



**pennsylvania**  
DEPARTMENT OF TRANSPORTATION  
www.dot.state.pa.us

December 29, 2010

Mr. Thomas Louizou  
Regional Administrator  
National Highway Traffic Safety Administration  
222 Mamaroneck Ave  
White Plains, NY 10605

Dear Mr. Louizou:

Enclosed is the Pennsylvania Highway Safety Annual Report for federal fiscal year 2010. Our application includes the following components:

- Executive Summary
- 2010 Goals and Results
- NHTSA Funded Programs Report
- State and FHWA Funded Programs Report

Thank you in advance for your favorable review of this report. If you have any questions or require additional information regarding the report please contact Tom Glass of my staff at (717) 783-2113 or via email at [thglass@state.pa.us](mailto:thglass@state.pa.us).

Sincerely,

A handwritten signature in black ink, appearing to read "Daryl St. Clair".

Daryl St. Clair, P.E., Acting Director  
Bureau of Highway Safety and Traffic Engineering

Enclosure



# Highway Safety Annual Report



**Federal Fiscal Year 2010**



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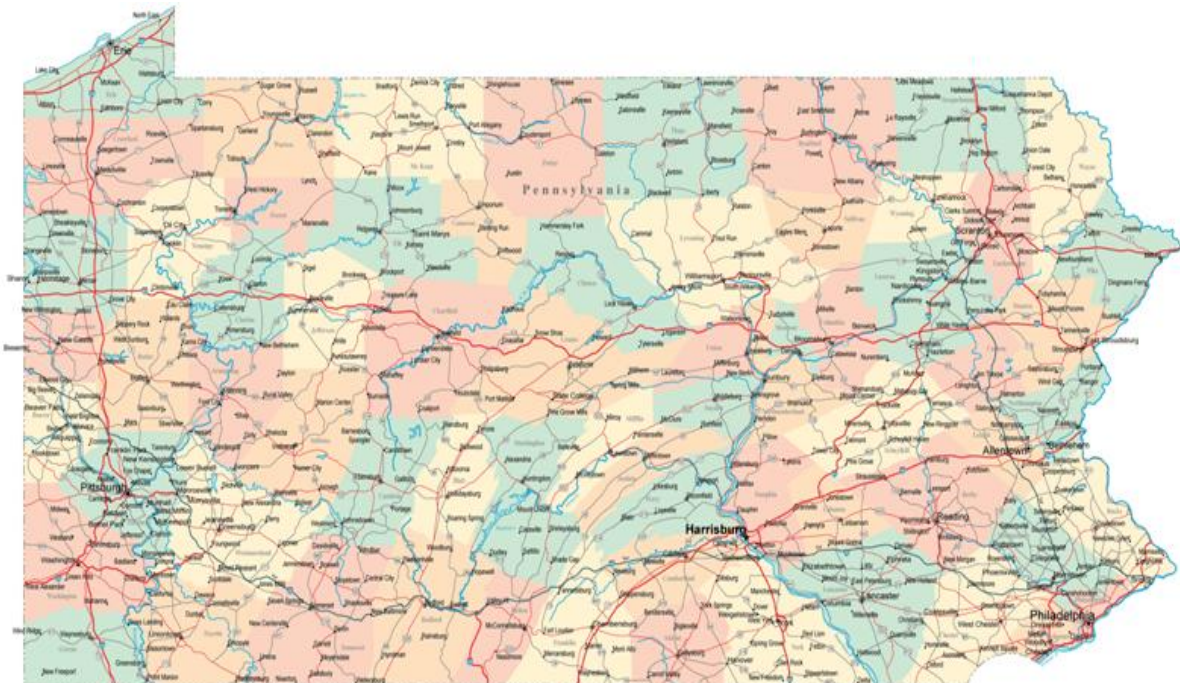
## INTRODUCTION

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

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

This report:

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



## EXECUTIVE SUMMARY

The Highway Safety Annual Report for Federal Fiscal Year (FFY) 2010 (October 1, 2009 – September 30, 2010) documents the use of federal grant funding administered by NHTSA in accordance with 23 USC, Sections 402 (Highway Safety Programs), 405 (Occupant Protection Incentive Grants), 408 (State Traffic Safety Information System Improvement Grants), 410 (Alcohol-Impaired Driving Countermeasures), and 2010 (Motorcyclist Safety Programs) of SAFETEA-LU.

The following program types were funded under these sections of 23 USC: police traffic services, impaired driving programs, occupant protection programs, roadway safety, crash records systems improvements, pedestrian safety, community traffic safety projects, older driver safety programs, young driver safety programs, motorcycle safety programs, and school bus safety programs. A total of 106 projects were funded for both state and local entities. The Highway Safety Office continues to manage a partnership with EMS, police agencies, ignition interlock providers, engineering infrastructure improvements, and the Low Cost Safety Improvement Program (LCSIP).



This report provides the status of each program goal and performance measurement identified in the FFY 2010 Highway Safety Plan. For FFY 2010, 7 major goals were identified\*. PennDOT reports the following based on the available 2009 data:

- **3 goals were achieved**
- **4 goals were not achieved**

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

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

## STATEWIDE GOALS AND RESULTS

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

Goal	Result
Our goal is to reduce speeding related fatalities to 470 or less by 2011. 552 speed related fatalities in 2009, 511 in 2010, and 470 in 2011	There were 634 speed-related fatalities in 2009.  <u>2009 goal not met</u>
Our goal is to reduce DUI related fatalities from 531 in 2008 to 483 in 2009, and 447 in 2010.	There were 406 DUI related fatalities in 2009.  <u>2009 goal met</u>
Our goal is to increase the seat belt usage rate from 85.06 in 2008 to 89.2 in 2009, and 89.5 in 2010.	The seat belt usage rate was 87.9% in 2009.  <u>2009 goal not met</u>
Our goal is to reduce local road fatalities from 235 in 2008 to 218 in 2009, and 202 in 2010.	There were 197 local road fatalities in 2009.  <u>2009 goal met</u>
Pennsylvania's goal is to complete all 2009 year crash data by April 2010.	All 2009 crash data were completed by April 2010.  <u>2009 goal met</u>
Our goal is to reduce motorcycle fatalities from 236 in 2008 to 182 in 2009, and 166 in 2010.	There were 204 motorcycle fatalities in 2009.  <u>2009 goal not met</u>
Our goal is to reduce mature driver related fatalities from 259 in 2008 to 245 in 2009, and 224 in 2010.	There were 276 mature driver related fatalities in 2009.  <u>2009 goal not met</u>

## PROGRAM FUNDING

### I. FEDERAL GRANT FUNDING

#### SECTION 402 PROGRAMS (State and Community Highway Safety Grant Program)

Section 402 funding supports State highway safety programs designed to reduce traffic crashes and resulting deaths, injuries, and property damage. A state may use these grants funds only for highway safety purposes. At least 40 percent of these funds are to be used to address local traffic safety problems. BHSTE awarded 28 grants totaling \$10,968,501.37 under this program. As of 12/21/10, \$8,855,820.48 of Section 402 funds (80.7%) has been spent.

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

Section 405 funding provides incentive grants to encourage States to adopt and implement effective programs to reduce highway deaths and injuries resulting from individuals riding unrestrained or improperly restrained in motor vehicles. These funds must be used for implementation and enforcement of occupant protection programs. BHSTE awarded 6 grants totaling \$1,159,323.00 under this program. As of 12/21/10, \$803,152.44 (69.3%) of Section 405 funds has been spent.

#### SECTION 408 PROGRAMS (State Traffic Safety Information System Improvement Grants)

Section 408 provides incentive grants to encourage States to adopt effective programs to improve traffic data systems by improving timeliness, accuracy, data integration, and availability to end users. BHSTE awarded 1 grant totaling \$829,812.48 under this program. As of 12/21/10, \$595,679.62 of Section 408 funds (71.8%) has been spent.

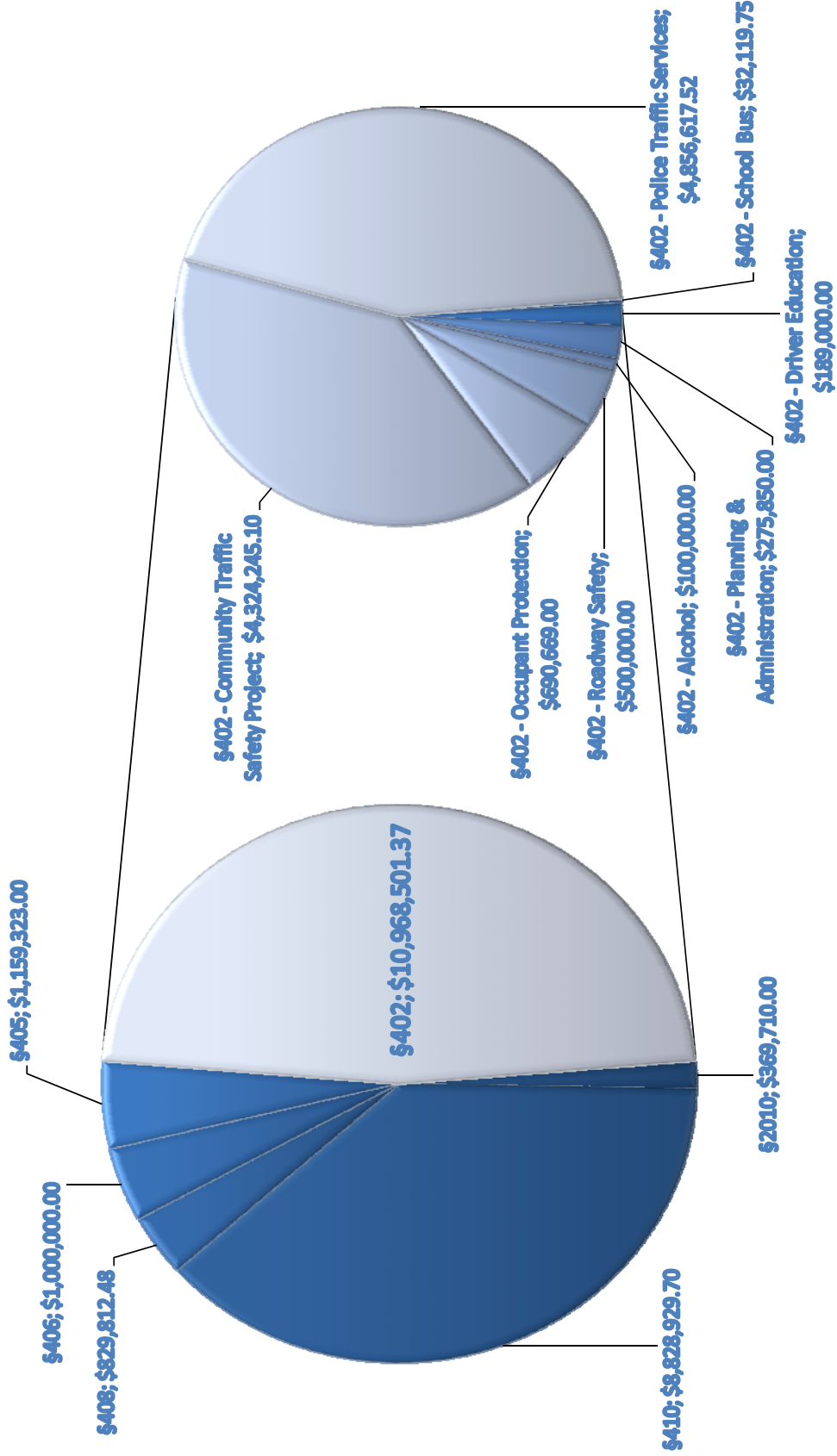
#### SECTION 410 PROGRAMS (Alcohol-Impaired Driving Countermeasures)

Section 410 provides incentive grants to States to implement programs that reduce driving under the influence of alcohol and/or drugs. A state may use these grant funds only to implement and enforce impaired driving programs. BHSTE awarded 64 grants totaling \$8,828,929.70 under this program. As of 12/21/10, \$6,206,295.36 of Section 410 funds (70.3%) has been spent.

