



December 28, 2012

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

Dear Mr. Louizou:


Enclosed is the Pennsylvania Highway Safety Annual Report for federal fiscal year 2012. Our application includes the following components:

- Executive Summary
- Program Funding Report
- 2012 Goals and Results
- NHTSA Funded Programs Report
- State and FHWA Funded Programs Report

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

Sincerely,

A handwritten signature in black ink that reads "S. Grimme".

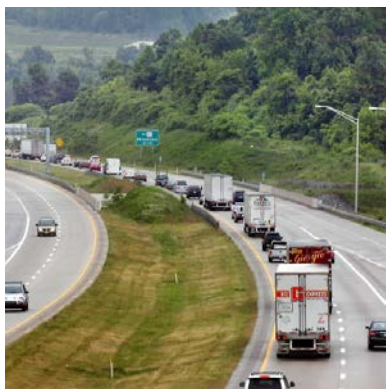
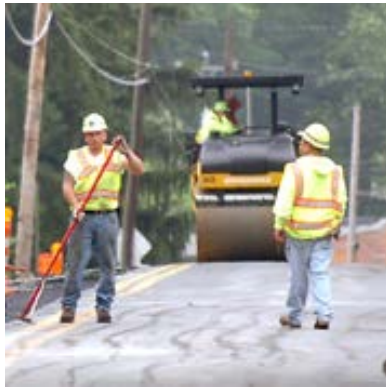
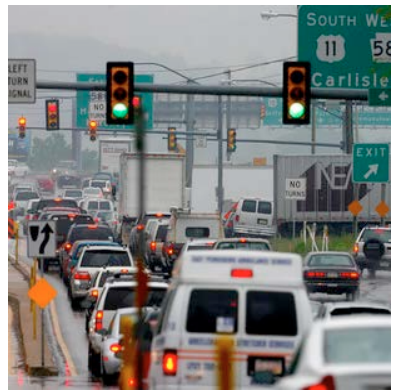
 Stephen J. Grimme, P.E., Chief  
Highway Safety and Traffic Operations Division  
Bureau of Maintenance and Operations

Enclosure





# Pennsylvania Annual Report FFY 2012



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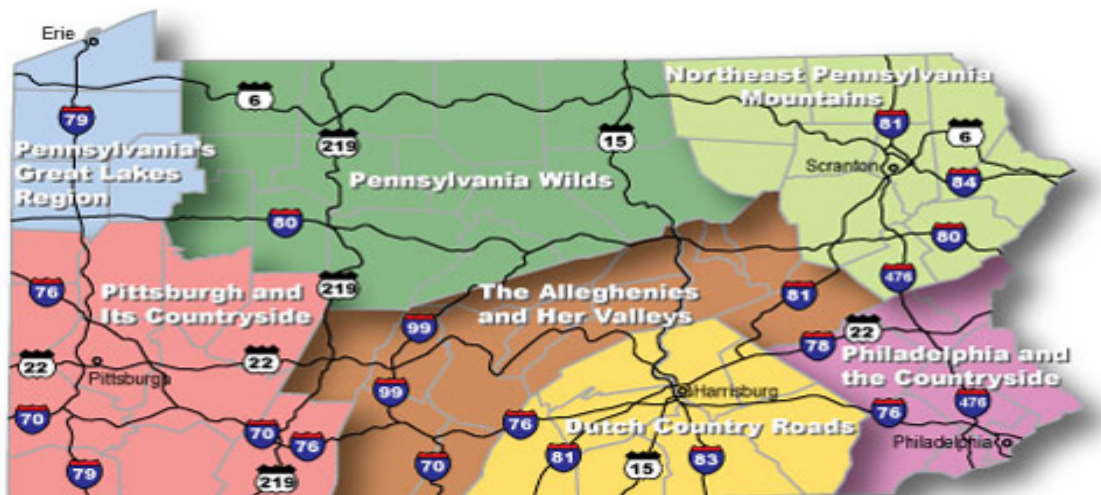
## INTRODUCTION

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 Maintenance and Operations (BOMO) 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 BOMO 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 (FY) 2012 (October 1, 2011 – September 30, 2012) 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 89 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 FY 2012 Highway Safety Plan. For FY 2012, seven major goals were identified\*. PennDOT reports the following based on the available 2011 data:

- **Four goals were met**
- **Three goals were not met**

*\*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. It is important to note that goals and progress were tracked using Pennsylvania state data and measures for this report with the exception of the NHTSA Core Performance Measures found on page 47. The Fatality Analysis Reporting System data for FY 2011 had yet to be completed during the composition of this report.

## STATEWIDE GOALS AND RESULTS

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

Goal	Result
Reduce the 5-year average of speed-related fatalities from 297 in 2010 to 290 in 2011, and 282 in 2012.	<b>Goal met:</b> The 5-year average of speed-related fatalities was 286 in 2011.
Reduce the 5-year average of alcohol-related fatalities from 498 in 2010 to 486 in 2011, and 473 in 2012.	<b>Goal met:</b> The 5-year average of alcohol-related fatalities was 474 in 2011.
Increase the 5-year average seat belt usage rate from 86.40% in 2010 to 86.74% in 2011 and 87.08% in 2012.	<b>Goal not met:</b> The 5-year average seat belt usage rate was 83.82% in 2011.
Reduce the 5-year average of local road fatalities from 240 in 2010 to 234 in 2011, and 228 in 2012.	<b>Goal met:</b> The 5-year average of local road fatalities was 229 in 2011.
Complete all 2011 year crash data by April 2012.	<b>Goal met:</b> All 2011 crash data were completed by April 2012.
Reduce the 5-year average of motorcycle fatalities from 215 in 2010 to 210 in 2011, and 205 in 2012.	<b>Goal not met:</b> The 5-year age of motorcycle fatalities was 217 in 2011.
Reduce the 5-year average of mature driver related fatalities from 263 in 2010 to 258 in 2011, and 251 in 2012.	<b>Goal not met:</b> The 5-year average of mature driver fatalities was 263 in 2011.

## PROGRAM FUNDING

### I. FEDERAL GRANT FUNDING

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

Section 402 funding supports State highway safety programs designed to reduce traffic crashes and resulting deaths, injuries, and property damage. A state may use these grants funds only for highway safety purposes. At least 40 percent of these funds are to be used to address local traffic safety problems. BHSTE awarded 29 grants in FY 2012 totaling \$8,839,437.23 under this program. As of 12/27/12, \$8,115,904.68 of Section 402 funds (92%) has been spent during the fiscal year.

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

Section 405 funding provides incentive grants to encourage States to adopt and implement effective programs to reduce highway deaths and injuries resulting from individuals riding unrestrained or improperly restrained in motor vehicles. These funds must be used for implementation and enforcement of occupant protection programs. BHSTE awarded 2 grants in FY 2012 totaling \$1,739,653.48 under this program. As of 12/27/12, \$1,300,384.79 (75%) of Section 405 funds has been spent during the fiscal year.

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

Section 408 provides incentive grants to encourage States to adopt effective programs to improve traffic data systems by improving timeliness, accuracy, data integration, and availability to end users. BHSTE awarded 2 grants in FY 2012 totaling \$751,087.76 under this program. As of 12/27/12, \$358,980.26 of Section 408 funds (48%) has been spent during the fiscal year.

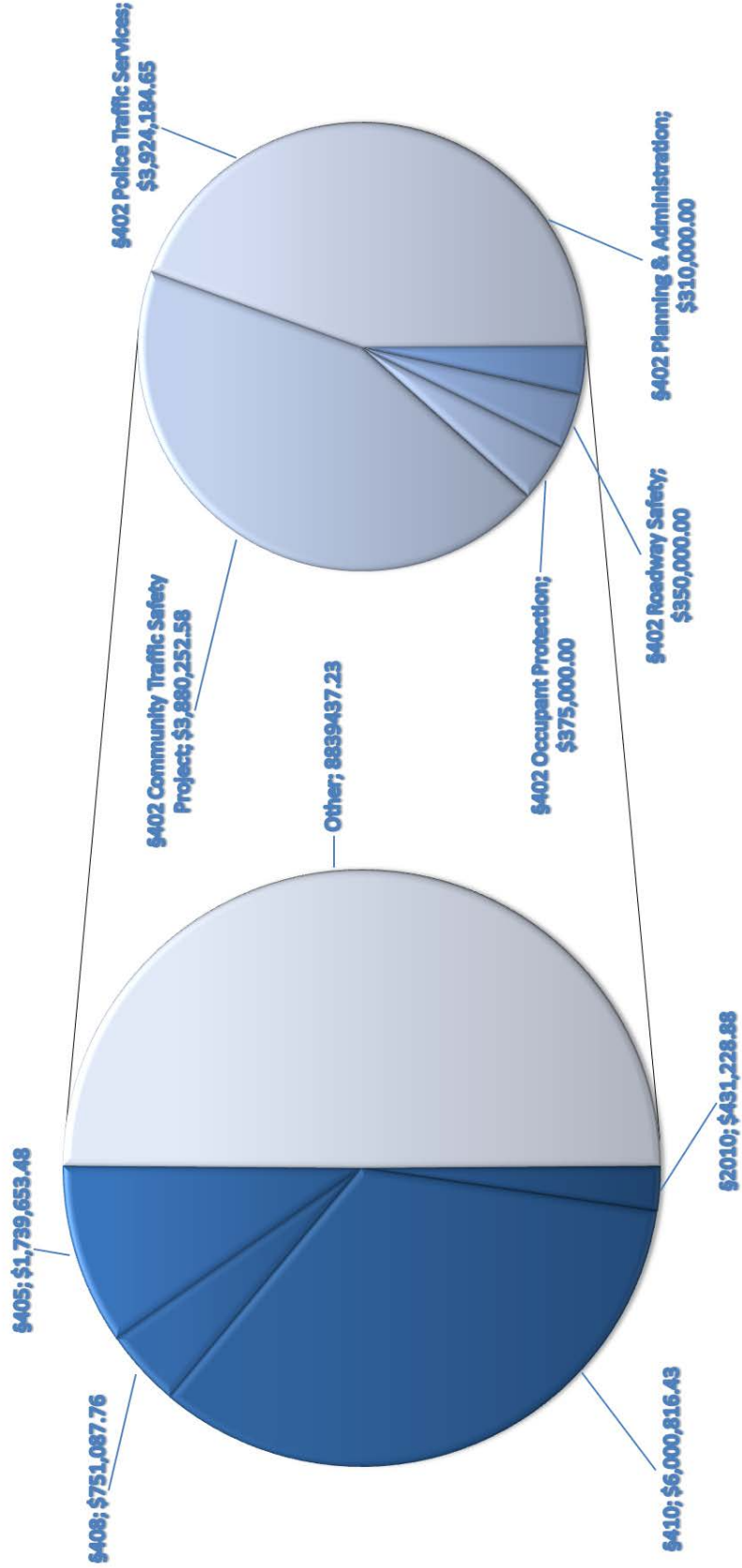
#### SECTION 410 PROGRAM (Alcohol-Impaired Driving Countermeasures)

Section 410 provides incentive grants to States to implement programs that reduce driving under the influence of alcohol and/or drugs. A state may use these grant funds only to implement and enforce impaired driving programs. BHSTE awarded 55 grants in FY 2012 totaling \$6,000,816.43 under this program. As of 12/27/12, \$5,414,298.26 of Section 410 funds (90%) have been spent during the fiscal year.

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

Section 2010 provides incentive grants to States for motorcyclist safety training and motorcyclist awareness programs. BHSTE awarded 1 grant in FY 2012 totaling \$431,228.88 under this program. As of 12/27/12, \$255,166.93 (59%) of Section 2010 funds have been spent during the fiscal year.

# FFY2012 NHTSA SAFETEA-LU OVERALL HIGHWAY SAFETY GRANT FUNDS AWARDED - \$402 Breakdown

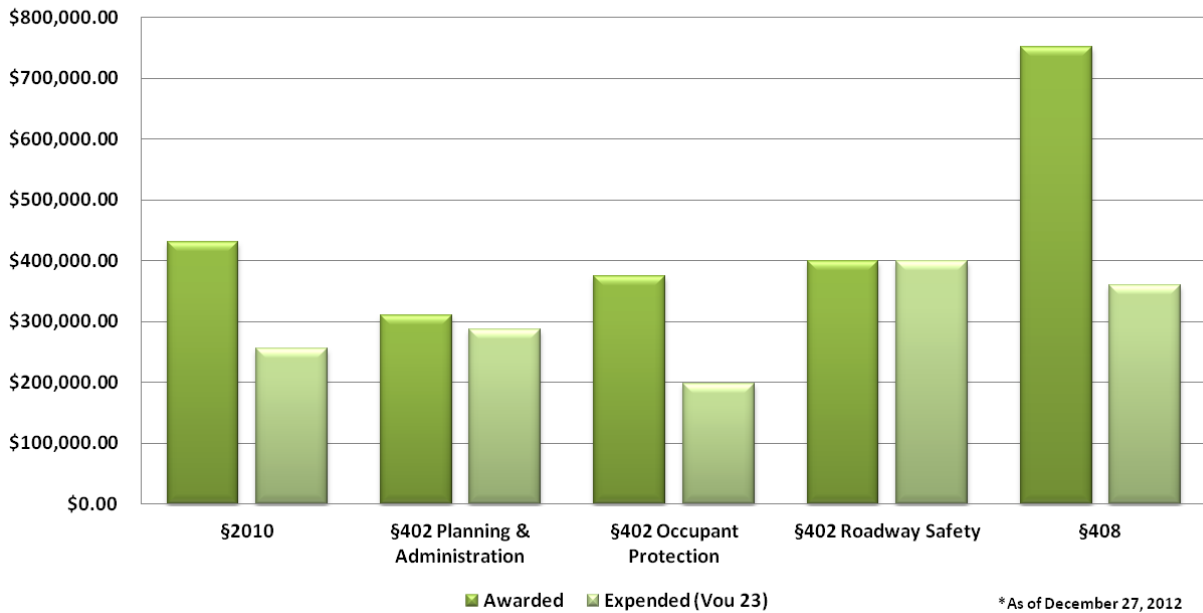




**FFY2012 NHTSA SAFETEA-LU OVERALL HIGHWAY SAFETY GRANT FUNDS - AWARDED vs EXPENDITURES\* (>\$1,000,000)**



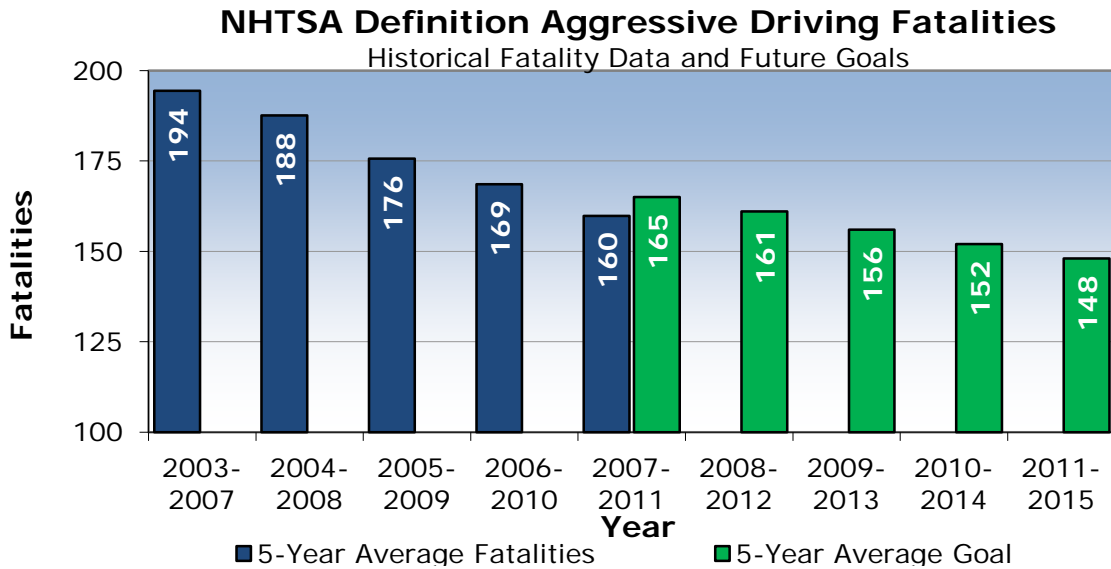
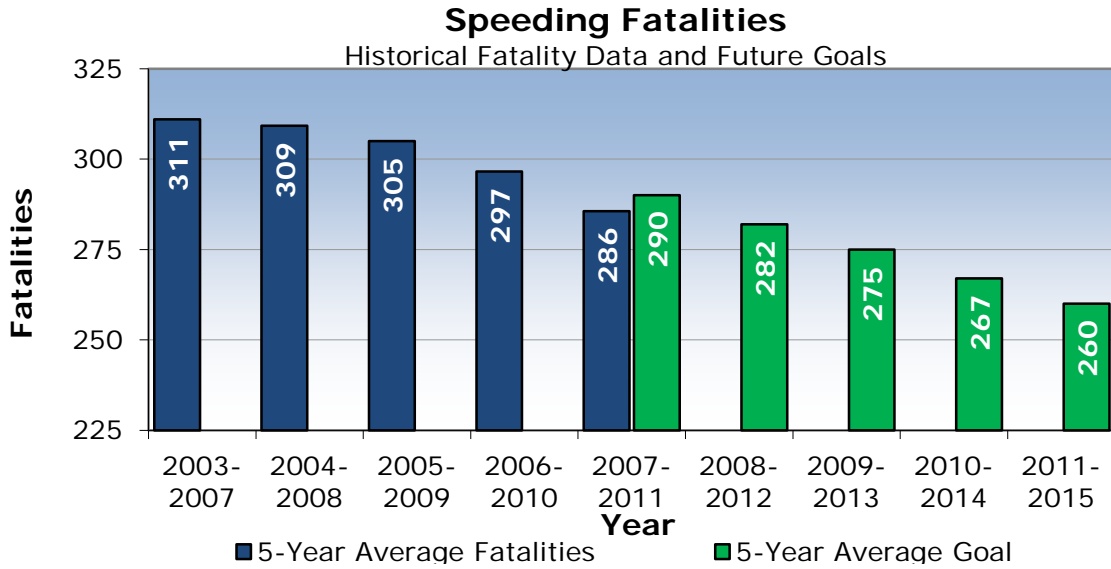
**FFY2012 NHTSA SAFETEA-LU OVERALL HIGHWAY SAFETY GRANT FUNDS - AWARDED vs EXPENDITURES\* (≤\$1,000,000)**



## POLICE TRAFFIC SERVICES

**Goal:** Pennsylvania’s goal is to reduce the 5-year average of speed-related fatalities from 297 in 2010 to 290 in 2011, and 282 in 2012.

