



Pennsylvania Annual Report FY 2014



Pennsylvania Annual Report

Federal Fiscal Year 2014

prepared for

National Highway Traffic Safety Administration

prepared by

Pennsylvania Department of Transportation

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1. Highway Safety in Pennsylvania

EXECUTIVE SUMMARY

The Highway Safety Annual Report (AR) for Federal Fiscal Year (FY) 2014 (October 1, 2013 through September 30, 2014) documents the use of Federal grant funding administered by the National Highway Traffic Safety Administration (NHTSA) in accordance with 23 United States Code (USC), Sections 402 (Highway Safety Programs), 405(b) (Occupant Protection Incentive Grants), 405(c) (State Traffic Safety Information System Improvement Grants), 405(d) (Impaired Driving Countermeasures Grants), and 405(f) (Motorcyclist Safety Programs) of MAP-21, and Section 408 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. The Highway Safety Office continues to manage partnerships 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 2014 Highway Safety Plan (HSP). For FY 2014, 12 major goals were identified.¹ Pennsylvania Department of Transportation (PennDOT) reports the following based on the available 2013 data:

- Five goals were met; and
- Seven goals were not met.

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. For goals not met, projects still contributed greatly to reductions. For instance, the 2014 goal for motorcycle fatalities was 195. While the average number of motorcyclist fatalities from 2009 to 2013 was 203 per year, there were 29 fewer motorcycle fatalities in 2013 than 2012, resulting in a 14 percent reduction. 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 7. The Fatality Analysis Reporting System data for FY 2014 had yet to be completed during the composition of this report.

INTRODUCTION

In accordance with the "U.S. Highway Safety Act of 1966" (P.L. 89-564) and any acts amendatory or supplementary thereto, PennDOT develops an annual comprehensive plan designed to reduce traffic

¹ Please see the Table 2.1, Progress in Meeting NHTSA Core Performance Measures Identified in FY 2014, for more detail.

crashes, deaths, injuries, and property damage resulting from traffic crashes. The Department's Bureau of Maintenance and Operations (BOMO) Division of Highway Safety and Traffic Operations (DHSTO), under the direction of the Deputy Secretary for Highway Administration, is 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 Annual Report:

- Documents the Commonwealth's progress in meeting its highway safety goals identified in the FY 2014 Highway Safety Plan;
- Describes how 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; and
- Addresses the progress of programs and activities funded by the National Highway Traffic Safety Administration (NHTSA).

STRATEGIC PARTNERS

The Safety Advisory Committee (SAC) members provide input on safety program areas and effective countermeasures to help achieve DHSTO's vision and mission. The SAC provides a broad perspective in the alignment of behavioral highway safety programs across all critical safety partners in Pennsylvania. They also approve funding levels for broader state and local safety programs which satisfy fund qualifying criteria and eligibility, legislative requirements, and contract coverage. Behavioral programs involve police traffic enforcement in combination with public education and information activities. Infrastructure safety programs deal with physical infrastructure improvements and are not addressed by the SAC. Infrastructure safety programs are identified in the PennDOT District Safety Plans and are incorporated in the Deputy Secretary for Highway Administration's business plan.

The SAC consists of representatives from PennDOT, Pennsylvania Department of Health, Pennsylvania State Police, Pennsylvania Liquor Control Board, National Highway Traffic Safety Administration, Federal Highway Administration, and representatives from local government and police departments. The Program Management Committee (PMC) is a PennDOT executive-level committee and approves the State's overall Highway Safety Program based upon the goals and priorities established in the SHSP. The PMC has final approval on all budget changes.

To implement the highway safety plan the SAC divides state and Federal money among state-level and local grant funds.

State Safety Partners

Pennsylvania State Police

Pennsylvania State Police (PSP) has about 4,700 sworn members and has jurisdiction in all political subdivisions in the State. PSP provides traffic enforcement on the interstates, turnpike, and provides full-time police service for about one-half of Pennsylvania municipalities. Municipalities with full-time PSP coverage represent about 20 percent of the State population. The PSP is provided with highway safety funding to implement proven and cost-effective traffic safety enforcement strategies to address speeding and aggressive driving, distracted driving, DUI, and occupant protection. All troops participate in national mobilizations and some assist local police in safety enforcement. The Pennsylvania State Police host 70 child safety seat fitting stations year round and participate in trainings (as both instructors and students) and seat check events during enforcement mobilizations.

Department of Education Institute for Law Enforcement Education

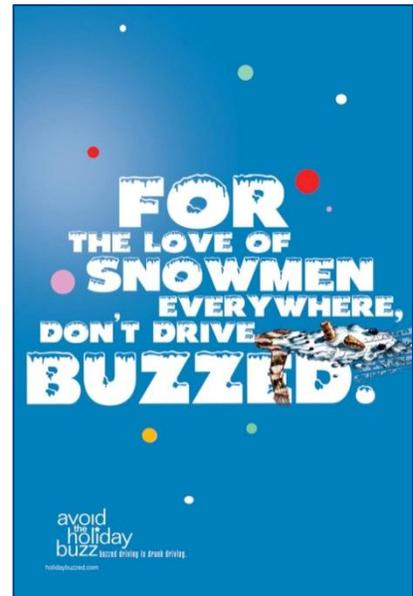
Providing and coordinating training for the police community is paramount in reaching the safety goals outlined in this Impaired Driving Plan. As a result, the police community must be trained in conducting targeted DUI enforcement to include NHTSA standardized field sobriety testing (SFST), chemical breath testing procedures, and trainings such as advanced roadside impaired driving enforcement (ARIDE) and as drug recognition experts (DRE) to detect motorists impaired by drugs. In order to participate in NHTSA grant-funded sobriety checkpoints, officers are trained in sobriety checkpoints and NHTSA SFST certified to act as the testing officer at a checkpoint. The SHSO funded the Institute for Law Enforcement Education (ILEE) to perform these training needs for the police community. The Institute for Law Enforcement Education functions as a division of the Pennsylvania Department of Education and offers a broad range of training options with a focus on highway safety issues.

Pennsylvania Chapter of the American Academy of Pediatrics Traffic Injury Prevention Project

PennDOT secured a vendor to continue statewide child passenger safety project coordination. A three-year contract was awarded to Pennsylvania TIPP and was fully executed on October 1, 2014. A continuation of a long-standing educational effort in the Commonwealth, the selected vendor will, at a minimum, educate children, parents, school personnel, nurses, doctors, police, and the general public on the importance of occupant protection in vehicles, pedestrian safety, bicycle safety, school bus safety, and alcohol prevention for individuals aged birth to 21. Additional tasks include the development of highway safety materials for individuals, act as lead coordinator of the State's Child Passenger Safety Week activities, and make presentations to groups with a particular emphasis on working with pediatricians, hospitals, daycare centers, schools, and colleges to decrease the number of children injured or killed in traffic crashes.

Local Safety Partners

The Highway Safety Office has created 10 grant program areas to implement the Highway Safety Program at the local level. Eligible applicants for most grants are local governments, state-related universities and the Pennsylvania State System of Higher Education (PASSHE) universities, hospitals, and nonprofit organizations. The DUI court grant is awarded to county courts. Most of the grants require the grantee to take on responsibility for coordinating a statewide program and, in some cases, awarding minigrants for implementation of that program. The Community Traffic Safety Project grant funds the 15 to 20 Community Traffic Safety Programs (CTSP) that work locally to implement a large part of the highway safety program. All of the grants are awarded competitively except for the Municipal Impaired Driving Enforcement and Police Traffic Services grants which are awarded through formulae based on the number of applicable crashes by municipality and the willingness and ability of a municipality to implement the program.



Community Traffic Safety Projects

The Community Traffic Safety Program consists of projects which complement high-visibility enforcement efforts, address local safety problems beyond the effective reach of the state highway safety office, and form a link between state and local government. General tasks include:

- Targeting programming towards local highway safety issues as identified by data review;
- Coordination of educational programs for various audiences;
- Utilization of materials/program/projects which are appropriate and effective;
- Education of the public concerning Pennsylvania's motor vehicle laws;
- Establishment of partnerships with police departments and other traffic safety stakeholders to collaborate programming; and
- Planning of press and other earned media through collaboration with the PennDOT District Safety Press Officers to communicate standard messages to the public.

Local Police

About one-half of Pennsylvania municipalities are served by local police departments. These municipalities make up about 80 percent of the State population. Municipal police departments conduct enforcement to address occupant protection, speeding and aggressive driving, distracted driving, and DUI. They participate in high-visibility enforcement efforts, national mobilizations, and conduct local enforcement campaigns. The police departments coordinate with other safety partners and are a key part of the education and outreach programs, especially to schools.

County Courts

County courts participate in the DUI Court program, which is aimed at reducing DUI recidivism. The support of the courts during enforcement efforts is crucial in reinforcing the penalties for unsafe driver behavior.

DHTSO STAFF OVERVIEW

DHSTO is committed to coordinating highway safety initiatives designed to impact our priority areas and programs that will help us reach our fatality reduction goals. Office staff members are committed to further developing partnerships with agencies statewide, including law enforcement, emergency medical services, health care professionals, businesses, educators, and private citizen organizations. It is through these vital statewide links that we believe much can be accomplished in promoting safe driving practices.

The Deputy Secretary for Highway Administration, R. Scott Christie, P.E., is the Governor's Highway Safety Representative for Pennsylvania. The Chief of DHSTO, Glenn Rowe, P.E., is the Coordinator for Pennsylvania's Highway Safety Program.

The functions of the Highway Safety Program are conducted by the Program Services Unit of the Highway Safety Section (HSS). The Section Supervisor of HSS is Girish (Gary) Modi, P.E., who oversees the activities of the Highway Safety Program, Highway Safety Improvement Program, Crash Information Systems and Analysis Unit, and the Risk Management Unit. Gary also is the Operational Manager for deploying the Integrated Safety Management System (ISMS) and for the development of the Strategic Highway Safety Plan (SHSP).

The Program Services Unit, also referred to as the Pennsylvania Highway Safety Office, consists of one manager, two supervisors, and four specialists. In addition, the financial functions of the Highway Safety Program are handled by the Quality Assurance Specialist, who reports to Tom Glass, Transportation Planning Manager.

- **Tom Glass, Transportation Planning Manager (TPM).** Manages the Program Services Unit, including the planning, administration, fiscal control, and evaluation of the Commonwealth's Highway Safety Program financed through NHTSA highway safety and other Federal and state funds. Other duties include submission of the Performance Plan, the Highway Safety Plan and Program Cost Summary required for the §402 funding, the Annual Report, and general direction of the highway safety program. This position supervises two TPSS and one TPS 1 personnel.
- **Troy Love, Transportation Planning Specialist Supervisor (TPSS).** Manages the Impaired Driving Program. Oversees the completion of §405(d) applications, collection of BAC results for FARS, implementation of impaired driving crackdowns and mobilizations, and other impaired driving programs and activities. Manages individual grants to conduct impaired driving enforcement, DUI court grants, the DUI Technical Services contract, the statewide Ignition Interlock Quality Assurance Program, the Institute of Law Enforcement Education MOU with the Pennsylvania Department of Education, and other projects. Assists with the Department's dotGrants system and oversees any upgrades and enhancements as needed. This person supervises two Transportation Planning Specialists.

- **Jacqueline Turk, Transportation Planning Specialist Supervisor (TPSS).** Manages the Local Safety Programs, including grants administration, monitoring Community Traffic Safety Programs, Occupant Protection Program (including the annual observational seat belt survey), Child Passenger Safety Program, Pennsylvania State Police, Child Seat Loaner Program, Public Information and Education contract activities, Teen Driver-related programs and research grants, and enforcement programs. Oversees the preparation of the §405b application. Coordinates the Safety Advisory Committee. Supervises two Transportation Planning Specialists.
- **Scott Kubisiak, Transportation Planning Specialist 1 (TPS 1).** An Assistant Manager of the Program Services Unit. Coordinates and compiles statistical data for the Sobriety Checkpoint and Aggressive Driving Enforcement and Education Programs. Serves as Project Manager for the Ignition Interlock program, DUI courts, Enforcement and Judicial Outreach programs, and paid media activities. Manages all project activity for Highway Safety Regions 4 and 6.
- **Ryan McNary, Transportation Planning Specialist 1 (TPS 1).** An Assistant Manager of the Program Services Unit. Serves as Project Manager for Pennsylvania’s DUI Technical Services Contract, Traffic Safety Resource Prosecutor (TSRP), Crash Records Law Enforcement Liaison Project, and Data-Driven Approaches to Crime and Traffic Safety (DDACTS). Manages all projects in Highway Safety Region 1, the Philadelphia Pedestrian Safety agreement, the administration of Pennsylvania Motor Carrier Safety Advisory Committee (MCSAC), and mature driver and CMV safety programs.
- **Mike Kmiecinski, Transportation Planning Specialist 1 (TPS 1).** An Assistant Manager of the Program Services Unit. Serves as the Occupant Protection Program Manager and Pennsylvania Traffic Injury Prevention Project Program Manager. Coordinates bicycle and pedestrian safety. Assists in grants administration of the highway safety program. Oversees the preparation of the §405b application. Coordinates the annual observational seat belt surveys and runs statistical analysis on survey results. Manages all project activity for Highway Safety Region 2.
- **Christopher Swihura, Transportation Planning Specialist (TPS 1).** An Assistant Manager of the Program Services Unit. Serves as the Pennsylvania State Police program manager, Pennsylvania Teen Driver Safety Program Grant Manager, School Bus Projects Coordinator, PI&E Grant Funds Administrator, Motorcycle Safety Projects Coordinator, Process Manual Updates Coordinator, and manages all project activity for Highway Safety Regions 3 and 5.
- **Michael Dudrich, Transportation Planning Specialist (TPS 1).** Serves as the Quality Assurance Manager for the highway safety program. Assists with fiscal administrative efforts in preparation of Federal voucher submissions to comptroller. Reviews and tracks grantee reimbursements for errors and noncompliant items; providing training to grantees as necessary. Conducts on site project quality assurance audits in compliance with Federal requirements. Serves as the Bureau’s e-Grants Fiscal Manager. Assists in the management of the Commonwealth’s access to the Federal Grants Tracking System and with the day-to-day activities related to the administration of the \$15.0 million Highway Safety Grant Program.

