting the message “Share the Road With Motorcycles.”
- The NYS Department of Transportation used variable message signs to promote the “Watch for Motorcycles” slogan on high crash corridors and during large motorcycle events.
- Magnetic signs with the “Watch for Motorcycles” message in two configurations were produced for posting on the back of trucks.
- MSF “Intersection” kits were provided to assist safety partners in expanding motorist awareness of the motorcycle safety message. The Intersection kit is a presentation-in-a-box that enables safety partners to start a dialogue on motorcycle awareness in their organization or community.
- Other materials produced to raise awareness of motorcycle safety include “Watch for Motorcycles!” bumper stickers, “Look Twice Save a Life” bumper stickers and roadside/lawn signs.
- The DMV MSP staffed display booths at numerous public events to disseminate public information and educational materials. At the Americade event in Lake George held in June, motorcycle safety training was promoted and “Watch for Motorcycles” and other motorcycle safety awareness materials were distributed to the thousands of attendees. The MSP also provided Basic Rider Course-Level 2 (BRC2) courses to experienced Americade riders as a refresher course free of charge.
- The MSF represented the DMV MSP at the New York State Fair in August. The MSF staffed a large display with local rider coaches throughout the weeklong event. Information was provided on the availability and importance of rider training courses, the importance of wearing personal protective gear and riding responsibly, and the importance of other motorists being aware of the vulnerabilities of motorcyclists and sharing the road safely with them.
- The MSP staffed a display booth at the International Motorcycle Show in New York City promoting motorcycle safety, rider training and motorist awareness. Three MSP training agents also staffed displays promoting safety and enrolling motorcyclists in rider training classes.
- During the year, the State Police conducted 64 educational details, the largest being at the Americade event in Lake George. The Troopers also conducted courtesy motorcycle inspections where they pointed out violations without issuing tickets. Motorcyclists were given a promotional item after having their bike inspected. The presence of the State Police Motorcycle Unit had a positive impact because they are well received by the public and are immediately engaged in conversation by motorcyclists from all backgrounds. Other events attended by the motorcycle unit included the New York State Fair, county fairs and the NYC International Motorcycle Show; members of the units also made presentations at local motorcycle shops.

## Personal Protective Equipment



The implementation of strategies to increase the use of USDOT-compliant helmets and other protective equipment is also a priority in New York. In both the rider education courses and in the DMV Motorcycle Manual, motorcyclists are encouraged to wear appropriate gear, including an approved helmet, face or eye protection and protective clothing. Law enforcement partners have been educating themselves to recognize illegal helmets and have taken a much more aggressive stance in enforcing the use of compliant helmets through participation in the Practical Guidelines for Motorcycle Enforcement Training.

## **Enforcement**

### New York State Police Motorcycle Program

The State Police continued to conduct its motorcycle enforcement and education initiative, often at events that generate a large volume of motorcycle traffic. In FFY 2013, the State Police coordinated 64 enforcement details most of which were checkpoints. A total of 221 tickets were issued by State Troopers for operating with an illegal helmet and approximately 81 were issued for illegal exhausts during these details.

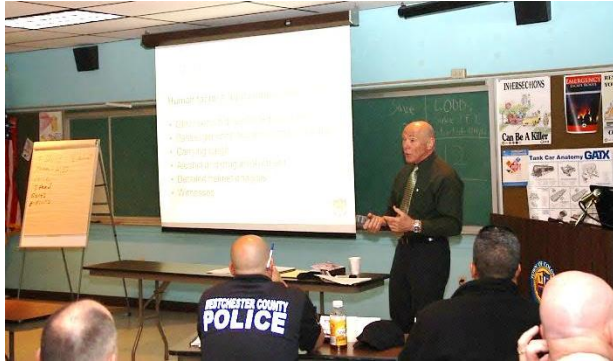
### Local Motorcycle Enforcement Programs

- The Suffolk County Police Department's Motorcycle Section conducted nine targeted enforcement patrols and made one educational presentation to members of the American Bikers Aimed Toward Education (ABATE) on laws related to proper motorcycle operation. A brochure with information on USDOT-compliant helmets and other topics related to the safe operation of motorcycles was also distributed. The motorcycle enforcement details yielded summonses for the following violations: 98 non-compliant helmets; 13 license, five registration; seven inspection; 40 exhaust; seven equipment; eight moving violations; and four other violations. The continued seasonal enforcement has had a great impact on riders in Suffolk County but serious crashes continue to occur.
- The Warren County Sheriff's Office conducted enforcement activities during the Americade event resulting in the issuance of 33 tickets. The Sheriff's Office also held motorcycle safety events at several venues in the area. In total, 295 traffic tickets were issued during the FFY 2013 grant year.



## Practical Guidelines for Motorcycle Enforcement Training

During FFY 2013, the Governor's Traffic Safety Committee, NYS Association of Chiefs of Police, New York State Police and the DMV Motorcycle Safety Program continued to collaborate on presenting the regional training program entitled "Practical Guidelines for Motorcycle Enforcement." This innovative



specialized training curriculum is designed to take the mystery out of motorcycle enforcement through an in-depth review of motorcycle safety and motorcycle laws. The instruction provides police officers with hands-on knowledge and skills to educate motorcyclists and the public on motorcycle safety and enhances enforcement efforts to reduce the number of deaths and injuries from motorcycle-related traffic crashes. The training introduces law enforcement to national and state specific enforcement issues, crash, licensing and registration data, safety equipment,

common motorcycle operation violations, how to conduct safe stops and avoid pursuits, and the detection of impaired motorcyclists.

Between November 2012 and June 2013, three one-day training programs were held across the state in Canandaigua (Ontario County), Williamsville (Erie County) and Brentwood (Suffolk County). In total, more than 155 local, county and state law enforcement officers, representing 40 individual agencies from 12 counties, participated in the training program and received Certificates of Completion. The Motorcycle Safety Foundation (MSF) also participated in the training program.

## Motorcycle Assessment Core Group

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

Although no formal meetings of the core group were held in FFY 2013 due to the fiscal climate and fewer staff resources, informal communication among the partners involved in the core group has continued.



# PEDESTRIAN, BICYCLE AND WHEEL-SPORT SAFETY

The safety of pedestrians, bicyclists and other wheel-sport participants continues to be a priority of New York’s highway safety program. Of foremost concern is the proportion of pedestrians among the state’s highway fatalities. While total motor vehicle fatalities were on a general downward trend between 2008 and 2012, pedestrian fatalities continue to account for one-quarter of fatalities on New York’s roadways, up from 21% in 2008.

Several state agencies and organizations share responsibility for effectively addressing the behavioral and safety equipment issues related to pedestrian, bicycle and wheel-sport safety. In FFY 2013, New York continued to address traffic safety issues in this program area through collaborative initiatives.

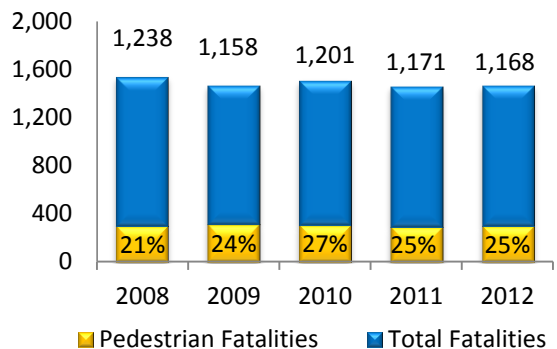
One example is the Central Avenue Corridor pedestrian safety project. Through a cooperative effort involving local, state and federal agencies, a comprehensive program including educational, enforcement and engineering solutions was implemented along a 15-mile corridor of Central Avenue in Albany County to reduce pedestrian crashes in this high-risk area.

New York City continues to be the most dangerous region in the state for pedestrians; in 2012, 43% of the state’s pedestrian fatalities occurred within the five counties of New York City. The largest proportion of bicyclist fatalities occurred in the Upstate region (40%), followed closely by New York City (38%).

The New York City Department of Transportation (NYCDOT) has developed and implemented several innovative educational programs to improve the safety of pedestrians of all ages. Through interactive programs for school age children, such as CSI (City Street Investigators) for grades 4-6 and Stop Think Act for grades 6-8, students learn to identify, analyze and develop solutions for safety issues around their schools and in their neighborhoods. In another creative program, students design and produce their own traffic safety signs with the assistance of the NYCDOT sign shop. A similar program is conducted at senior citizen centers.

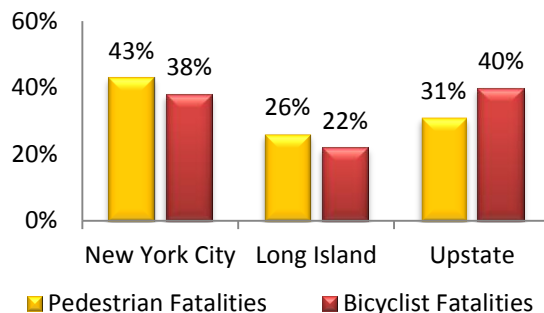
Other programs that focus on improving the safety of older adults include Safe Streets for Seniors and Walking Wisely workshops. These workshops have been presented in English, Spanish and Mandarin and include presentations on neighborhood walkability and pedestrian risks for older adults. Walking clubs have been conducted to identify safe walking routes and practice pedestrian safety.

**PEDESTRIAN FATALITIES AS A PROPORTION OF TOTAL FATALITIES**



Source: FARS

**PEDESTRIAN AND BICYCLIST FATALITIES BY REGION: 2012**



Source: NYS AIS

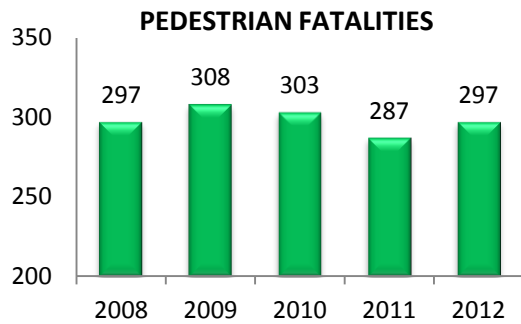
## ASSESSMENT OF PROGRESS

### Pedestrian Safety Targets for FFY 2013

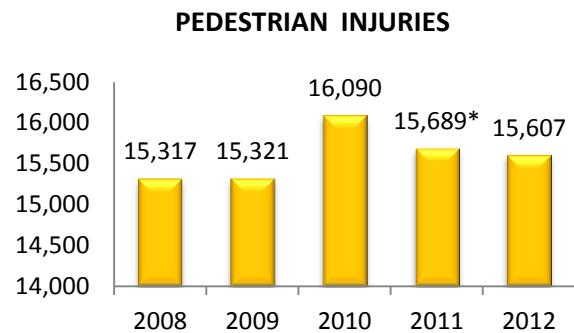
- ❖ To reduce pedestrian fatalities 5 percent from the 2008-2010 calendar year average of 303 to 288 by December 31, 2013
- ❖ To reduce the number of pedestrians injured in traffic crashes 3 percent from the 2009-2011 calendar year average of 14,980 (based on preliminary AIS data for 2011) to 14,531 by December 31, 2013

### Status of Performance Measures

Based on FARS data, the trend in pedestrian fatalities fluctuated up and down between 2008 and 2012. In 2012, pedestrian fatalities increased by 10 over the previous year (297 vs. 287 in 2011). While no progress was made toward the target set for 2013, given the inconsistent pattern over time, a reduction in pedestrian fatalities to 288 by the end of calendar year 2013 may still be achievable.



Source: FARS



\*Revised based on final 2011 AIS data  
Source: NYS AIS

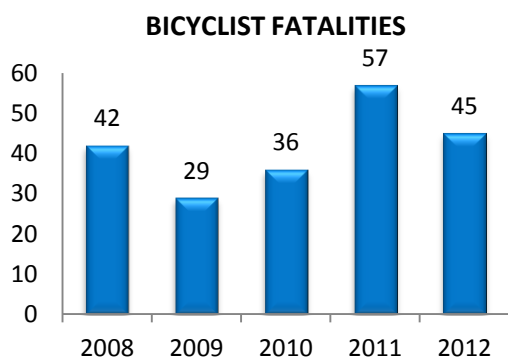
Based on the state's AIS crash data, after the number of pedestrian injuries spiked to over 16,000 in 2010, the number declined to 15,689 in 2011 and 15,607 in 2012. Because preliminary data for 2011 was used in calculating the 2009-2011 baseline, the pedestrian injury reduction target set in the 2013 HSSP was overly ambitious. Consequently, while pedestrian injuries have been on a downward trend, it will be difficult to meet the target of 14,531 by December 31, 2013.

### Bicycle Safety Targets for FFY 2013

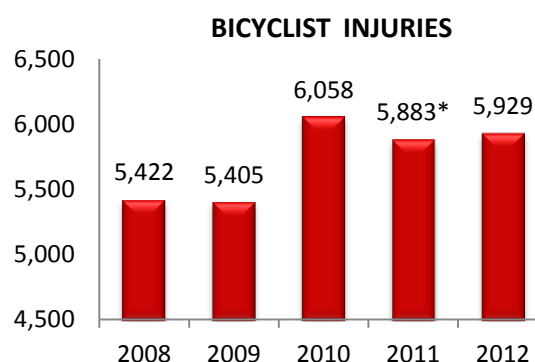
- ❖ To reduce the number of bicyclist fatalities 10 percent from the 2009-2011 calendar year average of 41 to 37 by December 31, 2013
- ❖ To reduce the number of bicyclists injured in traffic crashes 5 percent from 2009-2011 calendar year average of 5,493 to 5,219 by December 31, 2013. (It should be noted that the 2011 AIS number (5,017) used in computing the 2009-2011 average was preliminary.)

## Status of Performance Measures

New York's AIS crash file indicates that bicyclist fatalities dropped from 57 in 2011 to 45 in 2012 indicating progress toward the target of 37 set for the end of calendar year 2013. Between 2011 and 2012 there was a very small increase (less than 1%) in the number of bicyclists injured in crashes. Because preliminary data for 2011 was used in calculating the 2009-2011 baseline, the pedestrian injury reduction target set in the 2013 HSSP was overly ambitious. The lack of improvement in the number of bicyclists injured will make it even more difficult to reach the reduction target set for December 31, 2013.