*Result:* The 5-year average of speed-related fatalities was 286 in 2011. **Goal met.**



SAFETY MEASUREMENTS	RESULTS
Have State Police maintain 87 Child Safety Seat fitting stations throughout the commonwealth.	The State Police maintained 70 fitting stations throughout the state in FY 2012.
Perform Child Safety Seat Checks at fitting stations and as needed.	In FY 2012, 76 State Police officers were certified as Child Passenger Safety Technicians and 92 were re-certified. There are approximately 270 active Child Passenger Safety Technicians in the State Police ranks,
Have State Police perform over 6,000 hours of enforcement during the appropriate Aggressive Driving Initiative Waves.	The State Police dedicated 10,528 hours of overtime and 25,397 hours of regular time enforcement towards the Aggressive Driving Initiative Waves.
Perform 4 SFST Classes for Trooper Personnel.	Only one class was completed this year for State Police personnel.
Increase the number of State Troopers trained. Have 125 Troopers within Grant Program trained in SFST and 15 Troopers certified as Drug Recognition Experts (DRE).	There were 48 new State Police officers trained in SFST and 17 officers certified as DREs.
Collect and analyze data from 31 types of citations/and arrests, focus area related, stemming from overtime enforcement from all PSP Traffic Safety Initiatives.	In FY 2012, 36 separate citation/arrest types were tracked for aggressive driving enforcement and 17 were tracked for impaired driving enforcement. Other citation/arrest data is available upon request.
Provide continuous daily enforcement on the Roosevelt Boulevard. Make 2 contacts per hour during daily 8 hour overtime enforcement shifts. Have 16 contacts per day and at least 5,840 contacts per year.	The grant provided for 175 different roving patrols to occur on the Boulevard. In these 175 details over 1,250 citations were written.
Mobilize 320 local police department and all State Police Troops to provide data driven aggressive driving enforcement on high crash corridors. Provide a perception of continuous enforcement on 355 corridors over three waves.	There were 321 municipal police agencies and all State Police Troops participating in aggressive driving enforcement. The agencies provided enforcement on 380 corridors over three waves.
Reduce crashes on aggressive driving corridors from the prior three year crash average. PennDOT would like to have at least a 10% reduction each year.	There was a 42% increase in NHTSA defined aggressive driving crashes on the corridors. This increase can be attributed to better reporting amongst the participating departments.

## I. STEP ENFORCEMENT/ MAXIMUM EFFORT PROGRAM (§. 402)

PennDOT continued to provide funding for the Pennsylvania State Police to conduct Special Traffic Enforcement Programs (STEP) and Operation Maximum Effort 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. STEP Enforcement occurs each month of the year, while Operation Maximum Effort usually just occurs over selected three day periods. Only one Operation Maximum

Effort occurred this past fiscal year (May 29-31). During FY 2012, the State Police wrote over 137,000 traffic citations through the STEP Program and over 1,200 through Operation Maximum Effort. It is hoped that the extra commitment to STEP and Operation Maximum Effort will result in reductions in crashes and fatalities on the enforced roadways.

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

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

CRASHES PER YEAR ON HIGHWAY SAFETY CORRIDORS						
	2006	2007	2008	2009	2010	2011
US 119 Westmoreland Co	28	23	7	10	13	21
US 30 Westmoreland Co	41	36	41	33	40	38
I-81 Scranton Area	56	52	47	61	53	50
I-81 Capital Beltway	135	143	166	147	159	153
I-81 Carlisle Area	25	40	28	25	21	38
I-80 Monroe Co	93	90	69	68	82	122



US 220 Lycoming Co	17	21	23	24	28	36
SR 100 Chester Co	126	76	64	63	56	73
US 1 Philadelphia (Roosevelt Boulevard)	218	214	197	225	266	258
I-81 Wilkes-Barre	80	88	73	85	74	74
US 30 Somerset Co	28	16	20	19	17	24
SR 4006 Fayette Co	4	6	12	3	6	9
<b>Total</b>	<b>851</b>	<b>805</b>	<b>747</b>	<b>763</b>	<b>815</b>	<b>896</b>

Despite a recent rise, there has been an overall decline in the number of crashes on these safety corridors. More attention to these roadways has resulted in better crash reporting. By maintaining highly visible levels of enforcement we are on the path to significantly reducing



crashes on these roadways. In 2012 the twelfth corridor was added in Fayette County on SR 4006.

PennDOT continued to fund and support the Philadelphia City Roosevelt Boulevard speed enforcement project. These grant funds pay for overtime enforcement on the 12.5 mile corridor. The Boulevard is also one of the twelve designated Highway Safety Corridors and the only corridor that receives primarily municipal enforcement as opposed to State

Police enforcement. The picture to the left shows some of the southbound traffic on this road. It's essentially a high speed 12 lane highway with traffic lights and pedestrian crossings at a majority of the intersections. This roadway design possesses many crash problems. Over 1,250 citations were written to curb dangerous driving behavior on the road in Fiscal Year 2012.

### 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 trained Standard Field Sobriety Test (SFST) 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 2012, over 5,400 law enforcement personnel received training in more than 260 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 2012 aggressive driving enforcement was conducted on 380 corridors as opposed to the 29 corridors enforced in FY 2006.

In FY 2012, a total of 321 municipal police agencies and all State Police Troops participated in enforcement activities. The North Central Highway Safety Network, through a grant agreement with the Pennsylvania Department of Transportation, established a contractual agreement for each of these agencies including conditions of approval and a signature sheet for an elected official approval. The PA Aggressive Driving website (<http://www.stopaggressivedriving.org/>) is used for law enforcement reimbursement and data submission. It is also a valuable resource for up-to-date information for enforcement wave planning.

The program is structured in “waves”, three of which occurred during the 2012 fiscal year. Each wave includes targeted media and enforcement activities crafted to maximize the effects on aggressive driving behavior. Press events and special activities occurred as part of each

enforcement wave. The Pennsylvania State Police, municipal police, Community Traffic Safety Project Coordinators, District Safety Press Officers, and other highway safety partners each participate. All eleven District Safety Press Officers coordinated at least one press conference.  
Summary:

6 Aggressive Driving Regions were identified they include:

- **Region 1:** Bucks, Chester, Delaware, Montgomery, Philadelphia
  - **Region 2:** Adam, Cumberland, Dauphin, Franklin, Lancaster, Lebanon, Perry, York
  - **Region 3:** Berks, Carbon, Lehigh, Monroe, Northampton, Schuylkill
  - **Region 4:** Bradford, Columbia, Lackawanna, Luzerne, Lycoming, Montour, Northumberland, Pike, Snyder, Sullivan, Susquehanna, Tioga, Union, Wayne, Wyoming
  - **Region 5:** Bedford, Blair, Cambria, Cameron, Centre, Clearfield, Clinton, Crawford, Erie, Elk, Forest, Fulton, Huntington, McKean, Mercer, Mifflin, Somerset, Venango, Warren
  - **Region 6:** Allegheny, Armstrong, Beaver, Butler, Clarion, Fayette, Greene, Indiana, Jefferson, Lawrence, Washington, Westmoreland
- 146,026 (142,013 in FY 2011) citations were written
  - 46,818 enforcement funded hours and 36,452 in-kind enforcement hours
  - 2.44 contacts per enforcement hour

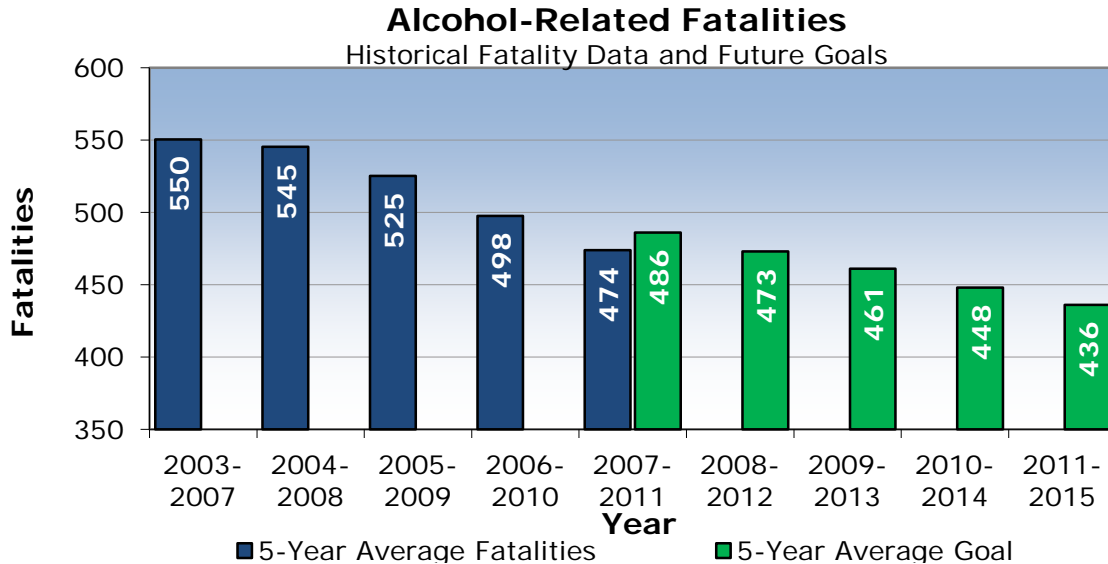
## V. SUMMARY

For the past seven years, the Pennsylvania Department of Transportation has been very involved in the Aggressive Driving Program. It is anticipated that the extra enforcement coupled with intensive media coverage generated through the program will lead to greater public awareness, more responsible driving practices, and ultimately fewer crashes and fatalities. Through the combined efforts of the highway safety staff, law enforcement, and various media outlets, aggressive driving fatalities have reduced from 212 in 2005 to 168 in 2011. The Aggressive Driving program is data-driven, and the highway safety staff worked to compile and organize the information to make it compatible with the goals of the program. Many local and state-wide meetings/conferences were organized and conducted with the purpose of sharing program expectations. It is hoped that a greater fatality reduction will occur in FY 2012 (when data becomes available) and into FY 2013 as our programs continue to expand.

## IMPAIRED DRIVING

**Goal: Pennsylvania’s goal is to reduce the 5-year average of DUI related fatalities (any positive BAC) from 498 in 2010 to 486 in 2011 and 473 in 2012.**

*Result: The 5-year average of DUI related fatalities was 474 in 2011. Goal met*



SAFETY MEASUREMENTS	RESULT
Conduct 700 sobriety checkpoints, 1,700 roving patrols, and 125 cops in shops operations by September 30, 2012.	Grantees conducted 524 sobriety checkpoints, 1,317 roving patrols, and 87 cops in shops operations in FY 2012.
Certify 20 officers as Drug Recognition Experts and conduct 3 ARIDE courses by September 30, 2012.	17 police officers attended DRE school and 17 ARIDE courses were conducted in FY 2012.
Fund five DUI Courts through September 30, 2012.	Five DUI courts projects received funding in FY 2012.
Perform 40 SFST related trainings by September 30, 2012.	43 SFST related trainings were conducted in FY 2012.
Hold 50 breath test related trainings by September 30, 2012.	40 breath test related trainings were conducted in FY 2012.
Perform 25 sobriety checkpoint related trainings	36 sobriety checkpoint trainings were conducted



by September 30, 2012.	in FY 2012.
Train 5,000 law enforcement officers in highway safety related disciplines in September 30, 2012.	Over 5,400 officers received training in 267 highway safety training classes in FY 2012.
Certify 200 AHSS instructors and 300 CRN evaluators by September 30, 2012.	101 AHSS instructors and 149 CRN evaluators were (re)certified in FY 2012.
Perform 4 SFST Classes for Trooper Personnel by September 30, 2012.	48 PSP Cadets received SFST certification and 36 Troopers received SFST instructor certification in FY 2012.
Quarterly reporting for all agencies receiving S.410 funds regarding unknown BACs beginning October 1, 2011.	Successfully implemented beginning in FY 2012.
Develop a year-long communication plan for impaired driving enforcement by January 1, 2012.	Successfully implemented as part of the DUI Performance Enhancement Plan.
Provide enforcement grantees an analysis of local DUI arrest and conviction data by October 1, 2011.	Successfully implemented as part of the DUI Performance Enhancement Plan.

## I. IMPAIRED DRIVING ENFORCEMENT (§. 410)

The Department continues to sustain an aggressive DUI enforcement presence throughout Pennsylvania. During FY 2012, forty-six (46) DUI enforcement projects (encompassing approximately 600 municipal police departments) and every State Police Troop were actively engaged in impaired driving enforcement. Sobriety checkpoints, roving patrols, mobile awareness patrols, and cops in shops operations (underage drinking) were all conducted during NHTSA designated impaired driving mobilizations and other sustained periods during the year. Mobile awareness patrols (phantom checkpoints) are characterized by one or two officers setting up limited checkpoint equipment for a brief period of time to create a perception of an impending checkpoint. DUI enforcement locations are selected based on alcohol-related crash data supplied by PennDOT. Police also use their local arrest data to justify locations and dates/times for DUI enforcement. Below is a table depicting results from §410 funded sobriety checkpoints and roving patrols by fiscal year.

Year	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
FY 2011	2,046	214,016	3,728	794	22,098	22,015



FY 2012	1,841	157,739	2,124	411	14,336	13,638
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## II. DRIVE SOBER OR GET PULLED OVER (§. 410)

Police conducted sobriety checkpoints and roving patrols intensively during the holiday periods in FY 2012. The enforcement was coupled with nationwide advertising of *Drive Sober or Get Pulled Over*. This extra enforcement has led to fewer alcohol-related crashes and fatalities. The enforcement occurred primarily during the holidays between July 4th and New Years Day. As identified by crash data, the demographic target for the media component is males age 18 to 34.

Our most recent mobilization occurred during the National Enforcement Crackdown during Labor Day 2012. The overtime enforcement (both State and local Police) over the three week period resulted in approximately 413 DUI citations (532 DUI arrests during the 2011 crackdown). The earned media theme for the campaign was drug impaired driving enforcement. This was an educational effort to alert motorists that impaired driving is not only due to alcohol but drugs as well, including prescription medication. During the mobilization PennDOT also partnered with the Pennsylvania DUI Association to deliver a drug impaired driving message focusing on bath salts and other certain synthetic drugs. Senate Bill 1006 was signed

into law on June 23, 2011 making it illegal to possess bath salts and synthetic drugs; however driving under the influence of these drugs still remains a concern for highway safety.

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

The Drug Evaluation and Classification Program (DEC) focuses on training law enforcement officers to recognize when an individual is or has been driving under the influence of drugs and to identify the type of drug causing impairment. The DEC Program was developed by the National Highway Traffic Safety Administration (NHTSA) and approved by the International Association of Chief's of Police (IACP).

PennDOT provided funds to conduct a Drug Recognition Expert (DRE) training and certification program. As a result, the ninth DRE school in Pennsylvania was completed during the 2nd quarter of FY 2012. Seventeen new officers were certified by the International Association of Chiefs of Police (IACP) as Drug Recognition Experts. Pennsylvania now has 105 certified Drug Recognition Experts. Of the 105 certified DREs, 29 are municipal police officers and 76 are state troopers. Over 1,900 evaluations were performed by the DREs in FY 2012. Pennsylvania DREs conduct more evaluations per DRE than any other state.

In addition to DRE training, PennDOT also conducts Advanced Roadside Impaired Driving Enforcement (ARIDE) training. ARIDE is utilized in 38 states and focuses on recognizing signs of drug induced impairment and the steps to be taken when encountering a drug impaired driver. This training is used to bridge the gap between SFST and DRE. Since 2007, several thousand Pennsylvania law enforcement officers have been trained in ARIDE.