PERFORMANCE MEASURES

NHTSA Core Performance Measures

NHTSA established a new requirement in FY 2010 for states receiving Federal traffic safety grant funds. States are now required to report on 15 performance measures that include a variety of highway safety focus areas, and specific NHTSA-funded enforcement statistics. Table 1.1 lists and describes the NHTSA identified performance measures. The results for each of these performance measures can be found in Table 2.1. Pennsylvania also reports on three additional measures, including mature driver fatalities, commercial vehicle fatalities, and distracted driver fatalities.

Table 1.1 NHTSA Performance Measures

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 0.08 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 unhelmeted 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.
Bicycle Fatalities	Reduce the number of bicycle 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.

2. Statewide Goals and Results

OVERALL TRENDS AND SHSP GOALS

Pennsylvania’s long-range highway safety goal and priorities are set in the Strategic Highway Safety Plan (SHSP). According to that plan, the goal is to reduce the five-year average of total fatalities and total major injuries by 50 percent between 2010 and 2030. The baseline 2006 to 2010 average was 1,413 fatalities. The annual goals set by the HSP represent the pace on which fatality reduction would have to remain to reach the long-term goal.

Figure 2.1 Historic Fatalities and Goals

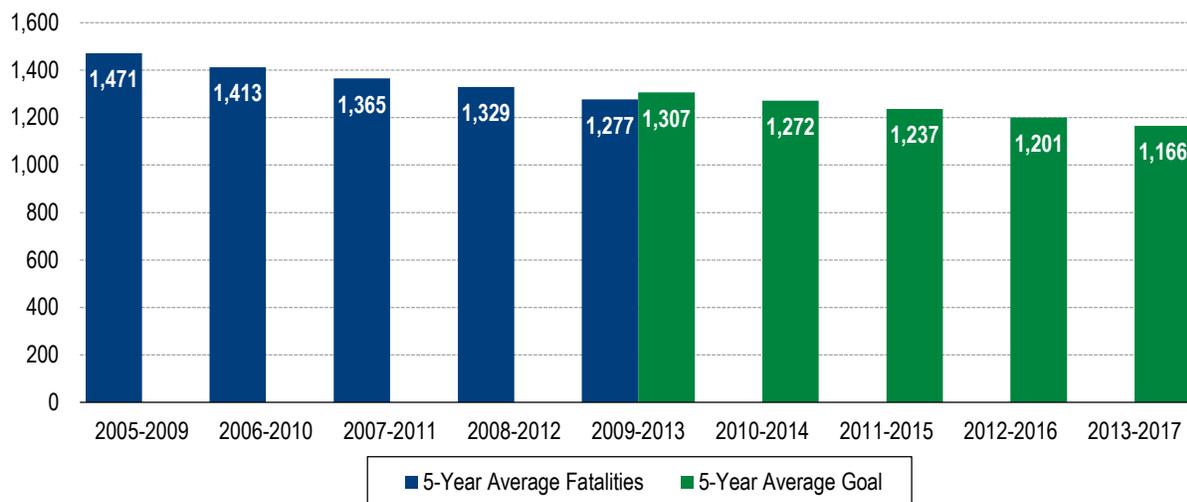


Figure 2.2 Historic Serious Injuries and Goals

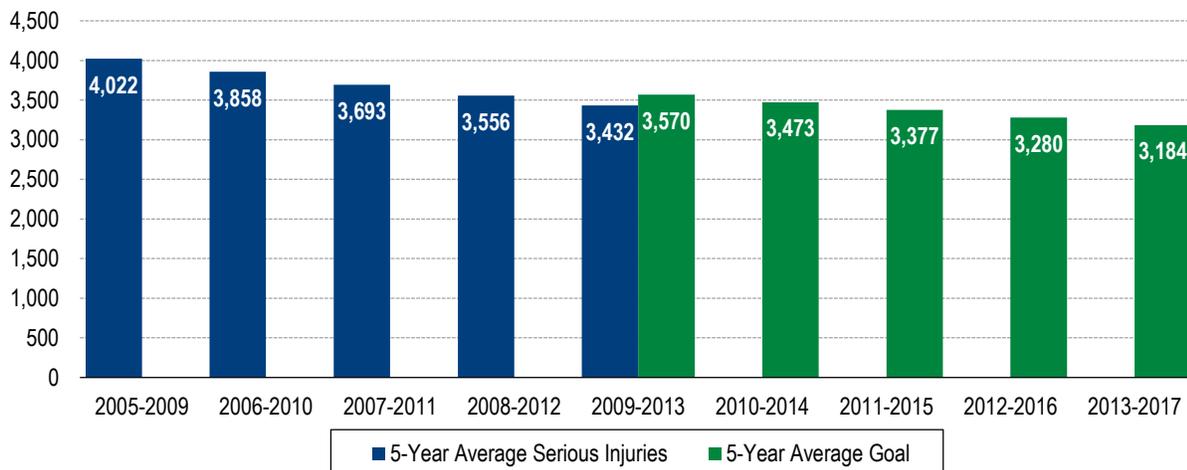
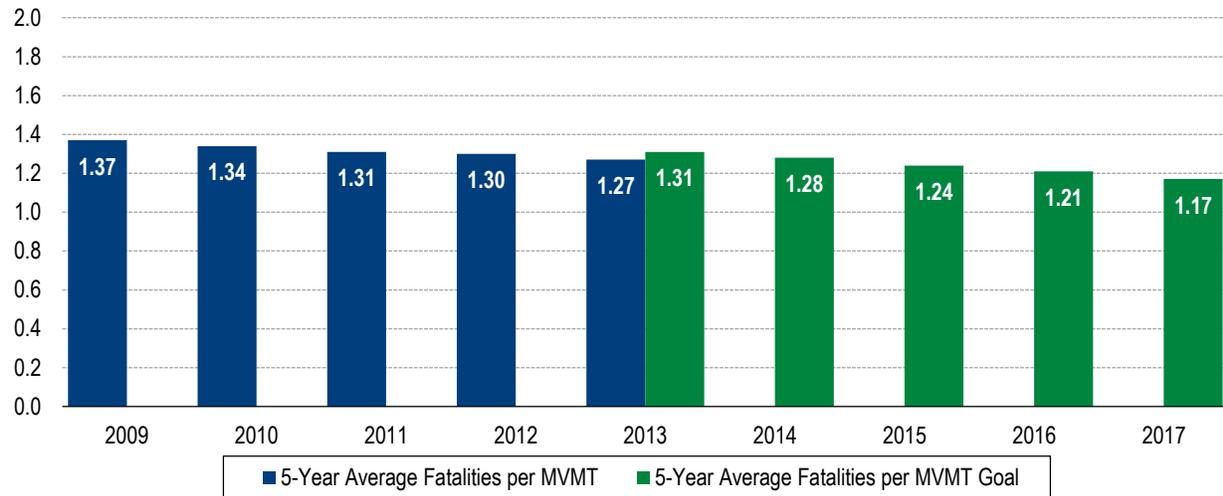


Figure 2.3 Historic Fatalities per Million Vehicle Miles Traveled (MVMT) and Goals



DHSTO staff have been an active partner in the SHSP process since the development of the plan in 2006 and are members of the SHSP Steering Committee. The SHSP was updated in 2012 with DHTSO actively participating in the process which involved adopting Toward Zero Deaths as a goal for the plan and the selection of seven vital safety focus areas (SFA). The behavioral goals, strategies, and action steps in Pennsylvania’s SHSP reflect the activities and programs in the HSP.

The seven vital safety focus areas in the SHSP are as follows:

- Reducing Impaired (DUI) Driving;
- Increasing Seatbelt Usage;
- Creating Infrastructure Improvements;
- Reducing Aggressive Driving;
- Reducing Distracted Driving;
- Addressing Mature Driver Safety; and
- Reducing Motorcycle Crashes.

In addition to these seven SFAs, nine additional focus areas were identified:

- Teen Driver Safety;
- Enhancing Safety on Local Roads;
- Improving Pedestrian Safety;
- Improving Traffic Records Data;
- Commercial Vehicle Safety;

- Improving Emergency/Incident Response Time;
- Improving Bicycle Safety;
- Enhancing Safety in Work Zones; and
- Reducing Vehicle-Train Crashes.

The SHSP was used in the development of the safety initiatives identified in the Performance Plan which defines how the Commonwealth will utilize Federal §402 highway safety funds and other NHTSA incentive and special funding sections. The SHSP document can be found at: <http://www.justdrivepa.org/Resource-Center/Traffic-Safety-Publications/>.

ACCOMPLISHMENTS

Pennsylvania Safety Symposium

The Pennsylvania Safety Symposium, a concept that PennDOT Transportation Secretary Barry Schoch has personally supported through its acceptance as an initiative of the State Transportation Innovation Council (STIC), was held on June 10, 2014 in Harrisburg at the State Museum. Seat belt laws, ignition interlocks for DUI offenders, automated speed enforcement in construction zones, and young driver safety were the topics highlighted. One hundred and seventy five transportation safety experts, legislators, researchers, and planners from Pennsylvania and neighboring states were in attendance to share their accomplishments and discuss some of the most pressing transportation safety policy matters in Pennsylvania.

As intended, this event supported Pennsylvania’s key safety stakeholders as they worked together more effectively with state legislators to improve transportation safety.

The invitation to attend this important event was sent out state-wide to several hundred safety transportation professionals and legislators. As shown below, the 175 who attended represented a diverse spectrum of individuals from the 4 Es of highway safety – engineering, education, enforcement, and emergency medical services – and policy and legislative professions.

Attendee Breakdown

Category	Actual Number	Percentage
Education	37	21%
Emergency Response	3	2%
Engineering	58	33%
Enforcement	22	13%
Policy	37	21%
Legislative	11	6%
Unknown	7	4%
Total	175	100%

Top Pennsylvania state-level government officials included:

- The Honorable Tom Corbett, Governor, Commonwealth of Pennsylvania (pictured);
- Barry Schoch, PE, Secretary of Transportation, Commonwealth of Pennsylvania;
- The Honorable Seth Grove, Pennsylvania House of Representatives, District 196;
- The Honorable John Wozniak, Pennsylvania Senate, District 35; and
- The Honorable William Kortz, Pennsylvania House of Representatives, District 38.



Other attendee highlights:

- PennDOT had the most attendees;
- Several students and teachers from Philadelphia's Roman Catholic High School Students Against Destructive Decisions (SADD) attended; and
- Nineteen exhibitors were on hand to display their organization's safety information.

NHTSA Region 2 Child Passenger Safety Conference

The National Highway Traffic Safety Administration (NHTSA) Region 2 Child Passenger Safety Conference was held at the Penn Stater Conference Center in State College, June 24-26. This biannual conference is coordinated by the Highway Safety Offices in NHTSA Region 2, which comprises Pennsylvania, New Jersey, New York, Puerto Rico, and the U.S. Virgin Islands and is the largest of its kind in the nation. Pennsylvania last hosted this conference in Lancaster, Pennsylvania in 2009.

The conference is a technical training opportunity for certified Child Passenger Safety (CPS) Technicians and Instructors to earn Continuing Education Units to maintain their certifications. CPS Technicians are mostly volunteers that act as experts in their communities on state laws, national recommendations, and technical guidance on the proper installation and use of child safety seats.

Six hundred people, including 100 Pennsylvanians, were in attendance this year to learn about industry trends, new studies on passenger vehicles and school buses, development of effective educational programs, and advanced vehicle safety features. Those in attendance represented leadership from NHTSA, State Highway Safety Offices, law enforcement, emergency medical services, hospitals, health educators, and state government employees from New Jersey, New York, Pennsylvania, Puerto Rico, and the Virgin Islands who are certified Child Passenger Safety Technicians and Instructors.

Annual Traffic Safety Grantees Conference

In March, DHSTO held the 2014 Traffic Safety Workshop in Pittsburgh, Pennsylvania. The Workshop gathered around 230 attendees across various disciplines, such as health, legal, law enforcement, media,

and traffic safety education. PennDOT’s Highway Safety Plan (HSP) goals are comprehensive, therefore a diverse collection of partners are needed to aid the success of the Department’s behavioral traffic safety initiatives.

The HSO has hosted a comprehensive annual training conference for grantees and contractors for well over a decade. However, in 2012, the HSO began to broaden the audience of the Traffic Safety Workshop. This year, a handful of sessions presented by the Pennsylvania District Attorney’s Association offered continuing legal education credits relative to traffic safety prosecution. Approximately 30 prosecutors took advantage of the opportunity representing several District Attorneys’ Offices and the Attorney General’s Office. Workshop topics annually cover emerging concerns and new program related to impaired driving, distracted driving, aggressive driving, mature drivers, teen drivers, occupant protection, pedestrian safety, and the future of technology and transportation.

Planning already has begun for 2015 to improve and expand once again. In 2015, the HSO hopes to offer a traffic safety training opportunity to health professionals at the forefront of saving lives such as emergency medical services and hospital emergency room staff.

FFY 2014 Performance Goals

Table 2.1 provides the results of Pennsylvania’s progress in meeting the State’s core performance measures identified in the FY 2014 HSP.