Source: NYS AIS



\*Revised based on final 2011 AIS data  
Source: NYS AIS

## PEDESTRIAN, BICYCLE AND WHEEL-SPORT SAFETY PROJECTS AND ACTIVITIES FUNDED IN FFY 2013

New York used a data-driven approach to identify a comprehensive set of strategies for the state's Pedestrian, Bicycle and Wheel-Sport Safety program that collectively will contribute to progress in meeting the state's highway safety targets set in the FFY 2013 HSSP. Included under the strategies listed below are descriptions of selected projects that highlight the activities undertaken. The complete list of projects implemented in FFY 2013 is included as Appendix A. The project number, amount of funds awarded and a brief description are provided for each project.

### Public Information and Education

#### NYS Pedestrian and Bicycle Partnership

The New York State Bicycle and Pedestrian Partnership has become a leading statewide coalition to document and establish sustainable efforts that improve the safety of pedestrians and bicyclists through an educational campaign, training and other programs. The departments and organizations that participate in the Partnership include: New York State Education Department (SED), Transportation Alternatives, New York State Association of Traffic Safety Boards, Cornell Local Roads Program, New

York State Department of Transportation (NYSDOT), New York State Governor's Traffic Safety Committee (GTSC), New York Bicycling Coalition (NYBC), New York State Association of Metropolitan Planning Organizations (MPOs), Parks & Trails New York, New York State Department of Health (NYSDOH), New York State Healthy Eating and Physical Activity Alliance, New York City Department of Transportation (NYCDOT), Federal Highway Administration (FHWA), New York Academy of Medicine, American Cancer Society, as well as other local organizations, groups and individuals. The Partnership meetings provide a venue for regular updates and communication on upcoming educational opportunities, programs and best practices around the state.

A main focus of the Partnership's activities continues to be the development of an educational campaign that focuses on improving the safety of pedestrians and bicyclists. Formally launched at the statewide Walk Bike NY conference in September 2012 by DMV Commissioner Barbara J. Fiala, Coexist New York State is a statewide public safety campaign that educates and encourages all roadway users to safely coexist while using the state's roadways. A number of digital platforms are used by the educational campaign including a newly revamped website and an increased online presence where the campaign message is delivered through social networking sites such as Facebook, Twitter and YouTube. The Coexist NYS website ([www.coexistnys.org](http://www.coexistnys.org)) provides tools such as videos, brochures and posters that can be tailored for individual communities. Best practices from around the state are highlighted on the website to assist communities in developing their own programs to address traffic safety.

Another component of the Partnership's program in FFY 2013 was the provision of Complete Streets training to local traffic safety programs. Complete Street workshops have been held in communities across New York State to assist in the development of strategies to improve the safety of bicyclists and pedestrians. To date, workshops have been held in Alfred, Allegany, Angelica, Belmont, Buffalo, Clyde, Cuba, Dundee, Fort Edward, Gowanda, Hinsdale, Jamestown, Lake George, Little Valley, Lyons, Macedon, Malone, Portville, Rochester, Salamanca, Savannah, Sodus, Wellsville and Williamson. While attendance at each workshop has varied, the participants have included, on average, 15 community representatives such as the Supervisor, Trustees, Planning Board members, School Superintendent, Police Department and concerned citizens.

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

A total of 69 schools and more than 29,325 students participated in Walk to School Day on Wednesday, October 3, 2012. Out of the 69 schools that registered, the first 40 received 100 canvas knapsacks and other Coexist NYS promotional material. One of the Walk to School/Walk This Way events was held at the Arbor Hill elementary school in the City of Albany. The event reached 550 elementary students in grades K-6 and began when the children walking to school were greeted by AAA's Otto Auto and a FedEx truck.



After arriving at school, children in grades K-6 assembled in the auditorium for welcoming remarks by the school principal. Proclamations were presented by representatives of GTSC/DMV, the Albany County Executive and the Albany City Mayor and representatives from the NYSDOT demonstrated the operation of a pedestrian countdown signal. The program concluded with a visit from Willie the Whistle and a sing-along with Bill VanAlstyne and his guitar.

## **National Bike to School Day**

The second annual National Bike to School Day was held May 8, 2013. The NYSDOT, GTSC, NYSDOH, New York State Association of Metropolitan Planning Organizations, New York Bicycling Coalition, New York State Association of Traffic Safety Boards, and the American Automobile Association (AAA) worked together to plan and organize events in New York State. Traffic safety partners throughout the state were invited to participate and register an event. A total of 27 New York State events were registered on the national Walk Bike to School website. Events were held at Zoeller Elementary School in Schenectady County on May 8 and Hamagrael Elementary School in Albany County on May 15. More than 350 children in grades 1-5 were greeted by AAA's Otto the Auto followed by a school assembly. Bill VanAlstyn provided his sing-a-long reminding kids how to bike safely.



## **New York Bicycling Coalition (NYBC)**

In FFY 2013, the NYBC conducted a number of educational efforts to promote bicycle safety and improve bicycling skills. An online survey was distributed to members of the League of Cycling Instructors (LCIs) across the state to assess the type of support needed by New York's network of bicycling educators. In partnership with the Capital District Transportation Committee, planning is underway for a series of Traffic Skills 101 workshops to be conducted in Albany, Saratoga, Schenectady and Rensselaer counties in 2014. Over the past year, the NYBC also worked with over a dozen local bike/pedestrian advisory committees and local bicycle/pedestrian safety coalitions across the state to improve their abilities to identify and address local bicycle/pedestrian safety issues and communicate effectively with transportation professionals.

## **Advocacy Day**

On March 13, 2013, NYBC joined other bicycle-pedestrian advocacy groups in hosting an Advocacy Day in Albany. The event featured a legislative breakfast and a presentation by the national organization, Transportation for America (T4America). The purpose of the presentation was to help lawmakers and advocates take advantage of the new federal transportation legislation, MAP-21. Following the breakfast, participants had a chance to educate their legislative representatives and other key committee members about best practices for implementing and funding pedestrian and bicycle infrastructure projects that improve traffic safety, economic development, quality of life, and the health of the citizens in communities of all sizes in New York State.



## **Winning Campaigns Training**

On August 2-4, 2013, the NYBC and the Bike Walk Alliance of Westchester & Putnam hosted the Alliance for Biking and Walking's Winning Campaigns Training in White Plains in Westchester County. The three-day training was attended by 19 participants from around the state

and was designed as a “boot camp” to build the capacity of state and local coalition leaders to design and implement campaigns to improve bicycle and pedestrian education, enforcement and engineering. NYBC Board Members and the Executive Director also participated in the training and used the opportunity to begin planning a statewide bicycle safety public awareness campaign.

### **Road Safety New York City**

Bellevue Hospital, an affiliate of New York University’s Langone Medical Center, is a Level 1 Trauma Center which treats hundreds of pedestrians and bicyclists injured in motor vehicle crashes each year. The Bellevue team has been maintaining a trauma registry of injured vulnerable roadway users. Between 2008 and 2011, the team collected data on all pedestrians and bicyclists who were struck and injured by motor vehicles, including patient demographics, mechanism of injury, injury severity score, alcohol level, contributing factors, length of hospital stay, as well as other outcome data and scene-related variables; 1,500 patients were enrolled. The data from this study have been presented at regional and national forums and published in medical journals. Earlier this year, the New York Times published a front page article on the Bellevue team’s work.

A second study that began in 2012 involves collecting data on all bicyclists who present to Bellevue's emergency department regardless of mechanism of injury; 475 injured bicyclists have been enrolled in the study and data collection will continue for another year. The study findings will be useful in both the assessment of existing programs for bicyclists and the development of new programs to help bicyclists stay safe on New York City streets.

### **New York City Pedestrian and Bicyclist Safety Enforcement**

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

FFY 2013, the New York City Police Department (NYPD) Traffic and Patrol Divisions continued efforts to improve traffic safety for pedestrians, bicyclists and motorists in New York City. The NYPD conducted enforcement of speed limits, yielding to pedestrians in crosswalks, and compliance with traffic signs and signals by bicyclists.

To improve pedestrian safety, selected intersections in Manhattan were targeted for enforcement of failure-to-yield to pedestrian violations at crosswalks. The hours of enforcement were 8-11 am and 3-9 pm when pedestrian traffic was heaviest. A total of 464 summonses were issued during these crosswalk enforcement efforts, 414 of which were for failure-to-yield violations. The NYC Department of Transportation (NYCDOT) supplemented these enforcement efforts with pedestrian outreach. Multi-lingual staff and educational materials were used in these outreach efforts to remind pedestrians to cross at crosswalks and to cross with the light.

The NYPD Traffic Division also used NYPD and NYCDOT data on speed-related crashes to select arterial corridors in all five boroughs to target for speed enforcement. Stepped up speed enforcement efforts were conducted at night from 9 pm to 6 am resulting in the issuance of speeding citations to 1,120 motorists. Enforcement of traffic laws related to bicyclists was also conducted at selected intersections along these corridors. To improve bicycle safety, the NYPD Patrol Division also used NYCDOT bicycle crash data to identify 29 high-crash locations in Brooklyn and Manhattan. The 70 overtime details that

were conducted (80% in Manhattan and 20% in Brooklyn) produced a total of 828 summonses; 537 of these summonses were issued at the 29 targeted locations. Red light citations accounted for 44% of all summonses. The NYPD averaged 12 summonses per overtime tour.

**New York City Department of Transportation (NYCDOT) Safety Education Activities**

During the 2012-2013 school year, the NYCDOT presented pedestrian safety programs at 127 schools near locations with high crash rates for child pedestrians. The programs used the student-led inquiry curriculum where participants observe and discuss pedestrian, driver and bicyclist behaviors.

Pedestrian and other traffic safety outreach was provided at 69 schools and 32 senior centers along five high-risk corridors: Adam Clayton Powell Blvd. below W. 118<sup>th</sup> in Manhattan, 4<sup>th</sup> Avenue sections of Park Slope and Bay Ridge in Brooklyn, Mott Haven Blvd. in the Bronx, corridor sections of Corona in Queens, and South Beach in Staten Island. The school outreach programs consist of four sessions of Safer Streets, which include activities such as using a speed detector to see how fast drivers are going to help students understand the dangers posed by drivers and why it is important for pedestrians to stay alert.



NYCDOT developed a new after-school curriculum called CSI (City Street Investigators), a five-session program for students in grades 4-6. The students investigate a situation in which a crash was likely to happen, listen to eyewitness accounts of the incident, analyze what happened and come up with solutions to prevent further crashes. At the final session, the students present their ideas to the “Traffic Safety Board”. The program was conducted at the PAL Armory Afterschool Center at PS 128 in June.

NYCDOT also introduced Stop Think Act, an interactive program for middle school students that can be used for both classroom and assembly presentations. The students are shown five scenarios where they have to decide how to behave as pedestrians, skateboarders and car passengers. Facts and tips are shared to help them come up with ways that the kids in the scene can act in a smart, safe way. Stop Think Act was presented at PS 230 in Queens for six groups of students in grades 6-8. The students were eager to read the scenarios, comment on the issues and offer safety advice.

**SCENE 1**

Alicia is walking home from school. On her way, she sees her best friend Selena's boyfriend Derrick holding hands with Chiane, another girl from their class. She has to text Selena immediately to let her know.

She's still texting back and forth with Selena when she gets to the corner and starts to cross the street.

Texting while walking is very distracting and can seriously affect how you react to situations around you.

Hundreds of kids ages 10 – 14 are injured every year when crossing at intersections with the signal in their favor because they are not alert to turning vehicles.

Stop to text. Texting while you walk takes your eyes and mind off the street and traffic.

Stop at the corner, look and listen before beginning to cross. Even if the pedestrian signal is in your favor, stop and look left-right-left to be sure the way is clear of traffic.

Keep looking for turning cars and trucks as you cross.

In FFY 2013, Safety Cities conducted special Walk to School events throughout Walk to School week in October. On October 3, FedEx volunteers worked with Access, Bronx and the Brooklyn Safety City staff to walk with the children from their schools to Safety City. Other special speakers at Safety Cities included EMTs from Lenox Hill Hospital, Richmond University Medical Center and SI University Hospital; Fire Safety Officers from FDNY; and educators from AAA New York. Students received special zipper pulls, activity books and tips sheets from Safe Kids USA. News 12 Bronx covered the Bronx Safety City event.

A “We’re Walking Here” Public Service Announcement (PSA) contest open to all NYC elementary schools, was held in the fall of 2012. The top three winning schools in the PSA contest received cash prizes. A class from each of the three schools worked with a professional videographer on the production of a video of their winning PSA submission. The videos can be viewed at <http://www.nyc.gov/html/dot/html/pedestrians/walkingschools.shtml>. A total of 3,200 teachers and principals were invited to register for the 2013 competition. We’re Walking Here Starter Kits with curriculum materials, lesson plans, worksheets, Blocks You Walk student trackers and branded pencils were sent to the 148 classes that registered.

Traffic safety sign design residency programs were conducted at schools in the Bronx, Brooklyn and Queens. Students in these programs identified a safety issue affecting pedestrians and others traveling to their school and designed an original sign to address the issue. The program included a visit to the



NYCDOT Sign Shop where each group’s signs were produced. The signs were installed in a prominent location to help encourage safer behaviors. Traffic safety sign residency programs were also conducted for older adults at Goddard Riverside and Marble Hill senior centers.

The Community Arts Awards ceremony was held at the Schomburg Center on June 5<sup>th</sup> to honor participants in the Traffic Safety Sign and Mural Residency programs and showcase their designs.

NYCDOT provided a Safety Zone at the three Summer Streets events held in August. About 500 families visited and completed activities at the four stations: pedestrian, car, truck and bike. They finished their visit by spinning the safety wheel where they answered a safety question and received a prize. All participants learned important safety tips for travel on foot, as well as in cars and on bikes.





Grandparents Day events were conducted in April at seven senior centers and three hospitals, reaching nearly 700 seniors across the city. The FDNY, Poison Control and DFTA staff participated in the events, along with trauma coordinators from the hospital sites.

Safe Streets for Seniors and Walking Wisely workshops were conducted in English, Spanish and Mandarin for 3,140 older adults. Presentations covered neighborhood walkability and pedestrian risks for older adults. A walking club was conducted for seniors at the BRC Senior Center in Chinatown to identify safe walking routes and practice pedestrian safety techniques.