### IV. IMPAIRED DRIVING HIGHWAY SAFETY PROGRAM CONTRACT (§. 410)

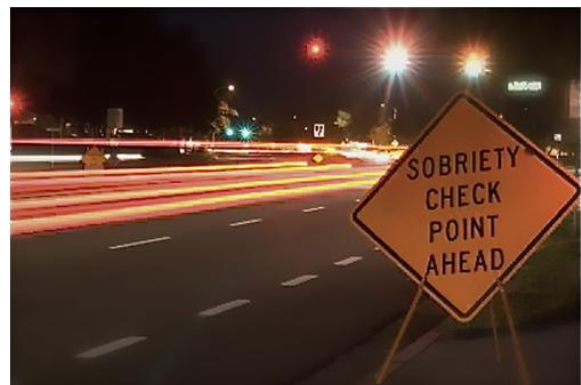
The Vehicle Code mandates that PennDOT maintain driver improvement schools for DUI offenders, including (re)certifying the instructors conducting the classes. The driver improvement schools are referred to as the Alcohol Highway Safety Schools (AHSS). Additionally, the Department is tasked with maintaining 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 impaired driving safety history and the possible need for addiction treatment. PennDOT utilizes a contract to deliver these tasks. As a result, 250 individuals were (re)certified for both the AHSS and CRN programs. These programs are designed to identify high-risk offenders who might slip through the system and become repeat offenders due to not receiving the proper sanctions and treatment from the original DUI arrest.

This contract also secures two DUI Law Enforcement Liaisons (LELs). These LELs visit and review each of the PennDOT DUI enforcement grantees to ensure compliance with regulatory requirements of sobriety checkpoints and to verify that the grant coordinators are using appropriately trained officers during the grant-funded DUI enforcement operations. LELs will also assist the DUI grantees with planning events for major enforcement mobilizations throughout the grant year and conduct SFST and sobriety checkpoint training when necessary.

The Traffic Safety Resource Prosecutor (TSRP) is also funded under the 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".

## V. SUMMARY

Pennsylvania has experienced a continual downward trend in alcohol-related fatalities over the past several years. According to state crash data, there were 425 alcohol-related fatalities in 2011 down from 559 in 2003, a reduction of 24 percent. The reduction in alcohol-related fatalities was slightly better than the 18 percent decline in overall traffic fatalities during the same period. An emerging issue in impaired driving has been the rise in drug impaired driving crashes, fatalities, and arrests. In 2004, Pennsylvania began to participate in the drug evaluation and classification program and started to train officers as drug recognition experts. There are now over 100 officers certified as DREs and DUI-d arrests have gone from 5,500 in 2004 to nearly 14,000 in 2011. Crashes involving a driver suspected of drug impairment (illicit or licit) have also increased from 1,987 in 2004 to 3,077 in 2011, an increase of 55 percent. The increase is most likely due to better trained officers in DUI-d detection but still remains a key focus area in reducing impaired driving. Pennsylvania is currently in the planning phase of creating a statewide executive-level task force on impaired driving. It is intended that this task force will pull together partners and stakeholders in impaired driving and adopt a plan to reduce crashes and fatalities due to DUI.





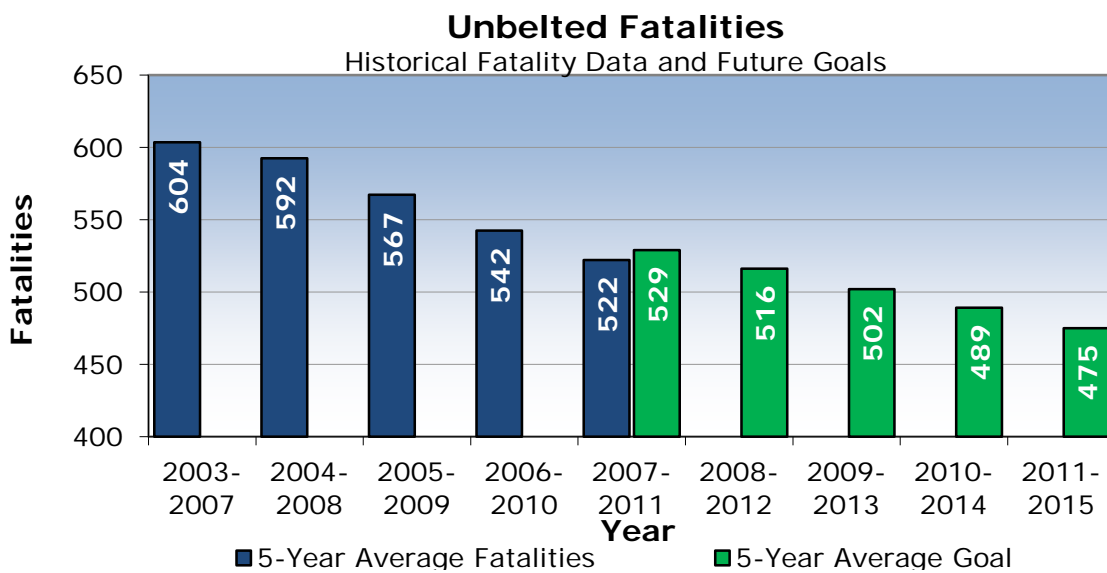
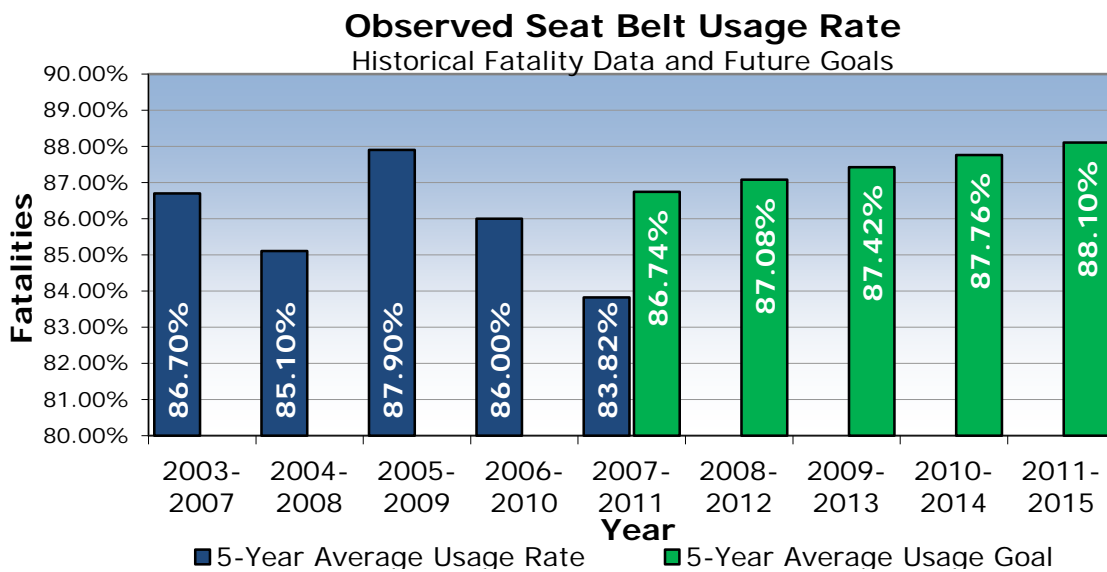
## OCCUPANT PROTECTION

**Goal: Pennsylvania's goal is to increase the 5-year average seat belt usage rate from 86.40% in 2010 to 86.74% in 2011 and 87.08% in 2012.**

*Result: The 5-year average observed seatbelt use rate was 83.82% in 2011. Goal not met.*

**Goal: Pennsylvania's goal is to reduce the 5-year average of unbelted fatalities from 542 in 2010 to 529 in 2011 and 516 in 2012.**

*Result: The 5-year average of unbelted fatalities was 522 in 2011. Goal met.*



SAFETY MEASUREMENTS	RESULT
Maintain 87 total Fitting Stations at Pennsylvania State Police stations throughout the commonwealth.	70 total Fitting Stations were maintained at Pennsylvania State Police stations.
Perform Child Safety Seat Checks at fitting stations and as needed.	PA TIPP and the PA State Police performed over 3,000 seat checks.
Dedicate one week during both the Thanksgiving and Memorial Day mobilizations solely to nighttime enforcement. (BUPA). Participating departments should conduct at least 50% of funded overtime enforcement hours at night.	Weeks were dedicated solely to nighttime enforcement during scheduled mobilizations; however, only 34% of funded overtime enforcement hours occurred at night. New strategies/agreements have been drafted for 2013.
Conduct at least 75 Traffic Enforcement Zones during each mobilization, 150 total for the fiscal year.	A total of 57 TEZ were completed during the reporting period (Thanksgiving-21, Teen-4, May-32). 54% of the TEZ were conducted at night. TEZ are a relatively new strategy in PA. The number of departments that employ TEZ continues to expand.
Re-design statewide observational seat belt survey to remain in compliance with new NHTSA guidelines. (BUPA)	The survey re-design was not completed in 2012. The new methodology will be put into effect in 2013.
Coordinate and preserve the integrity of the statewide observational seat belt survey immediately following the 2012 Memorial Day Click It or Ticket mobilization (BUPA)	Survey was completed immediately following the Memorial Day Click It or Ticket mobilization. The 2012 observed usage rate is 83.51%
Create, implement, and monitor a statewide strategic seat belt plan to reach every county during the Thanksgiving 2011 and Memorial Day 2012 mobilizations (BUPA).	Final version of plan was submitted October 23, 2011.
Provide a comprehensive statewide Earned Media Plan for each Mobilization with at least 16 activities for the Memorial Day Mobilization (Press Office)	Final version of Thanksgiving Earned Media Plan was completed and distributed by October 21, 2011. Final version of Memorial Day Earned Media Plan was completed and distributed by February 24, 2012.
Provide data and direction to target the NHTSA	Data was gathered and compiled by February

Paid Media Buy for Memorial Day Mobilization or other identified campaigns (BUPA)	26, 2012.
Train 200 new officers in the Survival 101 middle and high school program. Train 50 new officers in the 16 Minutes high school program. Train 50 new officers in the Back Is Where It's At elementary program.	249 officers were trained in the Survival 101 program, 131 officers were trained in 16 minutes, and 125 were trained in The Back Is Where It's At.
Provide 800 educational programs to schools throughout the course of FY 2012 and contact over 40k students.	767 total programs were conducted in 2012, reaching 42,243 students

## I. ENFORCEMENT (§. 402 & 410)

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

Since the implementation of the *Click It Or Ticket* (CIOT) (i.e. enforcement, education & paid media) model, the Commonwealth has achieved a significant increase in the observed seat belt usage rate (70.7% in 2000, to 83.51% in 2012). There were two full-scale and one targeted CIOT mobilizations during FY 2012: Thanksgiving 2011 “Operation Safe Holiday Kick-Off,” February 2012 Teen Seat Belt Mobilization, and Memorial Day 2012 “*Click It Or Ticket*.” During these mobilizations, the participating municipal police departments made 732,199 contacts with motorists and issued 3,878 seat belt citations, and 166 child passenger safety citations. In addition to the municipal police operations, the PA State Police participated in the mobilizations, resulting in a total of 2,096 seat belt citations and 271 child passenger safety citations. PSP also conducted 351 regulatory checkpoints during these time periods.



The first targeted “Teen Mobilization” was pulled together after Pennsylvania passed Act 81, an enhanced Graduated Driver Licensing and primary seat belt law for children under 18. Legislation went into effect on December 24, 2011. A Mobilization, at that time, would not have been practical with students being on holiday, the high possibility of inclement weather, and crowded HS calendar. A three-week mobilization from February 14 through March 4, 2012 was

scheduled and completed. Over 190 Law Enforcement Agencies, (LEAs) from across Pennsylvania participated in the Mobilization that reached over 200 high schools.

The Mobilization focus was primarily on youth drivers, (under 18) on school campuses, targeted youth events, or roadways around their high schools. Each participating LEA conducted various youth driving oriented activities including at least one Seat Belt Informational Site detail (distributing over 230,000 enforcement handouts) on or around the High School Campus; they generated earned media, completed seat belt surveys and SB minicade details. Additional activities included Buckle Up PA's educational seat belt programs Survival 101 and 16 Minutes. When the education and student awareness activities were completed, officers then completed Teen Seat Belt Enforcement.

These initiatives will be continued to the 2012 Pennsylvania Click or Ticket Mobilization in May and June and involve over 600 BUPA Law Enforcement Agencies at PA schools.

## II. EDUCATION (§. 402)

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

The re-designed Survival 101 curriculum continues to be a huge success as more schools are interested in the up-to-date program and more officers are interested in teaching it. There were 767 total educational programs completed during this grant period. A total of 42,243 students were reached directly "The Back Is Where It's At" reported 284 programs reaching 12,836 student, a significant increase from 2011. "Survival 101" reported programs with 410 programs contacting 28,463 middle and high school students. The "16 Minutes" curriculum reached 944 15- to 16- year old students through 73 programs.

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



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

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

In 2012, there were 125,548 total reportable crashes in Pennsylvania. Involved in those crashes were 13,669 children 8 years of age and under. The data shows that up to 2,000 of those children were improperly restrained which put them at increased risk for serious injury and death. While securing children provides added protection in the event of a crash, the use of child safety seats is also mandated by Pennsylvania law. Pennsylvania's Child Passenger Safety (CPS) Law requires all children from birth up to age four to be secured in an approved child safety seat. Violators of this primary law are subject to a fine of \$75 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 now primary law also face a \$75 fine plus associated costs.

Pennsylvania currently has 1,214 active CPS technicians and 49 certified CPS instructors. The PA Traffic Injury Prevention Project (TIPP) Conducted nearly 4,000 activities and reached nearly 16,000 people in a wide variety of subjects including: 1) held classes on the Standardized CPS Certification Training for technicians and new instructors (22 courses; 244 participants, 4 new Instructor Candidates), 2) conducted CPS technician Update/Refresher classes (36 courses, 287 participants) and Renewal Certification classes (10 courses, 31 renewed CPS Technicians), 3) provided Continuing Medical Education/Hospital Staff Training courses (107 trainings; 418 total participants), 4) provided CPS for Law Enforcement Trainings (8 courses; 91 officers attending), 5) maintained Fitting Stations and Loaner Program databases, 6) provided Car Seat Loan Program Training courses, 7) supervised parent education programs, 8) handled 2,706 phone calls to TIPP satellite offices and 3,304 calls to the "800" hotline, and 9) responded to 11,898 e-mail requests and accrued 11,898 web hits.

In addition to TIPP's activities, the State Police continued to operate 70 Fitting Stations statewide and promote the Standardized CPS Certification Course among Troopers. During grant funded enforcement activities alone, PSP issued 271 child passenger safety-related citations and inspected 1,300 car seats.

### IV. SUMMARY

In 2012, great strides were taken to strengthen occupant protection-related legislation in Pennsylvania. Upgrading the booster seat law and seat belt law for children under 18 to primary

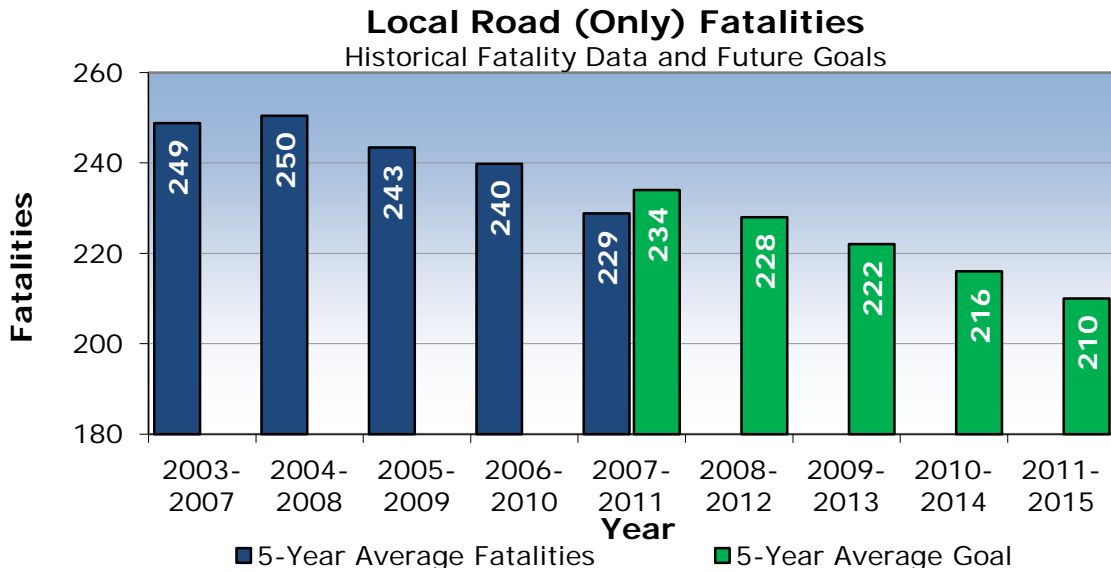
offenses provided a great opportunity for new educational and high-visibility enforcement programs this year. While upgrading these laws is a step in the right direction, a universal primary seat belt law is still needed in order for Pennsylvania to see significant reductions in unbelted fatalities and an increase in the observed seat belt usage rate which continues to stagnate or decline from year to year.