Table 2.1 Pennsylvania FY 2014 Goals and Results

Program Area	Performance Target (2010-2014)	Status	Comments
Traffic Fatalities	1,272	Goal Not Met: The average number of fatalities from 2009 to 2013 was 1,277 per year.	Pennsylvania reported a record low of 1,208 highway deaths in 2013. This is the lowest number since recordkeeping began in 1928.
Major Injuries	3,473	Goal Met: The average number of major injuries from 2009 to 2013 was 3,432 per year.	There were 207 fewer major injuries in 2013 than 2012. This resulted in a 6 percent 1-year reduction.
Unrestrained Passenger Vehicle Occupant Fatalities	478	Goal Met: The average number of unrestrained occupant fatalities from 2009 to 2013 was 474 per year.	There were 73 fewer unrestrained fatalities in 2013 than 2012. This resulted in a 15 percent 1-year reduction.
Drivers Age 20 or Younger Involved in Fatal Crashes	208	Goal Met: The average number of teen driver fatalities from 2009 to 2013 was 188 per year.	There were 43 fewer young driver fatalities in 2013 than 2012. This resulted in a 22 percent 1-year reduction.
Fatalities Involving Driver or Motorcycle Operator with >0.08 BAC	418	Goal Met: The average number of alcohol-impaired fatalities from 2009 to 2013 was 378 per year.	There were 48 fewer >0.08 BAC fatalities in 2013 than 2012 when comparing prior 5-year averages. This resulted in an 11 percent 1-year reduction.
Speeding-Related Fatalities	633	Goal Met: The average number of speeding-related fatalities from 2009 to 2013 was 614 per year.	There were 108 fewer speeding-related fatalities in 2013 than 2012. This resulted in an 18 percent 1-year reduction.

Program Area	Performance Target (2010-2014)	Status	Comments
Motorcyclist Fatalities	195	Goal Not Met: The average number of motorcyclist fatalities from 2009 to 2013 was 203 per year.	There were 29 fewer motorcycle fatalities in 2013 than 2012. This resulted in a 14 percent 1-year reduction.
Number of Unhelmeted Motorcyclist Fatalities	99	Goal Not Met: The average number of unhelmeted motorcyclist fatalities from 2009 to 2013 was 103 per year.	There were 10 fewer unhelmeted motorcyclist fatalities in 2013 than 2012. This resulted in a 10 percent 1-year reduction.
Pedestrian Fatalities	132	Goal Not Met: The average number of pedestrian fatalities from 2009 to 2013 was 148 per year.	There were 12 fewer pedestrian fatalities in 2013 than 2012. This resulted in a 7 percent 1-year reduction.
Seat Belt Usage	85	Goal Not Met: The 2014 seat belt usage rate was 84.0 percent.	The 84 percent seat belt rate represents the highest rate over the past 3 years.
Fatalities per VMT	1.24	Goal Not Met: The average annual fatality rate from 2009 to 2013 was 1.27.	The 1.21 fatalities per VMT rate of 2013 was the lowest rate over the past 4 years.
Bicycle Fatalities	14	Goal Not Met: The average number of bicyclist fatalities from 2009 to 2013 was 15 per year.	There were 5 fewer bicyclist fatalities in 2013 than 2012. This resulted in a 31 percent 1-year reduction.

Areas Tracked But No Targets Set

Program Area	2012 Data	2013 Data	2014 Data
Speeding Citations	141,956	142,623	140,467
Seat Belt Citations	17,641	18,415	17,473
DUI Arrests	7,328	9,728	8,685

Source: Pennsylvania State Crash Record System Data.

3. Pennsylvania Highway Safety Program

IMPAIRED DRIVING

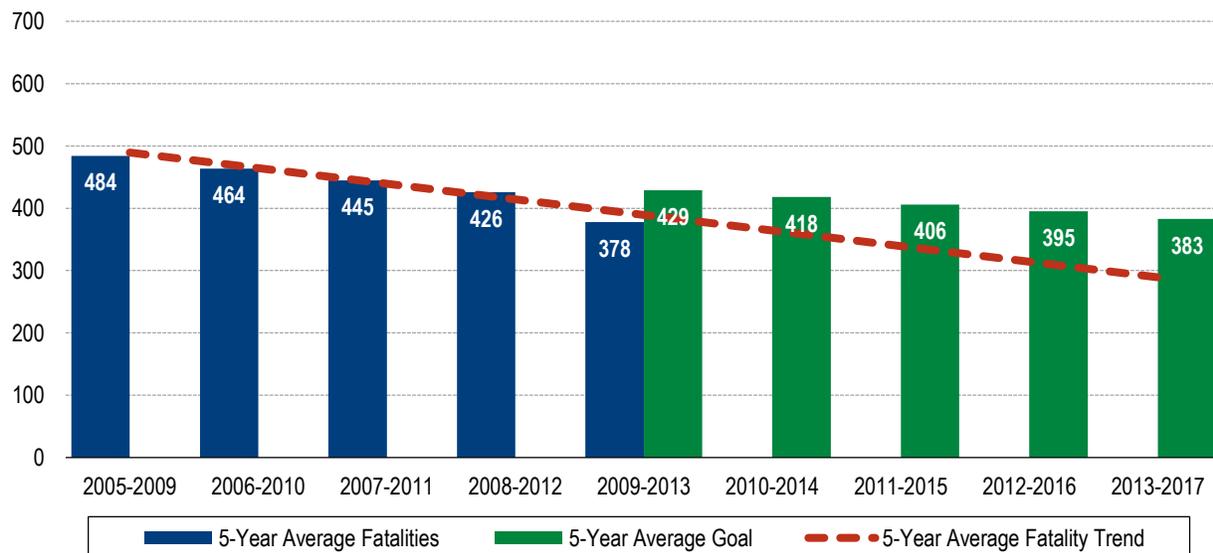
Reducing the number of impaired driving-related crashes, fatalities, and injuries occurring on the highways of the Commonwealth is a top safety focus area for Pennsylvania.



Core Performance Goals

- SHSP Goal:** Decrease the five-year average number of alcohol-related fatalities to 418 in 2014 to remain on pace to achieve the Strategic Highway Safety Plan long-term goal of reaching 50 percent fatality reduction by 2030.
- GOAL MET:** The average number of alcohol-related fatalities from 2009 to 2013 was 378 per year.

Figure 3.1 Alcohol-Related Fatalities
Historical Five-Year Average and Goals



- Annual Goal:** Decrease impaired driving fatalities to 360 in 2014.

- GOAL MET:** 2014 impaired driving fatality data is not yet available; however, based on 2013 data, Pennsylvania has not met the 2014 HSP Performance Target. There were 369 impaired driving fatalities in 2013, compared to the 2014 target of 360 fatalities.

Table 3.1 Annual Goals
Impaired Driving

	Crash	Major Injury	Fatality
2014 Goal	11,500	810	360
2013 Actual	11,023	780	369

Safety Measures and Results

In addition to tracking the core NHTSA performance measures, Pennsylvania also tracks data for individual programs and projects. Table 3.2 presents these results.

Table 3.2 Impaired Driving
Safety Measures and Results

Safety Measurements	Results
Conduct 550 sobriety checkpoints, 1,500 roving patrols, and 75 Cops in Shops operations between the State Police and municipal police programs.	Goal Partially Met: Pennsylvania conducted 438 sobriety checkpoints, 1,916 roving DUI patrols, and 44 cops in shops operations during FY 2014.
Hold 30 breath test-related trainings.	Goal Not Met: Pennsylvania conducted 14 breath testing-related trainings during FY 2014.
Perform 20 sobriety checkpoint-related trainings.	Goal Met: Pennsylvania conducted 36 sobriety checkpoint-related trainings during FY 2014.
Train 4,000 law enforcement officers in highway safety-related disciplines.	Goal Met: Pennsylvania trained over 5,100 law enforcement officers during FY 2014.
Perform 30 Standardized Field Sobriety Test (SFST)-related trainings.	Goal Met: Pennsylvania conducted 39 standardized field sobriety testing-related trainings during FY 2014.
Certify 20 officers as Drug Recognition Experts (DRE) and conduct 3 Advanced Roadside Impaired Driving Enforcement (ARIDE) courses.	Goal Partially Met: Pennsylvania certified 13 officers as drug recognition experts and conducted 18 advanced roadside impaired driving enforcement courses during FY 2014.
Fund three DUI Courts.	Goal Met: Pennsylvania provided grant funding to three DUI court programs during FY 2014.
Certify 150 Alcohol Highway Safety School (AHSS) instructors and 250 Court Reporting Network (CRN) evaluators.	Goal Partially Met: Pennsylvania certified 171 alcohol highway safety school instructors and 205 court reporting network evaluators during FY 2014.
Fund two DUI Law Enforcement Liaisons.	Goal Met: Pennsylvania provided grant funding for three DUI law enforcement liaisons during FY 2014.
Fund one full-time Traffic Safety Resource Prosecutor.	Goal Met: Pennsylvania provided grant funding for one traffic safety resource prosecutor position during FY 2014.

Countermeasures

The highway safety office and safety partners in Pennsylvania utilized a combination of proven countermeasures, including high-visibility enforcement, paid and earned media, effective court programs, and law enforcement training to reduce impaired driving. The following projects were funded in FY 2014.

High-Visibility Sobriety Checkpoints and High-Visibility Saturation Patrols

PennDOT distributed more than \$4,300,000 in Federal grant funds to both state and local police to conduct high-visibility impaired driving enforcement. Grant-funded overtime enforcement in FY 2014 resulted in 172,273 vehicle contacts and 3,633 motorists arrested for impaired driving.

Pennsylvania's data-driven High-Visibility Enforcement (HVE) program conducted enforcement in targeted geographic areas identified by crash data to maximize the effectiveness of limited grant funding. During calendar year 2013, the latest full year of crash data available, FY 2014 grant funds were targeted in 392 of the 437, or 90 percent, of municipalities patrolled by both state and local police which experienced an impaired driving-related fatality. Coordination for the high-visibility enforcement was accomplished via our six Highway Safety Regions and their planning meetings held bimonthly throughout the year. At these meetings, team members reported on completed mobilizations and used the results to adjust the planning and coordination of the next effort. The data used in planning enforcement included examination of roadway corridors for high DUI crash, injury, and fatality locations, and crashes by time of day, type of vehicle, and age/sex of drivers.

Pennsylvania State Police (M5HVE-2014-01-13-00 Federal; M5HVE-2014-01-14-00 Federal)

The Pennsylvania State Police (PSP) have implemented the Impaired Driving Enforcement and Initiatives Program to focus its efforts in the area of enforcement and training to provide high visibility, increased enforcement with emphasis on the times and locations which have a high incidence of impaired driving crashes and arrests. Utilizing grant funding from PennDOT, the PSP were able to conduct over 1,300 sobriety checkpoints and roving DUI patrols during FY 2014. This enforcement contacted nearly 50,000 motorists resulting in more than 1,800 arrests for impaired driving. Part of the PSP impaired driving enforcement is Operation Nighthawk, which brings troopers together prior to a night of enforcement and includes a motivational speaker with a DUI message and a highly visible dispatch of the troopers setting off for enforcement. This is always covered by the media and raises the public perception of impaired driving enforcement. In addition to the high-visibility enforcement conducted by this program, nearly 300 PSP Cadets received standardized field sobriety testing certification and 42 police officers were certified as standardized field sobriety testing instructors.

Municipal DUI Enforcement Programs (M5HVE-2014-02-13-00 Federal; M5HVE-2014-02-14-00 Federal)

PennDOT offered nearly 50 DUI enforcement grants which reached well over 600 local police departments during FY 2014. Participating departments conducted DUI enforcement operations, including sobriety checkpoints, roving patrols, phantom checkpoints, and Cops in Shops operations.

Enforcement was coordinated throughout the year to correspond with both national and local mobilizations. Crash, injury, and arrest data provided to the departments assisted them in identifying high-risk areas to target impaired driving enforcement. The departments also used local arrest records and crash data. At a minimum, enforcement agencies receiving grant funding were required to participate in the National Crackdown surrounding the Labor Day holiday but also include other DUI mobilizations highlighted on the NHTSA Communications Calendar. DUI law enforcement liaisons ensured participating police departments had access to the NHTSA Law Enforcement Action Kit through a password protected web site. Grant funding under this program was also utilized on a sustained basis throughout the year to maintain the high-visibility enforcement model. Municipal police departments utilizing this grant funding were able to conduct nearly 1,100 sobriety checkpoints and roving patrols during FY 2014. This impaired driving enforcement resulted in over 135,000 motorists contacted and almost 1,900 arrests for impaired driving.

Paid Media (M5HVE-2014-01-14-00 State) and Earned Media

The PennDOT Central Press Office used state funds during FY 2014 to buy media in support of the high-visibility enforcement program targeting impaired driving. PennDOT purchased “Just Drive – Safe and Sober” and “The fine will be the least of your worries” paid media messages for DUI during the Independence Day and Labor Day enforcement crackdowns. Roughly \$305,000 was spent on the Independence Day campaign and \$300,000 was spent on the Labor Day campaign. The buys had on-line, radio, social media, and lifestyle advertising at convenience stores and restaurant/bars. Males aged 18 to 34 were the target demographic. The campaigns had a heavier focus in the 15 counties that encompass the State’s biggest metropolitan areas. The target audience was supported by crash data which revealed that in 2013 approximately 40 percent of all DUI drivers involved in reportable crashes were male between the ages of 18 to 34.

Institute for Law Enforcement Education (M5TR-2014-02-13-00 Federal; M5TR-2014-02-14-00 Federal)

A contributing factor to the success of the Pennsylvania high-visibility enforcement program is the level of training support provided to law enforcement. Pennsylvania simply could not achieve its highway safety goals without enforcement conducted by highly trained law enforcement in the areas of standardized field sobriety testing, sobriety checkpoints, evidentiary breath testing, and other pertinent focus areas. The training allowed the officers to better implement enforcement strategies aimed at reducing impaired driving. PennDOT funded the training through an MOU with the Institute of Law Enforcement Education at the Department of Education. During FY 2014, over 5,000 law enforcement personnel receive training under this agreement.