Other pedestrian and bicycle safety educational programs provided by the NYCDOT included the following:

- A Safe Kids Day event was held on May 18 in Chelsea Plaza where many families stopped by to participate in pedestrian safety and other activities. Representatives from FDNY, NYPD, Bellevue Hospital, and other child injury prevention groups participated in the day's activities.
- Traffic safety presentations and Family Life Theatre performances were provided to 22,085 teens at schools throughout the five boroughs. The theatre show emphasizes the importance of drivers and pedestrians sharing the road and avoiding impairment and distractions.
- Traffic Safety Puppet Theater shows were provided to 2,314 children at schools, community centers, and day care centers. The puppet show emphasizes pedestrian safety strategies such as looking left, right, left, scanning for cars while crossing the street and being visible to drivers.
- "The First Step" interactive traffic safety theater show/workshop was performed for 1,152 older adults at 25 centers for older adults.
- The Apple Corps traffic safety show was provided to 46,771 students at 90 schools in high risk communities and around high risk corridors designated for special outreach. The show is geared for ages 5-14 and covers pedestrian issues such as being alert and avoiding distractions.
- NYCDOT conducted test runs of the "Beat the Street" walking program which will begin in FFY 2014. Students will use special swipe cards with transponders placed along their routes to and from school to measure how much they walk. The students also attend assembly programs on pedestrian safety and receive retro-reflective safety items. The students will compete with other schools around the globe for prizes awarded to the school that does the most walking.
- The 4<sup>th</sup> annual Seniors Celebrate Safer Streets/SELMA Awards Ceremony was held at the New York Public Library to showcase the work of seniors who participate in the theater and sign design residency programs.

### Walk-Bike New York Symposia

One of the important components of New York's pedestrian and bicycle safety program continues to be the Walk-Bike New York symposia held periodically at different locations around the state. The most recent symposium was a one-day event held at the Queensbury Hotel in Glens Falls on September 18, 2012. More than 100 representatives from state and local agencies and other safety partners participated in the program that included presentations on the Complete Streets program, pedestrian safety education and enforcement, bicycle facilities design and operation, pedestrian safety for seniors and children, and the Safe Routes to School Program. Planning is underway for another symposium to be held in Rockland County in May 2014.



### White Plains Department of Public Safety

The goal of the White Plains Department of Public Safety's project was to reduce crashes, specifically those involving pedestrians that are largely attributed to driver inattention or other traffic violations such as unsafe speed and failure to yield right-of-way. In addition to enforcement of these motorist violations, the Department of Public Safety also issued warnings to pedestrians who failed to use crosswalks and comply with pedestrian crossing signals. Monthly meetings were coordinated with the City of White Plains Traffic Department to analyze accident data and surveys. The statistics indicated that there was an immediate need to educate the public to be more cognizant of pedestrians and to enforce the right-of-way for pedestrians. During the course of the project year, pedestrian safety enforcement was conducted in selected areas. The enforcement teams issued a total of 164 tickets; 126 were for disregarding pedestrian crossing law infractions, eight were for cell phone violations, 13 were for unlicensed operation and 17 were for other traffic infractions.

### NY Coalition for Transportation Safety – Nassau County

In FFY 2013, the New York Coalition for Transportation Safety continued to participate in a number of bicycle and pedestrian safety events throughout Nassau County. Five programs on pedestrian safety were presented to senior groups in Nassau County including three on the Rockaway Peninsula where the roads and sidewalks were destroyed by Hurricane Sandy.



Senator Charles Fuschillo and the Coalition for Transportation Safety co-sponsored two bicycle rodeos in Nassau County in August 2013.

A local bicycle shop donated the time of two bicycle mechanics to check the bikes of all the participants in the rodeo; helmets were provided to anyone who needed them and each rider received a reflective vest to wear.



These two programs and two additional rodeos conducted in Westbury provided the opportunity to offer bicycle skill training to approximately 300 children and 30 adults. Educational materials in both English and Spanish were also distributed at the four rodeos. At another bicycle safety event held in Long Beach, 250 bicycle helmets were distributed.

## NY Coalition for Transportation Safety – Queens County

In FFY 2013, a bicycle safety program was presented to the students at Frank Sinatra High School in Queens County. At the request of a student who had suffered a severe head injury in a skateboard fall and with the support of the school administration, the Coalition for Transportation Safety met with four classes of approximately 100 students each. The program stressed the importance of wearing a properly fitted helmet when riding a bicycle or skateboard.



The Coalition's Program Director also spoke to the groups about understanding and obeying state and local laws governing the use of bicycles and skateboards on city streets. Each class also included a Q&A session that encouraged students to express their opinions and ask questions on the topic.

Four programs on pedestrian and bicycle safety were also presented at schools in Queens County. The children received educational materials, reflective stickers and wristbands to make them more visible when they are walking or riding their bicycle. Students asked questions and shared their own experiences with navigating the streets and sidewalks in their neighborhoods. In total, approximately 1,500 elementary school children ages six to ten were educated about pedestrian and bicycle safety. In addition, more than 1,000 bicycle helmets were fitted and distributed to children in Queens County through Elmhurst Hospital and Catholic Charities.

## Corridor Approaches to Pedestrian Safety: Central Avenue Corridor

In FFY 2013, the GTSC played a key role in pedestrian safety improvements undertaken for a 15-mile corridor of Central Avenue in Albany where eight pedestrians were struck and killed between 2009 and 2013. Modeled after the Hempstead Turnpike Corridor project, a multidisciplinary approach was taken to make improvements along Central Avenue. A "3E" (Engineering, Enforcement and Education) approach was implemented and short and long term goals were identified by the team which includes representatives from the Albany, Colonie, Niskayuna and Schenectady police departments, FHWA, Capital Region Transportation Committee, Capital District Transportation Authority (CDTA), NYS Association of Chiefs of Police, NYSDOT state and regional offices, GTSC and NYSDOH.

The NYSDOT completed a survey of traffic and pedestrian accommodations along the corridor, including a review of signs, nighttime lighting and crosswalk markings. NYSDOT installed "latching" pedestrian buttons at eight intersections along Central Avenue, including the intersections at Route 155, Wolf Road, Northway and Colonie Center malls and Fuller Road. When these pedestrian-activated buttons are pressed, the device lights up and emits an audible tone, alerting pedestrians that a "walk" phase is coming and that he or she should wait for the signal to cross the street. At six intersections, NYSDOT installed Leading Pedestrian Interval signals, which display the "walk" indication before vehicle traffic receives a green light. This improves pedestrian visibility and reduces conflicts between pedestrians and turning vehicles. All state-owned pedestrian signals were checked to ensure they are working properly and repaired if necessary.



For the education component, 7,000 posters, 15,000 tip cards and 15,000 window clings with the slogan “SEE and BE SEEN” were produced and distributed to law enforcement agencies, businesses and other facilities along Central Avenue. In addition, the CDTA placed the materials in the buses that operate along the corridor. A quick reference guide for police officers on the laws related to pedestrian safety and special enforcement activities was developed and printed for distribution to the enforcement agencies.

NYS DOT issued a press release to announce the kick-off of the pedestrian safety campaign on September 12, 2013. The campaign informed drivers and pedestrians about the dangers of unsafe behavior along Central Avenue and State Street and stressed the need for pedestrians to use crosswalks and pedestrian signals and for drivers to watch for pedestrians and obey traffic signals. Selective Traffic

Enforcement (STEP) grant funding was used to support pedestrian-motorist targeted enforcement. Over 391 tickets were issued during the enforcement blitz. This project is continuing in FFY 2014.

### Pedestrian and Bicycle Law Enforcement Training

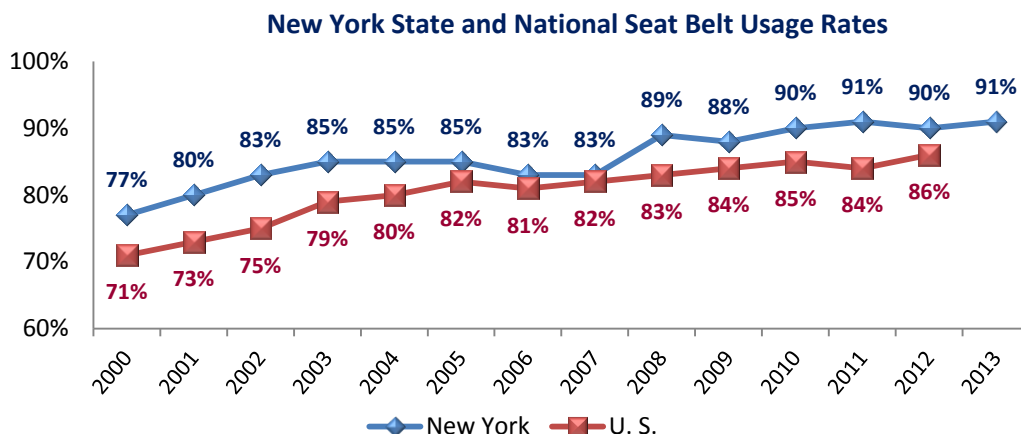
In FFY 2013, the GTSC and New York State Chiefs of Police Association sponsored two pedestrian and bicycle law enforcement trainings. More than 50 officers attended the first program conducted March 25-26, 2013 in Nassau County and approximately fifteen officers participated in the second program conducted on May 6-7, 2013 in Erie County. The training includes the distribution of brochures, resource lists and roll-call videos in three bi-weekly mailings and concludes with a two-day Pedestrian and Bicycle training course. Two more training programs are planned for FFY 2014.

### Focused Approach to Safety initiative

The GTSC continues to participate and partner with FHWA on their Focused Approach to Safety initiative. To reduce pedestrian fatalities across the nation, FHWA's Safety Office is providing additional resources to the cities and states with the highest pedestrian fatalities and/or fatality rates. Cities that exceed the national average of 20 pedestrian fatalities per year or a pedestrian fatality rate of 2.33 per 100,000 population have been identified as pedestrian focus cities. States with a focus city have been automatically identified as focus states. New York has been selected as a focus state as a result of New York City's designation as a focus city. The purpose of the project is to address pedestrian safety problems and solutions within each focus state and city.

# OCCUPANT PROTECTION

In 2013, motorists in New York continued to demonstrate a high level of seat belt compliance with a usage rate of 91% measured in the most recent annual survey. Since passage of the nation’s first seat belt law in 1984, New York’s usage rate has consistently been above the national average.



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



In addition to increasing adult seat belt usage, the other major focus of New York’s occupant protection efforts is child passenger safety. In FFY 2013, GTSC awarded 155 CPS mini-grants to support and maintain New York’s network of active child restraint inspections stations. To increase accessibility to CPS services, special outreach efforts to underserved populations, such as the use of mobile inspection stations in rural areas and the availability of bilingual technicians, continues to be a priority.

To ensure the availability of a large pool of certified CPS technicians, GTSC also continued to support CPS training and recertification classes in FFY 2013. There are now more than 1,630 certified technicians in New York State representing a number of professions including law enforcement, EMS, fire departments and health agencies.

In FFY 2013, GTSC used the national “Know for Sure” campaign message in its efforts to educate parents and other caregivers on the importance of using the most appropriate type of child safety seat based on the child’s size. This messaging was the focus of Child Passenger Safety Week celebrated September 15-21, 2013.



## ASSESSMENT OF PROGRESS

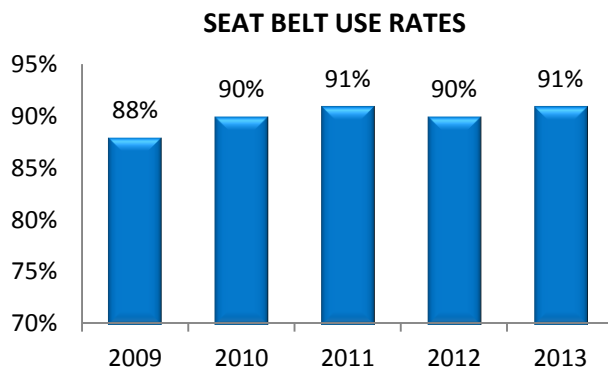
### Occupant Protection Targets for FFY 2013

- ❖ Increase the statewide observed seat belt use of front seat outboard occupants in passenger vehicles 1 percentage point from 91% in 2011 to 92% by December 31, 2013
- ❖ Decrease unrestrained passenger vehicle occupant fatalities in all seating positions 5 percent from 192 in 2010 to 182 by December 31, 2013

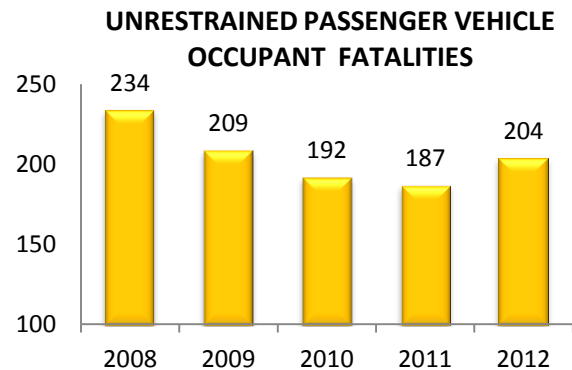
### Status of Performance Measures

While the goal to increase New York's seat belt use rate to 92% by December 31, 2013 was not achieved, the use rate in New York has been at 90% or above since 2010. In 2013, the use rate returned to 91% after dropping slightly to 90% in 2012.

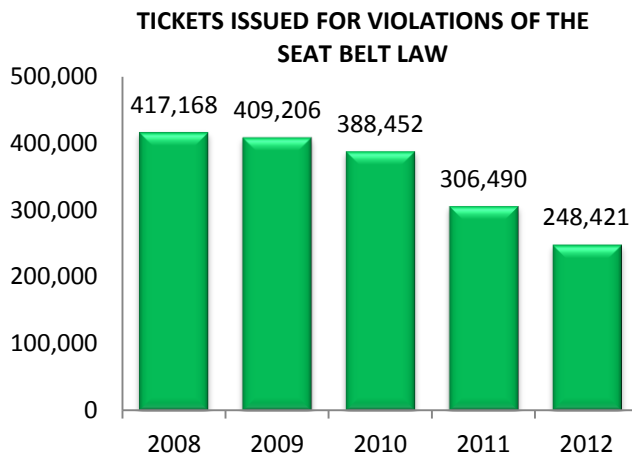
The downward trend in the number of unrestrained passenger vehicle occupants killed in crashes ended in 2012 when the number increased for the first time in four year. In 2012, 204 unbelted occupants of passenger vehicles were killed in crashes compared to 187 the previous year indicating that the reduction target of 182 by the end of calendar year 2013 may be difficult to reach.