The Highway Safety Office and its partners continue to explore new strategies to increase awareness and enforcement within the confines of the secondary law, including promotion of zero-tolerance policies, providing police with talking points/approaches for motorist contacts, and piloting enforcement strategies at targeted police departments such as patrols utilizing two officers and channelized seat belt check mini-cades. Additionally, Pennsylvania will establish a statewide executive-level task force on occupant protection to develop and adopt a plan to increase seat belt usage and reduce occupant protection-related crashes and fatalities.

## LOCAL ROAD SAFETY

**Goal: Pennsylvania’s goal is to reduce the 5-year average of local road fatalities from 240 in 2010 to 234 in 2011, and 228 in 2012**

*Result: The 5-year average of local road fatalities was 229 in 2011. **Goal met.***



SAFETY MEASUREMENTS	RESULTS	
Provide more than 50 on-site safety-related technical assists to municipalities.	235	
Provide more than 50 additional telephone safety-related technical assists to municipalities.	153	
Conduct 50 safety training courses.	27	
Training Sessions	Number of Sessions	Number of Attendees
High-Crash Location	0	0
Traffic Signs	7	106
Roadside Safety Features	1	19
Engineering and Traffic Studies	3	46
Traffic Calming	2	36

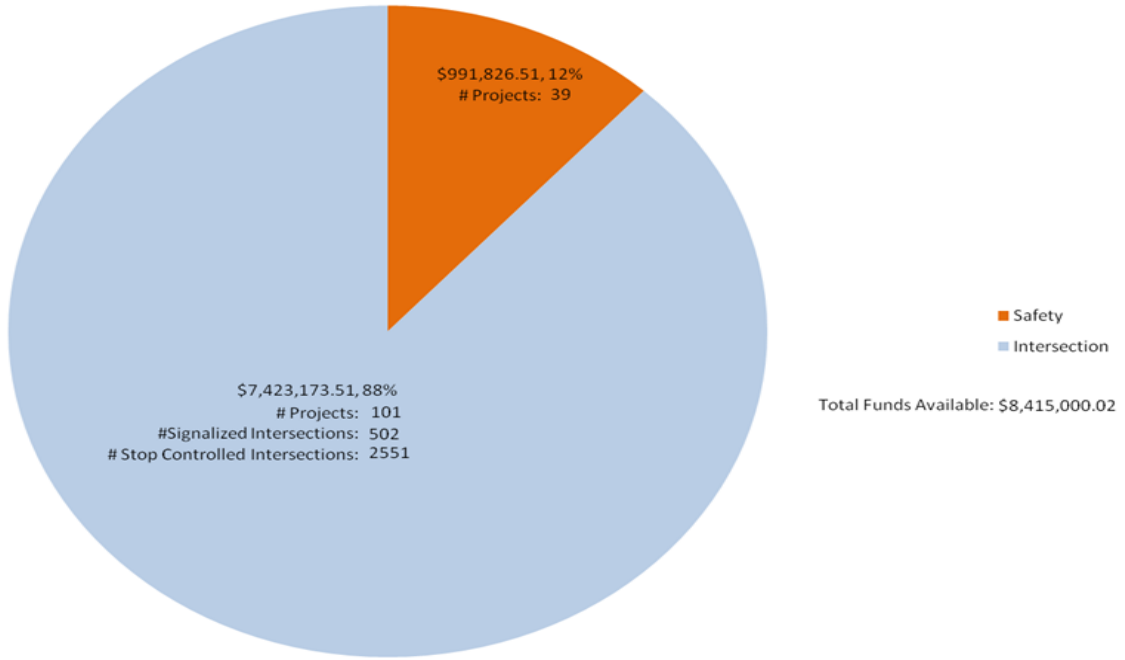
Common Sense Solutions to Intersection Problems	2	33
Traffic Signal Maintenance	2	25
Conduct and develop 10 Safety Improvement Plans for identified "Local Safe Roads Communities" (LSRC).	21	
Number of site reviews resulting from training sessions.	10	
Number of municipalities receiving assistance.	235	

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

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

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

## ARLE Funding- Safety Improvements vs. Intersection Improvements





## DATA PROGRAMS

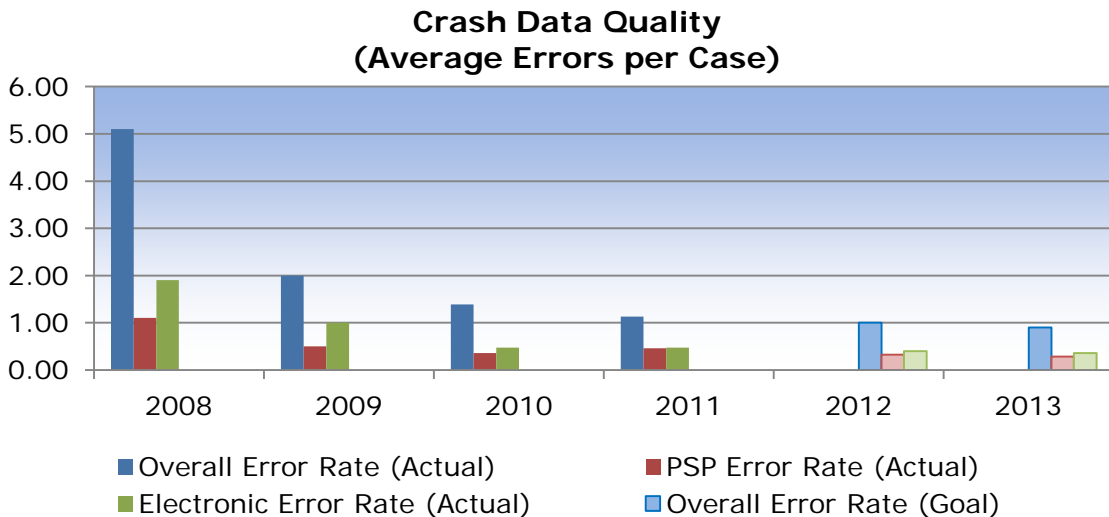
**Goal: Pennsylvania’s goal is complete all 2011 crash data by April 2012.**

*Result: All crash data was completed on April 2012. Goal Met*

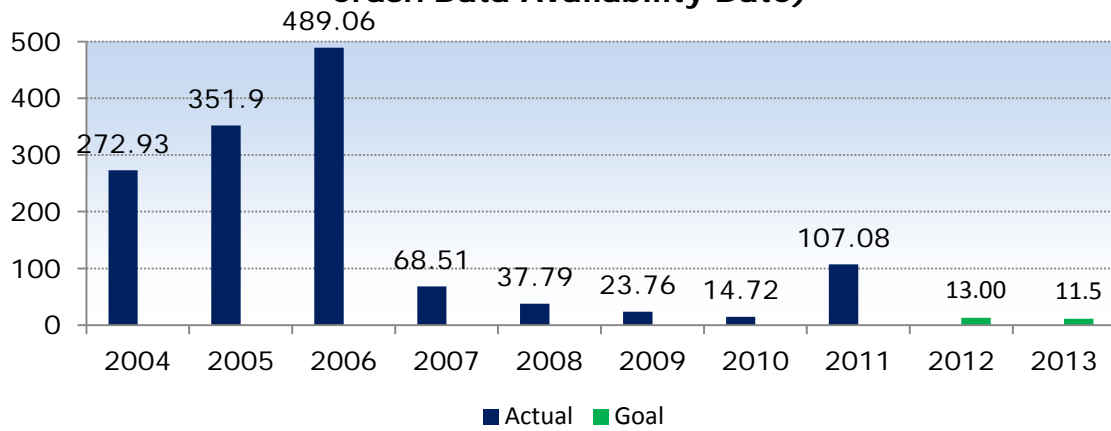
As part of additional informal goals for improving the crash records system, PennDOT has noted the current and future activities listed below:

The following tasks were completed during FY 2012:

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



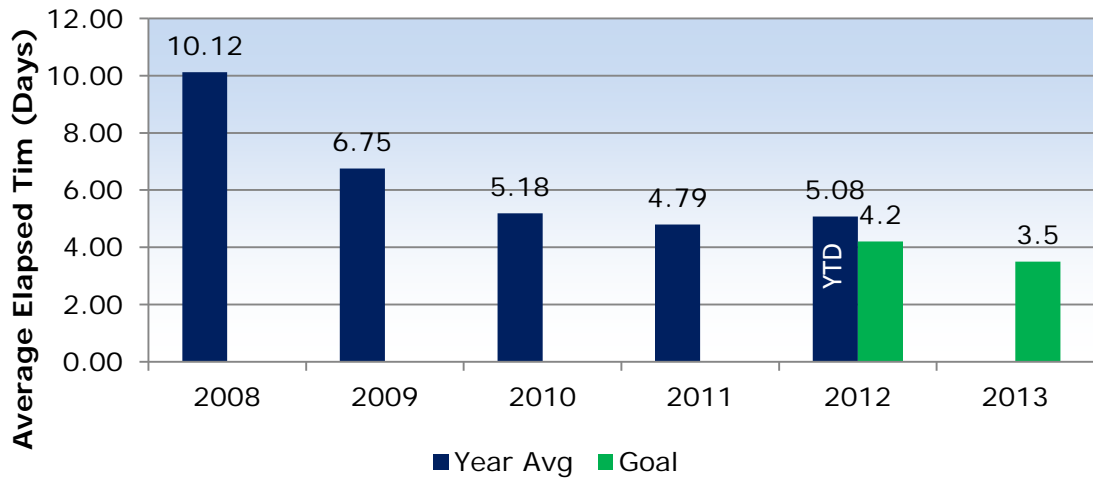
**Average Process Days**  
 (Measured as average days between Crash Date and  
 Crash Data Availability Date)



\* The delay in process days for 2011 resulted from multiple employees retiring within the bureau.

**FastFARS Timeliness Measures**

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



GOALS	RESULTS
Meet or exceed a 93% electronic submission rate.	The electronic submission rate reached 91.00% in 2011.
Reduce the crash record error rate to 1.3% or less.	The average crash record error rate was 1.13% in 2011.

Reduce the processing time of a crash report to 12 days or less (using the new calculation method).	The average process time was 107.08 days in 2011. (Note under graph)
Reduce the processing time of a FastFARS report to 3 days or less.	The average processing time of a FastFARS report was 5.08 days in 2011.

## 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 PROGRAM PHASE III (§. 408)

The Bureau of Maintenance and Operations continued its use of a team of Law Enforcement Liaisons (LEL) in FY 2012. The focus of the program was modified slightly over previous years to concentrate more on accuracy and completeness. One of the LELs objectives continued to be training police officers statewide in the use of the web-based automated reporting system, resulting in improved data timeliness and fewer errors in crash reports.

## III. CRASH ARCHITECTURE AND PUBLIC/PARTNER DATA INTERFACE PHASE I (§. 408)

One of the glaring gaps in Pennsylvania's Data Program is accessibility to the data. This project calls for developing an application to allow PennDOT's safety partners, the police who report crashes, and the general public an easy way to access useful crash data. The first phase is meant to establish an online presence as a place to get Pennsylvania crash data. Canned, pre-built specific queries will display data in tables and graphs and will be able to be filtered. A framework will be used to minimize the effort that it would take to add additional specific queries in the future. Future phases include a public access query tool, specific police user tools, and specific safety partner tools.

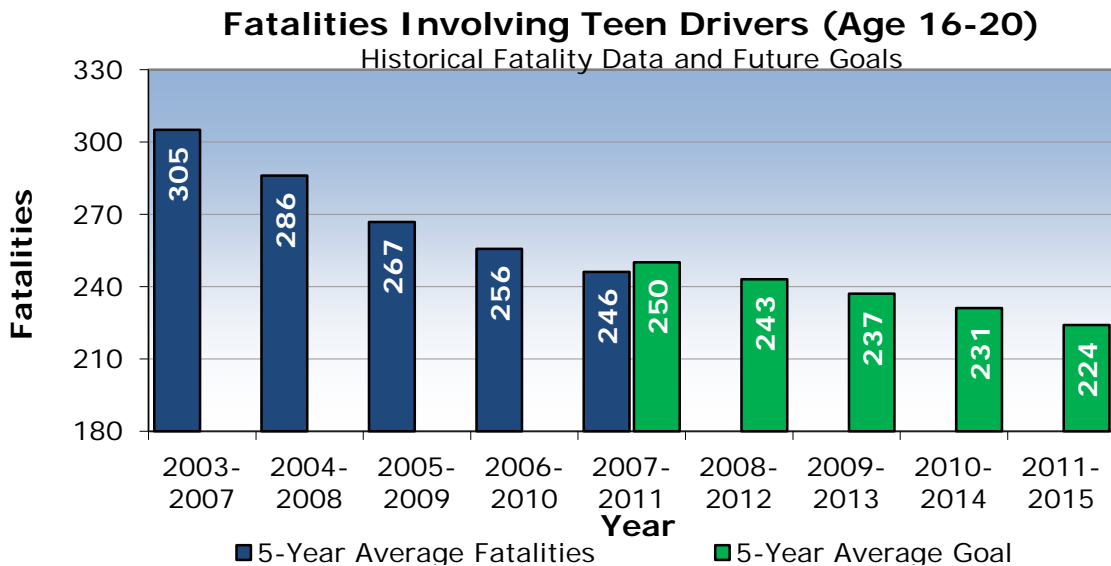
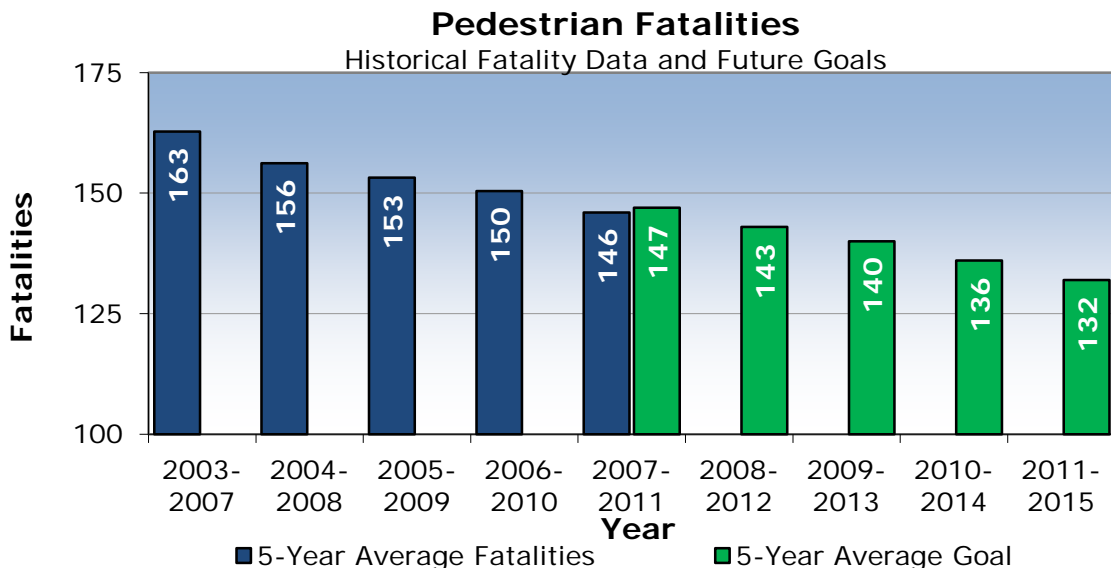
## COMMUNITY TRAFFIC SAFETY PROJECTS

**Goal: Pennsylvania’s goal is to reduce the 5-year average of pedestrian fatalities from 150 in 2010 to 147 in 2011, and 143 in 2012**

*Result: The 5-year average of pedestrian fatalities was 146 in 2011. Goal met.*

**Goal: Pennsylvania’s goal is to reduce the 5-year average of teen driver (16-20) fatalities from 256 in 2010 to 250 in 2011, and 243 in 2012**

*Result: The 5-year average of teen driver (16-20) fatalities was 246 in 2011. Goal met.*



## I. OVERVIEW (§. 402)

PennDOT's Highway Safety Office continued to support 18 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.

SAFETY MEASUREMENTS	RESULT
Conduct Informal Seat Belt Surveys to identify low usage areas for targeted enforcement during Memorial Day Click It or Ticket mobilization	It was expected that the new Seat Belt Survey methodology would be in effect for 2012. As such, informal surveys were not conducted throughout the year at the soon to be non-commissioned survey sites. However, a "Mini Survey" of 30 sites was conducted between May 1-21, when it became apparent that the survey would remain unchanged in 2012.
Increase the amount of contacts with the general public from the total reached in 2011 by 2%.	The number of contacts with the general public increased from the 2011 total by 11%.
Increase the amount of law enforcement contacts from the total reached in 2011 by 2%.	The number of law enforcement contacts reached increased from the 2011 total by 133%.
Increase the amount of MDJ contacts from the total reached in 2011 by 2%.	The number of MDJ contacts reached decreased from the 2011 total by 10%. This is partially due to a special demo award solely dedicated to judicial outreach.
Increase the amount of Medical Information Carrier Systems distributed from the total distributed in 2011 by 2%.	No funds were budgeted to CTSP to purchase medical carrier systems.
Increase the amount of helmets distributed by 2%.	No funds were budgeted to CTSP to purchase bicycle helmets.
Implement Walkable Communities Programs throughout the state	Implement 6 Walkable Communities Programs by September 30, 2012.
Conduct educational programs and trainings. It	Measurement achieved. See charts in sections



is estimated that 100 educational programs will be performed by the end of FY 2011.	II – VII for more details.
Identify proper levels of CPS service by county (fitting stations, training, education). Maintain service to 95% of Pennsylvania’s total population of 12,702,379 (2010 U.S. Census).	Service was maintained to 98.5% of the population. All counties were assessed and given and identified with the proper level of service.