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

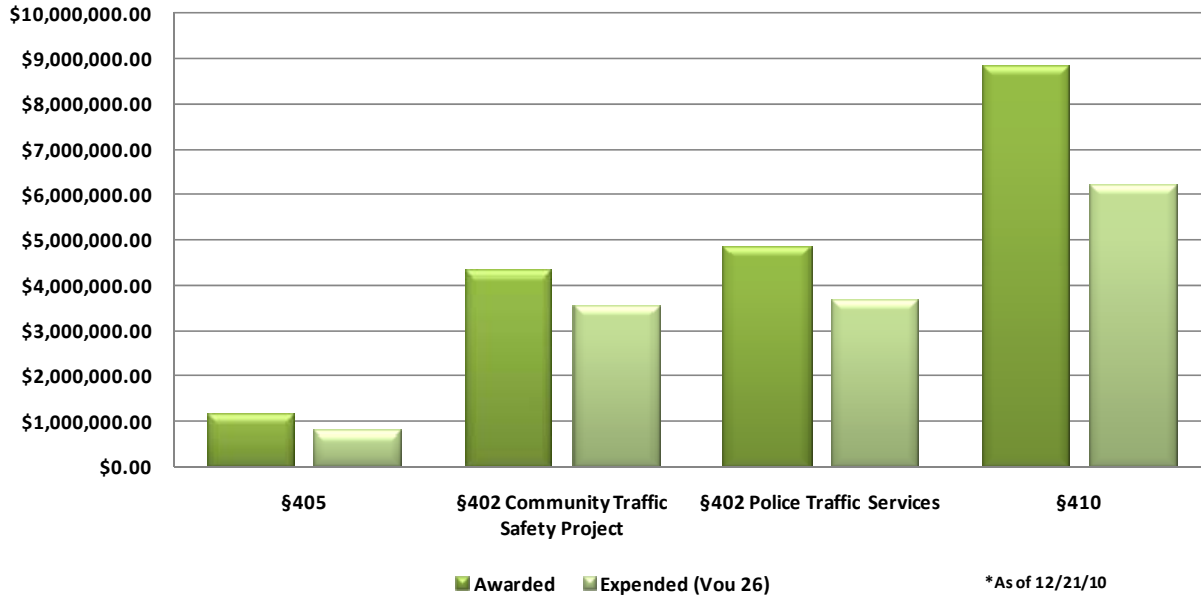
Section 2010 provides incentive grants to States for motorcyclist safety training and motorcyclist awareness programs. BHSTE awarded 1 grant totaling \$369,710.00 under this program. As of 12/21/10, \$365,757.99 (98.9%) of Section 2010 funds has been spent.

# NHTSA SAFETEA-LU FUNDS - FFY 2010 TOTAL AWARDED HIGHWAY SAFETY GRANTS - \$402 Fund Breakdown

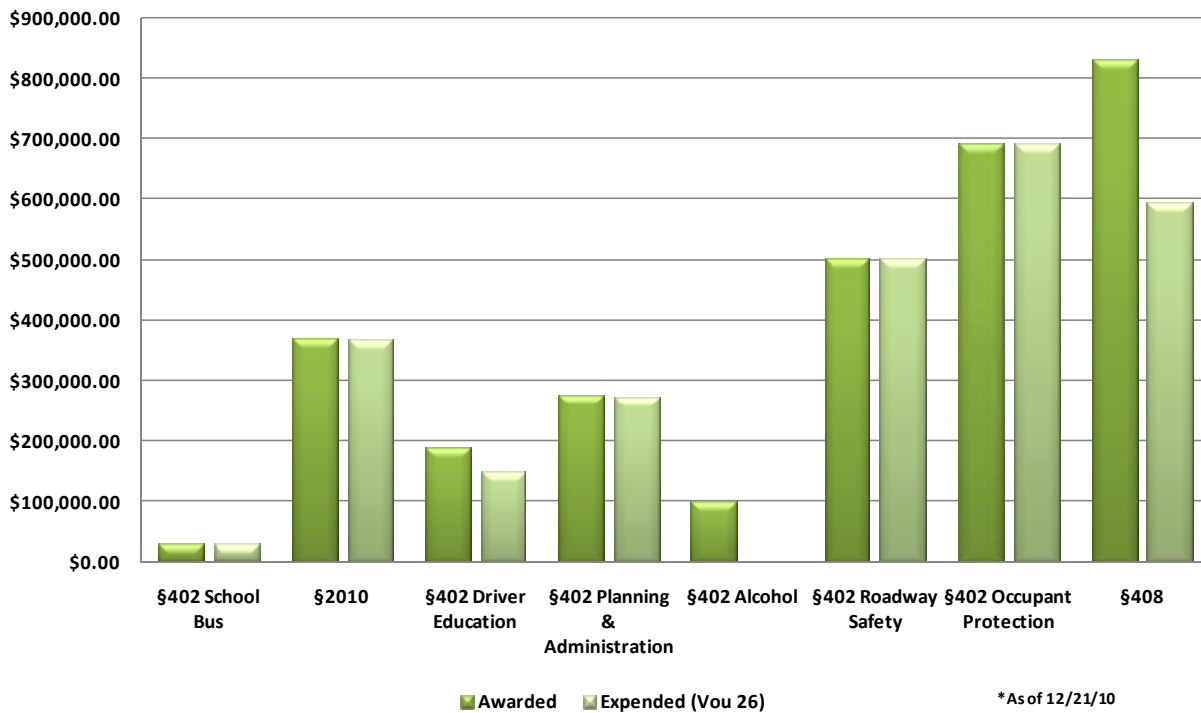




**FFY2010 NHTSA SAFETEA-LU OVERALL HIGHWAY SAFETY GRANT FUNDS - AWARDED vs EXPENDITURES\* (>\$1,000,000)**



**FFY2010 NHTSA SAFETEA-LU OVERALL HIGHWAY SAFETY GRANT FUNDS - AWARDED vs EXPENDITURES\* (≤\$1,000,000)**



## POLICE TRAFFIC SERVICES

**Goal: Pennsylvania’s goal is to reduce speeding related fatalities to 470 or less by 2011 and to reduce aggressive driving related fatalities to 141 or less by 2011. This represents the pace at which the speeding related and aggressive driving fatality reduction would need to remain if overall state-wide fatalities were to reduce by 100 per year.**

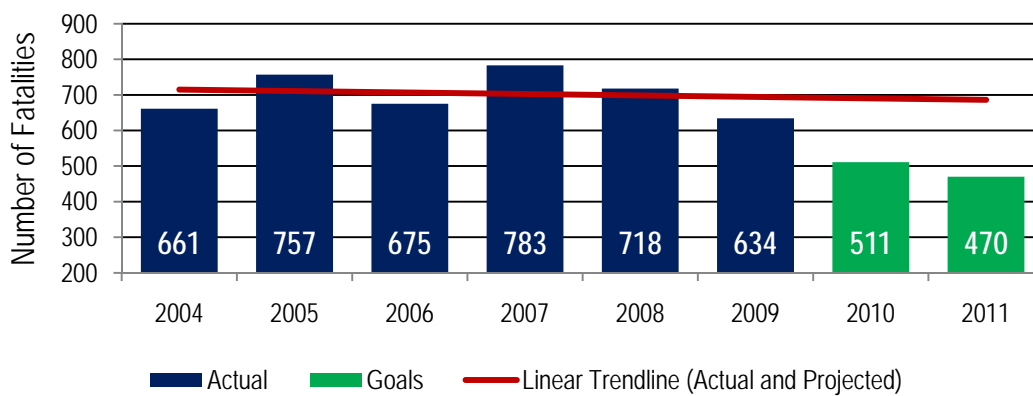
*Result: There were 634 speeding related fatalities in 2009. For Pennsylvania’s 2009 speeding related fatality number to be on pace to reach the 470 fatality or less goal by 2011, there would have to be 552 or less fatalities in 2009.*

### 2009 speeding related fatality goal not met

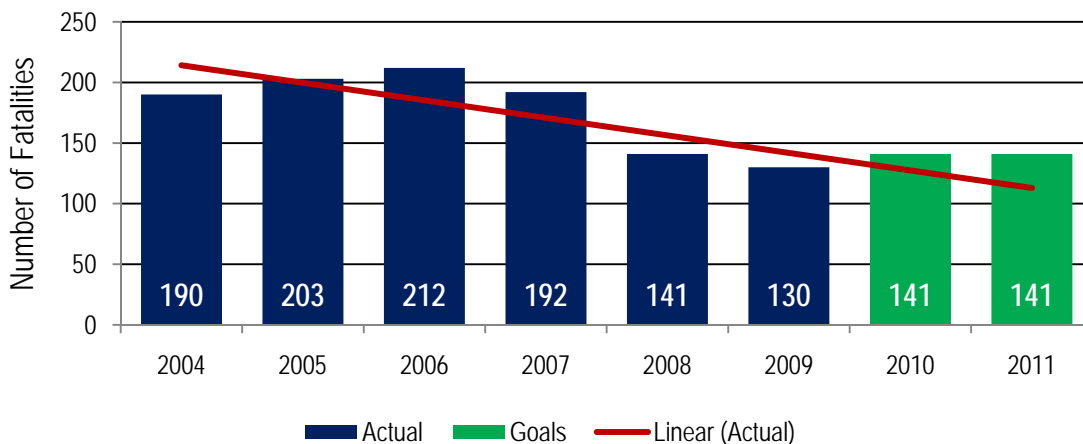
*There were 130 aggressive driving related fatalities in 2009. The aggressive driving fatality reduction rate is ahead of the 2011 goal.*