Source: NYS Annual Seat Belt Observation Surveys



Source: FARS



Sources: NYS TSLED and AA systems

The number of seat belt tickets issued continued on a downward trend in 2012. Compared to 2008 when 417,168 tickets were issued for seat belt violations, 248,421 tickets were issued in 2012, a decrease of 40%. The decline in the number of tickets is likely due to reductions in highway safety funding and competing priorities for enforcement resources. Despite the drop in enforcement, the state's seat belt use rate has remained at 90% or above since 2010.

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

Seat belt use was one of the traffic safety topics included in New York’s annual driver behavior surveys conducted at five Department of Motor Vehicles offices in 2010-2013. In all four years, the surveys were conducted within a few weeks after the May seat belt mobilization. The table below provides the responses to questions regarding the frequency of seat belt use, awareness of messages regarding seat belt enforcement and the perception of the risk of enforcement.

<i>How often do you use a seat belt when you drive or ride in a car, van, sport utility vehicle or pickup truck?</i>				
	<u>2010</u>	<u>2011</u>	<u>2012</u>	<u>2013</u>
Always	85.6%	85.8%	85.4%	84.6%
Most of the time	9.6%	9.3%	9.6%	9.8%
Sometimes	3.0%	3.0%	2.9%	3.8%
Rarely	0.9%	1.1%	1.2%	1.0%
Never	0.8%	0.9%	1.0%	0.9%
<i>What do you think the chances are of getting a ticket if you don't wear a seat belt?</i>				
	<u>2010</u>	<u>2011</u>	<u>2012</u>	<u>2013</u>
Always	28.5%	27.5%	21.1%	21.9%
Most of the time	26.1%	24.5%	24.7%	28.3%
Sometimes	30.9%	35.3%	37.2%	35.0%
Rarely	10.9%	9.2%	12.7%	11.0%
Never	3.6%	3.6%	4.2%	3.7%

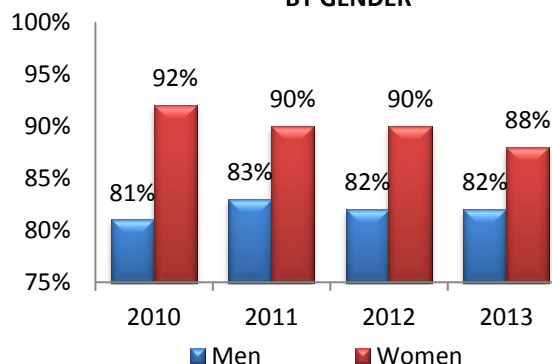
Source: 2010-2013 Driver Behavior Surveys

- Reported restraint use was very consistent across the four surveys conducted 2010-2013. In 2013, 85% of the drivers reported that they “always” wear a seat belt and 10% wear one “most of the time”. Only 2% “rarely” or “never” buckle up.
- The perception of the risk of getting a ticket for violating the seat belt law increased somewhat between 2012 and 2013; in 2013, 50% thought a driver would receive a ticket “always” (22%) or “most of the time” (28%) compared to 46% in 2012.
- In 2013, 15% of the drivers thought they would “rarely” (11%) or “never” (4%) get a ticket for failing to wear a seat belt, down slightly from the proportion in 2012 (17%).

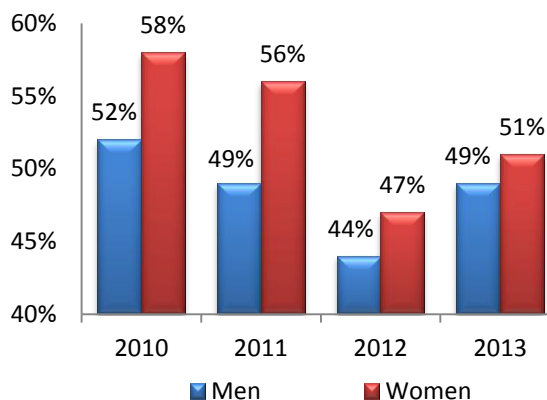
## Differences by Gender

- Reported restraint use by women was down slightly in 2013 (88%) compared to 90%-92% in the three previous years.
- In 2013, reported restraint use among men remained unchanged from the previous year. In both 2012 and 2013, 82% of the men said that they “always” wear their seat belt.
- Each year, women are more likely than men to think they would “always” or “most of the time” get a ticket if they were not wearing a seat belt.
- In 2013, the perception of the risk of receiving a seat belt ticket increased among both men (44% to 49%) and women (47% to 51%) after being on a downward trend between 2010 and 2012.

**MOTORISTS WHO ALWAYS WEAR A SEAT BELT BY GENDER**



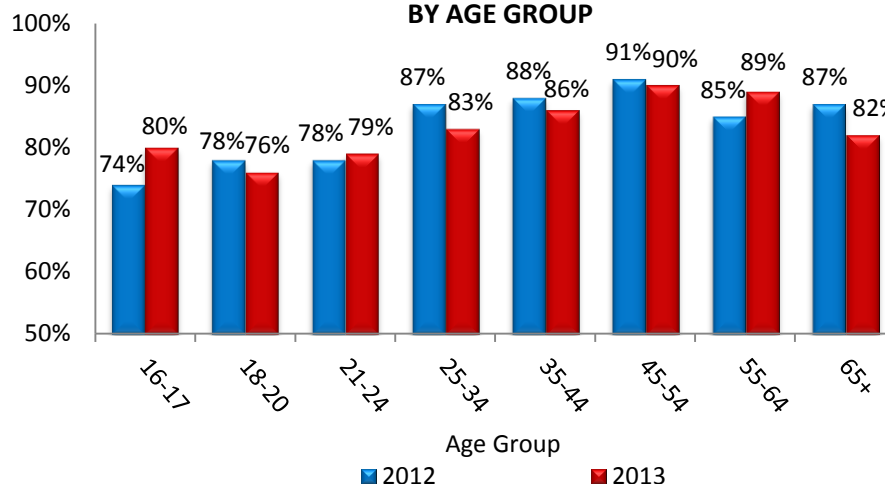
**MOTORISTS WHO THOUGHT THEY WOULD "ALWAYS" OR "MOST OF THE TIME" RECEIVE A SEAT BELT TICKET BY GENDER**



Source: 2010-2013 Driver Behavior Surveys

## Differences by Age

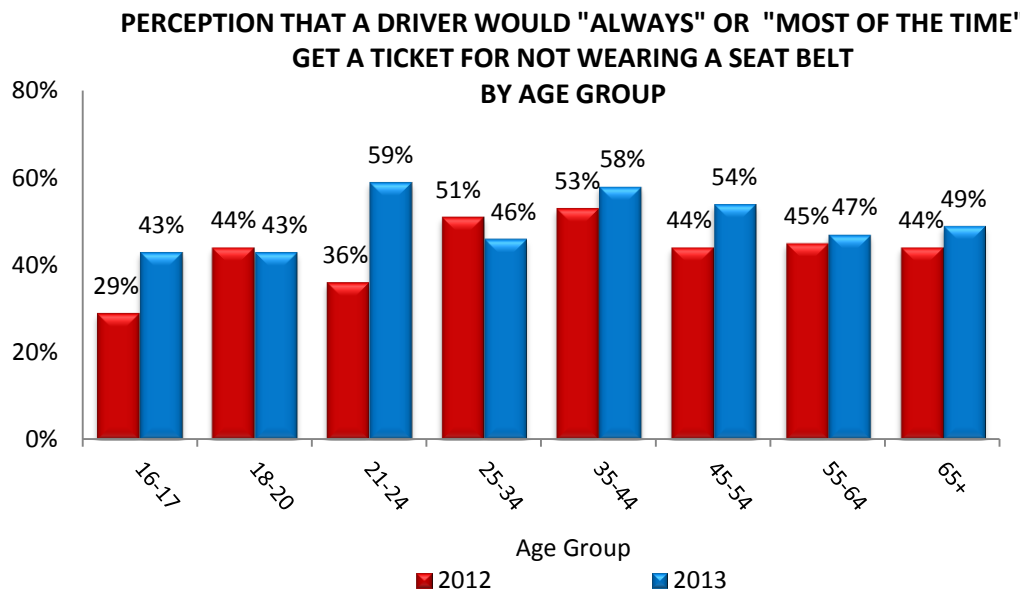
**DRIVERS WHO ALWAYS WEAR THEIR SEAT BELT BY AGE GROUP**



Source: 2012-2013 Driver Behavior Surveys



- In general, reported seat belt use increased with age; in 2013, 76%-80% of the drivers in the age groups under 25 years of age reported they always buckle up compared to 82%-90% of the drivers in each of the age groups 25 years and older.
- The largest increase in reported use was among the drivers in the youngest age group; in 2013, 80% of the 16 and 17 year old drivers said they always wear a seat belt compared to a low of 74% in 2012.
- The largest decrease in reported use occurred in the oldest age group; in 2013, 82% said they always buckle up compared to 87% in 2012.



Source: 2012-2013 Driver Behavior Surveys

- In 2013, the proportion of drivers who thought that drivers who did not wear a seat belt would get a ticket “always” or “most of the time” ranged from a low of 43% for the 16-17 and 18-20 age groups to a high of 59% for the 21-24 age group.
- With the exception of drivers 18-20 and 25-34 years of age, the perception of risk of getting a seat belt ticket increased among the drivers in every age group between 2012 and 2013.

## OCCUPANT PROTECTION PROJECTS AND ACTIVITIES FUNDED IN FFY 2013

New York used a data-driven approach to identify a comprehensive set of strategies for the state’s Occupant Protection program that collectively will contribute to progress in meeting the state’s highway safety targets set in the FFY 2013 HSSP. Included under the strategies listed below are descriptions of selected projects that highlight the activities undertaken. The complete list of projects implemented in FFY 2013 is included as Appendix A. The project number, amount of funds awarded and a brief description are provided for each project.

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

## Enforcement

### Buckle Up New York/Click It or Ticket

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

- **High visibility enforcement checkpoints:** Seat belt enforcement efforts are made highly visible to the public in a number of ways, including the use of checkpoints and extensive outreach to the media. Surveys show that police checkpoints are extremely effective at raising the awareness of the motoring public, as well as detecting violators of the law.
- **Zero-tolerance enforcement:** Police officers continue to maintain a zero-tolerance policy when enforcing occupant restraint violations; no warnings are issued. As a result, the perceived risk of receiving a ticket for non-compliance is high.
- **Seat belt mobilizations:** A statewide 14-day seat belt mobilization is conducted in May in conjunction with the national enforcement initiative. The mobilizations consist of high visibility enforcement, intensive media campaigns and PI&E activities.
- **Nighttime enforcement:** Police agencies have begun to conduct enforcement efforts during nighttime hours to reach low-use populations of motorists. The most obvious difficulty in implementing this strategy is being able to see into the vehicles to detect noncompliance. Methods to illuminate the interior of the target vehicles include conducting the checkpoints in well-lit areas that provide a sufficient degree of ambient light and using additional lighting to enhance nighttime surveillance capabilities.
- **Police officer motivation:** To participate in the BUNY grant program, police agencies must adopt a mandatory seat belt use policy for its officers and require officers to participate in roll call video training. The GTSC and the State Police have produced a roll call DVD for police agencies that stresses the importance of seat belt use by all law enforcement personnel. The DVD is available to any police agency upon request. This year, 16 additional copies of the roll call video were sent to police agencies.



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



- **Statewide, multi-agency effort:** Throughout the state, police agencies participate in multi-agency checkpoints and other collective enforcement activities. The multi-agency approach has had significant positive results, including an increased public perception that all police agencies, regardless of uniform or region of the state, are serious about the use of seat belts. Furthermore, these details foster a better working relationship among the different agencies and bolster other enforcement and traffic safety initiatives.
- **PI&E and media outreach:** Public awareness efforts focus on publicizing the BUNY/CIOT message through the airing of PSAs, the distribution of a statewide press release and other media efforts. Since the beginning of the BUNY program in 1999, statewide PI&E and media efforts have grown and have been very successful. As the program has evolved, local agencies have become increasingly more adept at promoting their efforts through different media venues including social media.
- **Reporting and evaluation:** Law enforcement agencies that receive grant funding are required to report their seat belt enforcement activities. The success of the enforcement and educational efforts are evaluated through observational surveys of seat belt use and reported restraint use in crashes. Enforcement efforts reported by the individual grantees during the mobilizations and throughout the year are closely reviewed in conjunction with other weighted factors to ensure that future funding is awarded to those agencies that are the most aggressive in their efforts.

Over the past year, the BUNY/CIOT program continued to incorporate these fundamental components. In FFY 2013, the GTSC provided 221 BUNY grants directly to municipal and county law enforcement departments, while additional police agencies participated in the program through block grants awarded to their counties. All agencies in the state are encouraged to participate in the BUNY enforcement waves regardless of grant funding. During the two-week mobilization in May 2013, over 28,000 occupant restraint tickets and more than 2,500 child restraint tickets were issued, down by approximately 2,000 from 2012. While it is likely that a lack of police resources and competing enforcement priorities may have contributed to this decline in tickets, New York's statewide use rate of 91% also suggests that there are fewer motorists on the roadway who are not buckled up.

<b>TICKETS ISSUED DURING THE MAY 2012 AND 2013 BUNY/CIOT MOBILIZATIONS</b>		
	<b>May 21-June 3, 2012</b>	<b>May 20-June 2, 2013</b>
Tickets for Seat Belt Violations	30,147	28,430
Tickets for Child Restraint Violations	2,881	2,646
<b>Total Safety Restraint Tickets Issued</b>	<b>33,028</b>	<b>31,076</b>

## State Police Buckle Up New York Program

During the 2013 mobilization conducted May 20-June 2, State Troopers issued 11,180 safety restraint citations. This represented 36% of the total law enforcement activity for the wave.

In FFY 2013, The New York State Police partnered with the New York State Park Police for a statewide "BUNY in the Park" occupant restraint initiative. A press event was held at Jones Beach in Nassau County to kick off the 16-day detail conducted July 13-28. Approximately 38 joint details were conducted throughout the state in proximity to state parks where lower levels of child restraint and seat belt use were observed. These interagency checkpoints resulted in 604 seat belt and 1,339 child restraint tickets being issued.

Day-to-day enforcement is the foundation of the State Police occupant restraint enforcement efforts and this "around-the-clock" activity has been substantial. From October 1, 2012 to September 30, 2013, State Troopers issued 63,760 safety restraint tickets statewide, including 8,614 for child restraint violations. Monthly enforcement details continued to play an important role in the overall occupant protection program with 698 additional fixed or roving seat belt details being conducted in FFY 2013.