Enforcement of Drugged Driving (M5HVE-2014-01-13-00 Federal; M5HVE-2014-01-14-00 Federal)

Both crashes and arrests for impaired driving due to drugs other than alcohol continue to be a growing factor in the overall DUI focus area for Pennsylvania. Increases in DUI-D crashes and arrests are most likely due to the large effort towards training law enforcement in DUI-D detection and identification.

This training comes in the form of the Advanced Roadside Impaired Driving Enforcement (ARIDE) course and Drug Recognition Expert (DRE) program. The ARIDE training provides law enforcement the bridge between standardized field sobriety testing and when to call on the services of a DRE-certified officer when dealing with a driver under the influence of a drug other than alcohol. During FY 2014, nearly 20 ARIDE courses were conducted, training hundreds of law enforcement officers. Pennsylvania now has thousands of officers trained in ARIDE. The DRE program continued into its 10th year of operation and certified 13 new officers as DRE experts in FY 2014, which brings the total number of DRE experts in Pennsylvania to nearly 125. During FY 2014, DRE officers conducted more than 1,200 evaluations which resulted in over 2,500 opinions within the seven drug categories, nonimpaired, alcohol rule-outs, medical rule-outs, and poly drug-impaired drivers.

DUI Courts (M5CS-2014-01-13-00 Federal; M5CS-2014-01-14-00 Federal)

During 2013 in Pennsylvania, there were nearly 16,000 individuals who were convicted of a second or subsequent DUI offense. Convictions for a second or subsequent DUI offense accounted for nearly 60 percent of all DUI convictions in 2013. Subsequently, PennDOT provides counties with grants for funding DUI Court to address recidivism amongst convicted DUI offenders. The DUI Court model is similar to the preexisting Drug Court model and much of the same infrastructure is used between the two. The repeat offender will go through a series of parole and treatment phases until the judge decides proper progress has been made and a change in behavior has occurred. DUI Court grants from PennDOT are renewed for three years and are intended as start-up funds. During FY 2014, three DUI Courts were funded and approximately 100 repeat offenders were participants in the three courts. Studies and evaluations have shown that DUI courts are successful and reduce DUI recidivism. As of the close of FY 2014, there were 824 graduates and 26 cases of recidivism amongst the courts reporting data to PennDOT. This 3.1 percent recidivism rate is consistent with prior year inquiries and much lower than the expected rate had no DUI-specific treatment been applied.

Pennsylvania DUI Association Technical Services Program (M5HVE-2014-01-13-00 Federal; M5HVE-2014-01-14-00 State/Federal)

In accordance with 75 Pa.C.S. §1549(b) and 6103, and 67 Pa. Code §94, PennDOT is tasked with training and certification of Alcohol Highway Safety School Instructors and Court Reporting Network Evaluators. These programs are organized at the county level in Pennsylvania and each program also has a county DUI coordinator. Every DUI offender convicted or offered an Accelerated Rehabilitative Disposition (ARD) in lieu of a conviction is required to be evaluated for a substance abuse problem and to attend a 12.5-hour alcohol highway safety class. PennDOT contracts with the Pennsylvania DUI Association who delivers these tasks. During FY 2014, over 150 Alcohol Highway Safety School Instructors and nearly 250 Court Reporting Network Evaluators were certified under this program. Other activities under this contract include trainings and workshops in an effort to keep the coordinators, instructors, and evaluators abreast of the latest trends and techniques in processing DUI offenders. State funds were utilized to deliver these tasks.

Three Law Enforcement Liaisons (LEL) dedicated to impaired driving support are also funded under the contract with the Pennsylvania DUI Association. These positions are funded under the NHTSA grant program using §405(d) funding. During FY 2014, the LELs served as a resource for the nearly 50 DUI enforcement grantees statewide. More than 600 local police departments and the state police receive funding under the grant program and the LELs serve as a technical resource for each one of these agencies. Their tasks included providing technical assistance to the impaired driving task forces, relaying proper case law regarding various aspects of impaired driving, providing training, and acting as an extension of PennDOT for our law enforcement partners.



Under a separate contract, the Pennsylvania DUI Association provided quality assurance and technical assistance to PennDOT on interlock issues. The Pennsylvania ignition interlock law requires an individual convicted of a second or subsequent DUI offense to have a device installed on each motor vehicle they own for one year before they are eligible to apply for an unrestricted driver's license again. Interlock devices prohibit a vehicle from being operated by a drinking driver and helps ensure that convicted offenders are not able to drive before getting their drinking abuse problem under control. Currently, there are over 6,000 Pennsylvania residents with an Ignition Interlock license. In 2013, nearly 50,000 vehicle ignition starts were prevented by ignition interlock devices statewide. The contractor also visited almost 250 ignition interlock installation service centers during 2013. The service centers are audited for compliance with the state ignition interlock specifications which set precedence for device specifications and installation procedures.

Traffic Safety Resource Prosecutor (TSRP) (M5TR-2014-01-13-00 Federal; M5TR-2014-01-14-00 Federal)

Proper prosecution and adjudication of DUI arrests supports and strengthens the effectiveness of high-visibility enforcement efforts. The TSRP provided training ranging from case law to case presentation. In addition, the TSRP served as a legal expert on DUI matters for law enforcement officers and prosecutors statewide and provided on-demand resource for legal issues in DUI cases. Throughout the growth of the TSRP program in Pennsylvania the most beneficial byproduct to both law enforcement and prosecutors has been the technical assistance provided by the TSRP. This technical assistance ranges from questions on proper charges for prescription drug-impaired driving arrests to aiding in impaired driving case reviews with county prosecutors. Just over 400 instances of technical assistance were provided by the TSRP during FY 2014. The TSRP also provided timely opinions on changes in case law stemming from recent DUI court cases.

Another extremely beneficial portion of the TSRP program is the training, particularly the "Cops in Court" training. This training places police and prosecutors in the same classroom to discuss courtroom practices, evidence, and rules of criminal procedure. Expanding on this topic is the mock trial training conducted by the TSRP which uses a simulated impaired driving case and follows each step from arrest to prosecution.

Summary

The fairly strong DUI laws in Pennsylvania coupled with a high-visibility enforcement program have been the greatest contributing factors in staying ahead of our fatality reduction goals in the reducing impaired (DUI) driving safety focus area. Other programs adding to the reduction are specialized police training, highway safety liaison projects (law enforcement, prosecution, and adjudication), DUI court support, advances in DUI-D training, as well as other educational and comprehensive outreach projects. Even as we see overall fatality numbers continue to decline, one out of every three highway deaths are due to impaired driving and if we are to achieve our overarching fatality reduction goals, Pennsylvania must continue a high-visibility enforcement program to reduce impaired (DUI) driving.

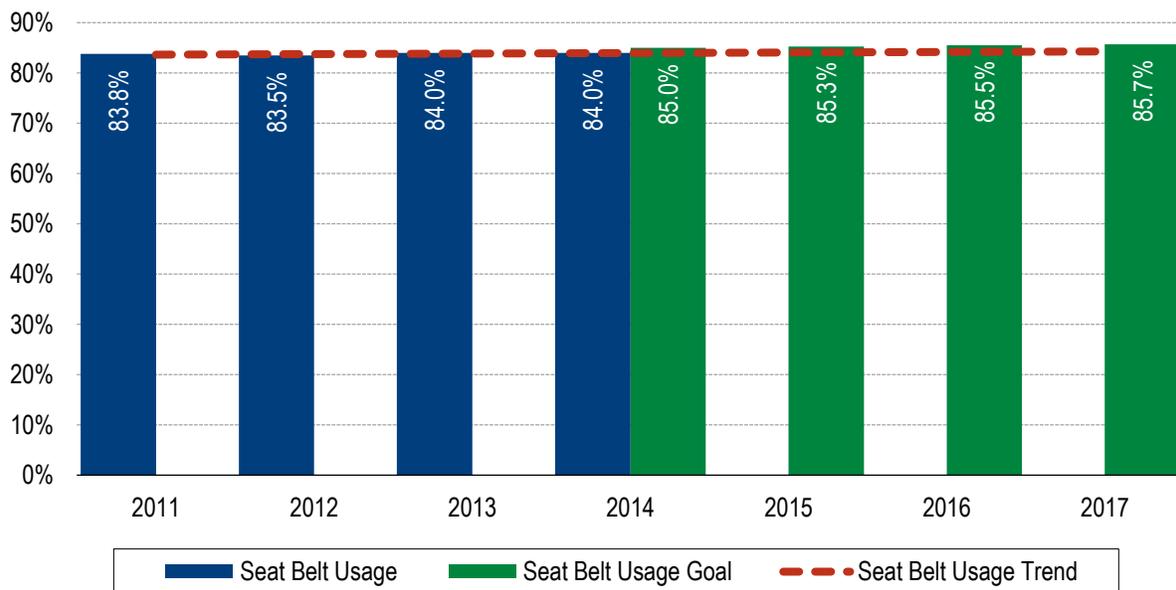
OCCUPANT PROTECTION

Proper and consistent use of seat belts and child safety seats is known to be the single most effective protection against death and a mitigating factor in the severity of traffic crashes.

Core Performance Goals

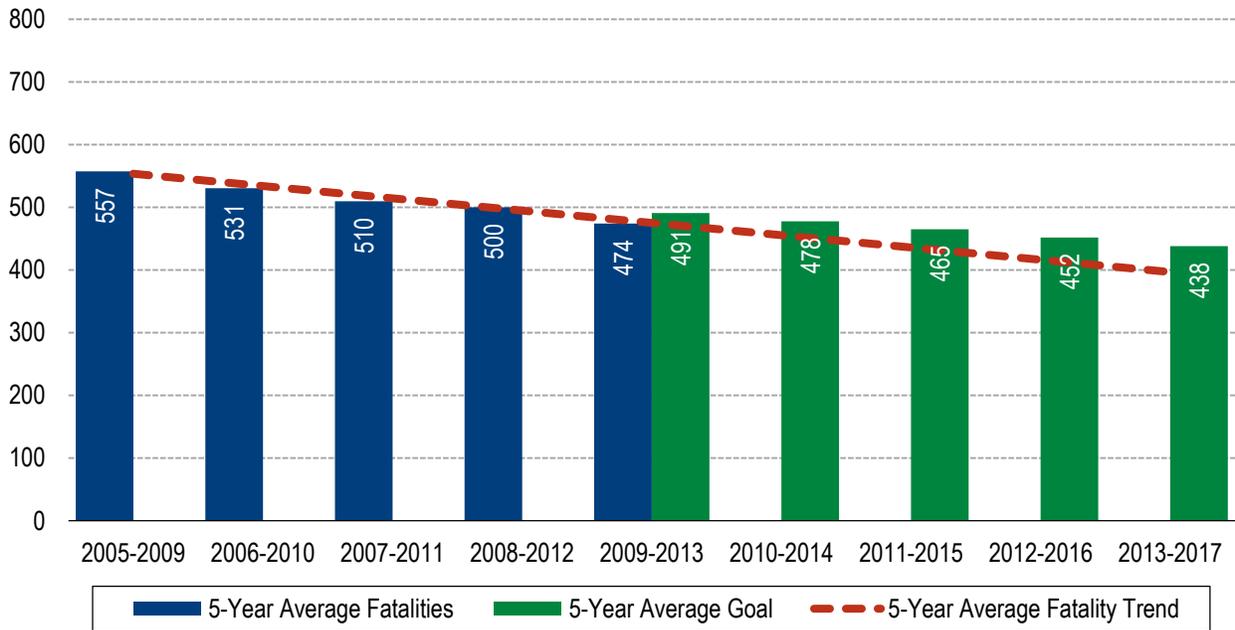
- **SHSP Performance Goal:** Increase seat belt usage from 84.0 percent in 2013 to 85.0 percent in 2014.
- **GOAL NOT MET:** The 2014 seat belt usage rate was 84.0 percent.

Figure 3.2 **Seat Belt Usage**
Historical Trend and Goals



- **SHSP Goal:** Decrease the five-year average number of unrestrained passenger vehicle occupant fatalities to 478 in 2014 to remain on pace to achieve the Strategic Highway Safety Plan long-term goal of reaching 50 percent fatality reduction by 2030.
- **GOAL MET:** The average number of unrestrained passenger vehicle occupant fatalities from 2009 to 2013 was 474 per year.

Figure 3.3 Unrestrained Passenger Vehicle Occupant Fatalities
Historical Five-Year Average and Goals



- **Annual HSP Performance Goal:** Decrease unrestrained passenger vehicle occupant fatalities to 493 in 2014.
- **GOAL MET:** 2014 unrestrained occupant fatality data is not yet available; however, based on 2013 data, Pennsylvania has exceeded the 2014 HSP Performance Target. There were 425 unrestrained occupant fatalities in 2013, compared to the 2014 target of 493 fatalities.

Table 3.3 Annual Goals
Seatbelt Usage

	Crash	Major Injury	Fatality
2014 Goal	15,400	820	493
2013 Actual	14,436	871	425

Safety Measures and Results

In addition to tracking the core NHTSA performance measures, Pennsylvania also tracks data for individual programs and projects. Table 3.4 presents these results.