### 2009 aggressive driving related fatalities goal met

**Speeding Related Fatalities (2004-2008) and Goals (2009-2011)**  
(FARS Data)



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



SAFETY MEASUREMENTS	RESULTS
Maintain 84 Fitting Stations at each Pennsylvania State Police station throughout the commonwealth.	There continues to be 84 Fitting Stations. (See Occupant Protection)
Perform Child Safety Seat Checks at fitting stations and as needed.	Over 1,800 car seat checks were performed by appointment at the fitting stations.
Have State Police perform 9,733 hours of enforcement during the appropriate Aggressive Driving Mobilizations.	The State Police completed 10,435 hours of enforcement during Aggressive Driving Mobilizations.
Perform 100 hours of Aerial Speed Enforcement.	250 hours of Aerial Speed Enforcement were conducted. There was 100 hours of aerial enforcement conducted during the Click it or Ticket-Air, Land, and Speed Mobilization and there was another 150 hours conducted for PSP STEP enforcement.
Perform 4 SFST Classes for Trooper Personnel.	9 SFST classes were conducted
125 Police Officers within Grant Program to be trained in SFST.	175 State Police Officers were trained in SFST. 32 State Police Officers and 10 Municipal Officers were trained as SFST instructors.
Collect and analyze data from 31 types of citations/and arrests, focus area related, stemming from overtime enforcement from all PSP Traffic Safety Initiatives.	State Police data is tracked extensively for all focus areas and is available upon request.
Have Philadelphia Police average 2 contacts per hour, 16 contacts per day and at least 5,840 contacts per year while conducting traffic enforcement on the Roosevelt Boulevard.	The Philadelphia Police wrote 9,100 citations on the Roosevelt Boulevard in Fiscal Year 2010, which far exceeds 2 contacts per hour and 5,840 contacts per year.
Mobilize 400 local police department and all State Police Troops to provide data driven aggressive driving enforcement on 500 high crash corridors for 4 waves.	Mobilized 367 local police departments and all State Police Troops. Provided data driven aggressive driving enforcement on 322 high crash corridors for 4 waves.
Reduce crashes on aggressive driving corridors from prior three year crash average. In 2008, there was an 8.22% crash reduction from the prior three year crash average on the aggressive driving corridors. PennDOT would like to have at least a 10% reduction each year.	In 2009, there was a 3.43% crash reduction from the prior three year crash average on the aggressive driving corridors.

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

PennDOT continued to provide funding for the Pennsylvania State Police to conduct Special Traffic Enforcement Programs (STEP) on interstates as well as non-interstate highways. Special traffic enforcement programs target specific areas that have a high incidence of traffic crashes and fatalities. Enforcement locations and times are selected based upon analysis of crash data, traffic volume, frequency of traffic violations, traffic conditions, and includes consideration of geographic and temporal factors. During FFY 2010 the State Police wrote over 111,828 traffic-related citations through this enforcement program.

## II. HIGHWAY SAFETY CORRIDORS (§. 402)

In August of 2004, the Highway Safety Office met with the PennDOT legal department to finalize policy to implement a Highway Safety Corridor pilot study in Pennsylvania. According to Act 229, the Department is authorized to declare a section of highway a “Highway Safety Corridor” in which fines for moving violations will be doubled. Locations were determined from both crash history and the possibility of local PSP Troop cooperation for increased visible enforcement. Currently there are eleven designated Highway Safety Corridors in Pennsylvania.



Crashes and fatalities on the corridors have reduced since the implementation of the signs and enforcement in 2004. Over the past three years an average of 800 traffic crashes have occurred on all eleven corridors combined each year. In 2009 there were 770 total crashes on the corridors.

PennDOT continued to fund and support the Philadelphia City Roosevelt Boulevard speed enforcement project. The Roosevelt Boulevard is also one of the eleven designated Highway Safety

Corridors and the only corridor that receives primarily municipal enforcement as opposed to State Police enforcement. Over 9,100 citations were written to curb dangerous driving behavior on this corridor in Fiscal Year 2010.

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

Funding for police training continues to be provided to the Institute for Law Enforcement Education (ILEE) program within the Department of Education. ILEE is a recognized leader in law enforcement training. The primary focus of their training is chemical breath test administration and other impaired driving skills such as standardized field sobriety testing, drug



recognition, vehicle search and seizure, and juvenile DUI. In order for PennDOT to successfully implement its highway safety enforcement initiatives, law enforcement must be properly trained in these strategies. The impaired driving enforcement grantees are required to use properly SFST trained officers in the checkpoint testing areas as well as in the motorist contact area of checkpoints. ILEE serves as the means for officers to receive this specialized training.

In addition, ILEE is a major provider of advanced training for municipal police in specialized areas like collision investigation, drug interdiction, and areas of court testimony related to traffic law enforcement. During FY 2010, 4,703 personnel received training in 234 different courses and workshops.

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

The goal of the project is to reduce the number of aggressive driving crashes, injuries, and deaths through a coordinated and singularly focused aggressive driving enforcement and public



awareness initiative. In selecting corridors and police departments for enforcement, PennDOT examined aggressive driving crashes over the length of a road segment. PennDOT wanted to ensure that officers were on roadways with the opportunity to make numerous contacts per hour. During the pilot effort in 2006, any road segment (1/3 to 1/2 mile in length) in the state with 30 or more aggressive driving crashes over the

previous five years was considered for enforcement. Using total aggressive driving crashes in that range ensures that officers would be in the presence of more aggressive drivers. The impact and reach of the program has grown greatly since FY 2006. In FY 2010 aggressive driving enforcement was conducted on 322 corridors as opposed to the 29 corridors enforced in FY 2006.

In FY 2010, a total of 367 municipal police agencies and all State Police Troops participated in enforcement activities. The North Central Highway Safety Network established a contractual agreement for each of these agencies including conditions of approval and a signature sheet for an elected official approval. The PA Aggressive Driving website (<http://www.stopaggressivedriving.org/>) is used for law enforcement reimbursement and data

submission. It is also a valuable resource for up-to-date information for enforcement wave planning.

The program is structured in “waves” that occur each quarter of the fiscal year. Each 3-month long wave includes targeted media and enforcement activities crafted to maximize the effects on aggressive driving behavior. Press events and special activities occurred as part of each enforcement wave. The Pennsylvania State Police, municipal police, Community Traffic Safety Project Coordinators, District Safety Press Officers, and other highway safety partners each participate. All eleven District Safety Press Officers coordinated at least one press conference.

#### Summary of FFY 2010 Aggressive Driving Program:

- 6 Aggressive Driving Regions were identified, they include:
  - Region 1: Bucks, Chester, Delaware, Montgomery, Philadelphia
  - Region 2: Adams, Cumberland, Dauphin, Franklin, Lancaster, Lebanon, Perry, York
  - Region 3: Berks, Carbon, Lehigh, Monroe, Northampton, Schuylkill
  - Region 4: Bradford, Columbia, Lackawanna, Luzerne, Lycoming, Montour, Northumberland, Pike, Snyder, Sullivan, Susquehanna, Tioga, Union, Wayne, Wyoming
  - Region 5: Bedford, Blair, Cambria, Centre, Clearfield, Clinton, Crawford, Erie, Elk, Forest, Fulton, Huntington, Juniata, McKean, Mercer, Mifflin, Potter, Somerset, Venango, Warren
  - Region 6: Allegheny, Armstrong, Beaver, Butler, Clarion, Fayette, Greene, Indiana, Jefferson, Lawrence, Washington, Westmoreland
- 322 Corridors
- 4 Waves were completed from October 1, 2009 – September 30, 2010
- 367 Police Departments participated
- 210,076 Total Citations/Arrests were made.
- 60,448 funded enforcement hours and 35,946 in-kind enforcement hours
- 233,186 total contacts
- 2.42 contacts per enforcement hour

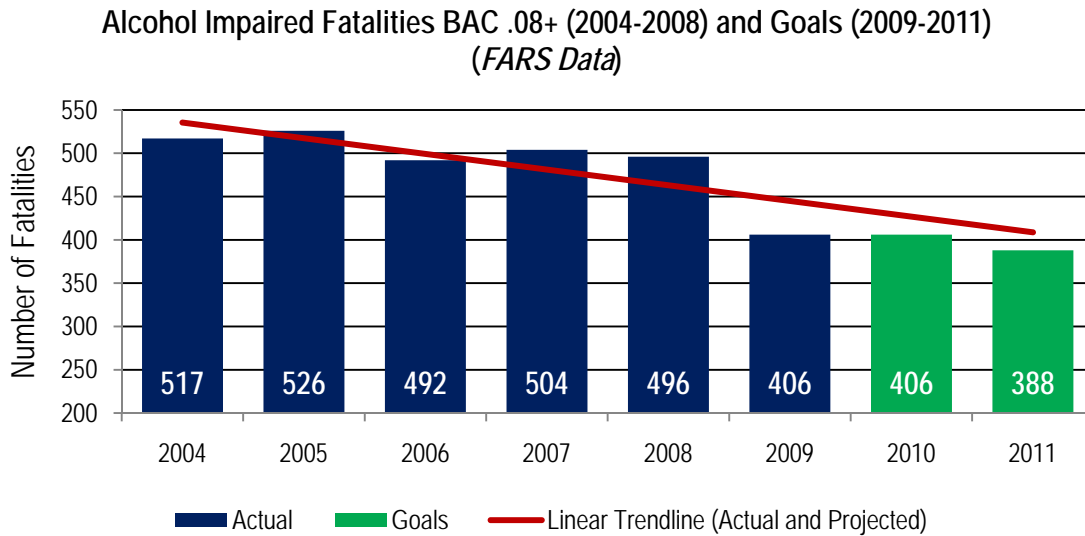
The 2009 crash data shows a 3.43% reduction from the 2006-08 aggressive driving crash average on the selected corridors. During the prior three year period (2006-2008) an average of 14,889 aggressive driving crashes occurred per year on all of the enforcement corridors combined. After intense targeted enforcement in 2009, the aggressive driving crash number dropped down to 14,378. The reduction in crashes is directly related to the number of enforcement hours and citations issued for each corridor. A crash reduction on the selected corridors has occurred every year since the start of the program.

## IMPAIRED DRIVING

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

*Result: There were 406 (FARS data) alcohol related fatalities in 2009. The impaired driving fatality reduction rate is ahead of the old 2011 goal. The chart below reflects the new goal going forward.*

### 2009 alcohol related fatality goal met



SAFETY MEASUREMENTS	RESULTS
Certify 200 AHSS instructors and 300 CRN evaluators by September 30, 2010	In FY 2010, 189 AHSS instructors and 197 CRN evaluators were certified.
Certify 20 officers as Drug Recognition Experts and conduct 3 ARIDE courses by September 30, 2010	There were 14 new Drug Recognition Experts certified and 7 ARIDE courses conducted.
Conduct 600 sobriety checkpoints, 1,150 roving patrols, and 125 cops in shops operations by September 30, 2010	In FY 2010, there were 1,044 checkpoints, 1,801 roving patrols, and 138 cops and shops operations conducted
Fund three (3) additional DUI Courts by September 30, 2010	DUI Courts in Union and York county were funded for the first time by PennDOT in FY 2010
Employ the use of Breath Alcohol Testing Mobiles as transportable booking centers. Secure two (2) BAT Mobiles by September 30, 2010	Three BAT Mobiles were funded in FY 2010

Perform 45 SFST related trainings by September 30, 2010	Thru the ILEE MOU, a total of 33 SFST related courses were conducted.
Hold 50 breath test related trainings by September 30, 2010	Thru the ILEE MOU, a total of 31 breath test related courses were conducted.
Perform 30 sobriety checkpoint related trainings by September 30, 2010	Thru the ILEE MOU, a total of 29 sobriety checkpoint related courses were conducted.
Train 6,000 law enforcement officers in highway safety related disciplines in September 30, 2010	Thru the ILEE MOU, a total of 4,703 officers were trained.