Throughout the year, the State Police also continued its extensive occupant protection public information and education activities. The Traffic Services Section updated and distributed a variety of informational and promotional materials at numerous venues, including the New York State Fair. Radio public service announcements were disseminated statewide and media outlets were encouraged to broadcast these messages, particularly during the weeks preceding the Buckle Up New York enforcement wave. The educational component included 117 Rollover simulator and Convincer demonstrations that reached a total of approximately 25,000 at various locations including schools, county fairs and press events.



## **Research and Evaluation**

### Statewide Observational Survey of Seat Belt Use

At GTSC's request and to meet federal requirements, the Institute for Traffic Safety Management and Research (ITSMR) conducts an annual observational survey of seat belt use in New York State. A new survey design developed in accordance with revised uniform criteria established by NHTSA was implemented for the first time in FFY 2013. The new design incorporates a sampling frame that is fatality-based, rather than population-based, and includes the counties where 85% of the fatalities in passenger vehicles, vans, SUVs and light trucks occurred over the past five years. Twelve counties and 10 observation sites within each county were selected for inclusion in the survey. ITSMR staff recruited and hired survey assistants to conduct the seat belt observations in each of the counties, provided classroom and field training in the new survey protocol and data collection procedures, and supervised the survey assistants in the field.

The 2013 survey was conducted in June following the national seat belt mobilization May 20-June 2. The results of the survey were analyzed and the required documentation was prepared for submission

to NHTSA by GTSC. The statewide use rate for New York in 2013 was 91.09%, the highest level achieved to date. By maintaining a use rate of at least 90%, New York meets the criteria for a “high use” state and will be eligible for federal 405b Occupant Protection grant funds in FFY 2015.

## Child Passenger Safety

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

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

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

In FFY 2013, GTSC awarded 194 CPS grants to local agencies, compared to 186 in FFY 2012. Many grantees provided multiple programs and services; 155 agencies supported permanent fitting stations, 47 agencies received funding to conduct awareness classes, 131 agencies hosted multiple car seat check events, and 75 grantees offered programs focusing on educating and providing seats to low income families. According to the reports received to date, a total of 21,443 seats were inspected and 12,722 seats were given away through the CPS grant program in FFY 2013.

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



The GTSC’s CPS Program Coordinator assists agencies with grant development and management. Assistance is provided on preparing grant applications, reporting, vouchering and requesting project modifications when necessary.

## Public Information and Education

Through its Child Passenger Safety (CPS) grant program, the GTSC continued to provide support and coordination for statewide public information and education to encourage seat belt and proper child restraint use. The GTSC provided educational materials and other support to state and local agencies, child passenger safety technicians and the general public on child passenger safety issues. The GTSC's CPS program serves as the state's clearinghouse for information regarding child passenger safety training classes, child safety seat check events and other child passenger safety activities. The GTSC oversees the information on permanent fitting stations, seat check events, training classes, technician and instructor updates and public information materials, all of which are updated regularly on [www.safeny.ny.gov](http://www.safeny.ny.gov) and on the "Frequently Asked Questions" page of the DMV website. In FFY 2013, there were approximately 226,735 hits on the CPS web pages, compared to 150,000 in FFY 2012.

### "Know for Sure" Campaign

In FFY 2013, New York promoted the national child passenger safety campaign, "Know for Sure Your Child is in the Right Car Seat" launched by NHTSA and the Ad Council. The goal of the campaign is to make sure all parents and caregivers are properly securing their children (birth-12 years) in the right car restraint (rear-facing, forward-facing, booster seats and seat belts) for their age and size and to ensure the safety restraints are properly used and installed by parents and caregivers.

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

The "Know for Sure" tool kit includes the following information:

- I. Child Passenger Safety Campaign Summary
- II. Basic Car Seat Safety
- III. Safe Kids Basic Car Seat Safety Checklist-in Spanish
- IV. Car Seat Checkup-Top 5 Things to Do
- V. NHTSA's Four Step Child Restraint Recommendations
- VI. Stacking Toy Poster
- VII. Baby Bottle Poster
- VIII. Sit Click Ride Traffic Safety Calendar
- IX. Spanish Athlete Poster
- X. Spanish Whitehouse Poster
- XI. Order Form for NHTSA's "Know for Sure" Campaign Materials



The tool kits for the "4 Steps 4 Kids" campaign will remain on the [www.safeny.ny.gov](http://www.safeny.ny.gov) website for future use.

### **National Seat Check Week and Seat Check Saturday**

As in previous years, New York joined the national celebration of Child Passenger Safety Week, September 15-21, 2013. The goal each year is to remind caregivers of the need to keep children properly restrained in a child safety seat that meets their weight and height requirements. This year, 49 check events were held across the state where a total of 1,297 seats were checked and 673 seats were provided to replace outdated, recalled or inappropriate seats. On National Seat Check Saturday observed on September 21, GTSC staff participated in the Crossgates Mall event held in conjunction with the Albany County Traffic Safety Awareness Weekend. A total of 59 seats were inspected for proper installation at this event.



### **CPS Regional Technical and Training Conference**

During FFY 2013, representatives from New York participated on the planning committee for the 11th annual Region 2 Child Passenger Safety (CPS) Technical Conference scheduled for June 24-26, 2014 at the Penn State Conference Hotel in State College, Pennsylvania. The conference will be one of the largest training, education and advocacy events in the United States dedicated solely to reducing death and injury rates for children traveling in motor vehicles. At the conference, Certified Child Passenger Safety Technicians and Instructors will receive continuing education credits that are required for recertification through Safe Kids Worldwide.

### **Certified Technician Training Program**

In 1999, New York's CPS technician program began with 98 certified technicians and nine instructors. Today, the program has grown to 1,557 technicians and 70 instructors. As other states have lost technicians, New York has been able to maintain a large roster of certified technicians.



The CPS grants awarded by the GTSC support technician training classes and cover recertification fees for technicians and instructors. In 2013, 22 Standardized Child Passenger Safety Technician Training classes were conducted, resulting in 284 new certified technicians.

Technicians are from a variety of backgrounds, with the largest proportion representing local police agencies (36%), fire and EMS (21%) and health agencies (8%).

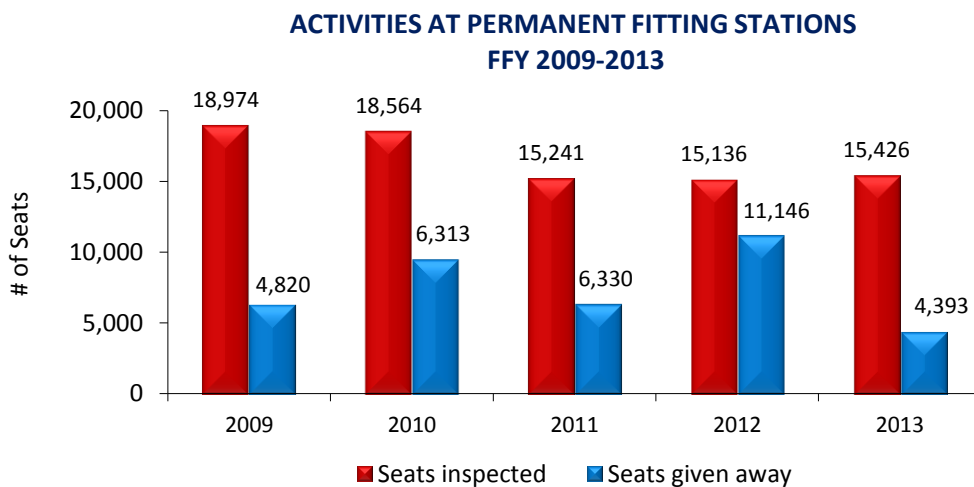
### **Child Passenger Safety Technical Update Training Classes**

CPS technical update classes provide the opportunity for technicians and instructors to update skills and stay current with the latest information and guidelines. Continuing Education Units are available for those who attend these classes. According to Safe Kids Worldwide, 67% of New York's technicians were

recertified between January and October 2013, the same proportion as the previous year. New York's recertification rate consistently exceeds the national rate of 58%, partly due to the opportunity to earn several credits at the annual regional CPS conferences.

### Permanent Child Safety Seat Fitting Stations

In FFY 2013, the GTSC awarded 155 mini grants for the operation of fitting stations. Currently, there are 288 permanent fitting stations in New York State. The agencies operating fitting stations reported that 15,426 child safety seats were inspected in FFY 2013, an increase of approximately 300 over the number inspected in FFY 2012 (15,136). A total of 4,393 child safety seats were given away at the fitting stations. As with previous years, GTSC contacted all of the fitting stations to verify and update the information that is posted on [www.safenyny.gov](http://www.safenyny.gov).



Fitting stations in New York State have remained very active. In most cases, seats are inspected by appointment. Listed below are some of the most active fitting stations and the number of seat inspections conducted at their facilities in FFY 2013.

- Nassau County Traffic Safety Board: 1,096 inspections and 28 seats given away
- Greenburgh Town Police Department: 1096 inspections and 27 seats given away
- Albany County Traffic Safety Board: 1,039 inspections and 120 seats given away
- Cornell Cooperative Extension of Saratoga County: 783 inspections and 81 seats given away
- North Greece Fire District: 679 inspections and 18 seats given away
- Mt. Pleasant Town Police Department: 648 inspections and 18 seats given away
- Clinton County Sheriff's Office: 387 inspections and 248 seats given away
- Eastchester Town Police Department: 346 inspections and 14 seats given away

### Child Passenger Safety Awareness Training

The trend for agencies to offer more CPS awareness training classes continued in FFY 2013. While the seat check events are very successful and draw media attention, the awareness classes can reach a



greater number of parents, expectant parents and caregivers. In 2013, 165 awareness classes were held throughout the state for nearly 5,800 participants; 43% of the participants were parents and another 4% were expectant parents. The other participants included day care providers, law enforcement officers, health care professionals and bus drivers.

Most classes consisted of classroom training that included demonstrations of car seat installations, education on the provisions of the occupant protection law and information on the various resources available, such as car seat check events and permanent fitting stations. A number of the training classes held a seat check event in conjunction with the awareness training; 233 seats were inspected and 46 seats were given away at these events this year.

One example of a new CPS awareness training program conducted this year combined child passenger safety and school bus safety. Following a school bus crash involving children under age four where the child restraints were not properly installed, a special training program was presented in Poughkeepsie to 21 attendees from Dutchess and Ulster Counties. The program was based on a NHTSA training curriculum on the use of child passenger safety restraint systems on school buses and was presented with the assistance of the Albany County Department of Public Works and Child Passenger Safety Instructors from Orange and Ulster Counties. The training provided information on school buses, child restraints and the laws relating to both. The attendees also had the opportunity to practice installing different types of child restraints on school buses.

Again this year, all grantees purchased and used the newest CPS video for 2013, "Don't Risk Your Child's Life," which is updated each year. This year it includes information on the American Academy of Pediatrics' (AAP) recommendation to keep infants rear facing until age two or to the highest recommended weight allowed by the manufacturer.

### **Child Safety Seat Check Events**

In 2013, 337 child safety seat check events were conducted across the state, 58 more than last year. At these events, 6,107 seats were inspected, an increase of nearly 1,500 over 2012; 87% of the seats inspected were installed incorrectly and 2,717 were replaced. This was partly due to the new AAP recommendation to keep children rear facing up to age two, combined with the booster seat law which requires children up to age eight to be restrained in an appropriate restraint.



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

The types of misuse found during car seat check events in FFY 2013 are summarized in the table below.

### MISUSE PROBLEMS ENCOUNTERED DURING INSPECTIONS IN FFY 2013

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

#### Child Safety Seat Distribution Programs

In 2013, the GTSC funded 75 child safety seat distribution programs for low-income families, six more than in 2012. Each program may have a different approach to child passenger safety education, but all of the programs have a certified CPS technician available to spend 20-30 minutes teaching parents how to install their car seat. Most programs show families the educational video “Don’t Risk Your Child’s Life” and provide educational brochures and materials. This year, 5,566 child safety seats were distributed to low-income families across New York, 1,847 fewer than the previous year. Most families are referred to these programs through their Social Service and WIC Offices.

#### NYS Child Passenger Safety Advisory Board

The New York State Child Passenger Safety (CPS) Advisory Board advises the GTSC on child passenger safety issues and promotes a higher level of skill, knowledge and participation by technicians and instructors to improve child passenger safety in all regions of New York State. The accomplishments of the CPS Advisory Board in FFY 2013 included the following:

- All technician training courses for the year were scheduled by January 2013.
- Child passenger safety information and news for technicians and instructors continued to be provided through the GTSC website [www.safeny.ny.gov](http://www.safeny.ny.gov).
- The curriculum for instructors to use when teaching technicians is updated as needed; when approved by Safe Kids Worldwide, the updated curriculum is posted to the GTSC website.

- Members of the Advisory Board are working with the Pennsylvania CPS Conference Committee to plan the NHTSA Region 2 conference that will be held in State College, Pennsylvania, June 24-26, 2014. Board members also volunteered to moderate and present sessions at the conference.
- The GTSC provides the regional coordinators with an updated list of all technicians and instructors on a monthly basis. A list of technicians whose certifications had expired was provided for the CPS Advisory Board to use in canvassing for recertification.
- The Advisory Board coordinated the events and the publicity campaign for Seat Check Saturday that kicked off Child Passenger Safety Week in New York State.
- The resumes of new Advisory Board members were submitted and approved by the Board and GTSC.
- A statewide poster contest was conducted in observance of National Child Passenger Safety Week. Close to 1,000 students in grades 3-7 submitted posters to encourage other tweens (8-12 year olds) to properly buckle up in the back seat when riding in a motor vehicle. The contest was conducted by the Advisory Board and the GTSC, with support from New York State Safe Kids and the NYSDOH. The winning state and regional poster entries were included in the "Sit, Click, Ride" traffic safety calendar which was distributed throughout the state.

# COMMUNITY TRAFFIC SAFETY PROGRAMS

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

Some of the strategies and outreach efforts that counties are encouraged to integrate into their local programs stem from state level initiatives focusing on specific issues such as drowsy driving, or special groups such as diverse populations, younger drivers, older drivers, children and veterans. Listed below are descriptions of selected Community Traffic Safety projects that highlight the activities undertaken in this program area. The complete list of projects implemented in FFY 2013 is included as Appendix A. The project number, amount of funds awarded and a brief description are provided for each project.