Table 3.4 Occupant Protection
Safety Measures and Results

Safety Measurements	Results
State Police – Participation from all 16 troops of the Pennsylvania State Police. Issue 12,000 citations during two mobilizations for CIOT.	Goal Met: All 16 PSP troops participated in the Thanksgiving and Labor Day mobilizations. 26,839 total citations were issued.
Municipal Police – Participation from approximately 600 departments. Track and evaluate total citations and occupant protection citations and make over 800,000 contacts during both mobilizations.	Goal Met: 753 departments participated; 110,000 contacts were made.
Conduct at least 75 traffic enforcement zones (TEZ) during each mobilization, 150 total for the fiscal year.	Goal Met: 136 total traffic enforcement zones were conducted.
Track and evaluate total citations written annually during nonmobilization times.	Goal Met: 29,307 total OP citations were written during non-mobilization times
Provide a comprehensive statewide Earned Media Plan for each mobilization with at least 16 activities for the Memorial Day Mobilization.	Goal Met: Statewide earned media plan was created. Memorial Day activities were completed.
Conduct 15 NHTSA Child Passenger Safety Technician Certification Training Courses, certify 150 new technicians.	Goal Met: 21 certification courses were conducted, 257 new technicians were certified.
Conduct 10 Certification Renewal Courses, renew certification for 35 technicians.	Goal Partially Met: 11 renewal courses were conducted, 27 technicians had their certifications renewed.
Conduct 30 Technician Refresher Courses, for 350 technicians.	Goal Partially Met: 32 refresher courses were conducted, 280 technicians participated.
Perform at least 2,100 car seat checks total during the fiscal year.	Goal Met: 3,693 seat checks were performed
Conduct at least 70 separate check-up events during each seat belt mobilization event; inspect at least 500 seats during each mobilization period.	Goal Met: State police held check events during mobilizations. Thanksgiving: 59 events; 349 seat checks. May/June: 71 events; 593 seats checked.
Conduct Hospital Educational Trainings: CME/CMU – 50 courses, 500 participants; non-CME – 15 courses, 200 participants.	Goal Not Met: 29 CME/CMU courses were offered; 360 people participated. 27 non-CME courses were offered; 119 people participated.
Conduct 800 courses; 42,500 participants in schools and for the public.	Goal Met: 882 educational programs were presented to 44,470 students and members of the public.
Maintain over 101 Car Seat Loaner programs.	Goal Met: 147 loaner programs were active during the year.

Countermeasures

High-Visibility Seat Belt Law Enforcement

Publicized seat belt law enforcement programs, using specially trained officers and equipment, have been proven effective in increasing seat belt use and reducing occupant protection-related fatal, injury, and property damage crashes. A comprehensive approach using both periodic and sustained enforcement operations to address general and high-risk populations provides a greater opportunity for long-term program impact.

Periodic High-Visibility Belt Law Enforcement

The PennDOT Highway Safety Office facilitates the creation, implementation, and monitoring of a statewide strategic seat belt plan covering every county for the Thanksgiving 2014 and May Click It or Ticket 2015 mobilizations, and for the targeted Teen Seat Belt mobilization. The Occupant Protection enforcement program conducts enforcement in areas identified by crash data while also addressing rural areas which may have low usage rates but don't have the traffic volume to score high in the data analysis. Individual police department budgets are determined based on crash data, population, willingness to participate, and past performance. Additionally, the State Police receive funding to conduct occupant protection enforcement where there are no full-time municipal police departments to meet the population coverage requirement of 405(b).

The Thanksgiving CIOT mobilization ran from November 22 to December 1, 2013 as part of the larger Operation Safe Holiday campaign that also includes aggressive driving and impaired driving enforcement. Enforcement focused on high unbuckled crash roadways and nighttime. Grantee law enforcement agencies scheduled enforcement patrols, seat belt check minicade details, traffic enforcement zones, and informational sites. One-hundred-twenty-seven (127) agencies were funded with \$117,241 and conducted 3,975 hours of enforcement. Grantees contributed 328 hours of in-kind enforcement. The mobilization resulted in 11,566 contacts with 4,708 total citations and 571 occupant protection citations. Agencies funded during the Thanksgiving campaign were required to provide in-kind enforcement during the May/June mobilization equal to 10% of their funded hours.

The Memorial Day CIOT mobilization ran from May 19 to June 8, 2014. There were 345 agencies funded for the mobilization, totaling \$742,735 and an additional 115 providing in-kind enforcement valued at \$324,469. The mobilization was kicked off with participation in the NHTSA-coordinated Border to Border campaign. Funded agencies joined other agencies from NHTSA Regions 1, 2, and 3 for a day and night enforcement wave on highways and Interstates across 11 states in the Northeast. Strategies used for the May/June wave included traffic enforcement zone details, safety checkpoints, and roving patrols. The CIOT mobilization resulted in 51,852 contacts and 27,749 citations including 2,788 occupant protection citations.

The third funded mobilization focused on Teen Drivers, and is described below.

Sustained Belt Law Enforcement

The sustained enforcement strategy is aimed at getting police departments to do seat belt enforcement outside of the funded mobilizations. Beginning in FY 2014, and continuing into FY 2015, departments receiving grant money will be required to conduct in-kind overtime enforcement during a designated month. The months are scheduled so that seat belt enforcement is conducted in every month of the year. The 12-month enforcement in FY 2014 totaled 7,123 hours and produced 11,804 contacts resulting in 692 occupant protection citations.

Nighttime (10 p.m. to 5 a.m.) Seat Belt Enforcement

All municipal police departments that receive grant funding for mobilizations are required to conduct at least 50 percent of those enforcement hours at night and the result was 57 percent, or 12,791 hours of

nighttime enforcement. The May/June mobilization focused on nighttime enforcement and used the slogan “Click it or Ticket, Day or Night.” During that mobilization 60 percent of reimbursable enforcement hours took place after dark.

Teen Seat Belt Enforcement

The third Teen Seat Belt Mobilization started on March 3 and ran through March 21, 2014. There were 122 Law Enforcement Agencies (LEA) from across Pennsylvania that participated in the Mobilization that reached over 180 secondary 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 an estimated 63,000 enforcement handouts) on or around the High School Campus; they generated earned media, completed seat belt surveys, and SB minicades 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. ***BUPA’s message is simple – law enforcement will be writing Seat Belt tickets to save lives, so buckle up.***

Participating LEA grantees completed 180 Informational Seat Belt Details on high school campuses, made 26,222 direct-funded contacts, and wrote 641 seat belt citations.

Participating LEA Grantees were required to complete both pre- and post-seat belt surveys at the secondary school(s) in their jurisdiction. 125 surveys were completed recording an 11.3 percent seat belt increase. Pre-surveys were 73.4 percent and post-surveys results documented an 84.7 percent usage rate.

BUPA LELs also completed pre- and post-Teen Mobilization SB surveys at 24 Secondary Schools across the State. Surveys were completed at 12 schools where enforcement and PI&E activities were completed (treatment), and 12 control schools. Seat belt use in treatment schools increased 5.5 percent from 73.7 percent to 79.2 percent, compared to the 3.7 percent at the controls schools, with pre-surveys at 69.9 percent and post-surveys at 73.7 percent.

Child Occupant Protection Programs

State laws addressing younger children in vehicle restraints are different than those for adults in all states, as younger children require restraints appropriate to their size and weight. In addition to enforcement operations targeting compliance with child restraint laws, communication and educational programs designed to educate motorists on the proper installation and usage of child restraints have been shown to reduce the likelihood of injury due to improperly secured children in a crash.

PennDOT contracts with the Pennsylvania Chapter of the American Academy of Pediatrics (PAAAP) to implement the child occupant protection program under its Traffic Injury Protection Program (TIPP). TIPP was tasked with delivering hospital education, managing the statewide child seat loan program, maintaining a network of certified car seat technicians, conducting school programs, promoting and publicizing child passenger safety, and serving as PennDOT liaison for child passenger safety.

The hospital education program consists of an annual review of maternity ward discharge procedures related to passenger safety through a survey. The survey results are used to see that hospitals are implementing best practices, and to collect requests for training or informational materials. TIPP assists in offering courses in child passenger safety for Continuing Medical Education (CME) credits and in noncredit classes for hospital staff. TIPP also offers trainings and informational materials to pediatrician offices and conducts an annual teleconference for pediatricians.

The child safety seat loaner program is funded through state legislation and is unique in the country. Pennsylvania has 147 loan programs that provide safety seats to low-income caregivers. TIPP is PennDOT's liaison in managing the loan programs. Annually, the loan programs are surveyed to determine needs in trainings, materials, and to monitor program activity. Loan program staff is kept up to date on recalls and on their CPS technician certification. In 2014, 3,157 seats were purchased by the State and delivered to loan programs for distribution.

Through the CPS technician management task, TIPP sets up certification courses, renewal courses, and refresher courses. It also maintains communication with technicians to match them with check events or with the public. CPS technicians in local and state law enforcement also are supported through this task. To help certify and recertify technicians, grant money was awarded to provide scholarships for the cost of registering for classes. This program was specifically aimed at police/sheriffs, EMS, and fire. Through this fund 42 CPS technicians received certification and 13 technicians received recertification. Resource materials were distributed to community fitting stations, consisting of the 2013 LATCH manual, the Color Pictorial Guide to Safety Seats, and the Child Restraint Manufacturers Instructions with Summary Sheet DVDs. Two technical webinars were conducted for Certified Child Passenger Safety instructors, one on current industry trends and resources and the other on the principles of occupant crash protection.

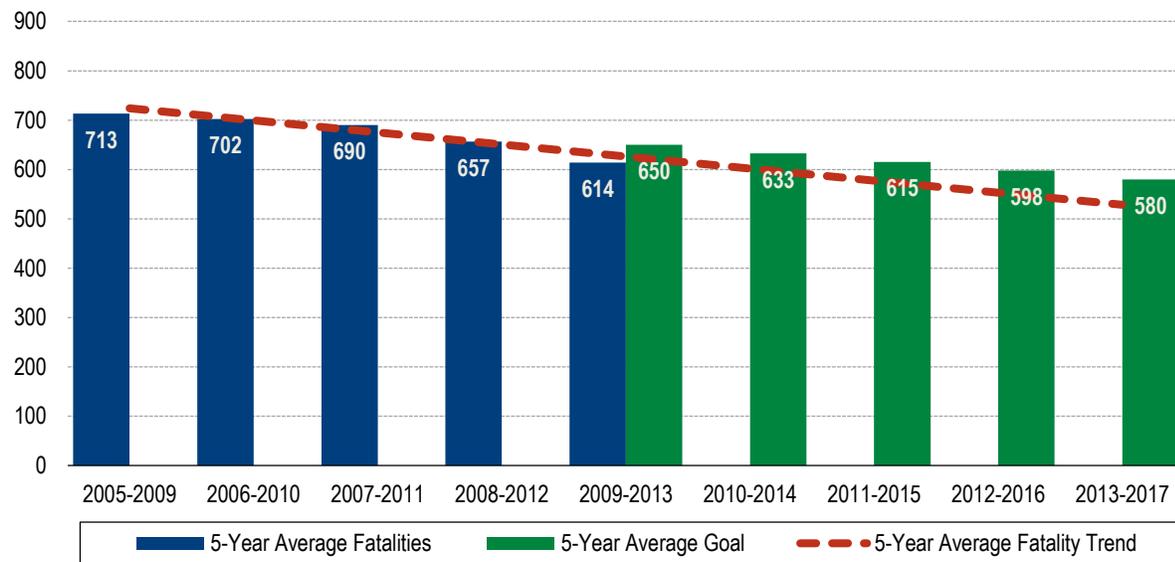
AGGRESSIVE DRIVING

Aggressive driving is a problem that all motorists witness on the roadways and may participate in without realizing their actions are aggressive. Aggressive driving behavior includes speeding, tailgating, red light running, frequent lane changes, failing to yield to the right-of-way, and passing improperly.

Performance Goals

- **SHSP Goal:** Decrease the five-year average number of speeding-related fatalities to 633 in 2014 to remain on pace to achieve the Strategic Highway Safety Plan long-term goal of reaching 50 percent fatality reduction by 2030.
- **GOAL MET:** The average number of speeding-related fatalities from 2009 to 2013 was 614 per year.

Figure 3.4 Speeding-Related Fatalities
Historical Five-Year Average and Goals



- **Annual Goal:** Decrease aggressive driving fatalities to 196 in 2014.
- **GOAL MET:** 2014 aggressive driving fatality data is not yet available; however, based on 2013 data, Pennsylvania has exceeded the 2014 HSP Performance Target. There were 145 aggressive driving fatalities in 2013, compared to the 2014 target of 196 fatalities.

Table 3.5 Annual Goals
Aggressive Driving

	Crash	Major Injury	Fatality
2014 Goal	7,200	290	196
2013 Actual	7,036	281	145

- **Annual Goal:** Decrease speeding-related fatalities to 605 in 2014.
- **GOAL MET:** 2014 speeding-related fatality data is not yet available; however, based on 2013 data, Pennsylvania has exceeded the 2014 HSP Performance Target. There were 506 speeding-related fatalities in 2013, compared to the 2014 target of 605 fatalities.

Table 3.6 Annual Goals
Speed

	Crash	Major Injury	Fatality
2014 Goal	28,600	1,070	605
2013 Actual	31,569	1,028	506

Safety Measures and Results

In addition to tracking the core NHTSA performance measures, Pennsylvania also tracks data for individual programs and projects. Table 3.7 presents these results.

Table 3.7 Safety Measures and Results
Speeding and Aggressive Driving

Safety Measurements	Results
Have every PSP troop participate in Pennsylvania’s Aggressive Driving Enforcement and Education Waves and perform 8,000 hours of overtime enforcement.	Goal Met: Every troop participated in aggressive driving enforcement during fiscal year 2014. The State Police completed 4,435 overtime enforcement hours.
Schedule and coordinate earned media events and regional road selection planning meetings.	Goal Met: Each wave had a strong earned media component. Seventy one road selection planning meetings were held.
Mobilize 350 local police departments to provide enforcement on 400 high aggressive driving crash corridors, reduce three-year average crashes on those corridors by 5 percent.	Goal Partially Met: In FY 2014, 331 municipal departments participated and 430 corridors were enforced. Unfortunately, there was no crash reduction on the corridors from the prior three-year average (2013 crash data).
Perform over 8,000 hours of STEP overtime enforcement.	Goal Met: Over 11,500 hours of STEP enforcement was completed.
Perform 1 weekend-long enforcement blitz.	Goal Met: The Operation Maximum Effort enforcement period was September 25-28, 2014.
Make 2 contacts per hour during overtime enforcement shifts. Make 5,000 total contacts.	Goal Not Met: Officers on Roosevelt Boulevard details combined to make 1,835 vehicle contacts during overtime enforcement. This falls under the 2 contacts per hour rate.