## I. ENFORCEMENT (§. 410)

The Department continues to create and sustain an aggressive DUI enforcement presence throughout Pennsylvania. During FY 2010, fifty one (51) DUI enforcement projects as well as the State Police were actively engaged in conducting sobriety checkpoints, roving patrols, mobile awareness patrols, and Cops in Shops operations (underage drinking), targeting the most problematic roadways throughout the Commonwealth. Mobile awareness patrols (phantom checkpoints) are a low manpower event characterized by one or two officers setting up limited checkpoint equipment for a brief period of time to create a perception of an impending checkpoint. DUI enforcement locations are selected based on alcohol-related crash data supplied by PennDOT. Police also use their local arrest data to justify locations for DUI enforcement.

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

Month	Operations	Motorist Contacts	DUI Arrests	Underage Drinking	Other Arrests & Citations	Warnings
FY 2001	472	73,255	1,053	327	3,275	N/A
FY 2002	722	98,901	1,400	410	5,983	N/A
FY 2003	853	144,868	1,686	451	8,113	7,402
FY 2004	1,212	190,150	2,327	970	10,546	8,417
FY 2005	1,110	147,665	1,966	702	15,602	11,440
FY 2006	2,233	231,626	3,686	926	34,620	22,868
FY 2007	1,804	196,557	3,516	1,184	40,898	19,199
FY 2008	2,098	227,185	3,427	790	16,796	20,628
FY 2009	2,735	303,128	4,946	1,064	28,716	33,629
FY 2010	2,845	321,074	5,383	1,065	31,520	34,217
<b>Totals</b>	<b>16,084</b>	<b>1,934,409</b>	<b>29,390</b>	<b>7,889</b>	<b>196,069</b>	<b>157,800</b>



## II. OTHER ENFORCEMENT INITIATIVES (§. 410)

Operation Nighthawk is a specialized two-day training and enforcement program aimed at reducing drinking and driving. Conducted on Friday and Saturday evenings, this program combines classroom instruction containing workshops on DUI case law and drugged driving



with professional motivational speakers. The Pennsylvania State Police (PSP) conducted Operation Nighthawk in cooperation with the Pennsylvania Driving Under the Influence Association (PA DUI) and PennDOT at three locations during FY 2010. These large operations contacted over 1,900 motorists netting 143 DUI arrests. Both PSP troopers and municipal officers participated in the operations.

## III. OVER THE LIMIT, UNDER ARREST (§. 410)

Police conducted sobriety checkpoints and roving patrols intensively during the holiday periods coupled with nationwide advertising of *Over the Limit, Under Arrest*. Extra enforcement coupled with intensive media coverage leads to fewer alcohol-related crashes and fatalities. The enforcement was targeted primarily during the holidays between July 4th and New Years Day. As identified by crash data, the demographic targets for the media component are males aged 18 to 34. Our most recent mobilization occurred around Labor Day weekend 2010. The extra enforcement (both State and local Police) over the two week period resulted in 398 DUI citations.

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

PennDOT also provided funds to conduct Advanced Roadside Impaired Driving Enforcement (ARIDE) training and Drug Recognition Expert (DRE) training and certification. ARIDE training is offered in 38 states and focuses on recognizing signs of drug induced impairment and the steps to be taken when encountering a drug impaired driver. Since 2007, over 900 Pennsylvania law enforcement officers have been trained in ARIDE. The seventh DRE School in Pennsylvania was completed during the 2<sup>nd</sup> quarter of FY 2010. Fourteen officers were certified by the International Association of Chiefs of Police (IACP) as Drug Recognition Experts. Pennsylvania now has 78 certified Drug Recognition Experts. Of the 78 certified, 17 are municipal police officers and 61 are state troopers.

## V. DUI COURTS (§. 410)

In an effort to curb DUI recidivism, PennDOT has established and funded DUI Courts. The DUI Court model is very similar to the preexisting Drug Court and much of the same infrastructure is used. The repeat offender goes through a series of parole and treatment phases until the judge decides the proper progress is made and a change in behavior has occurred. Not all repeat offenders have the option to be admitted to the program. In FY 2010, eight DUI Courts were funded and roughly 350 repeat DUI offenders were treated. In FY 2011, three new county DUI Courts will be funded.

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

The Vehicle Code mandates that PennDOT maintain driver improvement schools for DUI offenders, including (re)certifying the instructors conducting the classes. The driver improvement schools are referred to as the Alcohol Highway Safety Schools (AHSS). In addition, the Department is tasked with maintaining the Court Reporting Network (CRN) for DUI offenders and (re)certifying the CRN Evaluators. The CRN system is comprised of evaluation tools utilized to determine the DUI offender's alcohol highway safety history and the possible need for addiction treatment. Under this contract, 386 individuals were (re)certified for both the AHSS and CRN programs.

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

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

## OCCUPANT PROTECTION

**Goal: Increase the observed seat belt use rate to 89.5% or higher by the end of 2010 and to 90% or higher by the end of 2011.**

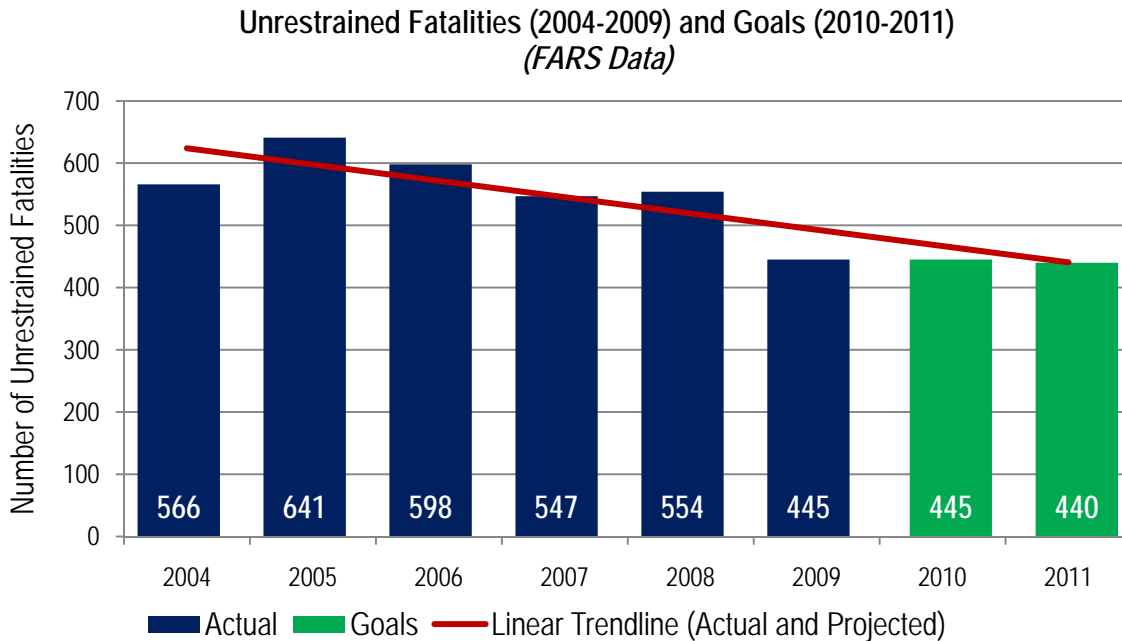
*Result: The observed seatbelt use rate for 2010 is 86.00%.*

### 2010 seatbelt usage rate goal was not met

**Goal: Reduce statewide unbelted fatalities to 445 deaths per year or less by 2011. This represents the pace at which the unbelted fatality reduction would need to remain if overall statewide fatalities were to reduce by 100 deaths per year.**

*Result: There were 445 unbelted fatalities in 2009. The 2010 fatality statistics were unavailable at the time this report was submitted.*

### 2009 unbelted fatality goal was met



SAFETY MEASUREMENTS	RESULTS
Participate in Thanksgiving 2009 and Memorial Day 2010 seat belt enforcement mobilizations (PA State Police)	State Police issued a combined 2,049 seat belt citations and 148 child passenger safety citations. A combined 112 regulatory checkpoints were conducted during these mobilizations.
Coordinate participation of "zero-tolerance" local and municipal police departments in Thanksgiving 2009 and Memorial Day 2010 seat belt enforcement mobilizations with at least one week devoted solely to nighttime belt enforcement (Local Police)	Municipal and local police issued a combined 4,654 seat belt citations and 201 child safety seat citations during the two mobilizations. Officers contacted a total of 894,002 motorists. During the Thanksgiving 2009 and Memorial Day 2010 mobilizations, 412 and 411 municipal and local police departments participated, respectively. The Memorial Day CIOT mobilization ran for three weeks, beginning on May 24 and ending on June 14. The last week of the mobilization was solely devoted to nighttime belt enforcement.
Coordinate and preserve the integrity of the statewide observational seat belt survey immediately following the 2010 Memorial Day Click It or Ticket mobilization (Local Police)	The official seat belt observations began on June 14 and ran through June 28, as necessary. The certified observed belt use rate for 2010 is 86.00%.
Create, implement, and monitor a statewide strategic seat belt plan to reach every county during the Thanksgiving 2009 and Memorial Day 2010 mobilizations (Local Police)	A plan was adopted by the end of October 2009. The theme of the Thanksgiving mobilization was "Operation Safe Holiday Kick-Off." The seat belt mobilization begins Operation Safe Holiday in November and impaired driving enforcement runs through New Year's Day. The Memorial Day mobilization was deemed "Operation Air, Land, and Speed" and was supported by the PSP aerial operations.
Provide a comprehensive statewide Earned Media Plan for each Mobilization with at least 16 activities for the Memorial Day Mobilization (Local Police)	Final version of the Thanksgiving Earned Media Plan was completed and distributed by October 23, 2009. Final version of the Memorial Day Earned Media Plan was completed and submitted in the 2010 Section 405 funding application.
Provide data and direction to target the NHTSA Paid Media Buy for Memorial Day Mobilization or other identified campaigns (Local Police)	No action.
Provide educational programs to elementary, middle, and high schools (Local Police)	657 educational programs were provided to schools which resulted in 35,483 direct contacts with students.
Continue operation of 84 Child Passenger Safety Fitting Stations statewide (PA State Police)	Over 1,800 car seat checks were performed by appointment at the fitting stations.



## I. ENFORCEMENT (§. 402 & 405)

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

Since the implementation of the Click It or Ticket (CIOT) (i.e. enforcement, education & paid media) model, the Commonwealth has achieved over a 15-percentage point increase in the observed seat belt usage rate (70.7% in 2000, to 86.00% in 2010). There were two full-scale CIOT mobilizations during FFY 2010: Thanksgiving 2009 “Operation Safe Holiday Kick-Off” and Memorial Day 2010 “Click It or Ticket.” During these mobilizations, the participating municipal police departments made 894,002 contacts with motorists and issued 4,654 seat belt citations, and 201 child passenger safety citations. In addition to the municipal police operations, the PA State Police participated in the mobilizations, resulting in a total of 2,049 seat belt citations and 148 child passenger safety citations. PSP also conducted 112 regulatory checkpoints during these time periods.