## COMMUNITY TRAFFIC SAFETY PROJECTS AND ACTIVITIES FUNDED IN FFY 2013

### Younger Drivers

#### National Safety Council Teen Safe Driving Grant

The GTSC is participating in a National Safety Council (NSC) initiative to establish a culture of safe teen driving based on the proven principles of graduated licensing. New York was one of ten states selected by the National Safety Council to receive a grant to fund a Teen Safe Driving Coalition through the Allstate Foundation. The Coalition develops and implements a statewide plan that involves teens, parents and community members in promoting safe driving in New York State. The primary focus has been on increasing awareness and promoting safe driving habits through the Teen Crashes GTG (Got to Go) program, which culminates in National Youth Traffic Safety Month in May. The Teen Crashes GTG program includes an activity toolkit that students can implement during a one-week period between January and May. This toolkit provides schools, community groups and other organizations with a set of practical activities and resources to host teen driver safety interventions over a one-week period. The Allstate Foundation provided \$200 incentives to encourage groups to conduct these teen driver activities. The GTSC was a partner in the committee that developed the project and assisted in its promotion. The New York Teen Safe Driving Coalition also promoted local activities for National Teen Driver Safety Week in October.

#### Younger Driver Tool Kit

The Governor's Traffic Safety Committee's Younger Driver Toolkit located on the [www.safeny.ny.gov](http://www.safeny.ny.gov) website continues to serve as a resource and conduit for traffic safety outreach and education. This "one stop" traffic safety webpage is continually updated with current data, traffic safety contests, guest speaker information and other pertinent traffic safety materials for the traffic safety professionals.



### **New York Partnership for Teen Driving Safety (NYPTDS)**

The NYPTDS, a state workgroup facilitated by the NYS Department of Health (DOH) Bureau of Occupational Health and Injury Prevention, was created to support initiatives and promote the implementation of effective educational, enforcement, policy, and legislative strategies to reduce teen driving crashes, fatalities, and injuries on the state's roadways. In FFY 2013, members developed and coordinated a teen-focused safety belt promotion campaign with the slogan "Click it Front & Back Too!" to be conducted during the annual weekly observance of National Teen Driver Safety Week (October 20-26, 2013). Forty-three high schools in 24 counties agreed to participate in the campaign by conducting activities from a project developed resource guide available on the Younger Driver Traffic Safety Toolkit. The "Speak Early, Speak Often about Teen Driving Safety" campaign materials target parents to encourage them to be role models for their teens by demonstrating safe driving practices, become knowledgeable about New York's Graduated Driver Licensing Law (GDL) and promote the use of a parent/teen driving agreement to manage their teen's unsupervised driving during the junior licensing stage. Based upon input received from parents, the materials were revised to further promote the use of parent-teen driving agreements by including a Q Reader code which directs smart phone users to a parent-teen driver contract on the GTSC website. The materials are also available in Spanish with supplies to be distributed to Hispanic parents of teen drivers through local contacts.

### **Driver Education Research and Innovation Center (DERIC)**

The Driver Education Research and Innovation Center (DERIC) was created as the result of a recommendation from the Temporary Special Advisory Panel on Driver Education Availability and Curriculum Enhancement. Managed by Health Research, Inc. (HRI), the DERIC is a collaboration among the NYS Department of Health (DOH), the Governor's Traffic Safety Committee (GTSC), the NYS Education Department (SED) and the NYS Department of Motor Vehicles (DMV). A unique multiple agency collaboration, the DERIC was developed to identify, develop and recommend driver education curricula that are relevant, engaging and developmentally appropriate. The ultimate goal is to develop a driver education program that includes a standardized driver education curriculum, increases safe driving behaviors and is sought after by parents, students and instructors.

The first module, Distracted Driving/Driver Inattention, was developed by a subcommittee comprised of experts in the fields of research and evaluation, curriculum development, adolescent development, secondary education and driver education. Utilizing available evidence-based research, best practices, national traffic safety standards and industry accepted practices, the subcommittee developed a module focusing on distracted driving/driver inattention that will aim to increase driving knowledge, skill and behaviors of teen drivers. A formative and qualitative evaluation of the module will be conducted that will include an assessment of material content and a measure of how the modules are delivered. Evaluation results will be used to strengthen the effectiveness of the instructional material and improve the delivery method.

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

Cornell Cooperative Extension (CCE) of Saratoga County has developed a three-day educational program for high school students that focuses on making good choices behind the wheel and when riding as a passenger. Every year, this program expands into more schools within the county and adds new educational opportunities. In FFY 2013, CCE added the "texting simulator" to the many activities offered. This simulator offers students the opportunity to text while driving in a safe environment to educate them on the dangers of this behavior.

CCE of Saratoga County also continued to conduct their Middle School program, educating students in grades 6-8 on how to be “good passengers.” Students learn that they have a voice while riding and how speaking up can save their life and the lives of anyone they are riding with. This course helps students to understand the responsibility they have as a passenger and how they can help the driver make good and correct choices behind the wheel. This program is very successful as most students are reached before they are riding with young drivers and are young drivers themselves.

In FFY 2013, CCE of Saratoga County also initiated the ALIVE @ 25 Program for the Saratoga County District Attorney’s Office. ALIVE @ 25 is a court mandated course for 16-25 year olds who make bad choices behind the wheel. In addition to receiving the support of the DA’s Office, CCE met with the Saratoga County Magistrates and was able to secure their support for the program. The four-hour course, which is taught by the CCE Occupant Protection Educator who is trained and certified in the curriculum and trained law enforcement officers, is specifically designed to change driving behaviors and instill in the participants that they are responsible for making good choices behind the wheel. Participants complete evaluation forms upon the completion of the class. The young drivers who successfully complete the course may have the opportunity to plea down the charges against them. The course, which has been offered once a month since June 2013, has had full enrollment each month and many future classes have waiting lists.

The Saratoga County District Attorney Office and the Saratoga County Magistrates found this course to be successful and positive. As a result, they have asked the CCE Occupant Protection Educator to develop and teach a course for any person receiving a ticket for cell phone use, texting or the use of any hand-held device while driving. This course will begin in FFY 2014.

### **Distracted Driver Victim Advocate Program**

In FFY 2013, the Governor’s Traffic Safety Committee (GTSC) continued its partnership with the National Safety Council (NSC) and Focus Driven, expanding the popular distracted driving victim advocate program across the state. This highly sought after presentation was provided to traffic safety professionals, secondary school students and at Victim Impact Panels throughout the state. The goal of the program is to educate motorists about the increased crash risk associated with distracted driving and the life altering consequences that can result from this dangerous behavior. The program continued to feature nationally-recognized victim advocate Jacy Good who was severely injured in a crash caused by a young driver talking on a cell phone. The response to this outreach program has been overwhelmingly positive, and the number of requests for presentations increased exponentially throughout the year.



### **Driving in the Safe Lane Project**

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

During FFY 2013, 47 day and evening programs were presented in Nassau County public and private schools reaching over 14,500 parents, students and community members in the county's culturally-diverse areas. The programs for teens and their parents were held at the schools in the evening, often in conjunction with driver education courses. To encourage teens to attend, parking privileges at the school and other incentives were offered. Speakers included members of the law enforcement and medical communities, parents of crash victims and teens performing community service as a result of traffic-related offenses.



The safe driving message was reinforced through a variety of other daytime activities including “Grim Reaper Days”, school-community health fairs, assembly programs, educational speakers addressing responsible decision making, signing a Driving in the Safe Lane pledge, using fatal vision goggles while driving a non-motorized pedal kart to simulate impaired driving and engaging students in hands-on activities.

### Cicero Town Police Department – Driver Simulation

The Cicero Police Department purchased a driving simulator that is housed in the youth center adjacent to the high school and staffed by Cicero Police officers trained in using it. The main focus of the project is to address impaired teen driving not only for the driver, but for those passengers who may consider riding with an impaired driver. This unit is mobile so it can be transported to various community events that are attended by thousands of attendees. The police department is also working with the DA's office to institute a teen driver ticket diversion program. When teen drivers receive tickets for minor traffic offenses they will have the opportunity to plea to a lesser charge after going through the simulator program.

### “Save Your Friend Over the Airwaves” PSA Contest

In FFY 2013, the NYS Association of Traffic Safety Boards (NYSATSB) sponsored its 8th annual “Save Your Friend's Life Over the Airwaves” public service announcement (PSA) contest for teens. The purpose of the contest is to raise awareness of teen driving safety issues which include speeding, safety belt use, impaired driving, drowsy driving and distracted driving. Seven PSAs were selected as winning entries with students receiving prizes as well as state and local recognition. The contest was supported by financial contributions from AAA New York State, the NYS Association of Chiefs of Police, the New York State Sheriffs' Association, AAA Western and Central New York, AAA Hudson Valley and AAA Northway.

## **Older Drivers**

### New York State Office for the Aging (NYSOFA)

In FFY 2013, NYSOFA's Older Driver and Pedestrian Safety Project expanded the delivery of outreach, information, education and assistance to help older drivers remain safe behind the wheel, or when appropriate, to access transportation alternatives if they can no longer drive safely. Project activities and interventions were delivered onsite in



the following nine counties: Albany, Broome, Clinton, Fulton, Greene, Rensselaer, Saratoga, Schenectady, and Washington. In these counties combined, 769 older drivers, 60 caregivers and 228 Helping Professionals directly participated in informational and educational activities provided by the project. Helping Professionals received training and skill development interventions designed to build capacity among staff who serve older persons and who are on the front lines and may have to deal with driver safety as well as driver cessation issues. Informational materials describing older driver help resources designed to assist older persons with driving safety and how to access those resources were disseminated at all activities.

NYSOFA reprinted 1,850 copies of the award winning publication “When You Are Concerned, A Handbook for Families, Friends and Caregivers Worried about the Safety of an Aging Driver.” More than 1,500 copies of “When You are Concerned” were disseminated statewide to older drivers and caregivers in FFY 2013. Copies of the publication were also made available at all caregiver resource centers administered by county-based Area Agencies on Aging across the state. Many requests for the publication were also received through NYSOFA’s web site email and 1-800 Help Line.

Over 1,000 copies of NYSOFA’s Older Driver Resource Guides were also disseminated during the year. The guides contain driver improvement and safety resource information to assist older adults experiencing driving safety issues, as well as information for caregivers, helping professionals or anyone attempting to help an older driver. Copies of NYSOFA’s Older Driver Resource Guides were also made available across the state through local Area Agencies on Aging.

### **The CarFit Program**

CarFit is an educational program created by the American Society on Aging and developed in collaboration with AAA (American Automobile Association), AARP and the American Occupational Therapy Association. The program is designed to help mature drivers determine how well they currently fit their personal vehicle, highlight actions they can take to improve their fit, and promote conversations about driver safety and community mobility. A proper fit in one’s personal vehicle can greatly increase the driver’s safety as well as the safety of others.

## **Drowsy Driving**

### **New York’s Partnership Against Drowsy Driving (NYPDD)**

The NYPDD actively participates in two drowsy driving campaigns during the federal fiscal year to raise public awareness of the dangers of drowsy driving. On behalf of NYPDD, the DMV Communication’s Office issued a press release during National Drowsy Driving Prevention Week, November 12-18, 2012. The press release alerted motorists about the dangers of driving while drowsy and the effect that changing the clocks on Sunday, November 4<sup>th</sup> for daylight savings time could have on staying awake while driving.



In conjunction with National Sleep Awareness Week, the NYPDD held a press event on March 7, 2013 at the New Baltimore rest stop on the NYS Thruway. Representatives from GTSC, NYS DOT, the Albany Regional Sleep Disorders Center and the NYS Automobile Dealers Association and a victim of a drowsy



driving crash were the invited speakers at the press event. The Automobile Dealers Association demonstrated the latest advancements in vehicle technology that help to alert drivers to the signs of drowsiness.

## Other Community Traffic Safety Programs

### Westchester County – Plan4Safety Community Grant Program

The Plan4Safety Community Grant Program strives to reduce the number of crashes, injuries and fatalities in Westchester County by educating road users about safe behaviors on the road. Safe driving practices and the dangers of distracted driving are among the many topics that the Westchester County Traffic Safety Office addresses in its educational programs. Numerous presentations were conducted at community centers, senior centers, hospitals, health fairs, libraries, and schools. One such program was conducted on August 14, 2013 for about twenty members of Yorktown Rotary Club. Those in attendance acknowledged that the primary responsibility of the driver is to operate a motor vehicle safely and that behaviors like speeding, drowsy driving, red light running and especially distracted driving are dangerous and unacceptable. Participants received informational materials to share with family and friends.



### Commercial Motor Vehicles

The GTSC participated in the New York State Truck Safety & Education Symposium and Safety Exhibition held in Albany, New York on March 26-27, 2013. The theme for this year's symposium was "Achieving Better Compliance: The ABCs of Safety." Industry professionals, from safety directors and maintenance managers to drivers and dispatchers, all rely on having the proper knowledge and skills to do their job safely and efficiently. A critical issue currently facing trucking companies is compliance with the regulatory agencies that oversee the industry. The symposium addressed this important safety compliance issue in several of the sessions. In addition to providing agency updates, the symposium offered workshops presented by enforcement, medical professionals, attorneys and other subject matter consultants to provide each attendee with the ability to "Achieve Better Compliance."

### New York State Annual Highway Safety Symposium Coordination

At the request of the GTSC, the NYS STOP-DWI Association and the NYS Traffic Safety Boards Association, the Institute for Traffic Safety Management and Research (ITSMR) is responsible for coordinating the annual New York State Highway Safety Symposium sponsored by the three organizations.



During the past year, the 2012 symposium was held October 14-17 in Lake Placid and the planning and the majority of the preparations for the 2013 symposium scheduled for October 20-22 in Syracuse were completed.