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

## II. ENFORCEMENT OUTREACH (§. 402)

Enforcement outreach involves preparing data reports for police departments, conducting meetings with local law enforcement, and coordinating out of wave enforcement to address high risk roadways. Compared to 2011, activities increased significantly, reflecting PennDOT’s rising emphasis on targeted law enforcement outreach.

ACTIVITY TYPE	# OF ACTIVITIES	# OF CONTACTS
Enforcement Outreach	7,338	808,548

## III. JUDICIAL OUTREACH (§. 402)

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

ACTIVITY TYPE	# OF ACTIVITIES	# OF CONTACTS
Judicial Outreach	435	1,186

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

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

ACTIVITY TYPE	# OF ACTIVITIES	# OF CONTACTS
Coordinated Educational Programs	11,320	437,083

**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. New emphasis on coordination, outreach, and forming task forces and committees caused a nearly double increase in contacts and activities in this category from 2011.

ACTIVITY TYPE	# OF ACTIVITIES	# OF CONTACTS
Planning and Administration	9,518	494,218

**VI. MEDIA (§. 402)**

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

ACTIVITY TYPE	# OF ACTIVITIES	# OF CONTACTS
Media	1,235	40,936,841

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

Child Passenger Safety includes coordinating programs and activities with the enforcement community during CPS week and collaborating with the PA Traffic Injury Prevention Project to increase the number of car seat fitting stations and loaner programs in communities. Activities encompass a wide range of techniques to improve knowledge and enforcement of CPS laws: 1) high visibility enforcement which includes CPS violations among other types of infractions, 2) educating health care providers on the proper installation of child restraint systems, 3) seat checks to ensure proper installation by parents and guardians, 4) education on the awareness of the purpose and value of child booster seats, 5) providing hospitals with restraint systems for special needs children, and 6) educating police officers to recognize violations of the CPS laws among other tasks.

As a result of these activities, fatalities and injuries to children from birth to age 21 declined in 2011.

ACTIVITY TYPE	# OF ACTIVITIES	# OF CONTACTS
Child Passenger Safety	1,442	15,090

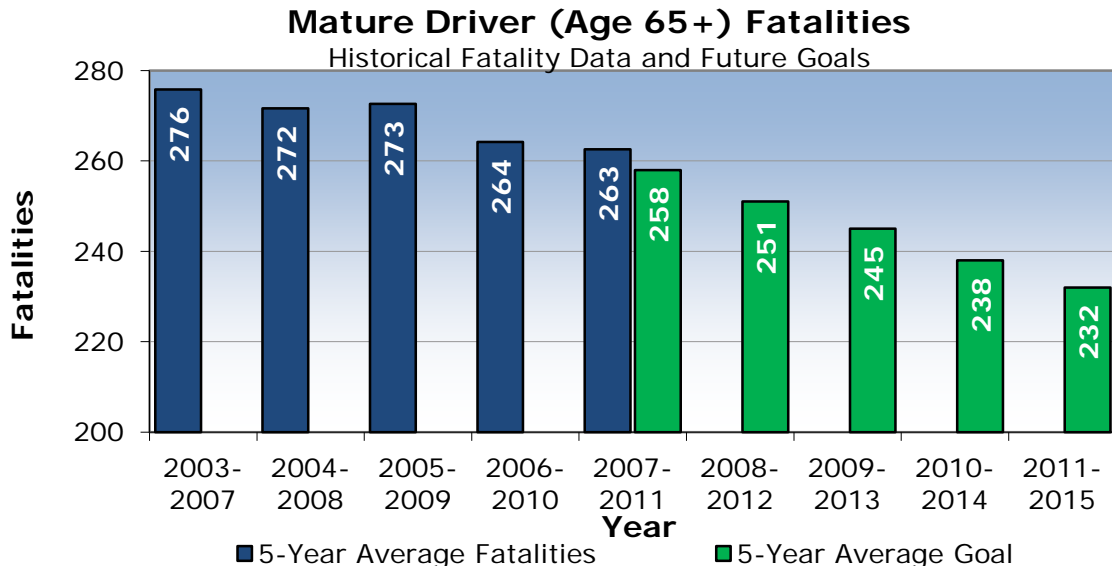
## VIII. SUMMARY (§. 402)

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

## MATURE DRIVER SAFETY

**Goal: Pennsylvania's goal is to reduce the 5-year average of mature driver fatalities from 264 in 2010 to 258 in 2011, and 251 in 2012**

*Result: The 5-year average of mature driver fatalities was 263 in 2011. **Goal not met.***



SAFETY MEASUREMENTS	RESULTS
Create statewide mature driver taskforces that include partnerships with state and local agencies to develop educational and safety opportunities.	1 task force was formed in highway safety region one.
Promote mature driver education classes (AAA/AARP/Seniors for Safe Driving)	In FY 2012, app. 25 AARP & AAA educational classes were sponsored by grantee agencies. Approximately, 1,660 mature driver education classes were conducted statewide by AARP, AAA, and Seniors for Safe Driving.
Promote CarFit program (AARP/AAA)	16 CarFit programs were sponsored by grantee agencies during in FY 2012.
Provide/administer Seats and Seniors program	15 "Seats and Seniors" programs were completed in FY 2012.
Provide education and training to increase the	Public Transportation website/mobility

public's awareness of mobility alternatives	alternatives have been promoted through mature driver safety/education presentations. Approximately, 170 mature driver outreach programs were conducted in FY 2012, reaching app., 4,250 mature drivers.
Conduct NHTSA Older Driver Enforcement Course (Train the Trainer)	No trainings held.
Conduct training for engineers in road design for mature driver issues	No trainings held.

## I. MATURE DRIVER SAFETY (§. 402)

According to the United States Census, Pennsylvania has approximately 12.7 million residents and roughly 2 million individuals over the age of 65. Mature drivers represent a subset of their total population and, approximately, 80%, or 1.6 million, of all people over the age of 65 have a valid driver's license. Around, 18%, of PA's total licensed population is over the age of 65. Mature driver related crashes resulted in 244 fatalities in 2011, approximately, 19% of all traffic fatalities in PA.

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

As we age, the body goes through many changes. Eyesight, physical mobility, and reflexes are all examples of a progressive transformation that is either self-managed, or prescribed through professional aid. Many times, individuals recognize these signs of change, but think it is a "normal" evolution and maintain, in their minds, a healthy ability to drive. This thought is directly related to the "special" relationship an individual holds with freedom a vehicle provides. It can be someone's lifeline, their sense of freedom, or in some minds an "entitled" right. For these reasons, we will continue to work with our mature drivers by educating them on the cultural/physical changes and safe driving procedures that can limit/reduce injuries in crashes. We will continue to reach out to our medical community to consider the impairment concerns of multiple prescriptions and driving.

## 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,

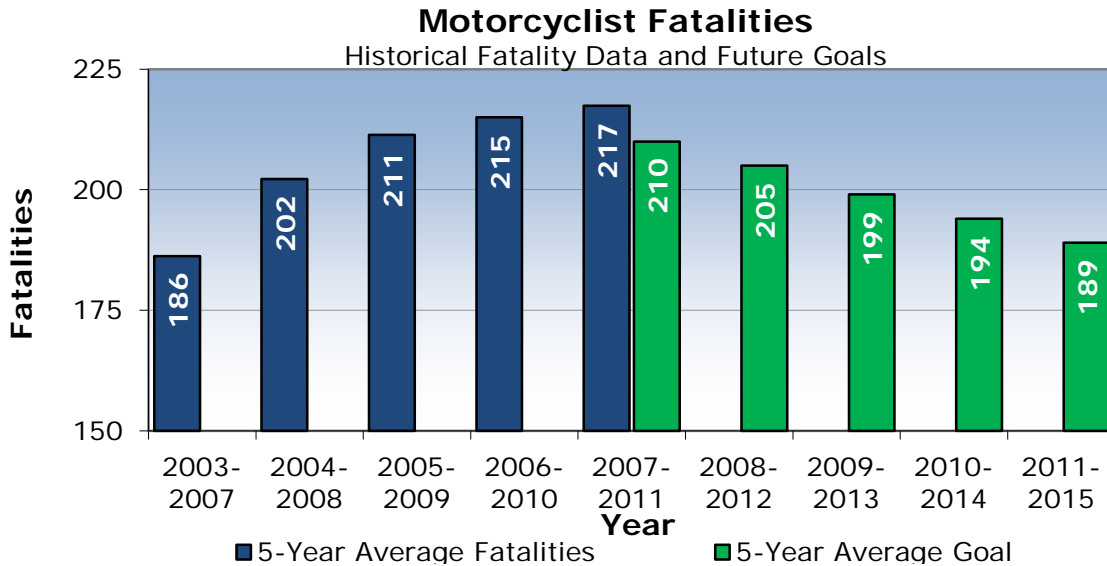


AARP meetings, and other places where the demographic gathers. The programs cover safe driving practices, updated laws and regulations, physician outreach, information about driving alternatives, and informative ways for law enforcement and loved ones to relate to the mature drivers.

## MOTORCYCLE SAFETY

**Goal: Pennsylvania’s goal is to reduce the 5-year average of motorcycle fatalities from 215 in 2010 to 210 in 2011, and 205 in 2012**

*Result: The 5-year average of motorcycle fatalities was 217 in 2011. **Goal not met.***



SAFETY MEASUREMENTS	RESULTS
Place a “Watch for Motorcycles” message on all driver license and registration renewal envelopes. Reach 10,500,000 motorists yearly through distribution of renewal envelopes.	This initiative was discontinued in FY 2012
Coordinate the dispersal of “Watch for Motorcycle” bumper stickers. Distribute 15,000 stickers in FY 2012.	While the actual number of stickers distributed was not tracked, PennDOT members staffed a kiosk promoting the “Live Free Ride Alive” motorcycle safety campaign at four different motorcycle rallies in 2012. In addition to the bumper stickers being distributed, information on motorcycle training and impaired riding was also distributed at the rallies.
Distribute “Watch for Motorcycle/Share the Road” lawn signs. Distribute 5,000 lawn signs	PennDOT did not provide funds to continue this initiative. ABATE continued distribution of the

with the help of ABATE	signs under their own source of funding.
Coordinate paid media campaign for "Watch for Motorcyclists/Share the Road". Conduct 1 paid media campaign during riding season	During the 2012 riding season a media campaign was conducted using Section 2010 funds. Over 200 gas stations in high motorcycle crash counties displayed "Share the Road" gas pump toppers (see below). A radio message was also aired over 3,700 times through various radio stations statewide.
Develop a campaign to promote the training courses offered by the Motorcycle Safety Program. Have 100% of all motorcycle dealers distribute materials. Increase the number of students enrolled in the Basic Ride Course by 10% and increase enrollment by 20% in the Basic Rider Course II.	The training courses were advertised via internet web banners in FY 2012. The web banners appeared on demographically appropriate web pages and were paid for with Section 2010 funding. All motorcycle dealerships in the state always display some sort of promotional material for the courses as well.
Set up and staff Live Free Ride Alive promotional kiosks at large motorcycle rallies statewide. Attend 6 motorcycle rallies in FY 2012.	In FY 2012, the kiosk was staffed at four motorcycle rallies.
Create training courses to meet demands of new 3-wheeled motorcycle riders. Hold 18 training sessions (6 at each site). Fill all available spots in all 18 trainings.	The 3-wheeled motorcycle course was in its second year of operation in 2012. Course enrollment increased from 62 in 2011 to 81 in 2012. The 3-wheeled training courses in FY 2012 were funded 100% with state funds. Section 2010 funds in FY 2012 were used for the creation of an Advanced Rider Course
Educate law enforcement on impaired motorcyclists. Provide 20 trainings statewide in FY 2012 and provide DUI tip cards as requested.	Twenty trainings in FY 2012 were conducted. Each of the 264 officers trained received DUI tip cards.

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

Pennsylvania receives Section 2010 funding for Motorcycle Safety. In FY 2012, PennDOT deployed over 200 “Share the Road” gas pump toppers statewide. The pump toppers were on display from May through September in the top ten counties for motorcycle related crashes. A sample gas pump topper in use is pictured to the left. Gas pump toppers are a popular paid media initiative that is often used for our DUI and Click it or Ticket campaigns. The PennDOT JustDrivePA.org website is listed at the bottom of the topper.



Radio messages promoting “Share the Road/Watch for Motorcycles” were also heard on stations statewide during the 2012 riding season. The message was aired over 3,700 times. It is hoped the “Share the Road/Watch for Motorcycles” messages will help raise awareness amongst motorists to be cautious of the vulnerability of motorcyclists. Because of their size, motorcycles can be easily hidden in the blind spots and often overlooked.

## II. MOTORCYCLE TRAINING COURSES (State Funds and §. 2010)

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



- The [Basic Rider Course](#) (BRC) is offered to all riders and covers a wide variety of motorcycle riding skills. Upon completion of the BRC, a motorcycle license is issued.
- The [Basic Rider Course 2](#) (BRC2) is aimed at deficiencies in cornering, braking, and swerving. This course is usually completed in one day and is designed for riders with a Class M license and at least 6 months riding experience.

- 3-Wheeled Beginner Rider Course (3WBRC) is an entry-level training and education course. Participants learn fundamental riding skills and safety strategies similar to what is provided in the Basic Rider Course, but on three wheels. The course was offered for the first time in fiscal year 2011. Section 2010 funds were used in fiscal year 2011 to help pay for some of the start-up costs, excluding the purchase of three 3-wheeled motorcycles.
- Advanced Rider Course (ARC) Fiscal Year 2012 was the first year this course was offered. Section 2010 funds were used to help with some of the startup costs of the course. The Advanced Rider Course is an 8 hour course that complements a rider's basic skills and helps with personal risk assessment. The course includes a fast-paced classroom segment with several interactive activities to improve perception and hazard awareness. Range exercises enhance both basic skills and crash avoidance skills. Improving braking and cornering finesse is also emphasized. Riders must already have a valid class M license to participate.

Year	Number Trained BRC	Number Trained BRC 2	Number Trained 3WBRC	Number Trained ARC	Total Trained
2010	21,557	2,438	0	-	23,995
2011	20,729	2,233	62	-	23,024
2012	21,362	2,144	81	334	23,291

Outside of the startup costs for the ARC, no other federal monies were used in FY 2012 since motorcycle license fees provide the funding for the MSP. In an effort to make more riders aware of the free training available, PennDOT prints course contact information on the actual motorcycle permit itself. Printing this information on the permit helps ensure that our target audience is more aware of the training. All motorcycle dealerships in the state always display some sort of promotional material for the courses as well.

Section 2010 funds were also used for the creation of motorcycle training course website banners. The website banners helped promote the training courses on demographically appropriate webpages. It is estimated that the website banners made over 4 million impressions. There were approximately 12,000 internet clicks on the website banner links.



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

LiveFreeRideAlive.com is Pennsylvania's motorcycle themed interactive website. Important messages on the site include obeying the speed limit, not riding impaired, being properly trained, and wearing protective gear. The website also emphasizes the importance of being properly



licensed and encourages the use of protective gear. The website is promoted through online advertising, license plates, t-shirts, billboards, gas pump toppers, delivery truck advertising, bar coasters, and kick stand coasters. In addition PennDOT members manned a Live Free Ride Alive kiosk during Pennsylvania's biggest motorcycle rallies in 2010, 2011, and 2012. Hundreds of items promoting the campaign and website were distributed at the rallies.

Rider coaches in PennDOT's Motorcycle Safety Program direct their students to view the site as well. Motorcyclists are also encouraged to use the site to share stories of their experiences riding and to upload amateur documentaries depicting the riding culture. Section 2010 funds are not used for this initiative.

### IV. IMPAIRED RIDING ENFORCEMENT (Federal Funds)

Pennsylvania was one of four states selected to receive an Impaired Riding Awareness and Enforcement grant through NHTSA. Four sobriety checkpoints and surrounding perimeter patrols were planned in locations where there were higher incidences of impaired riding crashes. Two checkpoints occurred in the greater Pittsburgh area, one checkpoint occurred in York County, and the final checkpoint occurred in Lancaster County. SFST and Checkpoint trained officers who normally would participate in Section 410 funded impaired driving enforcement, were utilized for this project. Contributing police departments received extra training in impaired riding detection prior to the campaign. Each checkpoint and perimeter patrol was supplemented by an earned and paid media campaign. All vehicles were stopped during the checkpoints and perimeter patrols, not just motorcycles. There were 90 contacts with motorcycles made through the enforcement events and thousands of other impressions made through the media.

### V. SUMMARY (§. 2010)

Pennsylvania continues to maintain a robust and highly popular Motorcycle Training Program. Motorcycle safety outreach efforts are raising awareness and survey results indicate more riders

are wearing helmets and other protective gear and are less likely to travel over the posted speed limit. Despite these positive signs motorcycle crashes and fatalities have continued to trend upward over the past few years. The Pennsylvania Motorcycle Steering Committee will work with the Highway Safety Office to increase peer-to-peer and dealership outreach efforts, enhance localized problem identification, and establish focus groups to aggressively approach this focus area. Impaired riding awareness will be included in both training and outreach efforts.