Countermeasures

Aggressive Driving Enforcement and Education (PT-2014-03-13-00 Federal; PT-2014-03-14-00 Federal)

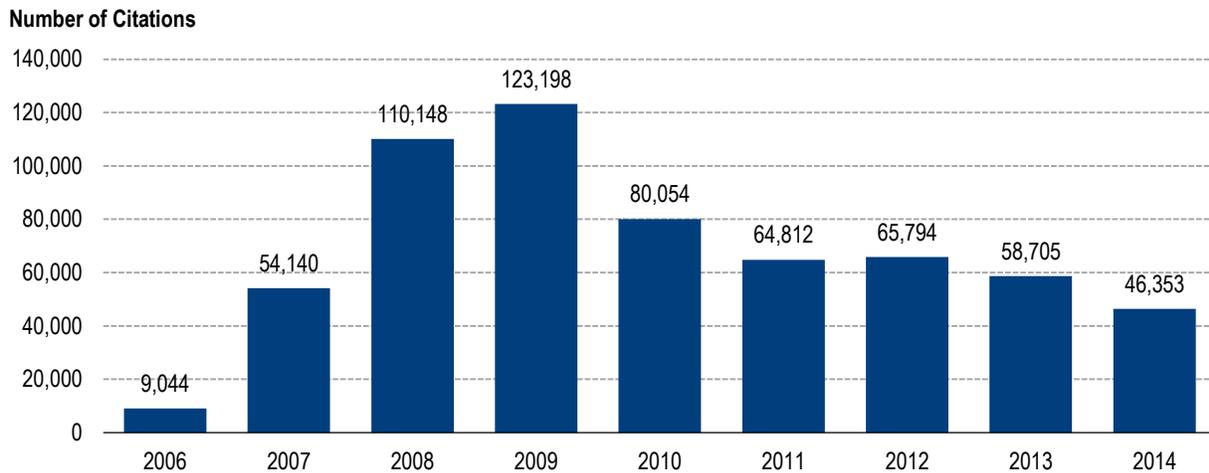
According to *Countermeasure That Work*, several studies have reported reductions in crashes or reductions in speeding or other violations attributed to both general and targeted high-visibility enforcement campaigns. Although the data is inconclusive, aggressive driving enforcement campaigns display promising trends which support further funding investment. Fiscal year 2014 will mark Pennsylvania's ninth year participating in the Aggressive Driving Enforcement and Education Program. Currently, the program is run by the State Police and 331 local police departments. In fiscal year 2014, enforcement was conducted on 430 roadways. The roadways are chosen by locating high incident locations and through evaluation of past enforcement efforts. Press events and public awareness outreach reinforces the impact of the enforcement effort. The Highway Safety Office facilitates joint operations between local police departments and State Police; especially with those that need the use of radar because local police in Pennsylvania are prohibited from using radar. Local district judges are made aware of which roads are targeted and when enforcement is being conducted and they also contribute to the reinforcement of the program.

Coordination for the events was completed via our six Highway Safety Regions and their planning meetings held bimonthly throughout the year. At these meetings, team members followed up on completed mobilizations and use the results to adjust the planning and coordination of the next effort. The data used in planning enforcement included examination of roadway corridors for high aggressive driving crash, injury, and fatality locations; crashes by time of day; type of vehicle; and age/sex of drivers. In addition to the bimonthly meetings, special aggressive driving subcommittee meetings were conducted regionally prior to HVE campaigns and local data was incorporated into roadway corridor selection and collaborative efforts among neighboring police departments. (CTW, Chapter 3: Sections 2.2, 2.3, 4.1)

Special Traffic Enforcement Program (STEP) (PT-2014-01-13-00 Federal; PT-2014-01-14-00 Federal)

In addition to high-visibility enforcement campaigns, innovative aggressive driving enforcement programs helped deter speeding and aggressive driving as well as other traffic offenses. STEP is a State Police program designed to increase traffic safety and reduce the number of crashes through innovative traffic enforcement operations. STEP operations have included speed enforcement using emergency vehicles and motorcycles. STEP enforcement was statewide over the course of the year in data-driven locations. Many of the STEP locations overlapped with Aggressive Driving Enforcement and Education corridors, "Fines Doubled" Highway Safety Corridors, and Operation Maximum Effort locations. Over 160,000 traffic citations were written during STEP details in FY 2014. (CTW, Chapter 3: Sections 2.2, 2.3)

Figure 3.5 Speeding Citations from Aggressive Driving Enforcement Operations
State Data



Due to the expenditure of carry forward funds in 2008 and 2009, more funding was available and more enforcement was completed statewide on all projects.

Operation Maximum Effort (PT-2014-01-13-00 Federal; PT-2014-01-14-00 Federal)

Operation Maximum Effort was a large, one-time-per-year effort that occurred over the weekend of September 25-28. It provided high-visibility, aggressive speed enforcement. A secondary objective of this operation was to disrupt illicit activity and identify in-transit criminals. Over 2,000 speeding citations were written during the detail. This traffic enforcement also helped in the arrest of 20 fugitives. (CTW, Chapter 3: Sections 2.2, 2.3)

Roosevelt Boulevard Project (PT-2014-02-13-00 Federal; PT-2014-02-14-00 Federal)

Roosevelt Boulevard in Philadelphia is essentially a high-speed 12-lane highway with traffic lights and pedestrian crossings at a majority of the intersections. The combination of high speeds, traffic signals, and pedestrians creates a complicated problem which requires special attention/overtime enforcement from the Philadelphia Police Department. According to a recent study done by State Farm Insurance, two of the three most dangerous intersections in the country are on Roosevelt Boulevard. This project funded 12-month overtime enforcement on the 12.5-mile corridor. (CTW, Chapter 3: Sections 2.2, 2.3)

	2007	2008	2009	2010	2011	2012	2013
Crashes	214	197	227	266	261	261	268
Major Injuries	7	7	6	9	3	4	9
Fatalities	9	3	2	2	6	1	2

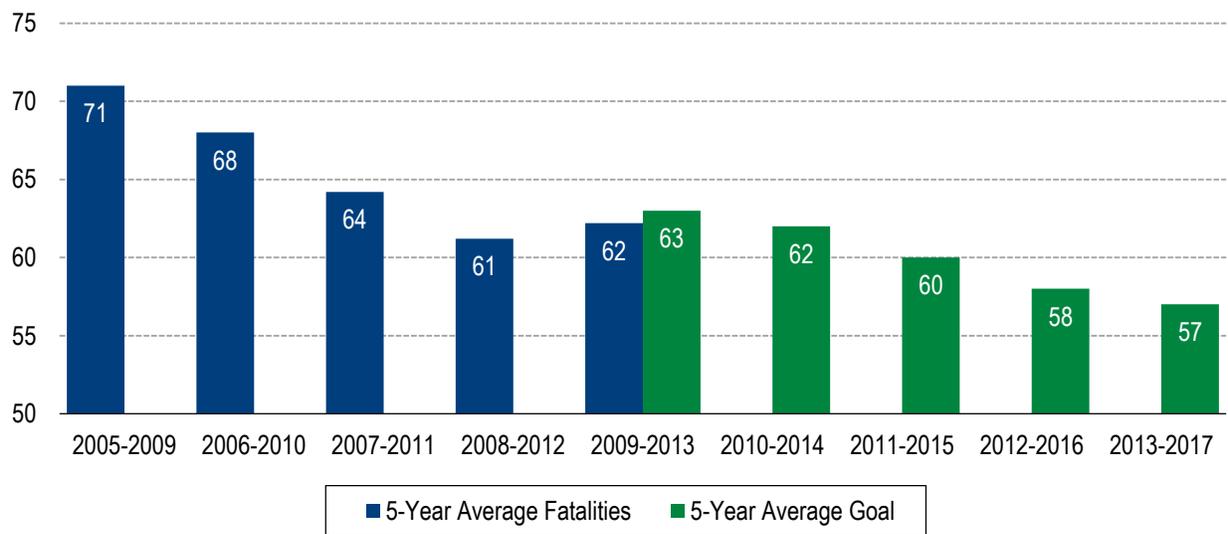
DISTRACTED DRIVING

Research has shown that driving while using a cell phone reduces the amount of brain activity associated with driving by 37 percent. Besides texting and cell phone use, other factors such as drowsy driving, eating, drinking, talking to passengers, grooming, reading a navigation system or map, watching a video, and adjusting a radio/MP3/CD player distract drivers.

Performance Goals

- **SHSP Goal:** Decrease the five-year average number of distracted driving fatalities to 62 in 2014 to remain on pace to achieve the Strategic Highway Safety Plan long-term goal of reaching 50 percent fatality reduction by 2030.
- **GOAL MET:** The average number of distracted driving fatalities from 2009 to 2013 was 62 per year.

Figure 3.6 Distracted Driver Fatalities
Historical Fatality Data and Future Goals



- **Annual Goal:** Decrease distracted driving fatalities to 55 in 2014.
- **GOAL NOT MET:** 2014 distracted driving fatality data is not yet available; however, based on 2013 data, Pennsylvania has not met the 2014 HSP Performance Target. There were 64 distracted driving fatalities in 2013, compared to the 2014 target of 55 fatalities.

Table 3.8 Annual Goals
Distracted Driving

	Crash	Major Injury	Fatality
2014 Goal	14,700	240	55
2013 Actual	14,376	216	64

Safety Measures and Results

In addition to tracking the core NHTSA performance measures, Pennsylvania also tracks data for individual programs and projects. Table 3.9 presents these results.

Table 3.9 Safety Measures and Results
Distracted Driving

Safety Measurements	Results
Run one paid media campaign during Distracted Driving Month (April). Incorporate Distracted Driving message using resources from Distraction.gov into one earned media campaign.	Goal Met: Approximately \$225,000 in state funds was spent during Distracted Driving month on a multifaceted paid media campaign. The paid media was coupled with an earned media campaign.
Education – Conduct 500 “Survival 101” presentations and 500 “Every 16 Minutes” presentations. Communicate with all drivers’ education instructors.	Goal Not Met: In FY 2014, 301 “Survival 101” and 77 “Every 16 Minutes” presentations were completed. Our Community Traffic Safety Programs were in contact with all applicable Drivers Educations instructors.
Outreach – All Community Traffic Safety Projects will conduct at least one distracted driving activity per quarter and participate in “Drive Safely Work Week.”	Goal Met: Over 360 distracted driving activities were completed statewide during fiscal year 2015. Each Community traffic safety grantee completed at least one activity per quarter.

Countermeasures

Enforcement (PT-2014-03-13-00 Federal; PT-2014-03-14-00 Federal)

In FY 2014, PennDOT designated distracted driving as the earned media theme for the March 24th through May 4th Aggressive Driving Enforcement and Education Wave. This wave was chosen for the earned media theme due to its overlap with National Distracted Driving Awareness Month and in conjunction with statewide distracted driving paid media. A distracted driver can unknowingly commit aggressive driving actions when their eyes are off the road or their attention is elsewhere. While officers were encouraged to primarily enforce aggressive driving actions they were reminded to be vigilant in writing antitexting citations if the situation presented itself. Approximately 77 texting while driving citations were written during the wave. Distracted Driving press conferences and public services announcements occurred in each district. (CTW, Chapter 4: Sections 1.4, 2.2)

Paid Media (M8DDLE-2014-01-14-00 State)

PennDOT used approximately \$225,000 in state funds to conduct a media campaign on distracted driving. The campaign featured radio and Internet radio advertisements, gas station/convenience store advertising, and on-line media. Teen drivers were the primary demographic. The advertising ran statewide during National Distracted Driving Awareness Month in April with more focus in higher crash counties. “Just Drive – Distractions can wait” was the tagline for the campaign. (CTW, Chapter 4: Sections 1.4, 2.2)

Community Traffic Safety Program Education and Outreach (CP-2014-02-13-00 Federal; CP-2014-02-14-00 Federal)

Community Traffic Safety Grants funded driver safety educational events featuring distracting driving and cell phone use while driving in the curriculum, along with other safety topics. The CTSPs also coordinated with driver education programs to ensure they have a proper distracted driving component. Other community outreach was done through the distribution of distracted driving brochures, handouts, and other methods of public outreach to employers and community organizations. CTSPs coordinators were encouraged to do at least one distracted driving educational outreach each quarter of the year, including “Drive Safely Work Week” in October. (CTW, Chapter 4: Sections 1.4, 2.1, 2.2)

State- and FHWA-Funded Safety Programs

Park the Phone Awareness Signs

In May 2014, the Bureau of Maintenance and Operations allocated \$7,500 in state funds for the development of minicade signs with the message “Park the Phone Before You Drive.” One hundred signs were purchased and distributed to each PennDOT District Safety Press Officer to use in conjunction with media and educational events. The signs have been well-received and serve as reminder to drive free from distraction as we continue to push this message through the social norming phase. Some examples of events and locations where the signs have been used are: high school, universities, various National Night Out events, Community Health Conference, safety events with car dealerships, PennDOT “Touch A Truck” safety events, various health and safety fairs and expos, and National Teen Driver Safety Week educational events.