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

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

### **Community Highway Safety Program Support**

The primary purpose of this grant awarded to the Institute for Traffic Safety Management and Research is to perform a variety of tasks and activities that support the GTSC's local traffic safety program. An ITSMR staff member is based full-time at the GTSC to assist in working with local grantees and to serve as GTSC's subject specialist in a number of traffic safety program areas. The FFY 2013 accomplishments include the following:

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

# TRAFFIC RECORDS

New York's various traffic records systems play a critical role in New York's performance-based program planning processes used by the state's traffic safety agencies and organizations to develop and implement traffic safety initiatives. In FFY 2013, the projects funded in this area focused on improving the timeliness, accuracy and availability of traffic safety-related data with regard to the state's crash, citation/adjudication, driver, injury surveillance, vehicle, and roadway records systems. During the past year, efforts also continued with regard to improving data linkages among agencies that use traffic records systems for the purposes of problem identification, and the management and evaluation of safety programs. The many initiatives conducted in FFY 2013 were undertaken by agencies at the state and local levels, including the Governor's Traffic Safety Committee (GTSC), the Department of Motor Vehicles (DMV), the Department of Transportation (DOT), the Department of Health (DOH), the State Police, and the Metropolitan Planning Organizations (MPOs).

The strategies implemented in this program area and the progress made in attaining the performance goals and objectives during FFY 2013 are summarized below.

## ASSESSMENT OF PROGRESS

### Traffic Records Targets for FFY 2013

- ❖ To reduce the mean number of days from the date a crash occurs to the date the crash report is entered into the AIS (Accident Information System) database from 33 days in 2011 (July-Dec) to 29 days in 2013 (July-Dec)
- ❖ 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 15 days in 2011 (July-Dec) to 11 days in 2013 (July-Dec)
- ❖ To reduce the mean number of days from the date of charge disposition to the date the charge disposition is entered into TSLED from 30 days in 2011 (July-Dec) to 23 days in 2013 (July-Dec)

### Status of Performance Measures

New York is not likely to meet any of the three goals established for FFY 2013. The mean number of days from the date a crash occurs to the date the crash report is entered into the AIS (Accident Information System) database increased from 33 days in 2011 (July-Dec) to 49 days in 2012 (July-Dec). The lack of improvement in the crash measure is largely the result of changes in the AIS workflow protocols and procedures that were tested and implemented in 2012 which created temporary backlogs in the processing of crash reports. Although it is expected that the mean number of days will drop again in 2013 when all of the IT issues related to the DMV's new workflow process have been successfully addressed, it is highly unlikely that it will drop to 29 days, the goal set for FFY 2013 (July-Dec).

The previous downward trends in the citation/adjudication performance measures were not sustained for the July-December 2012 time period making the targets that were set for 2013 difficult to reach. The mean number of days from citation date to the date the citation is entered into the TSLED database increased from 15 days in 2011 (July-Dec) to 17 days in 2012 (July-Dec). The improvement that occurred in the third measure, the mean number of days from the disposition date of a charge to the date the

disposition is entered into TSLED (29.10 in 2012 vs. 30.37 days in 2011), does not represent sufficient progress to reach the target of 23 days that was set for FFY 2013. The lack of progress in these citation performance measures can be attributed in large part to a reduction in the staff resources involved in the manual data entry processes. However, progress has already been observed in 2013, and it is expected that the continuation of the *TraCS Electronic Crash and Ticketing System* project in FFY 2014 will have a positive effect on both of these measures, reducing them below the 2012 levels.

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

The continuing importance placed on improving the state's traffic records systems is reflected in New York's 2012-2015 traffic records strategic plan. Developed by the GTSC with the assistance of ITSMR and the state's TRCC, the *NYS Traffic Safety Information Systems Strategic Plan: 2012-2015* provides an opportunity for New York to continue to make further improvements in its traffic records systems which supports the decision making process for highway safety managers in New York State. During the past year, the plan was updated and became an integral part of New York's FFY 2013 application for traffic records funding under Section 405C of MAP-21. Submitted in June 2013, the grant application was approved in August and New York was awarded approximately \$1.3 million.

During FFY 2013, ITSMR also continued to be responsible for the verification of the crash data in DMV's Accident Information System (AIS) and for querying and extracting information from the AIS. ITSMR has similar responsibilities with regard to the TSLED and Administrative Adjudication ticket systems. ITSMR extracts and analyzes highway safety data from these systems to meet the needs of DMV and GTSC; their major state agency partners, including DOT, the State Police, and DOH; and other state and local highway safety organizations. In addition, ITSMR assists DMV in enhancing its capability to query and retrieve information from the crash (AIS), ticket (TSLED and Administrative Adjudication) and driver license files.

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

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

ITSMR continued to be responsible for providing the data needed to support the development of the state's major planning documents: the Highway Safety Strategic Plan (HSSP), the Commercial Vehicle Safety Plan (CVSP) and the state's Strategic Highway Safety Plan (SHSP) required for the receipt of federal highway safety funds by the GTSC and DOT. In FFY 2013, ITSMR also provided data and assisted in the preparation of the incentive grant applications and reports that were required for the receipt of several different categories of incentive funds available under MAP-21.

## **TRAFFIC RECORDS PROJECTS AND ACTIVITIES FOR FFY 2013**

### **Statewide Coordination of Traffic Records Systems Improvements**

New York's Traffic Records Coordinating Council (TRCC) plays a key role in coordinating improvements in the timeliness and accuracy of the state's traffic records data systems and the availability and use of the data at all jurisdictional levels. The state's numerous traffic safety partners make extensive use of traffic records data in the identification of traffic safety problems and potential solutions. The GTSC continues to partner with other agencies and coordinate efforts with other sources of funding to complete projects to improve traffic records systems, files and programs. During FFY 2013, these efforts resulted in the preparation of the *2013 NYS Inventory of Traffic Safety Information Systems* and the *FFY 2014 Update to the Traffic Safety Information Systems Strategic Plan: 2012-2015*. The implementation of this strategic plan will continue to support improvements in the state's various traffic records systems.

Key improvements in the traffic records systems that occurred in FFY 2013 are summarized below.

#### **Crash and Citation/Adjudication Systems**

During FFY 2013, MAP-21 funds (Sections 405C and 402) provided continuing support to expand the electronic capture and transmission of police crash reports and traffic tickets from the field and disposition information from the courts. This support includes the purchase of equipment, such as printers, bar code readers and magnetic strip readers. As of November 2013, more than 450 police agencies are collecting and submitting crash and/or ticket data electronically to the DMV, up from 438 in December 2012. Approximately 85 percent of the TSLED citations and 60 percent of the reportable crashes submitted by the police are currently being sent to the DMV electronically. In addition, more than 1,250 of the state's 1,400 courts are using the e-disposition process to report dispositions electronically to the DMV.

The DMV continues to make improvements to its crash and ticket reporting systems through the development and implementation of both hardware and software applications. In FFY 2013, efforts continued on several projects, including) the implementation of a method to allow motorist crash reports to be submitted electronically, 2) the upgrading of the hardware and software associated with ALIS, as well as upgrading the maps used by ALIS and 3) development of a design to improve the accuracy and accessibility of crash location information on both linear road segments and intersections. Efforts also continued in FFY 2013 to integrate the AIS and SIMS crash data systems. This project has involved the use of an outside vendor to build a business case for the integration.

During FFY 2013, NYS DOT has continued an effort to process non-reportable crash reports into SIMS, NYS DOT's crash database. As of November 1, 2013, entry of the non-reportable crash reports for 2010 has been completed, as well as 90 percent of the 2011 non-reportable crash reports.

## Injury Surveillance Files

During FFY 2012, the Department of Health (DOH) completed a four-year project to develop and implement an electronic system for capturing and reporting information from pre-hospital patient care reports (PCRs). The *NYS Pre-Hospital Patient Care Registry* project addressed issues related to the timeliness and availability of the state's basic injury surveillance information systems (i.e., the PCR and SPARCS systems). As of November 2013, approximately one in four EMS providers was submitting their PCR data reports to DOH electronically; however, those records represent 75 percent of all the PCRs in the state with 1.5 million coming from all of the New York City services, including both the voluntary hospital ambulance services and the NYC Fire Department. This project has also enabled New York to capture all 82 required NEMSIS compliant data elements and transmit those data to the national data set. In addition to the required elements, the new database captures 126 additional data elements.

In addition, through its CODES database, the DOH Injury Prevention Program continues to expand its capabilities to integrate crash data with hospital discharge, emergency department and emergency medical services data. The 2011 data for these various files were linked during FFY 2013.

## Driver License File

The NYS Department of Motor Vehicles' (DMV) automated driver's license file contains approximately 29 million records, 13 million of which are active. The file 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.

New York continues to be recognized as having one of the best license issuance processes in the United States. Since 2008, the DMV has been using facial recognition (FR) technology to stop identity theft and driver license fraud by preventing and deterring the issuance of multiple licenses to a single individual. The FR program is intended to advance the DMV's important goal of "one driver, one license" to deter identity fraud and improve highway safety. During FFY 2013, at the request of the DMV's Division of Field Investigation (DFI), ITSMR continued to assist the DFI in identifying the traffic safety concerns related to multiple licenses. ITSMR examined and analyzed the records of persons across the State who have or are trying to obtain more than one driver license or non-driver identification (ID) card. The results of this effort, which covered the three-year period February 2010-January 2013, are summarized in a report that was made available to the DFI in April 2013.

Completed during FFY 2012, the DMV's relational address database associated with driver license records continues to improve driver license data integrity through the use of appropriate edits, cross referencing and address validation. It supports the DMV's ability to standardize address information, reducing duplicate license records and facilitating real-time availability for relational access to client information with extended search and reporting capabilities. It also improves the notification process when licenses are suspended or revoked. Almost all of the state's 1,400 courts have the capability to pull down information on drivers from the driver's license file for sentencing purposes through the Judicial Online Information System (JOIN).

## Vehicle Files

During FFY 2012, with funding provided under Section 408 of SAFETEA-LU, the DMV completed a project to improve the structure of its registration, insurance and vehicle files. The project standardized the names and addresses on the individual records in each file, established linkage capabilities between the

files and enhanced existing search capabilities to allow users to search for records using multiple identifiers, as warranted. It greatly improved the accuracy of the records in these various files through the reduction of duplicative data.

With funding provided under SAFETY-LU, the NYSDOT continued its *Carrier Certification Project* in FFY 2013. This project is addressing issues related to the accuracy of the data on intrastate carriers for hire that transport property, household goods and passengers on New York's roadways.

### **Roadway Systems**

Recognizing the importance of having reliable roadway data, NYSDOT continued to develop and enhance its Roadway Inventory System (RIS). The RIS consolidates multiple flat files containing data on highway features and characteristics, provides more functionality and makes data entry and data analysis easier to perform. During FFY 2013, NYSDOT continued a project that is designed to link RIS with NYSDOT's Safety Information Management System (SIMS) using the capabilities of ALIS (Accident Location Information System). Funded under Section 408, this project will result in more complete and accessible data on highway characteristics and traffic volume data being available on SIMS.

During FFY 2013, NYSDOT continued its efforts to expand the collection of traffic volume data on the local highway system. The additional traffic volume data will enable NYS DOT to enhance and refine its safety programs in a more equitable manner to all highways within the state. Efforts are also being continued to use new technology to improve and enhance querying/reporting capabilities, and developing linkage protocols for selected data systems, including the Safety Information Management System (SIMS), Roadway Inventory System (RIS), Bridge Data Management System (BDMS), and the Post-Implementation Evaluation System (PIES). Collectively, the results of these efforts give NYSDOT the ability to combine and analyze roadway-related data in support of engineering solutions that are designed to improve traffic flow, thereby reducing the effects of some dangerous driving behaviors, and to decrease crashes, fatalities and injuries.

### **Use of Technology**

The number of enforcement agencies, including the State Police, collecting and transmitting crash and/or ticket data to DMV electronically continued to increase in FFY 2013 (451 in October 2013 vs. 438 in December 2012). With the completion of a project in 2012 to upgrade the TraCS data movement process, the ability of TraCS to process significantly higher volumes of various types of data and allow data to be passed back to local agencies for processing has improved significantly.

During FFY 2013, progress was also made with regard to the NYPD being able to submit their ticket data electronically to the DMV. A pilot test of this process was initiated on 10/21/2013. This progress is a result of the *New York City Police Department (NYPD) Automated Forms Reporting Project (AFR)*. As of this writing, NYPD has successfully transmitted over 900 tickets from eight precincts. The NYPD plans to begin testing the crash reporting phase of the project in fall of 2014. Periodic conference calls are being held between the DMV and the NYPD to keep the projects on track.

## Development and Use of Data Linkages

During FFY 2013, New York continued its CODES (Crash Outcome Data Evaluation System) initiative, with ITSMR providing the 2011 crash data to the DOH to be linked with the DOH's injury surveillance files. This linkage effort supports program initiatives that focus on specific population sub-groups and permits the examination of costs associated with crashes. Improvements in data linkage capabilities continue to be important in analyzing various types of motor vehicle crash information related to the driver, vehicle, type of crash, location of crash, injuries, type of medical care received and the associated costs.

Approved by the TRCC in May 2013, the FFY 2014 *Update to the Traffic Safety Information Systems Strategic Plan: 2012-2015* provides support for the project *Development of Crash Database for Public Use Via the Internet*. This crash database will be designed to integrate AIS crash data and the corresponding SIMS/ALIS location data for those crashes; it may also integrate injury data from select DOH databases. It will also include other NYS-related data such as population, vehicle miles traveled, number of licensed drivers and number of vehicle registrations. This project will be conducted in FFY 2014 by ITSMR under a Section 405C grant.

## Research and Evaluation

Research and evaluation continue to be vital components of the highway safety planning process. In FFY 2013, research continued to support the development, implementation and evaluation of new initiatives in conjunction with the state's 402 grant program. In addition, analytical support has been provided to traffic safety agencies and organizations at all jurisdictional levels, including the collection, analysis and reporting of data. Initiatives to provide training and technical assistance in the use of the state's traffic records systems were also supported. ITSMR provides research and evaluation support to DMV and the GTSC and its partners. ITSMR's services include the following:

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



# PROGRAM MANAGEMENT

The Governor's Traffic Safety Committee (GTSC) is responsible for the coordination and implementation of New York State's comprehensive highway safety program, including the administration of the National Highway Traffic Safety Administration (NHTSA) 402 program. In FFY 2013, New York was also successful in qualifying for Section 405 National Priority Safety Program funds in Occupant Protection (405b), Traffic Records (405c) and Impaired Driving (405d). Within this framework, the GTSC works with its partners and networks to identify highway safety problems in New York State and collectively develop strategies and programs to address these areas of concern.