Mini-Cade Detail in Bethlehem City, PA

In addition to the full-scale mobilizations, a Traffic Enforcement Zone (TEZ) Demonstration Project was conducted in two municipalities during both daytime and nighttime hours in September 2010. The concept of the TEZ is not new as it is currently used in other states and by some law enforcement agencies in PA. The enforcement model behind the TEZ is almost identical to a normal traffic enforcement operation. The main difference is signage that alerts motorists that they are entering a TEZ. It is established on a roadway with a concealed observation officer at the entrance of the Zone who relays observed violation information to pursuit vehicles within the Zone who make traffic stops. A TEZ is not a checkpoint as officers do not rely on a systemic process to stop vehicles. Only those vehicles or driver actions that can be observed to be in violation of Pennsylvania’s Vehicle Code are stopped.

There were a total of 205 contacts during the four TEZs and 180 total citations. There were 12 seat belt citations (7% of total citations) written during the four details. This is somewhat lower than seat belt mobilization enforcement activities, but higher than most roving DUI or Aggressive

Driving patrols. It should be noted that “drive-through contacts” averaged between 8,000 and 10,000 for daytime TEZs and 4,000 and 6,000 during the night for each detail. Similar to checkpoints, these “drive-through” contacts are not considered direct contacts but do have a measurable behavior change. It is this high-visibility aspect that sets the TEZ apart from a normal roving patrol and makes it a great option for grant-funded enforcement.

Based on the success of these operations, PennDOT plans to take the TEZ program statewide during the May 2011 Click It or Ticket mobilization in order to bring more visibility to traffic enforcement.

## II. EDUCATION (§. 402)

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

**Crash Dynamics**

**crash PATALS**  
dynamics

**Three Types of Collisions:**  
Almost every injury crash includes these separate collisions:

- Outside the Vehicle Collision
- Impact with an object
- Inside the Vehicle Collision
- Unrestrained occupant hits the inside of the vehicle or is ejected
- Restrainted. Occupant is protected by the seat belt
- Internal/Human Collision
- Objects moving forward or toward the directional impact

**Sample crashes:**  
These seven sample crashes – all of which were fatal for at least one person involved – pull together everything discussed so far in the presentation. Each contains one or more crash characteristics and demonstrates examples of at least two, if not all three types of collisions in a crash.

**Crash 1 – Unbelted/Speed**  
Male in early 20s. Speed was involved, but no alcohol. No seat belt was worn, lost control and hit a telephone pole, then a dump truck (two collisions), was ejected from the vehicle. Sister was fatally injured in a similar type crash.

**Crash 2 – Speed/Alcohol**  
Young woman was returning from a night of drinking with two hours sleep at a friend's house. She still had a high BAC when she crashed into a truck head on early the next afternoon. Truck driver survived the crash.

**Crash 3 – Speed/Construction Zone**  
Tractor Trailer driver on a straightaway hit another T.T. (year ended) at a marked construction zone on I-80. 12 to 1 line with signs and warnings. He never slowed down.

**Crash 4 – Distracted/Inattentive**  
An 18-year-old distracted driver (who was later found to be under the influence of drugs) was using her iPod when she lost control and crossed two lanes of traffic, striking two pedestrians. One of the two young college students she hit was killed and the other was seriously injured.

survival 101 **3**

During this fiscal year, the Survival 101 curriculum was completely updated and re-designed to appeal to today’s teenage audience. After the updates were complete, update trainings were scheduled for officers who were already trained to give the program and also for new officers who showed an interest in receiving the training.

There were 657 programs completed during this grant period. A total 35,483 students were reached directly. “The Back Is Where It’s At” reported 210 programs reaching 13,160 students. There was a substantial decrease in “Survival 101” programs with 402 recorded contacting 21,743 middle and high school students. The “16 Minutes” curriculum reached 580 15- to 16- year old students through 45 programs.

During this reporting period, a letter was sent to every PA school district, both public and private, with program and contact information. Over 2,000 letters were delivered. Every municipal police agency was contacted and encouraged to participate in BUPA educational programs and was provided training opportunities. During FFY2010, a total of 339 municipal officers and PSP troopers were trained to teach these educational programs.

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

In 2009, there were 121,242 reportable crashes in Pennsylvania. Children 8 years of age and under were involved in 9,328 of those crashes. The improper use or non-use of child safety seats played a major role in the death or injury of those children. While securing children provides added protection in the event of a crash, the use of child safety seats is also mandated by Pennsylvania law. Pennsylvania's Child Passenger Safety (CPS) Law requires all children from birth up to age four to be secured in an approved child safety seat. Violators of this primary law are subject to a fine of \$100 plus associated costs. In addition, children age four to age eight must be restrained in a seat belt system and appropriate child booster seat. Safety advocates recommend that children stay in a booster seat until they are at least 4-feet, 9-inches tall or the seat belt fits them correctly. Violators of this secondary law also face a \$100 fine plus associated costs.

Pennsylvania currently has 1,139 active CPS technicians and 48 certified CPS instructors. The PA Traffic Injury Prevention Project conducted 12 classes of the Standardized CPS Certification Training certifying 127 new CPS technicians. In addition, 48 CPS technicians renewed their certification at one of 11 Renewal Courses held statewide. TIPP presented the following CPS training courses as well: 30 Update/Refresher classes (236 participants), 36 Continuing Medical Education/Community Education Unit Training courses (315 participants), 12 Staff Training courses (170 participants), 32 Loan Program Training courses (149 participants), and 78 primary and secondary school programs (3,985 participants). During FFY 2010, TIPP participated in 157 CPS Car Seat Check events where 1,882 car seats were inspected.

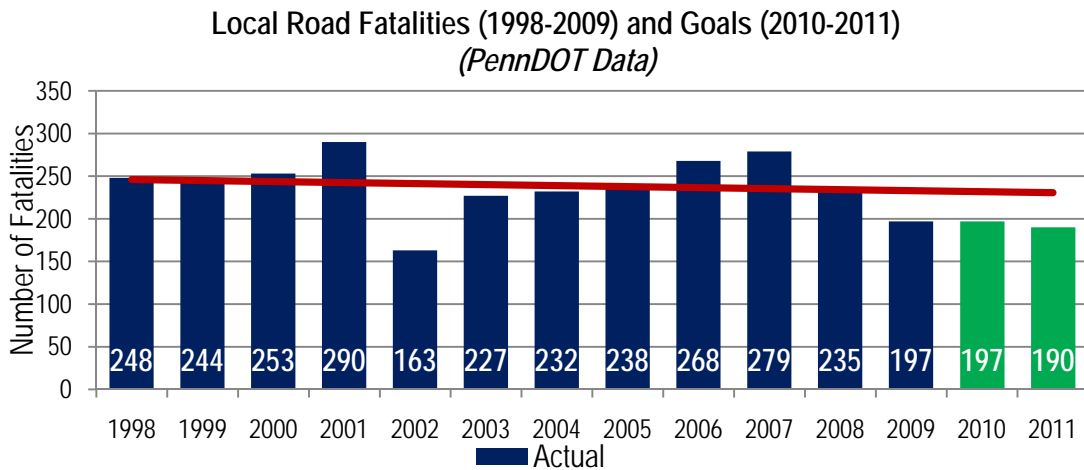
Pennsylvania hosted the 2009 NHTSA Region 2 Child Passenger Safety Conference in Lancaster, PA on September 9-11. There were 565 people in attendance from states and territories in NHTSA Region 2. As host, PennDOT and TIPP developed a continuity book to document meetings, tasks, and procedures followed in the planning of the conference. Information included planning committee contact information, speaker contact information and presentation overviews, listing of all vendors, conference forms (registration, speaker, exhibitor, workshop evaluation and conference evaluation). Workshops included a car seat manufacturer panel, school bus panel, information on CPS and law enforcement, CPS best practices, booster seat fit, wheelchair tie-down training, child restraints on ambulances, instructor development, crash dynamics, side impact crash testing, car seat labeling and features, pretensioners on seat belts, and CPS and obesity. Two sessions were also provided in Spanish. Attendance at the conference provided attendees with 6 CEUs.

## ROADWAY SAFETY

**Goal: Reduce local road fatalities from 235 in 2008 to 226 in 2009, and 206 in 2010.**

*Result: 197 fatalities occurred on local roads in 2009, a 13% decrease from 2008.*

### 2009 Goal Met



SAFETY MEASUREMENTS	RESULTS*	
<b>LTAP Safety Goals</b>		
Provide more than 50 on-site safety-related technical assists to municipalities	85	
Provide more than 50 additional telephone safety-related technical assists to municipalities	107	
Conduct 100 safety training courses	56	
<b>Training Sessions</b>	<b>Number of Sessions</b>	<b>Number of Attendees</b>
High-Crash Location	2	31
Traffic Signs	7	111
Risk Management/Tort Liability	7	83
Roadside Safety Features	11	170
Engineering and Traffic Studies	7	110
Traffic Calming	2	26
Common Sense Solutions to Intersection Problems	8	84
Traffic Signal Maintenance	7	76
Conduct and develop 10 Safety Improvement Plans for identified "Local Safe Roads Communities" (LSRC)	16	
Number of site reviews resulting from training sessions	15	
Number of municipalities receiving assistance	179	



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

Over the last five years, 17% of statewide fatalities occurred on local (municipally owned) roads, and 28% of statewide reportable crashes occurred on local roads in Pennsylvania. To address this problem, the BHSTE currently funds a contract for the LTAP. Through this contract, two program engineers act as traffic safety advocates to the Commonwealth's municipalities by performing one-on-one technical assistance and by providing classroom training. Pennsylvania's municipalities employ over 12,000 road and bridge workers to manage over 70,000 miles of road. This program is aimed at educating and assisting these workers to improve safety and reduce fatalities on Pennsylvania's local roads.