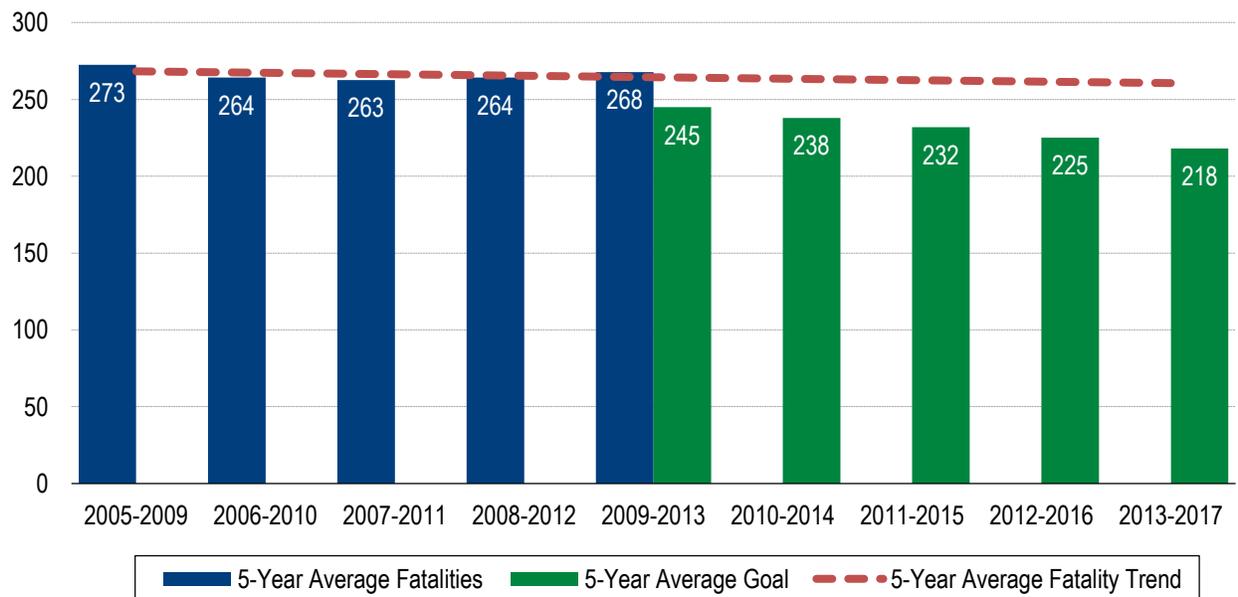
MATURE DRIVER

Pennsylvania has nearly 1.6 million licensed drivers aged 65 and older who make up 18 percent of the driving population. Older citizens constitute the fastest growing segment of the population. Mature drivers are overrepresented in multiple vehicle crashes, due in part to the loss of physical and cognitive abilities. Pennsylvania State Data Center statistics indicate that the number of residents 65 and older will increase 21 percent by 2020.

Performance Goals

- **SHSP Goal:** Decrease the five-year average number of mature driver fatalities to 238 in 2014 to remain on pace to achieve the Strategic Highway Safety Plan long-term goal of reaching 50 percent fatality reduction by 2030.
- **GOAL NOT MET:** The average number of mature driver fatalities from 2009 to 2013 was 268 per year.

Figure 3.7 Mature Driver (Age 65+) Fatalities
Historical Fatality Data and Future Goals



- **Annual Goal:** Decrease mature driver fatalities to 255 in 2014.
- **GOAL NOT MET:** 2014 mature driver fatality data is not yet available; however, based on 2013 data, Pennsylvania has not met the 2014 HSP Performance Target. There were 277 mature driver fatalities in 2013, compared to the 2014 target of 255 fatalities.

Table 3.10 Annual Goals
Mature Driver

	Crash	Major Injury	Fatality
2014 Goal	18,200	445	255
2013 Actual	18,727	495	277

Safety Measures and Results

In addition to tracking the core NHTSA performance measures, Pennsylvania also tracks data for individual programs and projects. Table 3.11 presents these results.

Table 3.11 Safety Measures and Results
Mature Drivers

Safety Measurements	Results
Establish 1 task force for each Pennsylvania highway safety region.	Goal Not Met: The goal was to create 6 regional task forces in FFY 2014 and 2 were established.
Along with safety partners, conduct 17 mature driver education classes, 20 CarFIT classes, and 20 Seats and Seniors checks.	Goal Partially Met: Twenty-four mature driver education classes were conducted, 14 CarFIT classes, and 0 Seats and Seniors checks.
Hold 1 training for engineers in road design for mature driver issues.	Goal Not Met: No trainings were held.
Conduct 6 NHTSA Older Driver Enforcement Courses.	Goal Not Met: Four NHTSA Older Driver Enforcement Courses were conducted.

Countermeasures

Mature Driver Outreach and Education (Community Traffic Safety Projects CP-2014-01-13-00 Federal; CP-2014-01-14-00 Federal)

The CTSP’s and PennDOT coordinated regional safety task forces with various local partners to address mature driver issues. They have also offered support to local communities through facilitating CarFIT checks, mature driver education classes, educational outreach materials, and enforcement training opportunities.

Driver Reexamination (CP-2014-03-14-00 State)

To promote reexamination of mature drivers, a continuing medical education (CME) course for medical providers was implemented to broaden their knowledge of Pennsylvania law requiring medical reporting of drivers with medical impairments. PennDOT has identified drivers who may no longer be able to operate a vehicle safely and has removed these unsafe drivers from the roads. State research funding has supported a study of whether vision testing for contrast sensitivity should be added as part of the reexamination program.

Enforcement Training (RS-2014-01-14-00)

Training for police officers has been conducted to increase awareness of enforcement issues particular to older drivers. Included in the training were techniques for identifying drivers with potential impairments and referring them to the licensing agency. The course offered was NHTSA approved.

Summary

Throughout the past several years the Highway Safety Office has made an effort to instill the importance of contacting Pennsylvania's mature driver population. Unfortunately, multiple highway safety regions in the State have experienced an increase in mature driver-related crashes and fatalities. These increases are reflected in the amount of mature driver safety programs that Pennsylvania's Highway Safety Network performed. Beyond the countermeasures reported above, approximately 380 additional mature driver programs or outreach efforts were completed during FY 2014.

Additionally, 2014 marked the year when our CTSPs were asked to evaluate alternative transportation options within their regions. A partnership with PennDOT's Bureau of Driver's Licensing, Bureau of Public Transportation, and Highway Safety Office will compile all this information into a constructive regional "Mature Driver Resource Guide." This reference document will offer assistance for individuals who need (or who are on the verge of requiring) other modes of transportation.

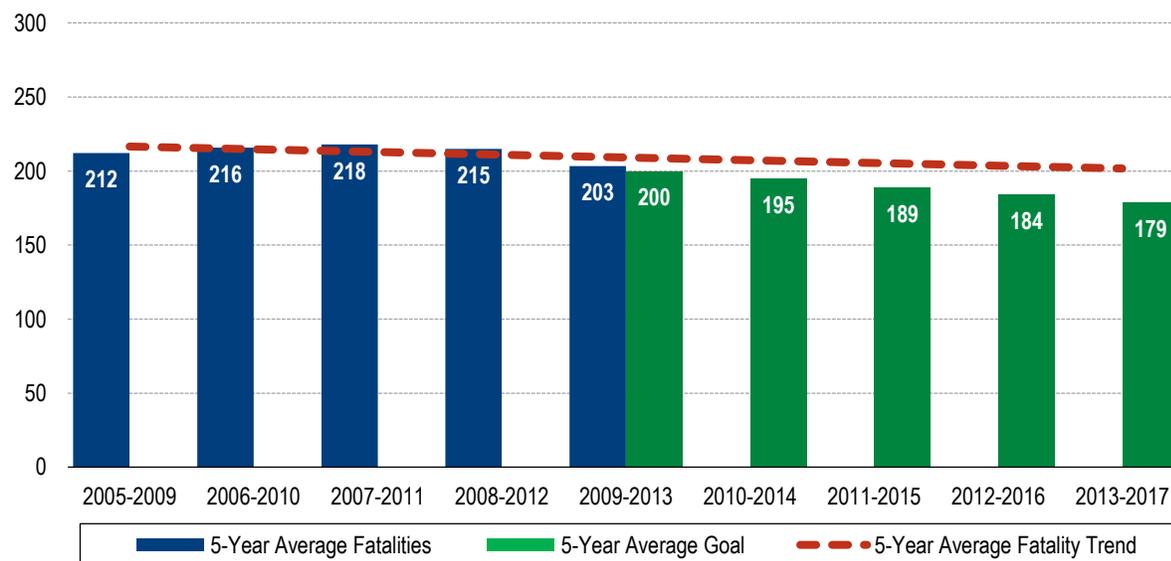
MOTORCYCLE SAFETY

From 2004 to 2013, Pennsylvania saw a 13 percent increase in motorcyclists and a 40 percent increase in registered motorcycles. Because of their size, motorcycles can be easily hidden in blind spots and are easily overlooked by other drivers. Over the past four years, the majority of multivehicle crashes involving a motorcycle have had a vehicle other than the motorcycle cited as the prime contributing factor in the crash. Therefore, it is important that drivers be aware of motorcycles sharing the road.

Performance Goals

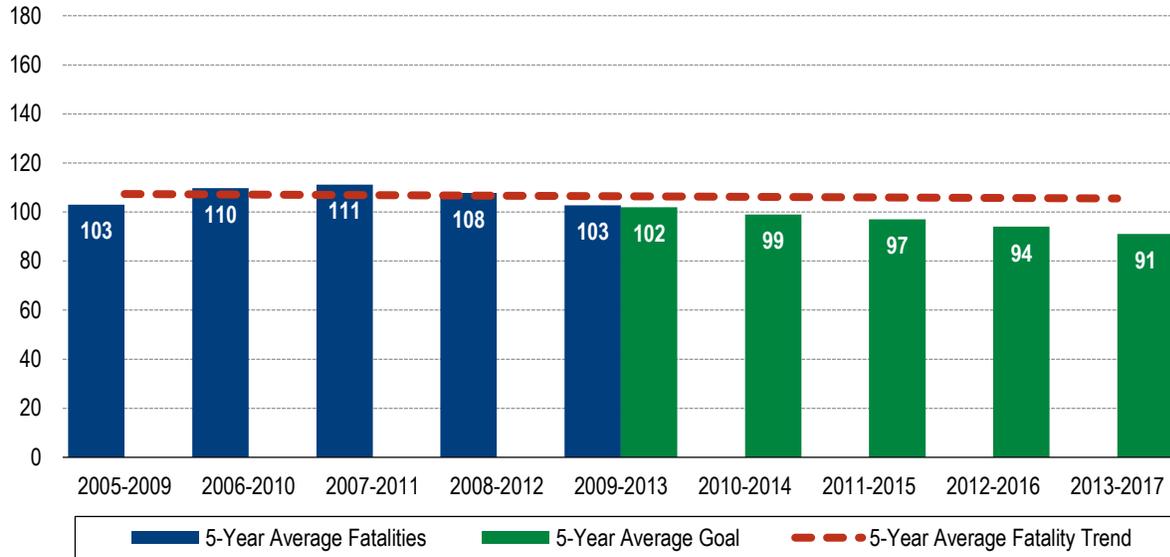
- **SHSP Goal:** Decrease the five-year average number of motorcycle fatalities to 195 in 2014 to remain on pace to achieve the Strategic Highway Safety Plan long-term goal of reaching 50 percent fatality reduction by 2030.
- **GOAL NOT MET:** The average number of motorcyclist fatalities in from 2009 to 2013 was 203 per year.

Figure 3.8 Motorcyclist Fatalities
Historical Five-Year Average and Goals



- **SHSP Goal:** Decrease the five-year average number of unhelmeted motorcycle fatalities to 99 in 2014 to remain on pace to achieve the Strategic Highway Safety Plan long-term goal of reaching 50 percent fatality reduction by 2030.
- **GOAL NOT MET:** The average number of unhelmeted motorcyclist fatalities in from 2009 to 2013 was 103 per year.

Figure 3.9 Unhelmeted Motorcyclist Fatalities
Historical Five-Year Average and Goals



- **Annual Goal:** Decrease motorcyclist fatalities to 197 in 2014.
- **GOAL MET:** 2014 motorcyclist fatality data is not yet available; however, based on 2013 data, Pennsylvania has exceeded the 2014 HSP Performance Target. There were 181 motorcyclist fatalities in 2013, compared to the 2014 target of 197 fatalities.

Table 3.12 Annual Goals
Motorcycles

	Crash	Major Injury	Fatality
2014 Goal	3,692	530	197
2013 Actual	3,427	478	181

Safety Measures and Results

In addition to tracking the core NHTSA performance measures, Pennsylvania also tracks data for individual programs and projects. Table 3.13 presents these results.

Table 3.13 Safety Measures and Results
Motorcycle Safety

Safety Measurements	Results
Distribute 5,000 “Watch for Motorcycles” stickers.	Goal Met: FY 14 included an increase in the number of printed stickers. Over 5,000 were distributed.
Distribute 5,000 lawn signs with the help of ABATE (Alliance of Bikers Aimed Toward Education).	Goal Met: FY 14 included an increase in the number of lawn signs purchased. Over 5,000 were distributed.
Conduct two paid media campaigns: May through September gas pump toppers running; April to June and August through September radio news, traffic and weather sponsorships.	Goal Met: In FY 14, there was two paid media campaigns conducted. They ran in their allotted months as planned.
Increase by 10 percent the overall number of students enrolled in the four training courses.	Goal Not Met: Overall training numbers fell 8.29 percent from FY 13 to FY 14.
Attend six motorcycle rallies to promote Live Free Ride Alive and Share the Road messages.	Goal Met: Six motorcycle rallies were attended in FY 14.

Countermeasures

Share the Road Program (M9MA-2014-01-13-00 Federal, M9MA-2014-01-14-00 Federal/State)

“Share the Road and Watch for Motorcycles” is a public outreach program aimed at raising awareness of motorcycles. Crashes involving motorcycles are often the fault of the other driver, and it is believed the drivers often times do not see the motorcycle. By raising awareness and reminding drivers that motorcycles are on the road, some of these crashes may be avoided. Through the program “Watch for Motorcycles,” awareness raising materials were produced and distributed. Paid media with a safety message was also deployed in the spring and fall. PennDOT districts displayed motorcycle safety messages on fixed and variable message boards across the Commonwealth throughout the month of May, Motorcycle Safety Month. (CTW, Chapter 5: Section 4.2)

Rider and Enforcement Training (M9MA-2014-01-14-00 State)

Pennsylvania offered four training courses (Basic Rider Course, Basic Rider Course 2, Advanced Rider Course, and a Three-Wheeled Basic Rider Course) free of charge at many sites across the State. The training provided new riders with skills needed to operate a motorcycle more safely and provided opportunity for more advanced riders to refresh and refine their skills. The Advanced Rider Course was started with the help of Section 2010 funds in 2012 and is modeled after a military training

Car crashes are a **leading killer of children** ages 1 to 13.