## PLANNING AND ADMINISTRATION

### I. OVERVIEW

In addition to receiving federal Section 402 funds each year, the Commonwealth is also eligible to apply for additional funds to conduct activities such as seat belt education and enforcement, DUI enforcement, child passenger safety education, and other activities identified by NHTSA. In some cases, Pennsylvania also qualifies for additional funds based on its seat belt use rate or because of laws such as the .08% BAC law. In FY 2012, funds were awarded through 79 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, 2011 for FY2012 beginning October 1, 2011.	79 projects were funded in FY 2012.
Perform approximately 100 site evaluations of projects, and approximately 50 fiscal audits by year end September 30, 2012.	45 site visits, each of which included a fiscal audit, were performed by September 30, 2012.
Create 1 Annual Report Submission, for reporting activity, to NHTSA and submit no later than December 31, 2011.	Completed
Prepare 402 Application for funding to NHTSA and submit no later than September 1, 2012.	Completed
Prepare 405 Application for funding to NHTSA and submit no later than February 15, 2012.	Completed
Prepare 408 Application for funding to NHTSA and submit no later than June 15, 2012.	Completed
Prepare 410 Application for funding to NHTSA and submit no later than August 1, 2012.	Completed
Prepare 2010 Application for funding to NHTSA and submit no later than August 1, 2012.	Completed

Prepare 2011 Application for funding to NHTSA and submit no later than July 1, 2012.

Completed

## STATE AND FHWA FUNDED PROGRAMS

### I. EMERGENCY MEDICAL SERVICES (EMS)

PennDOT has continued to work with the Division of Emergency Medical Services (EMS) Office and the Bureau of Chronic Diseases and Injury Prevention (BCDIP) of the Pennsylvania Department of Health.

The Bureau of Maintenance and Operations (BOMO) worked closely with the BCDIP to address child passenger safety and seat belt issues throughout the year. BCDIP also provides funding received from the Center for Disease Control to the PA SAFE KIDS organization. The Department of Health and PA SAFE KIDS utilizes PennDOT's materials to promote child passenger safety and seat belt use.



### II. IGNITION INTERLOCK

The Pennsylvania Ignition Interlock law requires an individual convicted of a second or subsequent DUI offense in the past 10 years to have an approved ignition interlock installed on each motor vehicle they own, operate, or lease for one year before they are eligible to apply for an unrestricted driver's license.

A summary of the statistics for Pennsylvania drivers in the ignition interlock program for FY 2012 are as follows:

- 6,726 program participants
- 5,847 installations (5,706 in 2011)
- Drove over 61.5 million sober miles
- Performed over 13.9 million breath tests
- Participants failed 47,220 tests with Breath Alcohol Concentrations (BrAC) ranging from 0.025 to 0.079 percent, 2,750 tests with a BrAC ranging from 0.08 to 0.099 percent, 3,058 tests with a BrAC ranging from 0.10 to 0.159 percent, and 1,388 tests with a BrAC at 0.16 or higher.



- 54,417 (52,590 in 2011) attempts to operate vehicles on Pennsylvania’s roadways with an operator’s BrAC greater than or equal to 0.025 percent were prevented by the use of ignition interlock devices.

### III. MEDIA

PennDOT uses earned (unpaid) and paid media while utilizing department staff, funded grant program staff and several safety partners to emphasize various highway safety focuses through the year. PennDOT’s Safety Press Officers (SPOs) in 11 districts participated in or planned more than 500 media or public events in 2012. Each major enforcement wave or crackdown has at least one media event in each media market. Radio PSAs are prerecorded with safety partners, our staff and law enforcement to coincide with these efforts. PennDOT also changed its “Drive

Safe PA” initiative to “Just Drive PA,” which was unveiled with the state’s anti-texting-while-driving law in May. The state’s various safety laws resulted in dozens of media calls and stories, during which the initiative and safety focuses were emphasized.



PennDOT purchased, with state funding, advertising for CIOT and two DUI buys. The May CIOT mobilization saw a \$600,000 investment targeted at men age 18-34 in locations based on crash data. This

media buy utilized cinema advertising on 417 screens in 31 theaters; various media in more than 250 gas stations; a video via Channel One in more than 240 schools, and radio/online advertising targeted to the demographic.

The DUI buy through the month of June utilized \$764,000 for the same target demographic, with media posted in male rest rooms in more than 580 venues and more than 430 gas stations. Radio and online advertising were also used. For the Labor Day enforcement period, \$300,000 went toward advertising in more than 430 venues, also including radio and online advertising.

Since 2010, PennDOT has maintained a Twitter account, PennDOTNews. Safety messages are continually pushed during waves, as safety tidbits, and increasing the reach of other safety partners like @NHTSAGov and AAA.



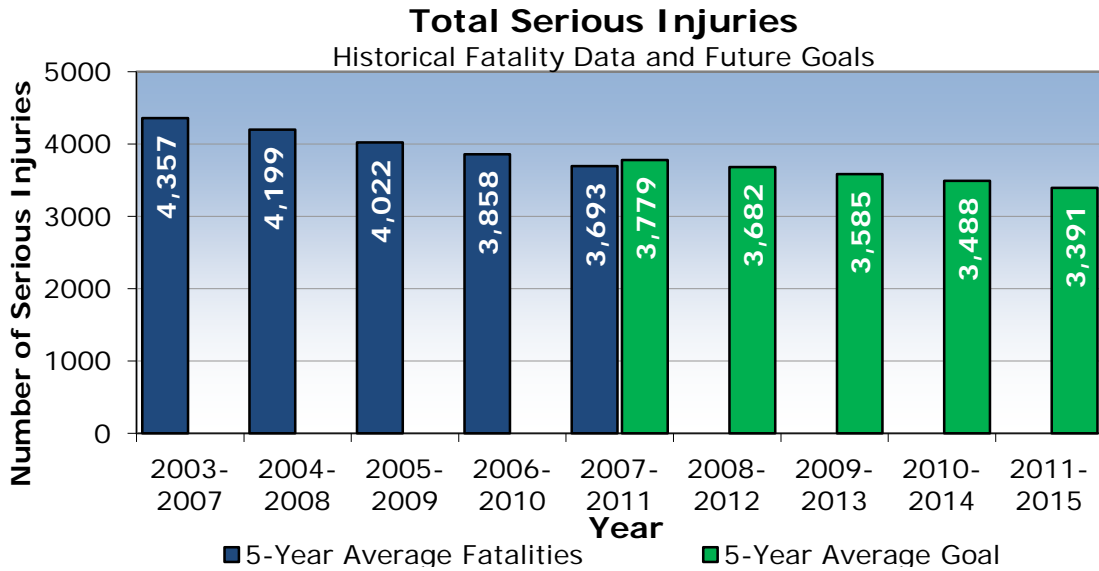
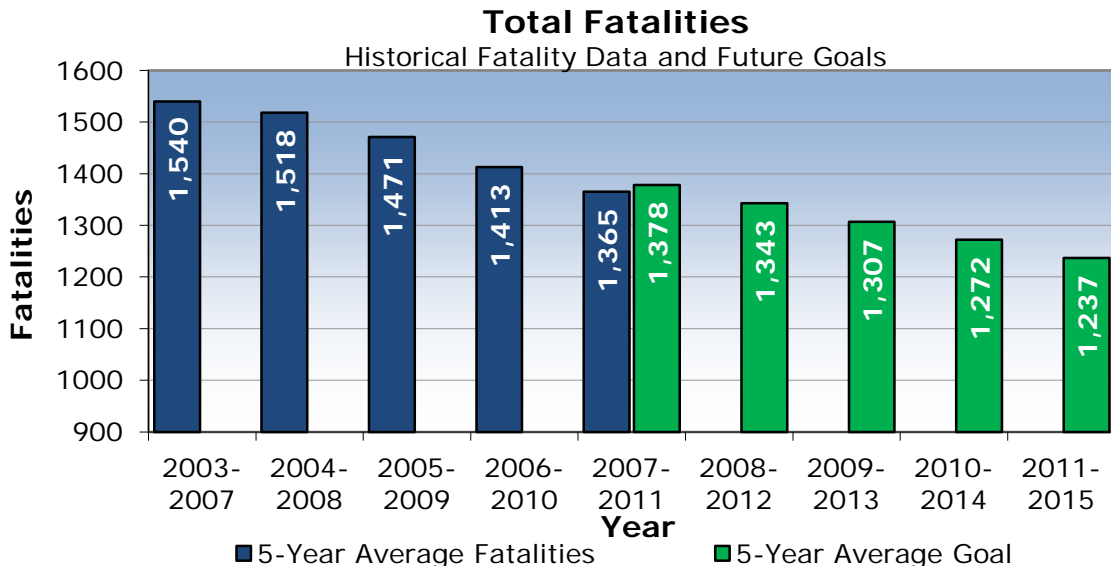
## NHTSA PERFORMANCE MEASURES

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

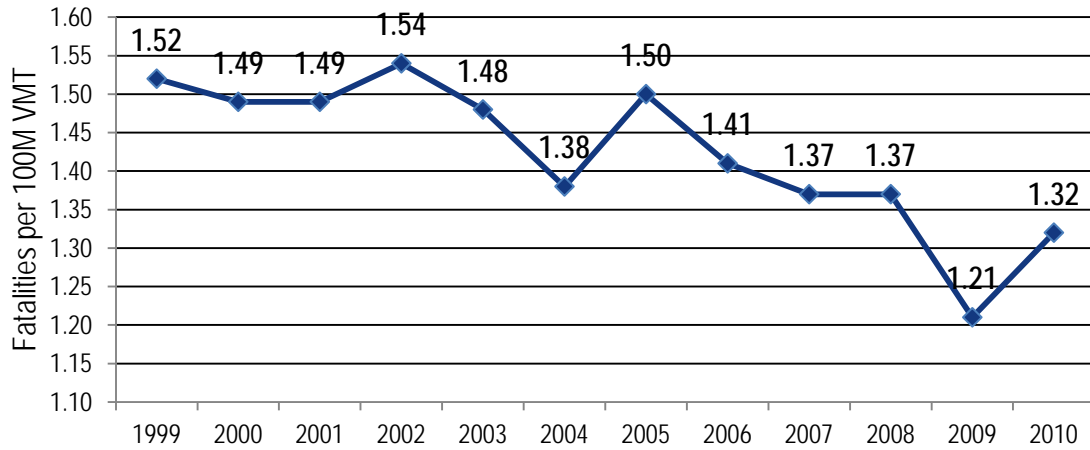
MEASUREMENT	DESCRIPTION/OBJECTIVE
Traffic Fatalities	Reduce the number of traffic fatalities.
Number of Serious Injuries	Reduce the number of serious injuries related to motor vehicle crashes.
Fatalities per VMT	Reduce the number of fatalities per vehicle mile traveled.
Unrestrained Passenger Vehicle Fatalities	Reduce the number of unrestrained passenger fatalities.
Fatalities in Crashes with a BAC of +0.08	Reduce the number of motor vehicle fatalities related to drivers with a Blood Alcohol Content of .08 or higher.
Speeding Related Fatalities	Reduce the number of motor vehicle fatalities related to speeding.
Motorcycle Fatalities	Reduce the number of motor vehicle fatalities related to motorcycles.
Unhelmeted Motorcycle Fatalities	Reduce the number of motor vehicle fatalities related to un-helmeted motorcyclists.
Drivers age 20 or less in Fatal Crashes	Reduce the number of drivers aged 20 or less involved in motor vehicle crashes resulting in fatality.
Pedestrian Fatalities	Reduce the number of pedestrian fatalities related to motor vehicle crashes.

Seat Belt Usage	Observe and collect, per 2008 Methodology, seat belt observations to calculate the statewide seat belt usage rate.
Seat Belt Citations	Collect the amount of seat belt citations issued resulting from federally funded local projects.
DUI Arrests	Collect the amount of DUI Arrests issued resulting from federally funded local projects.
Speeding Citations	Collect the amount of speeding citations issued resulting from federally funded local projects.

<b>Pennsylvania</b>					
<b>NHTSA Core Performance Measures</b>					
	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>
<b>Traffic Fatalities</b>	1,491	1,468	1,256	1,324	1,286
<b>Number of Serious Injuries</b>	4,140	3,897	3,498	3,556	3,402
<b>Unrestrained Passenger Vehicle Fatalities</b>	547	554	446	507	496
<b>Fatalities Involving Drivers Age 20 or less</b>	276	224	199	201	200
<b>Alcohol-Related Fatalities</b>	504	499	399	424	407
<b>Speeding Related Fatalities</b>	783	718	634	702	615
<b>Motorcycle Fatalities</b>	225	239	204	223	199
<b>Unhelmeted Motorcycle Fatalities</b>	119	117	100	126	94
<b>Pedestrian Fatalities</b>	151	137	134	145	147
<b>Seat Belt Usage</b>	86.70%	85.10%	87.90%	86.00%	83.82%
<b>Fatalities Per VMT</b>	1.37	1.36	1.22	1.32	N/A
<b>Areas tracked but no goals set</b>					
<b>Speeding Citations</b>	54,140	101,148	123,198	80,054	126,826
<b>Seat Belt Citations</b>	14,761	20,803	20,708	26,764	20,135
<b>DUI Arrests</b>	3,394	3,432	5,275	5,151	3,728
<b>Citations shown resulted from grant funded activities.</b>					

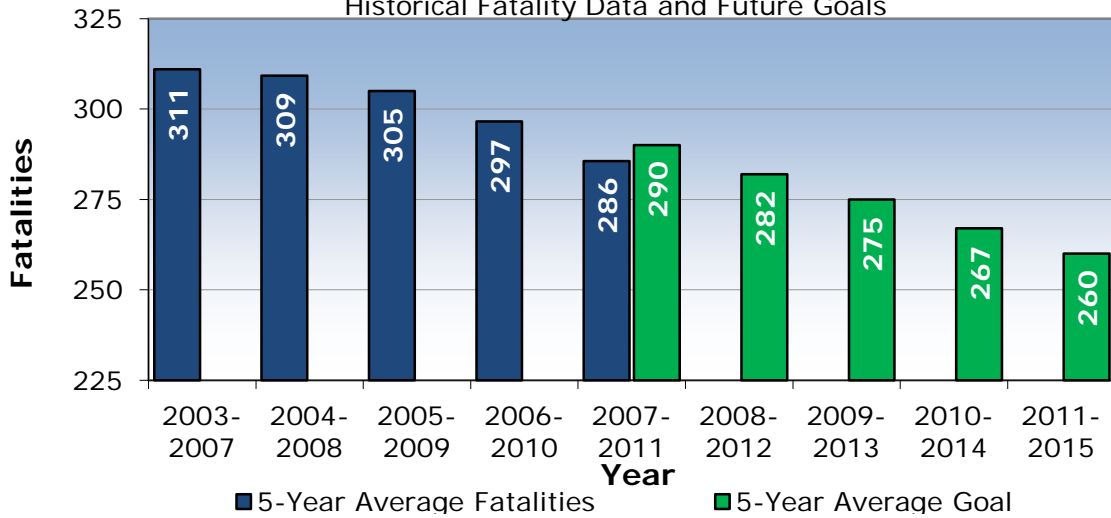


Fatalities per 100M Vehicle Miles Traveled (1999-2008)  
(FARS Data)