## Data Programs

**Goal: To Complete all 2009 year crash data by April 2010.**

### 2009 goal met

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

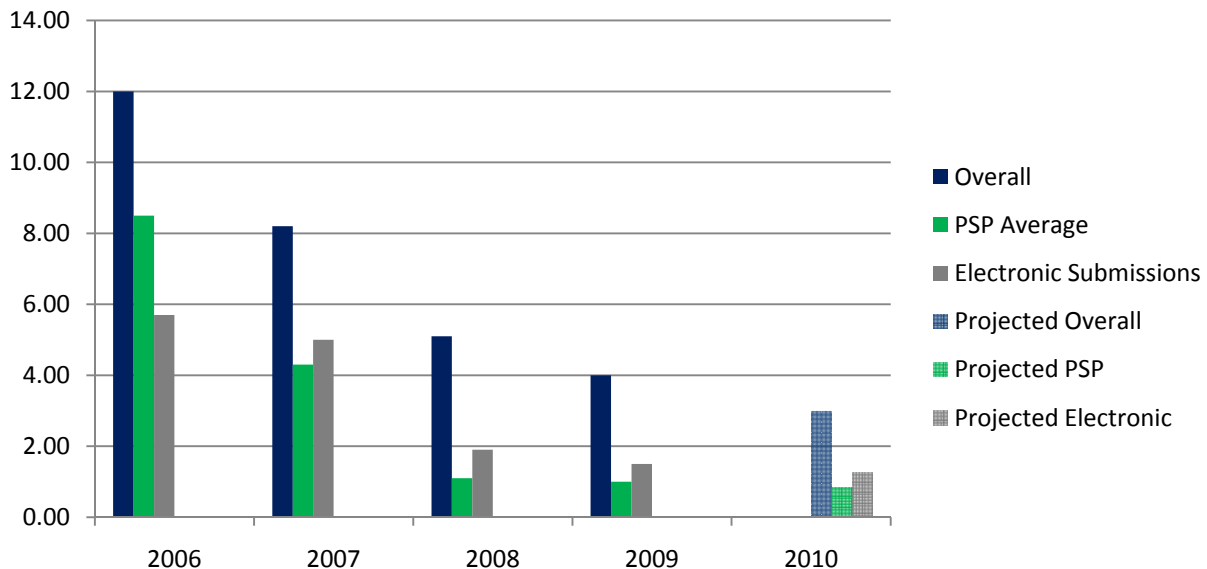
The following tasks were completed during FY 2010:

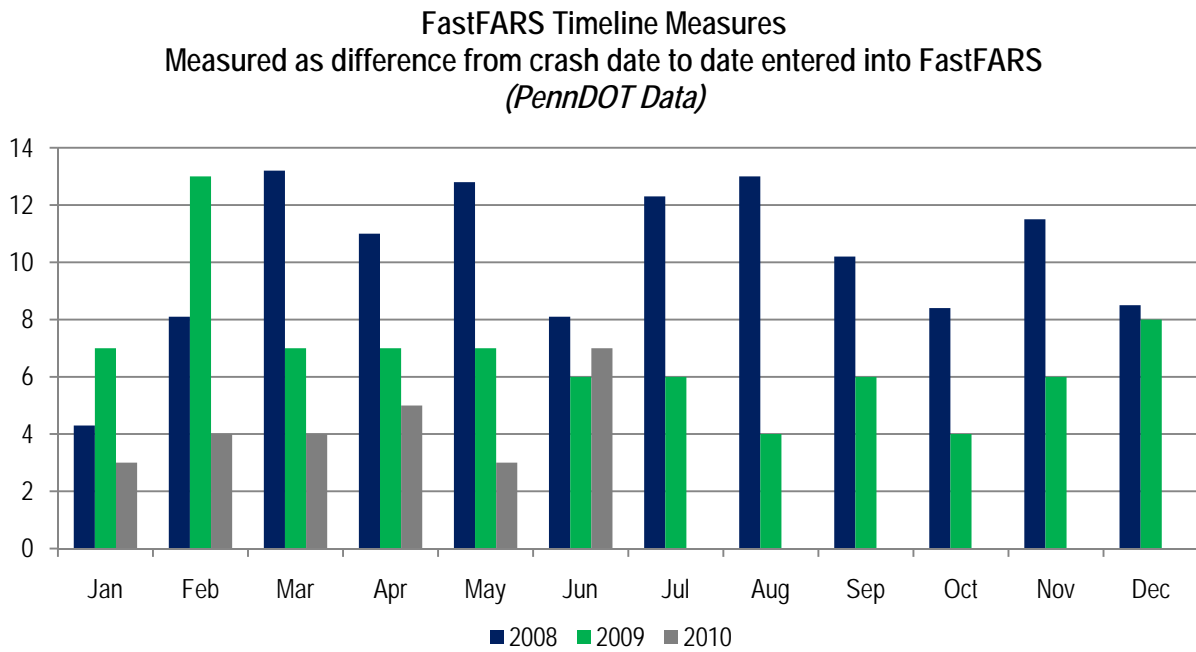
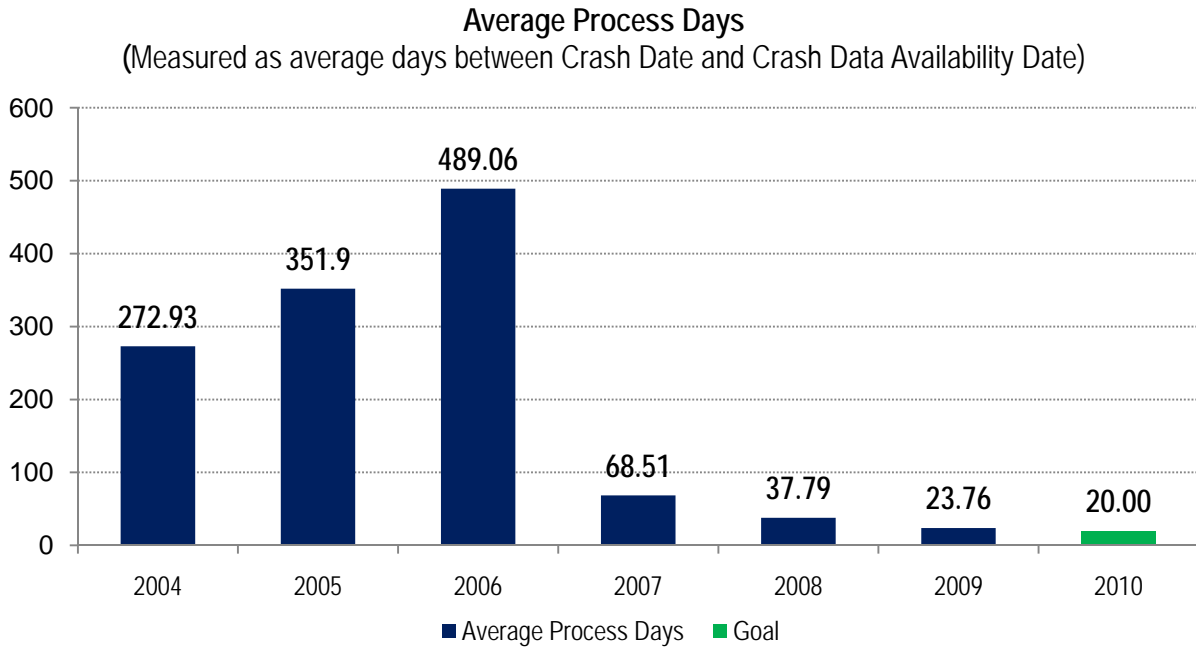
- Supported an active Traffic Records Coordinating Committee (TRCC)
- Developed a multi-year strategic plan
- Indicated how deficiencies were identified
- Showed progress in implementing the plan
- Indicated how funding was to be spent
- Submitted a progress report

The following tasks will be determined in subsequent years:

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

Crash Data Quality: Average Errors per Case  
(PennDOT Data)





GOALS	RESULTS
Meet or exceed an 80% electronic submission of crash reports.	The electronic submission rate reached 83% in 2009.
Reduce the crash record error rate to 5% or less.	The average crash record error rate was 4% in 2009.
Reduce the processing time of a crash report to 20 days or less.	The average process time was 23.76 days in 2009.
Reduce the processing time of a FastFARS report to 5-6 days or less.	The average processing time of a FastFARS report was 7 days in 2009.

## I. OVERVIEW (§. 408)

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

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

The Bureau of Highway Safety and Traffic Engineering continued its use of a team of Crash



Records Law Enforcement Liaisons (CR LELs) in FFY 2010. The size of the team was reduced from 6 to 5 due to the accomplishments in FFY 2009 for increasing electronic reporting of crashes. The focus of the program changed a bit as well. One of the CR LELs objectives is to provide training to police officers statewide in the use of the web-based automated reporting system, which essentially will result in improved data timeliness and fewer errors in crash reports. In FFY 2010 the goal of the CR LEL team was to increase the percent of crash reports received electronically

from 75% to 80% by the end of the fiscal year. With the 2010 goal achieved, momentum continues to build and we expect an increase to 92% by September 2011. A second objective has

been a move toward increasing the quality of the crash data. The goal is to reduce errors per crash report to less than 1.8 errors per case.

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

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



## COMMUNITY TRAFFIC SAFETY PROJECTS

**Goal: Reduce 100 Fatalities per year using the current five year average (1,471) as the starting baseline.**

*Result: There were 1,256 traffic fatalities in 2009. For the traffic fatality reduction rate to remain on pace to meet the yearly goal, there would need to be 1,250 or less traffic fatalities in 2010.*

### 2009 Goal Met

SAFETY MEASURES	RESULTS
Conduct Informal Seat Belt Surveys to identify low usage areas for targeted enforcement during Memorial Day Click It or Ticket mobilization	Conducted Informal Surveys at 120 of the 150 official Seat Belt Survey Sites by March 31, 2010. Also, the required Mini-Survey was conducted at 30 of the official survey sites in the two weeks prior to the CIOT mobilization as required by NHTSA.
Contacts with the general public	Increased the amount of contacts with the general public from the total reached in 2009 by 2%.
Contacts with local and municipal law enforcement agencies	Increased the amount of law enforcement contacts from the total reached in 2009 by 2%.
Contacts with Magisterial District Judges	Increased the amount of MDJ contacts from the total reached in 2009 by 2%.
Distribute Medical Information Carrier Systems for helmets to the general public	Increased the amount of Carrier Systems distributed from the total distributed in 2009 by 2%.
Distribute bicycle helmets to the public	Increased the amount of helmets distributed by 2%.
Implement Walkable Communities Programs throughout the state	Five new Walkable Communities Programs were initiated by September 30, 2010.
Numbers and types of educational programs and trainings conducted	Conducted educational programs and trainings. It is estimated that 100 educational programs will be performed by the end of FY 2010.
Per the CPS Assessment, identify proper levels of service (i.e. fitting stations, training, and education) by county	Maintained service to 95% of Pennsylvania's total population of 12,281,054 (2000 U.S. Census).

## I. OVERVIEW (§. 402)

PennDOT's Highway Safety Office continued to support 15 single-county and regional Community Traffic Safety Projects (CTSP). The statewide network of CTSP is viewed as an extension of the highway safety office and is a critical component of the highway safety program. These programs coordinate with law enforcement and educate the public on issues such as occupant protection, DUI prevention, pedestrian and bicycle safety, motorcycle, heavy truck and school bus safety, aggressive and distracted driving, safe vehicle, and safe driving characteristics.

PennDOT's District Safety Press Officers and the PA Traffic Injury Prevention Project (operated under a contract between PennDOT and the Pennsylvania Chapter of the American Academy of Pediatrics) assisted the coordinators with educating the public on highway safety issues. These programs partnered with state and local police, SAFE KIDS, AARP Driver Safety Program, AAA, Liquor Control Board, PA Department of Health, injury prevention agencies and numerous community groups to promote highway safety.

## II. ENFORCEMENT OUTREACH (§. 402)

Enforcement outreach involves preparing data reports for police departments, conducting meetings with local law enforcement, and coordinating out of wave enforcement to address high risk roadways.