## ASSESSMENT OF PROGRESS

### Program Management Targets for FFY 2013

- ❖ Strengthen the GTSC's role in setting goals and priorities for the state's highway safety program
- ❖ Identify highway safety problems and solutions to reduce fatalities and injuries on New York State's roadways
- ❖ 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
- ❖ 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
- ❖ Coordinate and provide training opportunities and programs for New York State's traffic safety professionals
- ❖ Support the use of performance measures as an evaluation tool in the state's highway safety program
- ❖ Improve the timeliness of grant approvals and the allocation and liquidation of funding

### Status of Performance Measures

The GTSC was successful in meeting the targets related to the management of the state's 402 and incentive grant programs presented in the FFY 2013 Highway Safety Strategic Plan (HSSP). The first group of targets related to identifying traffic safety problems and setting goals and priorities, providing guidance in improving traffic safety, and developing and maintaining policies regarding the operation of the highway safety program. These targets were collectively met through the GTSC's continued implementation of a performance-based planning approach for the statewide traffic safety program.

In order to make efficient and effective use of the limited resources available to address the state's traffic safety priorities, the GTSC continued to promote enhanced communication and coordination among GTSC agencies resulting in many important initiatives. For example, GTSC agencies are moving ahead

with the “Data Integration Project” with a long range goal of creating one integrated, modern, cost-efficient, accessible repository of crash-related data for all New York State agencies and traffic safety partners to meet operating needs, improve safety and reduce fatal and serious injury crashes in New York State.

The GTSC also continues to expand the use of technology to disseminate information and enhance communication to improve highway safety. In addition to posting call letters for grant proposals electronically and communicating with grantees electronically via the e-grant system, GTSC has funded a grant to transform the current Drug Recognition Expert (DRE) evaluation log from a paper system to an electronic query ready database using tablet computers.

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

The GTSC continued to provide support, guidance and direction to grantees via county crash and ticket data packs along with statewide summaries contained on the GTSC website. In addition, GTSC staff collaborate with the STOP-DWI Association and The Association of Traffic Safety Boards to develop timely and informative traffic safety workshops at the annual symposium.

The GTSC also met its goal to expand training opportunities for traffic safety professionals in New York by supporting the expansion of various training programs to cover new topics and address the needs of new audiences. Training initiatives in FFY 2013 included training on the Data Driven Approaches to Crime and Traffic Safety (DDACTS) policing strategy and training sessions on DWI laws and other topics for prosecutors, judges, and law enforcement officers. In addition, the GTSC continued to provide Drug Recognition (DRE) and Advanced Roadside Impaired Driving Enforcement (ARIDE) training to law enforcement officers. GTSC staff also continued to partner with the State Police and local agencies to deliver the Practical Guidelines for Motorcycle Enforcement training and Pedestrian Safety Training for police officers in 2013.



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

In FFY 2013, eGrants was used exclusively for all aspects of the grants management process. A total of 859 grant applications for FFY 2013 were received and reviewed electronically. Of those proposals submitted, 771 were approved. The GTSC completed the review of the FFY 2014 proposals by mid-October.

## **PROGRAM MANAGEMENT PROJECTS AND ACTIVITIES FUNDED IN FFY 2013**

### **eGrants**

The GTSC has been using the online grant management system since FFY 2009. In FFY 2012, modifications were made to the system to enable the GTSC to collect additional data related to the contracting requirements of the Office of the New York State Comptroller. New to GTSC in 2013 was the notification from the NYS Division of the Budget (DOB) that New York's granting agencies will be required to switch to the new "Grants Gateway" beginning January 1, 2014 and that all not for profit grantees will need to prequalify to be eligible to apply for state grants in the gateway. GTSC has been working closely with the DOB and the Grants Gateway team to ensure a smooth transition. The intent of the new system is to allow for one common portal that grantees can enter and apply for grant opportunities. In addition, the new gateway will feed the state's new voucher payment system – the Statewide Financial System (SFS).

### **New York State Highway Safety Strategic Plan (HSSP)**

The GTSC prepared and submitted New York State's Highway Safety Strategic Plan (HSSP) for FFY 2014. In conjunction with the development of the HSSP, the GTSC members met at the Empire State Plaza Concourse in Albany in the fall of 2013. Each agency highlighted their priorities and activities related to traffic safety and discussed trends that should be of concern to the committee. In addition, GTSC staff met with the Association of Traffic Safety Boards to gather important data and input from the local level.

### **Professional Development**

The GTSC recognizes the value of professional development and supports participation by its staff and highway safety partners in relevant training and educational opportunities to increase their knowledge and awareness of traffic safety issues and to acquire new or improved skills. In FFY 2013, the GTSC played an important role in the planning and delivery of several training and educational programs and supported the participation of staff and its highway safety partners in these and other professional development opportunities. Although restrictions on out-of-state travel prevented the GTSC staff from participating in some conferences and training opportunities, the GTSC was involved in planning several programs and events and provided support for partners to attend. The GTSC's training activities in the past year included the following:

- Held the annual Governor's Traffic Safety Committee agency meeting
- Co-sponsored the annual New York State Highway Safety Symposium
- Participated in planning the Regional Child Passenger Safety Training and Technical Conference to be held in Pennsylvania
- Supported and participated in the delivery of training programs for certified child safety seat technicians, including sponsorship of child safety seat clinics
- Supported Leandra's Law training sessions statewide
- Participated in the Motorcycle Core Group formed to address issues identified in the NHTSA Assessment
- Supported Motorcycle and Pedestrian Enforcement training sessions

- Attended the New York Association for Pupil Transportation annual conference
- Participated in the International Auto Show and World Traffic Safety Symposium presented by the Greater New York Automobile Dealers Association
- Supported the New York Prosecutors Training Institute's training programs related to various impaired driving issues
- Provided support for partners to attend the annual Traffic Records Forum sponsored by the Association of Transportation Safety Information Professionals (ATSIP)
- Coordinated the DRE, SFST, ARIDE and DITEP training programs held throughout New York State
- Attended and assisted at the New York State Sheriffs' Association Winter Training Conference
- Attended and assisted at the New York State Association of Chiefs of Police Summer Training Conference
- Supported the New York State Truck Safety and Educational Symposium and Safety Exhibition
- Participated in various Governors Highway Safety Association (GHSA) webinars relating to Program Management topics
- Participated in planning the GHSA's Annual Meeting
- Participated in the New York State Association of Traffic Safety Boards and STOP-DWI Association meetings
- Conducted local outreach and training in several counties

### **Planning and Administration**

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

The GTSC has continued to use a personal approach in administering the highway safety program. GTSC staff members are available and serve as resources in assisting local agencies in program development. A total of 478 formal grant program monitoring visits by GTSC Program Representatives were conducted in FFY 2013 and an additional 1,532 informal telephonic monitorings were completed. For the past two years, GTSC managers have provided Fall Highway Safety Symposium attendees with a "How to prevent grant fraud" presentation so that project directors can be cognizant of the red flags that may indicate fraud. The Law Enforcement Liaisons (LELs) often accompany the Program Representatives on formal monitoring visits to police agencies. Program Representatives and LELs remain in contact with grantees through phone and email. In addition, the GTSC program staff and LELs participate in local traffic safety board meetings, advisory meetings, community recognition programs and safety events from bicycle rodeos to service award ceremonies.

The GTSC has continued to implement procedures to streamline the grant application, approval and monitoring processes, while accommodating all of the federal and state requirements. Some of the other specific accomplishments associated with the management of the 402 program in FFY 2013 are listed below:

- A Federal Cost Summary allocating \$70,332,115 for various NHTSA highway safety programs was implemented.
- New York State applied for and received the following incentive fund awards:
  - Section 405b Occupant Protection - \$3,155,758
  - Section 405c Data Programs - \$2,690,318
  - Section 405d Impaired Driving - \$7,659,399
- A total of 859 applications for FFY 2013 funding were reviewed; 771 grant applications were approved.
- A total of 1,876 vouchers and 77 state claims were processed.
- New York closed out FFY 2012 in February 2013 and expended \$21,973,861.
- As of November 18, 2013, the ratio of unliquidated funds was 1.35 years for all funds.
- The GTSC submitted its FFY 2013 report into the Federal Funding Accountability and Transparency Act data system. The applicant information, funding level and project description was entered for 111 grant projects that received awards greater than \$25,000.
- New York State has begun fulfilling the Governor's promise to reform the State's grant contracting process for non-profits. In FFY 2013, the State of New York posted available grant opportunities for Not-For-Profit organizations to qualify for upcoming grants in the new Grants Gateway Portal. GTSC is in the process of phasing out the current e-grants system to comply with the new Grants Gateway requirements.
- The Grants Gateway, launched on May 15, 2013, is an online system that will allow grantees to browse anticipated and available grant opportunities, and submit frequently requested documents in a vendor Data Vault. In FFY 2014, the Grants Gateway will be expanded to accommodate the full lifecycle of a grant, including:
  - Online application development, submission, and award
  - Online contract development and execution
  - Online financial claiming and program reporting
- **Prequalification** – Prequalification is a new statewide process designed to facilitate prompt contracting. Vendors will be asked to submit commonly requested documents, and answer frequently asked questions, once. Vendors will submit their responses online in the Grants Gateway, and all information will be stored in a virtual, secured vault. In addition, an electronic "vault" will permit critical documents to be submitted and stored electronically to be used by all state agencies reviewing grants.

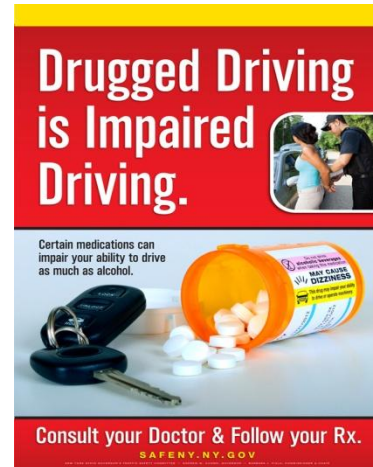
### **Statewide Public Information & Education**

The GTSC coordinates statewide public information and education campaigns to educate the public on new and continuing traffic safety issues and raise awareness of the responsibilities of all highway users to ensure their own safety and the safety of others on the roadway. In FFY 2013, the DMV and the GTSC

continued the implementation of successful public information and education campaigns across a variety of media platforms emphasizing messages related to impaired driving, occupant restraint, speed and the need to safely share the road with a variety of users. Several media outlets and partners were involved in the production of these messages which were made available on television, radio, billboards and the [www.safeny.ny.gov](http://www.safeny.ny.gov) website. Printed materials were also prepared and distributed to support the campaigns. A partnership was established with the Cable Telecommunications Association which provided GTSC with access to a new market for the dissemination of safety messaging. Ads were run on cable channels targeting the 18-34 male demographic; social media including web “pushdowns” and “sliders” were also utilized.

### **Billboards**

In FFY 2013, billboards were used in a new campaign developed to prevent underage drinking. A total of 500 static billboards featuring the message “Drugged Driving is Impaired Driving” were posted throughout New York State. GTSC was also able to have the campaign messaging broadcast utilizing digital billboards in areas of the state that feature this technology. More than 600,000 digital impressions were made during the grant year.



### **Television and Radio**

Through the GTSC’s ongoing partnership with the New York State Broadcasters’ Association (NYSBA), non-commercial sustaining announcements (NCSAs) continued to be used to disseminate key traffic safety messages. The key campaigns implemented in FFY 2013 are listed below; the areas of the state covered by the campaign, the dates of the campaign and the number of radio and television spots that were aired are included.

- “Drive Sober or Get Pulled Over,” October 1, 2012 to December 31, 2012; 28 downstate radio stations aired 1,298 spots.
- “Driver Sober or Get Pulled Over,” October 1, 2012 to December 31, 2012, 131 upstate radio stations aired 12,448 radio spots and 33 upstate television stations aired 3,281 spots.
- “It’s Your Community It’s Your Call,” “Drive Sober or Get Pulled Over,” and “Drinking and Driving Shatters Lives” campaigns rotated from January 1, 2013 to April 30, 2013 and from August 16, 2013 to September 30, 2013. 2,886 television spots ran on 41 stations; 2,542 radio spots ran on 35 downstate radio stations and 13,421 spots ran on 155 upstate radio stations.
- “Share the Road with Motorcycles” campaign aired from May 1, 2013 to August 15, 2013. 3,710 television spots ran on 41 stations; 3,220 radio spots ran on 35 downstate radio stations and 17,122 spots ran on 155 upstate radio stations.



In addition to the campaign materials airing on broadcast television, GTSC also contracted with the Cable Telecommunications Association of NY in FFY 2013 to target messaging to specific populations in the state. The placements primarily targeted males ages 18-34 with impaired driving messaging and the general population with “Watch for Motorcycles” messaging. Approximately 10 million online impressions were delivered statewide and approximately 50,000 TV spots aired statewide including NYC

and Long Island, providing GTSC a presence on local cable TV sponsorships of traffic and weather, Spanish language TV spots in NYC and other downstate markets and web mail takeovers and web dominance in Time Warner Markets.

### Annual NYS Highway Safety Symposium



Each year, the GTSC joins the NYS STOP-DWI Association and the NYS Association of Traffic Safety Boards in sponsoring the NYS Highway Safety Symposium. With funding from the GTSC, ITSMR is responsible for coordinating and providing administrative support for the annual meeting. The GTSC provides support for several staff members and grantees to attend the statewide symposium which includes training and information-sharing sessions on a wide range of traffic safety topics and typically draws an audience of 300-350 attendees. The FFY 2013 symposium was held in October 2012 in Lake Placid.

### GTSC Web Site

The GTSC continued to use its [www.safeny.ny.gov](http://www.safeny.ny.gov) website to disseminate traffic safety information to the general public, provide grant-related materials and forms, and serve as a portal for its online grant application and management system eGrants. The annual call for grant proposals is posted online, as are the annual Highway Safety Strategic Plan and the Annual Report. The statistical summaries that are prepared by ITSMR and the statewide crash data summaries are also available on the website. During FFY 2013, the GTSC website hosted 13,326,749 visitors, compared to 11,058,620 in FFY 2012.

In FFY 2013, the GTSC also continued to enhance the Younger Driver Toolkit which offers resources for schools and educators throughout the state. The toolkit is available on the GTSC website [www.safeny.ny.gov](http://www.safeny.ny.gov) and features resources and program ideas on impaired driving, distracted driving, seat belt use and other traffic safety topics. Information for teens and parents on the Graduated Driver's License and other topics specifically related to young drivers is also provided. The GTSC website features a Law Enforcement Partners Page that is used to communicate information about crackdowns, training, new laws and traffic safety promotions to the state's police community.

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