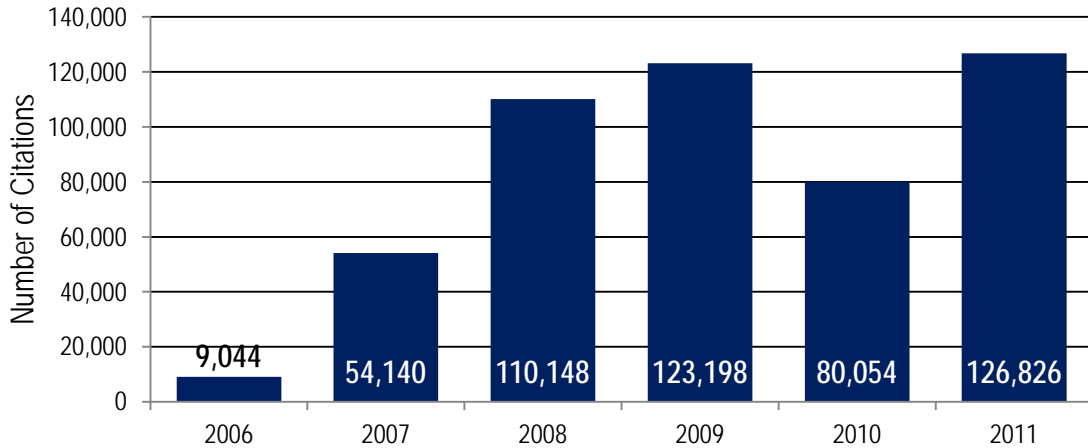


### Speeding Fatalities

Historical Fatality Data and Future Goals

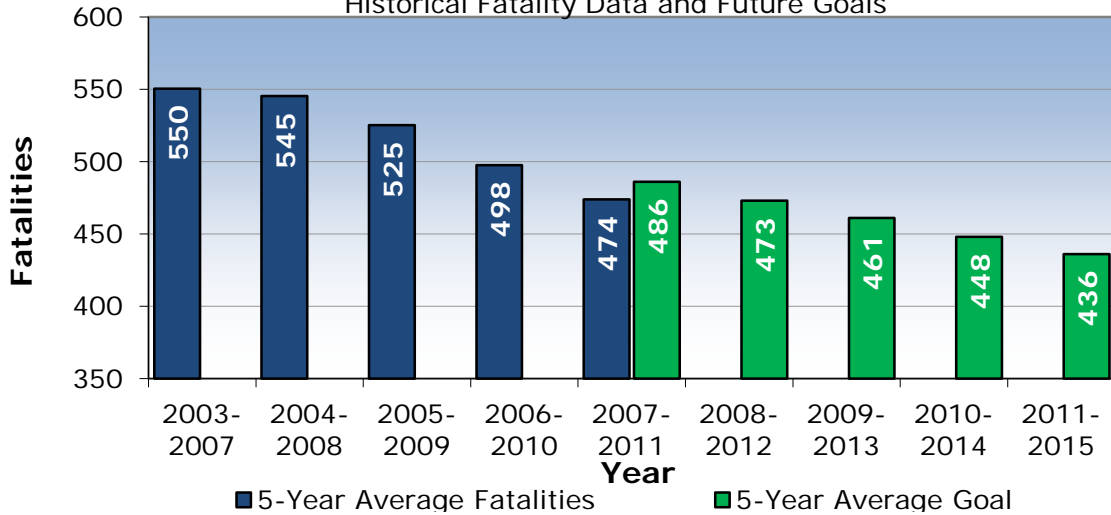


### Speeding Citations from Aggressive Driving Enforcement Operations (State Data)

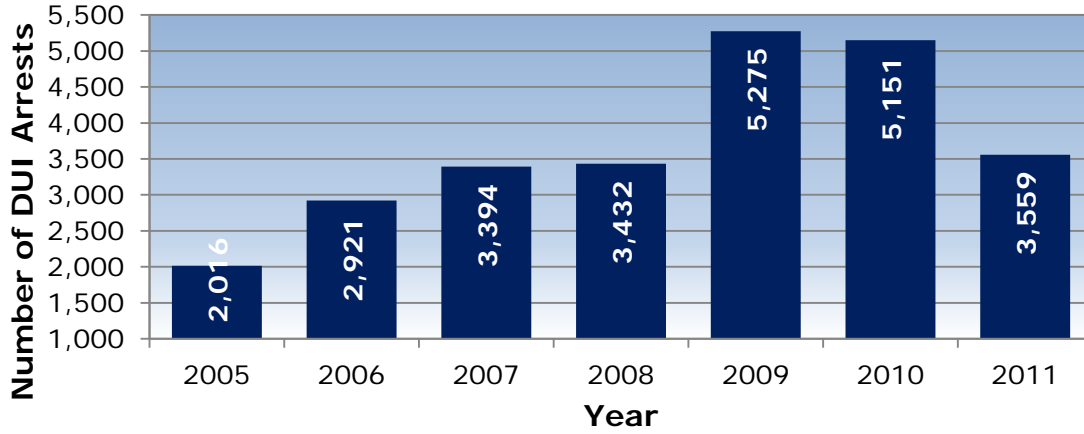


### Alcohol-Related Fatalities

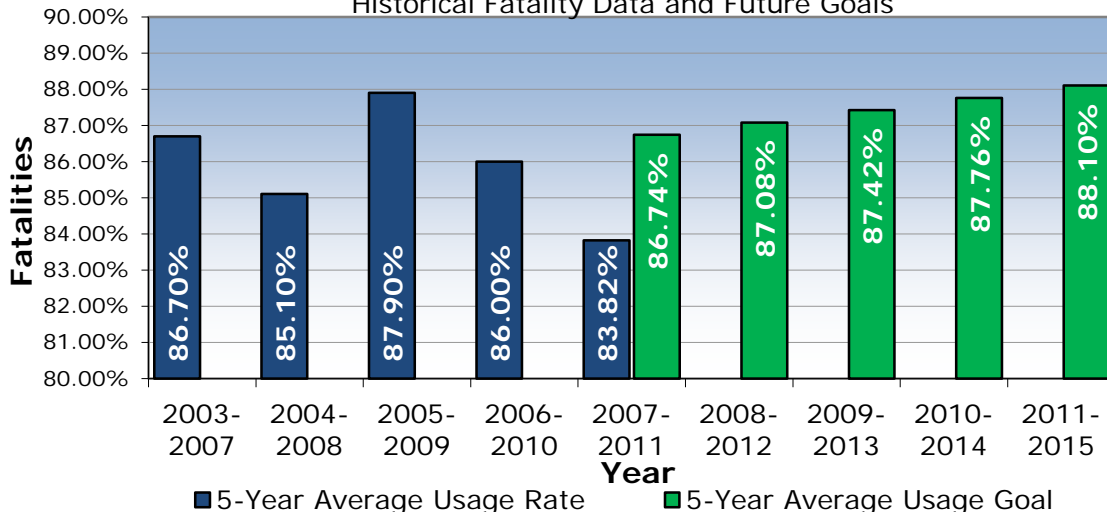
Historical Fatality Data and Future Goals



### DUI Arrests from S.410 Enforcement (State Data)

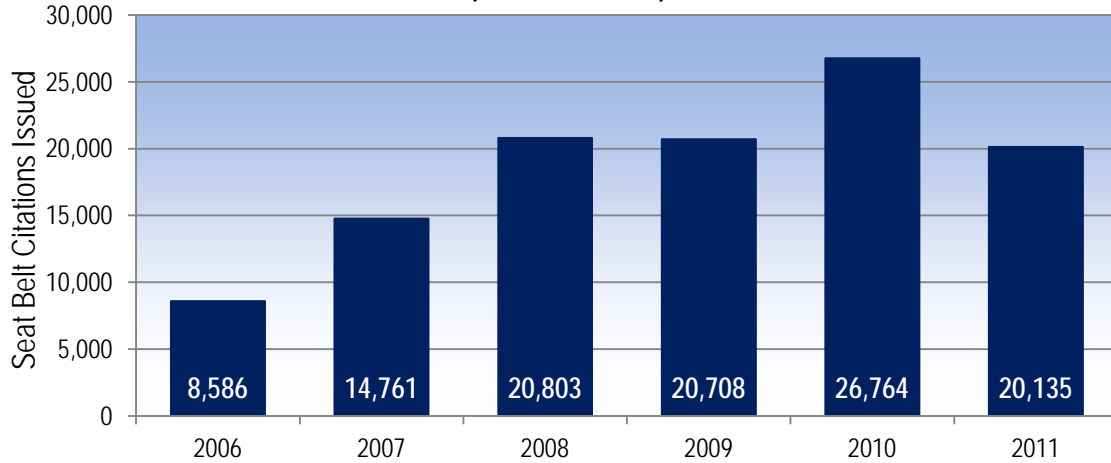


### Observed Seat Belt Usage Rate Historical Fatality Data and Future Goals



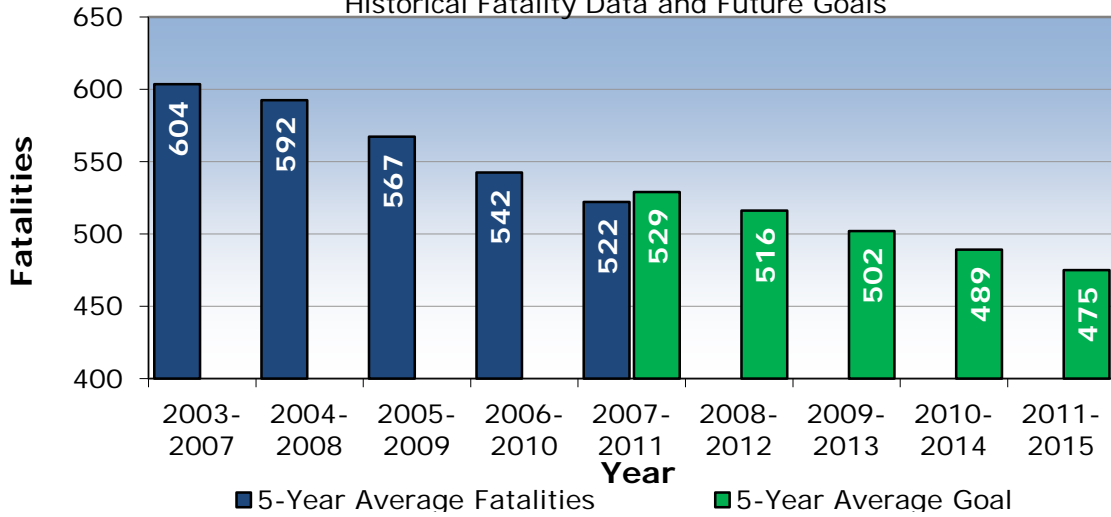


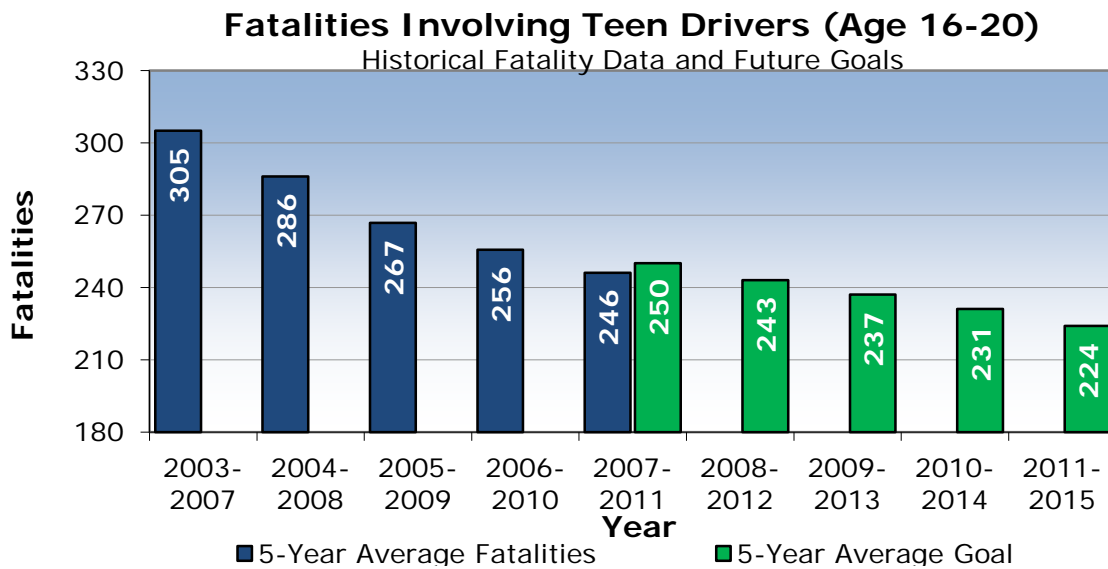
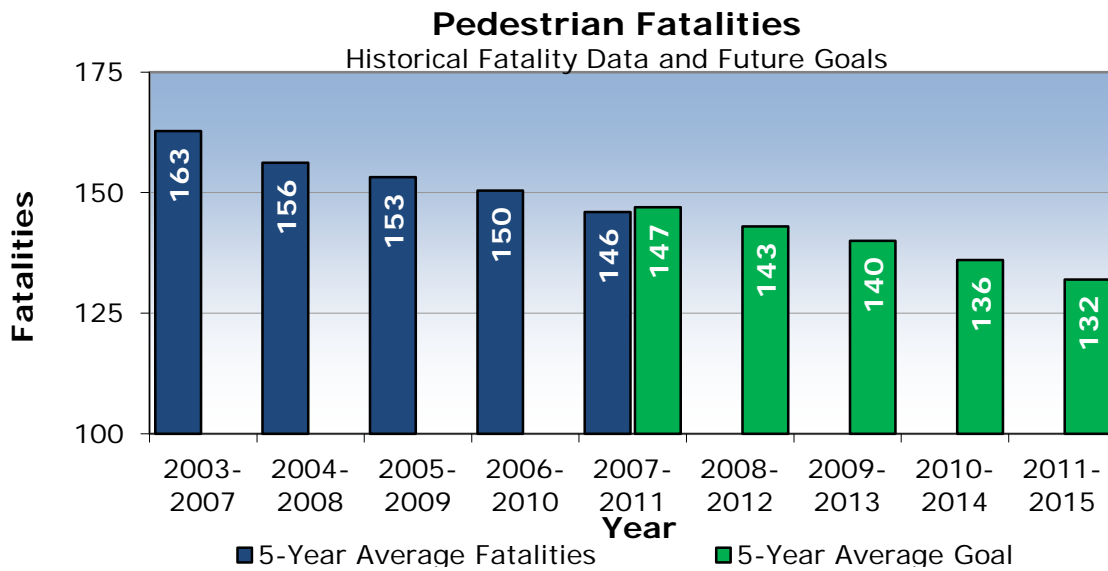
Seat Belt Citations Issued During Grant Operations FFY2006-2011  
(PennDOT Data)

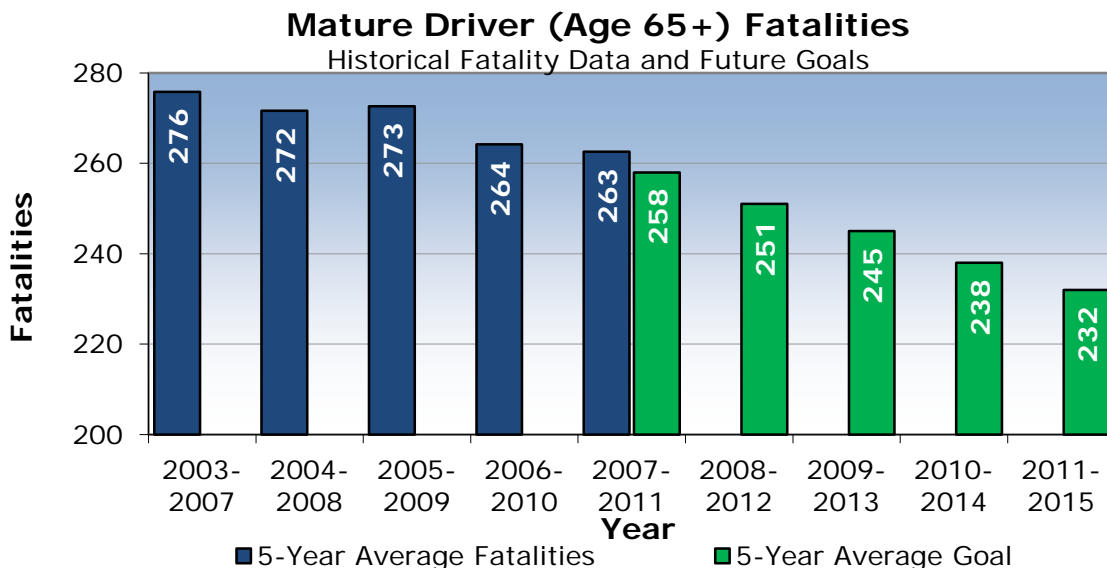
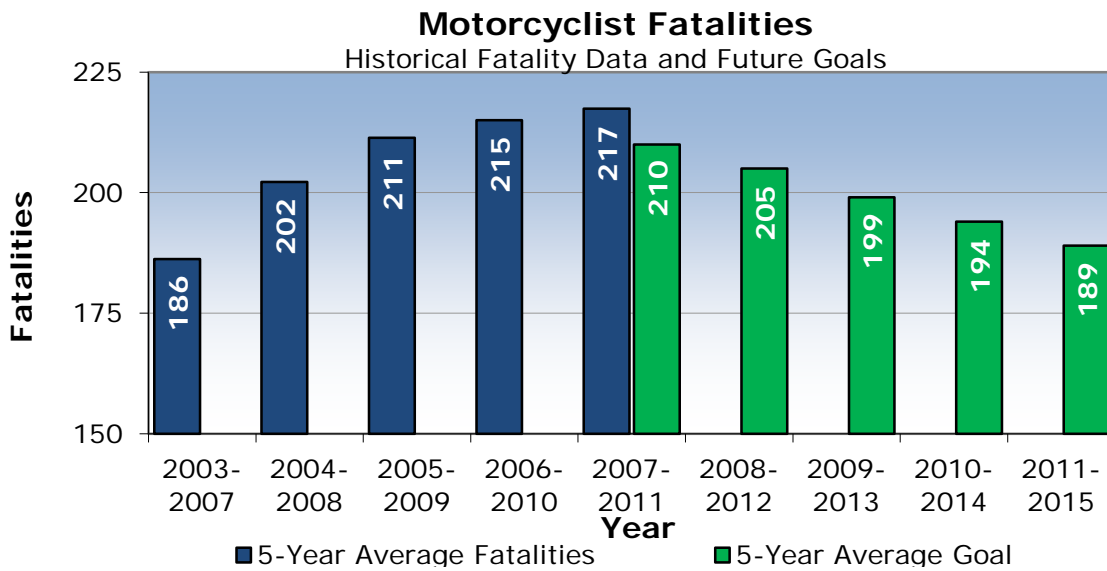


### Unbelted Fatalities

Historical Fatality Data and Future Goals







## ATTITUDE & AWARENESS SURVEY

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

The FY 2012 survey period lasted three weeks, beginning July 9, 2012, and remained open until July 27, 2012. To administer the survey PennDOT developed a web based survey tool and utilized PennDOT's, [www.JustDrivePA.org](http://www.JustDrivePA.org), website as the host for respondent traffic. To help promote the survey PennDOT issued a statewide press release.