ACTIVITY TYPE	# OF ACTIVITIES	# OF CONTACTS
Enforcement Outreach	8,515	251,651*

## III. JUDICIAL OUTREACH (§. 402)

Judicial Outreach refers to meetings with District Justices to discuss programs such as Aggressive Driving and Click It or Ticket. A relatively recent component of our overall program, it is closing a gap in the chain from arrest through rehabilitation.

ACTIVITY TYPE	# OF ACTIVITIES	# OF CONTACTS
Judicial Outreach	394	454*

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

Coordinated Education Programs include training police officers to teach programs for school students like “The Back is Where It’s At,” “Survivor 101,” and “16 Minutes”; distributing informational materials at health fairs, community centers, and schools; and contacting local businesses and other agencies about upcoming programs and safety concerns. Law enforcement personnel and a small number CTSP conduct these programs after receiving training from PennDOT.

ACTIVITY TYPE	# OF ACTIVITIES	# OF CONTACTS
Coordinated Educational Programs	31,491	506,404*

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

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

ACTIVITY TYPE	# OF ACTIVITIES	# OF CONTACTS
Planning and Administration	1,594	398,241*

#### VI. MEDIA (§. 402)

PennDOT utilizes both paid (state-funded) and earned media campaigns developed in association with PennDOT Safety Press Officers. Print, television, and radio were all utilized in this effort. Both earned and unearned media are carefully tracked and monitored by PennDOT.

ACTIVITY TYPE	# OF ACTIVITIES	# OF CONTACTS
Media	3,825	36,029,219*

#### VII. SEAT BELT SURVEYS (§. 402)

Seat Belt Surveys refer to both informal surveys conducted at formal survey sites and as part of educational programs and mini-surveys conducted prior to the May Click It or Ticket mobilization per NHTSA guidelines. Informal surveys at formal survey sites were scheduled and completed on the certified and identified roadways, direction, time of day, and day of week as the formal and mini-surveys.

ACTIVITY TYPE	# OF ACTIVITIES	# OF CONTACTS
Seat Belt Surveys	340	56,917*

\* Contacts are defined by individuals at events, observed vehicles, and estimates based on population statistics provided by radio stations, newspapers, television stations, and other media outlets where highway safety programs were advertised.

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

Child Passenger Safety includes coordinating programs and activities with the enforcement community during CPS week and collaborating with the PA Traffic Injury Prevention Project to increase the number of car seat fitting stations and loaner programs in communities.

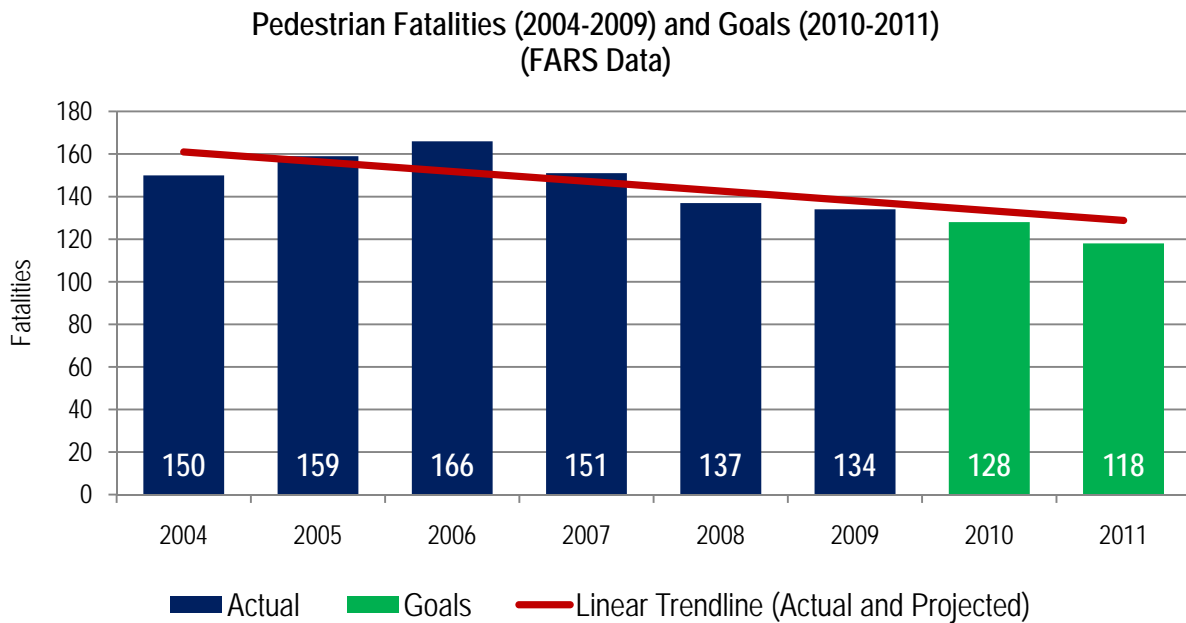
ACTIVITY TYPE	# OF ACTIVITIES	# OF CONTACTS
Child Passenger Safety	6,290	38,659*

## IX. PEDESTRIAN SAFETY

**Goal: To reduce statewide pedestrian fatalities to 118 deaths per year or fewer by 2011. This represents the pace at which the pedestrian fatality reduction would need to remain if overall state-wide fatalities were to reduce by 100 deaths per year.**

*Result: There were 134 pedestrian fatalities in 2009.*

**2009 pedestrian fatality goal met**



\* Contacts are the total number of people reached during Car Seat Check events, CPS trainings, and at car seat fitting stations

SAFETY MEASUREMENTS	RESULTS
Implement 12 Walkable Community Programs in municipalities across the Commonwealth. These programs outline the combined engineering, enforcement, and education options that are tailored to fit specific participating communities.	5 new Walkable Community programs were initiated in the Commonwealth for 2009. PennDOT continues to aggressively develop this program for 2010.
Install pedestrian crossing countdown signals in 50 locations.	The 2009 federal Manual on Uniform Traffic Control Devices requires countdowns on all new and reconstructed signals, so the installation of these devices is no longer a special initiative of BHSTE. It has now become department policy handled by others. The result of the new policy is that far more than 50 countdown signals are installed each year.
Assist the District Bicycle/Pedestrian Office to address one bike/ped safety problem per quarter.	A total of 49 problem situations were addressed by the District Offices during the period. The goal was 44 problems addressed.
Continue to deploy yield-to-pedestrian channelizing devices to communities across the commonwealth (State funds). It is anticipated that 1,000 will be distributed this year. A 2006 study by PennDOT contractor Western Transportation Institute found substantial improvements in motorist and pedestrian compliance with pedestrian laws at locations where the devices had been deployed.	A total of 645 units were distributed during FFY 2010.
Continue to improve pedestrian safety in Transportation Enhancements, Hometown Streets, and Safe Routes to Schools programs.	BHSTE serves as a proposal reviewer and a technical advisor for the Safe Routes to School program as well as the Transportation Enhancements Program (now includes the formerly separate Hometown Streets program).
Continue to provide education, outreach, and training to motivate a change in specific behaviors that can lead to fewer pedestrian injuries.	Statewide, the CTSPs held over 6,700 pedestrian safety activities, 92% of which were conducted in the City of Philadelphia, the locality with the highest number of pedestrian fatalities in the Commonwealth.
Continue to improve signal hardware for pedestrians (pedestrian signals and timing, accessible pedestrian signals, right turn on red restrictions, pedestrian countdown signals). The Department is incorporating widespread new guidance to improve access and safety in this area.	PennDOT Publication 149 (Traffic Signal Design Handbook) was updated to make pedestrian countdown signals standard for all new and modified signal systems in the Commonwealth. PennDOT Publication 46 (Traffic Engineering Manual) was modified to restrict Right-Turn-on-Red and make travel safer for pedestrians. PennDOT Design Manual, Part 2, and the Roadway Construction (RC) Standards were modified to make it congruent with the Americans with Disabilities Act and the U.S. Access Board's recommendations.



Support the Heed-The-Speed Program in Philadelphia

BHSTE continued to serve as a technical advisor to this program through its completion in 2010. The final report is now being written by a consultant for the City of Philadelphia.

### III. Involvement with Local Technical Assistance Program (LTAP)

Pedestrian Safety continued to be a critical component of PennDOT's overall highway safety effort in FFY 2009. PennDOT maintained existing programs and added new initiatives to the mix. The Yield to Pedestrian Channelizing Devices (YTPCD) Program continued to be very active. The following graph on the next page provides a comparison of YTPCD distribution and pedestrian crashes in PA since 2001.

The state's LTAP continued or initiated a new Walkable Communities program in 17 communities across the Commonwealth.

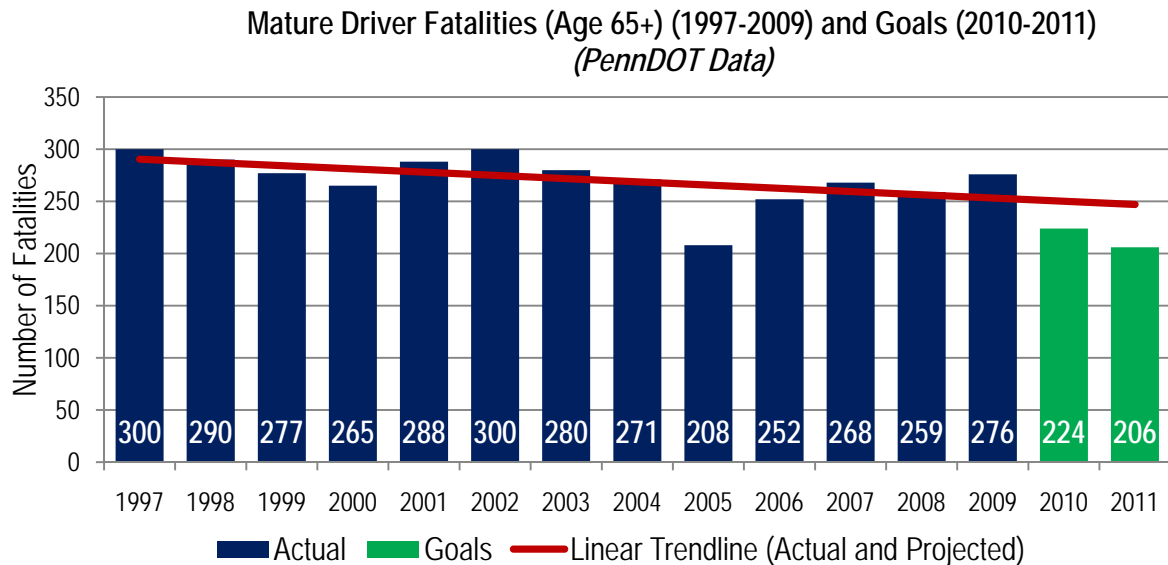
New education efforts in FFY 2009 focused on National Highway Institute training on bicycle and pedestrian safety and accommodation.

## MATURE DRIVER SAFETY

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

*Result: There were 276 mature driver fatalities in 2009. For the mature driver fatality reduction rate to remain on pace to meet our 2011 goal, there would have needed to be 242 or less mature driver fatalities in 2009.*

### 2009 goal not met



SAFETY MEASUREMENTS	RESULTS
Create statewide mature driver taskforces that include partnerships with state and local agencies	Information from the Mature Driver study is being gathered to be sent to PennDOT Districts to assist in requesting mature driver taskforces. No additional taskforces have been formed
Promote mature driver education classes (AAA/AARP/Seniors for Safe Driving)	In FY2010, AAA trained 5,234 people, Seniors for Safe Driving trained 5,461, and AARP trained 27,234 people in mature driver education classes. These efforts resulted in the training of approximately 38,000 mature drivers.
Provide education and training to increase the public's awareness of mobility alternatives	No action
Conduct NHTSA Older Driver Enforcement Course (Train the Trainer)	9 Older Driver Enforcement Courses were conducted that reached approximately 100 officers
Conduct training for engineers in road design for mature driver issues	The Older Driver Highway Design Workshop's Handbook began being updated. Updated trainings should be available Spring 2011

## I. MATURE DRIVER UPDATE (§. 402)

According to the National Cooperative Highway Research Program (NCHRP), mature drivers represent a subset of the driving population that deserves special attention. Changes in vision, physical fitness, and reflexes cause safety concerns. Pennsylvania has nearly 1.5 million licensed drivers aged 65 and older and they make up almost 17 percent of our driving population. Pennsylvania State Data Center statistics indicate that the number of Pennsylvanians 65 and older will increase 21 percent by 2020. In 2009, mature driver fatalities (276) represented roughly 18% of total fatalities in PA.

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

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

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

A statewide study has been completed that analyzed the trends that are over-represented in certain types of mature driver behaviors. The multi-phase research included a literature review; a survey of mature driver policies of other states; a review of PennDOT databases including an identity-masked look at driving records, crash data and medical records to understand any trends related to driver age; and recommendations to



enhance PennDOT programs and policy for mature drivers within the commonwealth. The outcomes from this study have been reviewed and are being structured into Pennsylvania's existing behavioral programs and roadway engineering strategies for mature drivers.

## MOTORCYCLE SAFETY

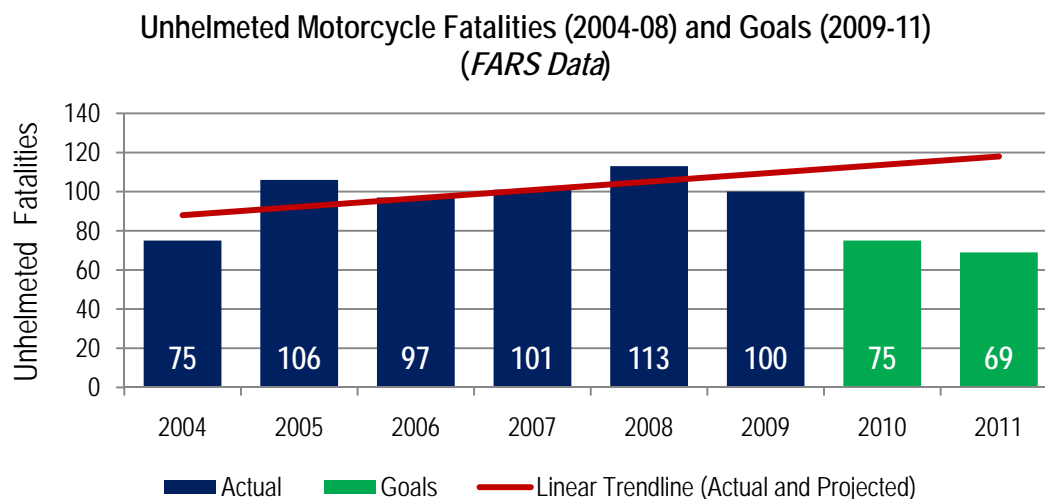
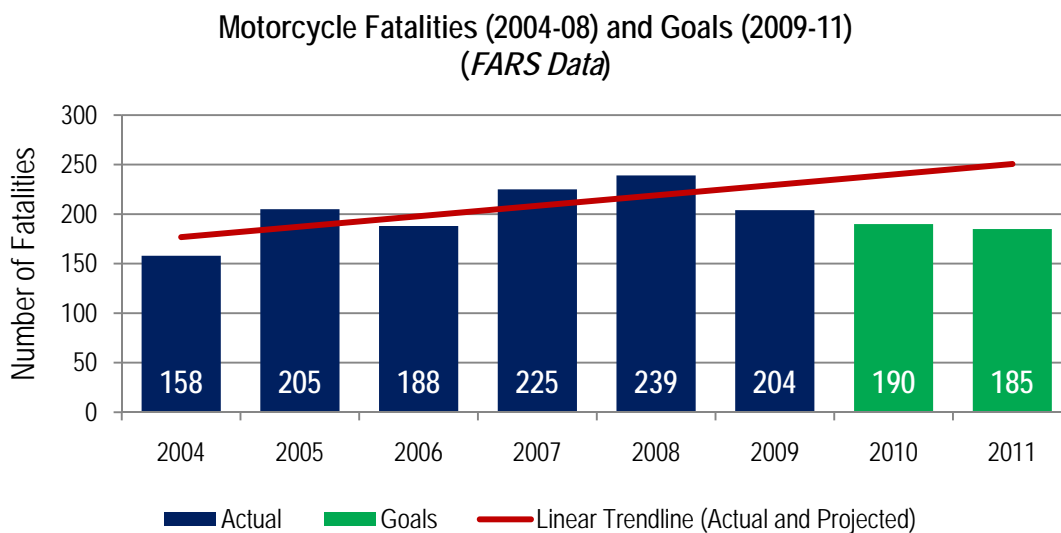
**Goal: To reduce motorcycle fatalities to 141 or less by 2011 and reduce un-helmeted motorcycle fatalities to 69 or less by 2011. This represents the pace at which the motorcycle and un-helmeted motorcycle fatality reduction would need to remain if overall state-wide fatalities were to reduce by 100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

*Result: There were 204 (FARS data) motorcycle fatalities in 2009.*

### 2009 motorcycle fatality goal not met

*Result: There were 100 (FARS data) un-helmeted motorcycle fatalities in 2009.*

### 2009 un-helmeted motorcycle fatality goal not met



SAFETY MEASUREMENTS	OBJECTIVE
Develop a public awareness campaign to communicate with all roadway users about how to safely share the road with motorcyclists. Provide 36,863,000 media impressions through radio messages. Media impressions are determined by the number of people that hear the message multiplied by the number of times they hear it.	Two campaigns were completed. The first campaign ran the first two weeks of October and the second campaign ran from April through September. Approximately 69.9 million media impression were made.
Coordinate the dispersal of "Watch for Motorcycle" bumper stickers. Distribute 15,000 stickers in FY 2010	Over 15,000 "Watch for Motorcycle" stickers were distributed.
Develop a media campaign to promote the training courses offered by the Motorcycle Safety Program. Train over 30,000 riders per year	23,953 riders were trained in FY 2010.
Educate law enforcement on DUI motorcyclists. Provide 20 trainings statewide in FY 2010.	No trainings were conducted for this initiative in FY 2010. The beginning of this training program will be offered in FY2011.

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



Pennsylvania receives Section 2010 funding for Motorcycle Safety. In FY 2010, PennDOT directed approximately \$370,000 in Section 2010 funding for the deployment of “share the road/watch for motorcycles” public service messages on the radio. The messages aired in conjunction with local traffic and weather reports state-wide with more focus in Philadelphia, Pittsburgh, Central PA, Wilkes-Barre, Altoona/Johnstown, and Erie. These markets were selected because they cover the vast majority of Pennsylvania’s population. Specifically the Wilkes–Barre area was selected because of its

proximity to the Poconos, a very popular area for motorcycle enthusiasts. The messages ran the first two weeks of October and every other week between April and September. Based on the amount of radio time purchased over the 14 week period it is hoped that over 69.9 million media impressions were made. Media impressions are determined by the number of people that hear the message multiplied by the number of times they hear it.



## II. MOTORCYCLE SAFETY TRAINING COURSE (State Funds)

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

- The **Basic Rider Course** (BRC) is offered to all riders and covers a wide variety of motorcycle riding skills. Upon completion of the BRC, a motorcycle license is issued.
- The **Experienced Rider Course** (ERC) is aimed at improving skills in cornering, braking, and swerving. This course is usually completed in one day and is designed for riders with a Class M license and at least 6 months riding experience.

During the 2010 riding season, (March–November), 23,952 riders received training through the MSP. No Federal monies were used since motorcycle license fees provide the funding for the MSP. Overall, 81% of all motorcycles in Pennsylvania are registered in the 42 counties with training sites

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

LiveFreeRideAlive.com is Pennsylvania's new motorcycle themed interactive website. Important messages on the site include obeying the speed limit and not riding impaired. The website also emphasizes the importance of being properly licensed and encourages the use of protective gear. The website was promoted through billboards, delivery truck advertising, bar coasters, and at motorcycle rally promotional tents. Rider coaches in PennDOT's Motorcycle Safety Program even directed their new students to view the site. Motorcyclists are also encouraged to use the site to share stories of their experiences riding and to upload amateur documentaries depicting the riding culture. Section 2010 funds will not be used for this initiative.

## PLANNING AND ADMINISTRATION

### I. OVERVIEW

In addition to receiving federal 402 funds each year, the Commonwealth is also eligible to apply for additional funds to conduct activities such as seat belt education and enforcement, DUI enforcement, child passenger safety education, and other activities identified by NHTSA. In some cases, Pennsylvania also qualifies for additional funds based on its seat belt use rate or because of laws, such as the .08% law, that are in effect. In FFY 2010, these funds were awarded through 106 state and local agreements. The implementation of dotGrants, our electronic grants management system, has made the process of applying and approving funding more efficient and timely. In order to have a coordinated program and ensure that Pennsylvania is following both Federal and State laws and procedures, a dedicated staff is required.

SAFETY MEASUREMENTS	Results
Issue approximately 100 or more projects to various state and local agencies by September 30, 2009 for FFY2010 beginning October 1, 2009.	106 projects were funded in FFY 2010
Perform approximately 100 site evaluations of projects, and approximately 50 fiscal audits by year end September 30, 2010.	76 site visits were performed and 61 fiscal audits were performed by September 30, 2010
Create 1 Annual Report Submission, for reporting activity, to NHTSA and submit no later than December 31, 2009.	Completed
Prepare 402 Application for funding to NHTSA and submit no later than September 1, 2010.	Completed
Prepare 405 Application for funding to NHTSA and submit no later than February 15, 2010.	Completed
Prepare 408 Application for funding to NHTSA and submit no later than June 15, 2010.	Completed
Prepare 410 Application for funding to NHTSA and submit no later than August 1, 2010.	Completed
Prepare 2010 Application for funding to NHTSA and submit no later than August 1, 2010.	Completed
Prepare 2011 Application for funding to NHTSA and submit no later than July 1, 2010.	No action



**pennsylvania**

DEPARTMENT OF TRANSPORTATION