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

### Demographics

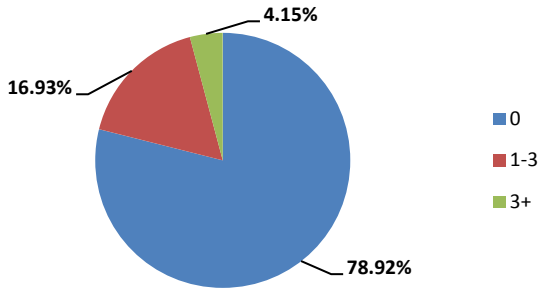
- **3,200 ↓ Pennsylvania drivers responded (3,500 – 2011; 3,800 - 2010):**
  - **Sex:**
    - Male – 57.0 % ↑ from 56.2% in 2011 (54.73% - 2010)
    - Female – 43.0% ↑ from 40.8% in 2011 (45.27% - 2010)

### Location

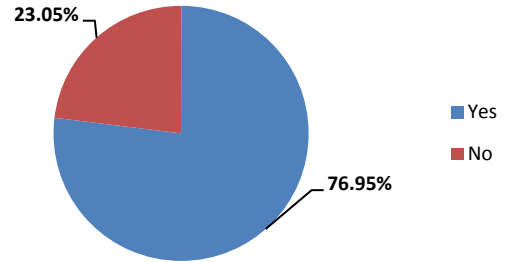
- **% of all respondents by PennDOT Engineering District:**
  - **1. – 1.82%    8. – 18.54%**
  - **2. – 4.99%    9. – 6.56%**
  - **3. – 9.19%    10. – 4.11%**
  - **4. – 12.83%   11. – 11.2%**
  - **5. – 11.48%   12. – 2.67%**
  - **6. – 16.60%**

## Impaired Driving

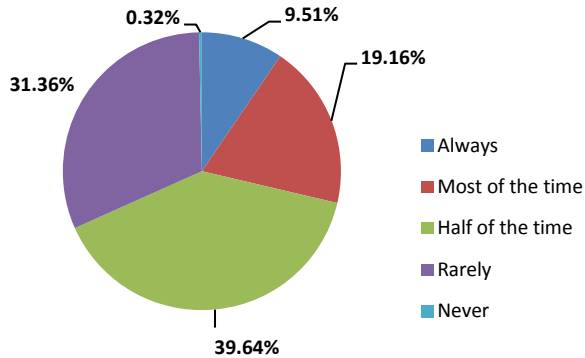
In the past 60 days, how many times have you driven a motor vehicle within 2 hours after drinking alcoholic beverages?



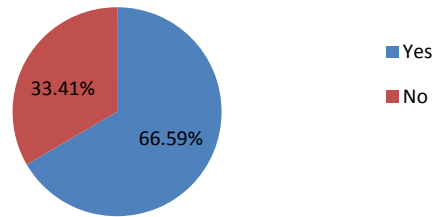
In the past 30 days, have you read, seen or heard anything about alcohol impaired driving (or drunk driving) enforcement by police?



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

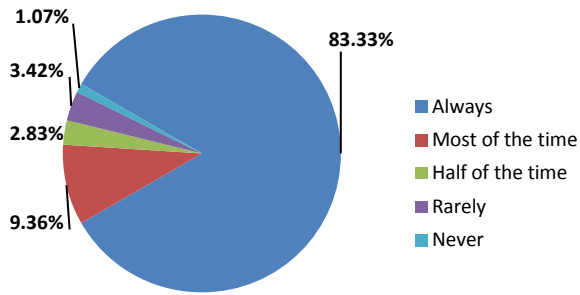


In Pennsylvania, people convicted of a second or subsequent offense of DUI are required to have an ignition interlock system installed on their vehicle for one year. Would you support a law that requires any person convicted of a first or subsequent DUI ?

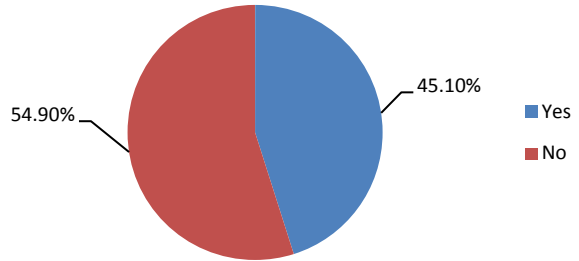


## Seat Belt Use

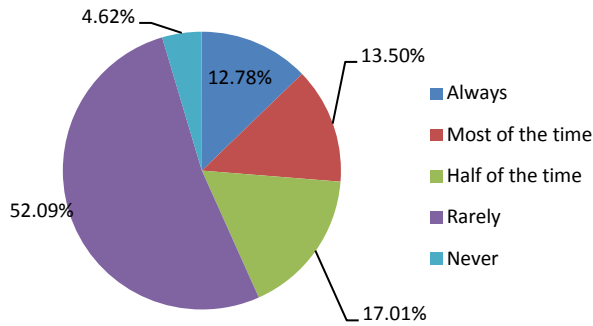
How often do you use seat belts when you drive or ride in a car, van, sport utility vehicle or pick up?



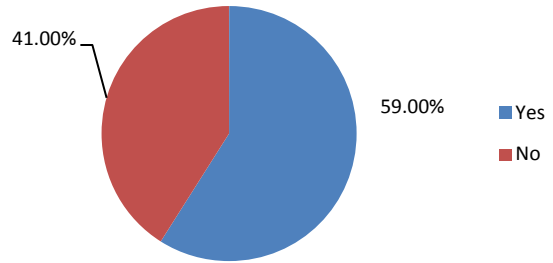
In the past 60 days, have you read, seen or heard anything about seat belt law enforcement by police?



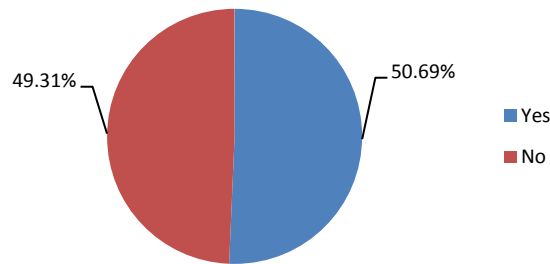
What do you think the chances are of getting a ticket if you don't wear your safety belt?



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



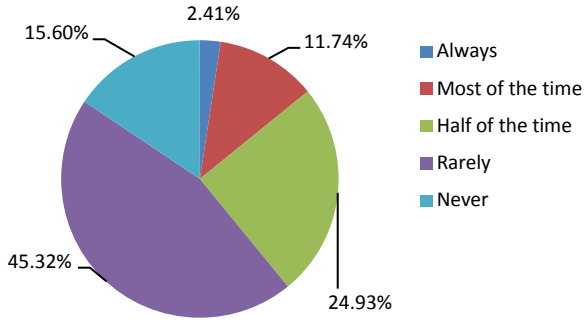
Before this survey, were you aware of the new primary seat belt law for individuals less than 18 years of age?



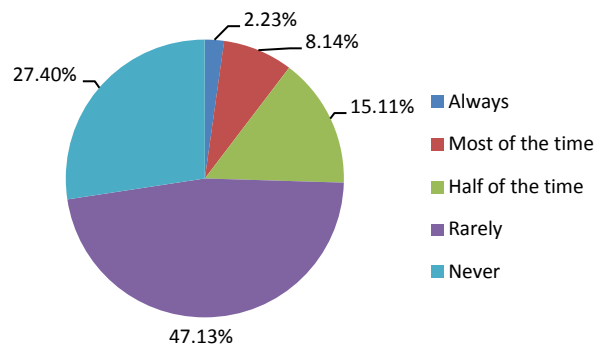
**Speeding and Aggressive Driving**



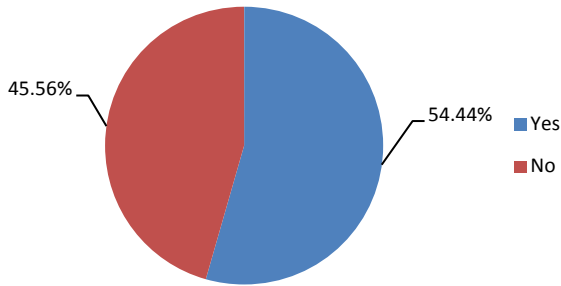
**On a local road with a speed limit of 25 mph, how often do you driver faster than 35 mph?**



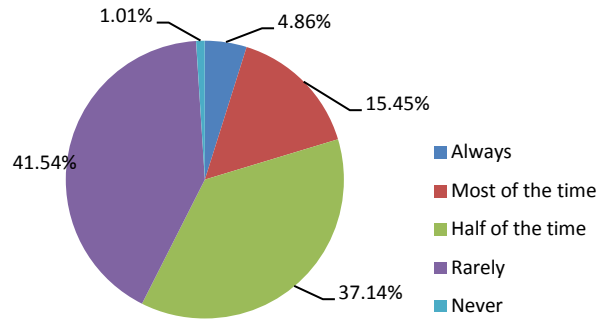
**On a road with a speed limit of 65 mph, how often do you drive faster than 70 mph?**



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

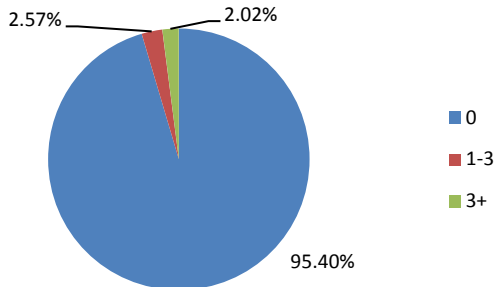


**What do you think the chances are of getting a ticket if you drive over the speed limit?**

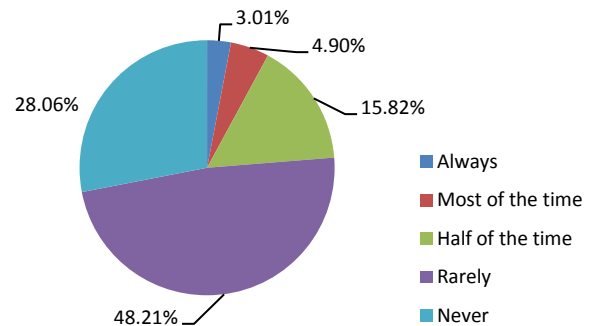


## Motorcycle Riders

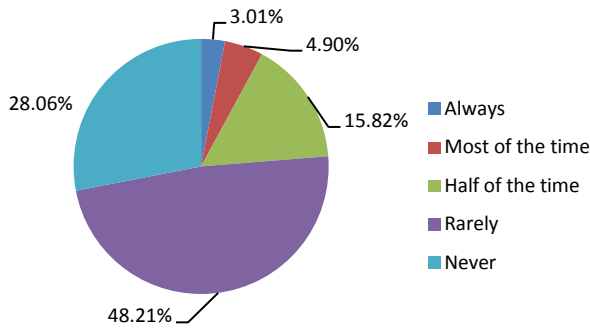
**In the past 60 days, how many times have you driven a motorcycle within two hours after drinking alcoholic beverages?**



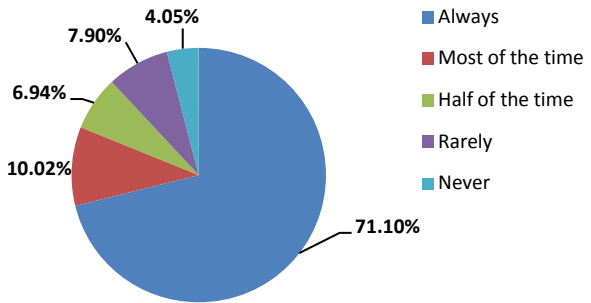
**While riding your motorcycle, how often do you speed (10 miles per hour or more over the posted speed limit)?**



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

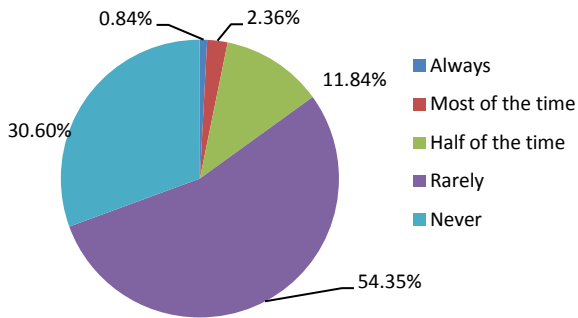


**How often do you and your passengers wear helmets and other protective gear while riding on a motorcycle?**

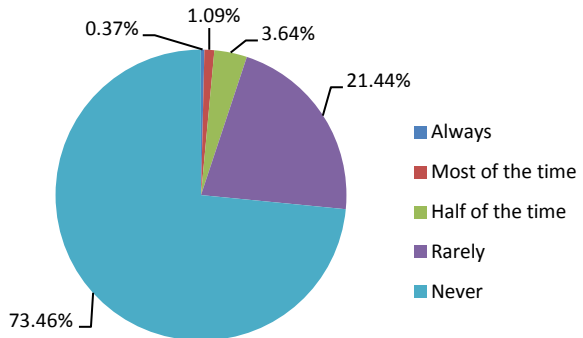


## Distracted Driving

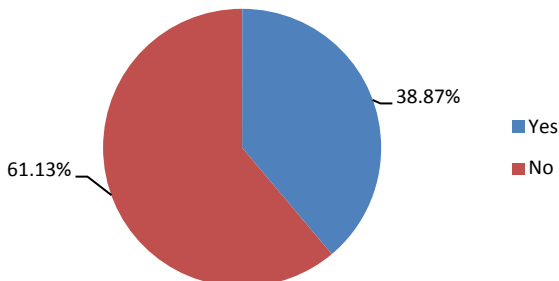
**How often do you drive while talking on a hand-held cell phone?**



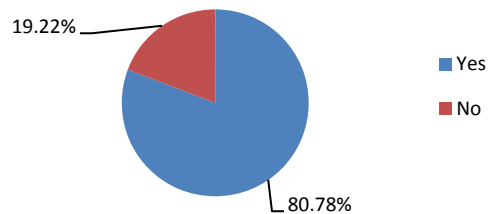
**How often do you text or check email while driving?**



**Do you use a hands-free device if you must talk on a cell phone call while driving?**



**In March, a Pennsylvania law went into effect that prohibits sending, reading and viewing text-based communication while driving. Before taking this survey, were you aware that the new law applies to viewing/writing emails, and viewing/writing messages on**



## **Overview of Results - Impaired Driving**

- In 2012, the respondents perception of enforcement increased for citing/arresting impaired drivers and unbuckled drivers:
  - The majority (68.31% ↑ from 62.79%, 49.78% in 2010) of people thought that a drinking driver will be arrested at least “half the time”.
  - An increase of over 2% of respondents thought there was a chance of receiving a seat belt citation at least “half the time” (43.29% ↑ from 41.57%, 28.22% in 2010).
- 67% (↑ from 63% in 2011) of respondents said, “Yes”, they would support a law that requires any person convicted of their first DUI to have ignition interlock installed in their vehicle.

## **Occupant Protection**

- 83.33% of respondents said they “always” utilize seat belts. This is consistent with previous years and the observed seat belt rate for 2012.
  - 92.69% of respondents say they wear their seat at least, “most of the time”.
- 59% of respondents said, “Yes”, they would support a law that would make it a primary offense for adults who are not wearing a seat belt in the front seat of a vehicle (↑ from 56.71% in 2011).
- 50.69% of respondents said they heard of new primary seat belt law for individuals under 18 prior taking the survey.

## **Speeding and Aggressive Driving**

- 54.44% of respondents said they heard or seen anything about speed enforcement in the prior 30 days (↓ from 58.51 in 2011):
  - 25.48% of respondents answered they drive 70 mph or greater in a 65 mph zone at least “half the time (↓ 53.81%, from 50.46% in 2010,”.

## **Motorcycle**

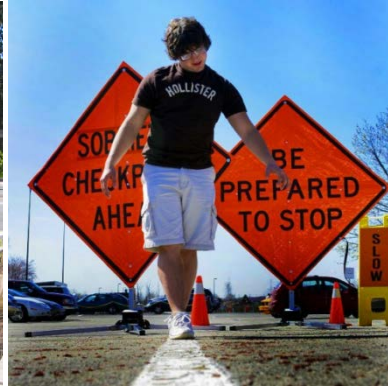
- Approximately, 18% of all respondents are motorcycle riders.
  - 71.1% of respondents who ride motorcycles indicated they always wear helmets and other protective gear while riding (↑ from 66.45% in 2011)
  - 23.73% of respondents said they ride 10 mph over the posted speed limit at least “half of the time” (↓ from 31.25% in 2011).

## **Distracted Driving**

- Most respondents (94.9% ↑ from 91.46%, and 92.57% in 2010) indicated that they “never” or “rarely” text or check email on a cell phone while driving.
  - Resulting in a 3.4% decrease in respondents who admit to texting or checking email at least “half the time”.
- 81% of respondents said they heard of the PA texting law that went into effect in March, 2012.

Further statistical analysis is being performed and will include more detailed comparisons between the age and location of respondents. This information should be available in early 2012.





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DEPARTMENT OF TRANSPORTATION