In crashes from 2007-2011, **3,661 children** (under 13 in cars, SUVs, vans, and pick-ups) were killed. An estimated **634,000 children** under 13 were injured.



In 2011, **655 children** (under 13 in cars, SUVs, vans, and pick-ups) were killed in crashes.



Of those killed, more than **1 in 3** were unrestrained.

Car seats reduce the risk of infants (under 1 year old) being killed in cars by



Car seats reduce the risk of toddlers (1 to 4 years old) being killed in cars by



www.nhtsa.gov
9850-071813-v1

course (CTW, Chapter 5: Section 2.1). There were over 18,000 students trained in these various courses during this past riding season.

Promote LiveFreeRideAlive.com (M9MA-2014-01-14-00 State)

www.livefreeridealive.com is Pennsylvania's motorcycle themed interactive web site. It is designed to educate riders on important aspects of motorcycle safety such as being properly licensed and use of protective gear. The site also carries messages promoting sober driving and helmet use. The site was promoted at motorcycle events statewide throughout the riding season to encourage riders to use the web site and practice safe riding habits. In FY 14, 15,502 people visited the web site. (CTW, Chapter 5: Sections 2.1, 4.1, 4.2)

State- and FHWA-Funded Safety Programs

Pennsylvania's "Live Free Ride Alive" motorcycle safety campaign, which encourages riders to make smart riding decisions, is paid for through state funding that is dedicated to motorcycle training and education. In addition to the interactive web site, this year's campaign included paid media advertising, numerous earned media opportunities, participation at various motorcycle venues, as well as a social media outreach component.

Pennsylvania's Motorcycle Safety Program also is supported through state funds that are dedicated to motorcycle training and education. The program consists of four courses as previously mentioned and trained at nearly 70 sites across the Commonwealth, April through October.

Safety Communications

During May 2014, Motorcycle Safety Month, Pennsylvania's Live Free Ride Alive campaign kicked off with two high-profile motorcycle safety events – one in Pittsburgh on May 4th at the Home Run for Motorcycle Safety sponsored by the Pittsburgh Pirates and the Greater Pittsburgh Motorcycle Safety Council. The second was on May 6th, which was a statewide press event to "kickoff" motorcycle safety month and promoted motorcycle safety across the Commonwealth. Additionally, "Share the Road" messaging was delivered throughout the spring and fall seasons encouraging all motorists to watch for motorcycles using radio ads, gas pump toppers, and electronic message boards throughout the Commonwealth. Gas pump topper ads ran all riding season.

Additionally, to further promote the Live Free Ride Alive safety messages, including "Get licensed, get trained, and don't speed or ride impaired," PennDOT took its Live Free Ride Alive booth to six motorcycle events over the summer months. The booth offered riders a chance to register for courses and view a video presentation on the various training courses offered through the Department's Motorcycle Safety Program. Instructors from the Motorcycle Safety Program also attended each event and interacted with thousands of motorcycle riders and enthusiasts. The booth generated numerous earned media opportunities that allowed the Commonwealth to share its safety messages beyond just those riders at the various venues.

The 2014 motorcycle campaign also included an extensive media component, which included radio ads, billboards, and web site banners promoting these same safety messages and encouraging motorcyclists to learn more about riding their motorcycle safely at <http://www.livefreeridealive.com>.

Finally, the 2014 campaign included a new social media outreach component. Live Free Ride Alive joined the Facebook and Twitter circle and has been posting motorcycle safety messages, including pictures and videos from the various events the booth visited throughout the summer.

Summary

Pennsylvania has maintained a robust and highly popular Motorcycle Training Program. Motorcycle safety outreach efforts have successfully raised awareness of the importance of riding safely. The decline seen in the number of motorcycle crashes and fatalities in 2013 is evidence of the impact of this outreach. The Pennsylvania Motorcycle Steering Committee has worked 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 was included in both training and outreach efforts.

YOUNG DRIVERS

In 2013, 1,208 persons died on Pennsylvania roadways, including 149 drivers and passengers aged 20 years or less. Also in 2013, approximately 536 passengers under the age of 20 were seriously injured in a crash. Young drivers are overrepresented in 2013 multivehicle crashes when comparing age groups, as 59.3 percent of drivers aged 16 to 21 were involved in crashes whereas only 53.3 percent of drivers aged 22 to 75+ were involved in crashes. Of particular concern is the involvement of drinking drivers under the age of 21. Nineteen percent of the driver deaths in the 16 to 20 age group were drinking drivers, up from 18 percent in 2012. Young drivers also were involved in a higher percentage of overall crashes in 2013. Driver inexperience and less cautious driving often are attributed characteristics given to the reason all young driver ages have higher rates.

Performance Goals

- **SHSP Goal:** Decrease the five-year average number of drivers age 20 or younger involved in fatal crashes to 208 in 2014 to remain on pace to achieve the Strategic Highway Safety Plan long-term goal of reaching 50 percent fatality reduction by 2030.
- **GOAL MET:** The average number of drivers age 20 or younger involved in fatal crashes from 2009 to 2013 was 188 per year.

Figure 3.10 Fatalities Involving Young Drivers
Historical Five-Year Average and Goals



- **Annual Goal:** Decrease number of drivers age 20 or younger involved in fatal crashes to 197 in 2014.
- **GOAL MET:** 2014 young driver fatality data is not yet available; however, based on 2013 data, Pennsylvania has exceeded the 2014 HSP Performance Target. There were 149 drivers age 20 or younger involved in fatal crashes in 2013, compared to the 2014 target of 197 young drivers.

Table 3.14 Annual Goals
Young Drivers

	Crash	Major Injury	Fatality
2014 Goal	22,750	530	197
2013 Actual	23,257	536	149

Safety Measures and Results

In addition to tracking the core NHTSA performance measures, Pennsylvania also tracks data for individual programs and projects. Table 3.15 presents these results.

Table 3.15 Safety Measures and Results
Young Drivers

Safety Measurements	Results
Track and evaluate total citations; conduct at least 200 informational and minicade details; and make over 80,000 contacts.	Goal Not Met: In FY 14, there were 180 informational and minicade details conducted that resulted in 32,428 contacts.
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.	Goal Not Met: In FY 14, 48 officers were trained in Survival 101, 36 in 16 Minutes, and 26 in The Back Is Where It's At elementary program.
Provide 800 educational programs to schools and contact over 40,000 students.	Goal Not Met: In FY 14, there were 561 educational programs conducted and resulted in 32,169 contacts.
Create a comprehensive resource guide and at least two educational resources for parents/guardians.	Goal Partially Met: A comprehensive resource guide was created in FY 14 along with 1 educational resource seminar being conducted for parents/guardians.
Provide at least 50 minigrants, make 8,000 contacts with parents/guardians.	Goal Not Met: There were 31 minigrants administered in FY 14 and resulted in 6,667 contacts.

Countermeasures

Teen Seat Belt Mobilization (OP-2014-01-13-00 Federal; OP-2014-01-14-00 Federal)

A high-visibility enforcement and education mobilization was focused on teen drivers through police-driven programs and enforcement at high schools and surrounding communities. Activities included educational programs in high schools, roving patrols, information and minicade sites, and earned media. 180 police departments in 49 of the Pennsylvania's 67 counties participated. The total population age 15 to 19 in these counties (according to 2010 U.S. Census Data) is 819,434, which represents 90.5 percent of the State's total population age 15 to 19. PennDOT's short-term, high-visibility enforcement campaigns have been observed to increase belt use among traditionally lower-belt-use groups, including young drivers. These efforts were less successful among higher-belt-use drivers. (CTW, Chapter 2: Sections 2.1, 3.1, 3.2, 6.1, 7.1)

Educational Programs for Elementary and High School (CP-2014-01-13-00 Federal; CP-2014-01-14-00 Federal)

PennDOT has promoted the use of three school programs: Survival 101, 16 Minutes, and The Back Is Where It’s At. These programs were specifically designed to be delivered by a police officer and were intended to create a better understanding of the experience and the relationship between the officer and both student drivers and passengers. The FY 14 grant year saw activity in all three of the educational programs. Survival 101 had 301 programs conducted this period contacting 19,190 students. 16 Minutes contacted 1,219 (15- to 16-year-old students) through 77 programs. The Back is Where It’s At program reached 11,760 students through 183 programs. (CTW, Chapter 6: Sections 2.1, 2.2)

Teen Driver Safety Program (TSP-2014-01-13-00 Federal; TSP-2014-01-14-00 Federal)

A dedicated Teen Driver Safety Program was supported by grant funds. Grant funding mandated that the following tasks were completed:

- Assess and evaluate current programs in Pennsylvania targeted to education and awareness of teen driver safety;
- Promote partnerships and coordinate between existing programs and stakeholders;
- Providing “minigrant” opportunities to high schools, school groups, and community groups for peer-to-peer teen driver education and prevention strategies; and
- Perform educational outreach to parents/caregivers on all aspects of the graduated driver licensing law. (CTW, Chapter 6: Sections 2.1, 2.2)

Pennsylvania was one of a few states which implemented a Teen Safety Program in accordance with the new recommendations under MAP-21. A new grant program was established to implement school outreach efforts, conduct trainings of the evaluated Impact Teen Drivers program, educate parents and caregivers on the Graduated Drivers Licensing law, and award mini grants to schools for peer-to-peer teen safety projects. The Pennsylvania DUI Association, which coordinates the statewide Students Against Destructive Decisions program, was the recipient of this new grant.

During Youth Traffic Safety Month (May 2014) 31 mini grants were administered, reaching roughly 50,000 students. Another 6,326 people received materials related to teen safe driving. As a result of the success of this effort additional mini grants were offered during National Teen Driver Safety Week in October 2014, and additional opportunities are being discussed for 2015.

On November 18, 2014, employees of the Bureau of Maintenance and Operations (BOMO) were recognized during the statewide SADD conference at the Seven Springs Resort in Champion,



Pennsylvania. BOMO was selected by a committee of SADD student representatives and program coordinators to receive the “Friend of SADD” award for supporting teen driver safety efforts.

Presently, fatalities in crashes involving 16- to 17-year-old drivers are at the lowest point on record. These reductions were only achieved through a comprehensive program that involves all safety stakeholders. PennDOT is proud to support programs like SADD, which share our common goal of improving safety on our roadways.

Summary

Young Driver Safety was a vital safety focus area for all drivers. Programs conducted in FY 14 ultimately reduce crashes and fatalities of younger drivers in Pennsylvania. Educational programs conducted help to get safety messages directly to the students, and the addition of minigrant opportunities made available in FY 14 allowed for greater visibility of safety messages. A resource guide was created that will quickly allow anyone in Pennsylvania looking for a young driver safety program to find a contact and basic information about the program. Pennsylvania has created new programs along with expanding and updating old ones to continue pushing the message of young driver safety and will continue to do so in coming grant years.

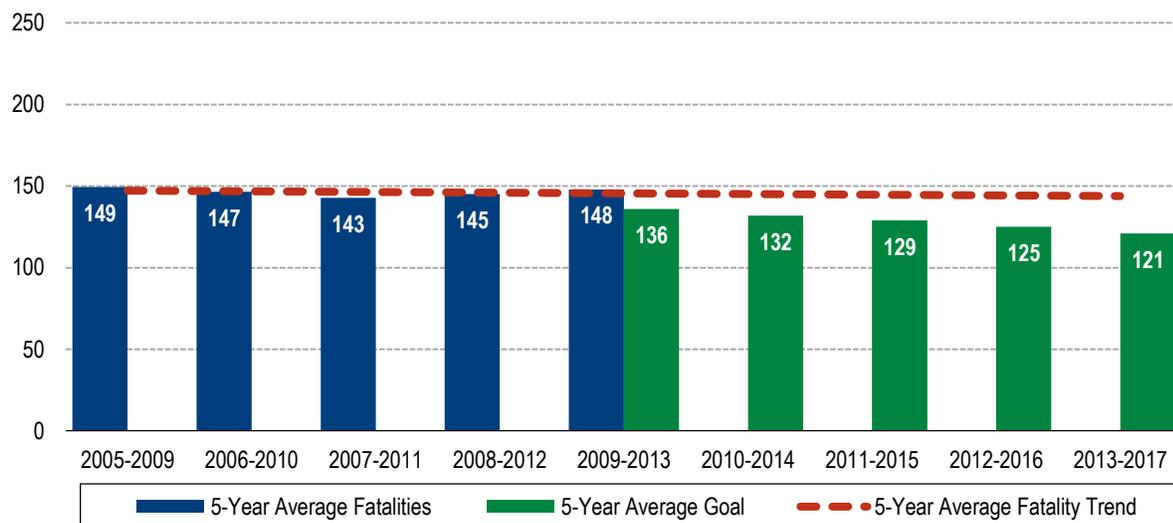
PEDESTRIAN SAFETY

Pedestrian safety is an emerging focus area of highway safety. The five-year rolling average of pedestrian fatalities has remained stubbornly high over the past few years, but decreases in annual fatalities and serious injuries occurred from 2012 to 2013. Pedestrian fatalities make up a significant part of the overall roadway fatalities, accounting for 12 percent.

Performance Goals

- **SHSP Goal:** Decrease the five-year average number of pedestrian fatalities to 132 in 2014 to remain on pace to achieve the Strategic Highway Safety Plan long-term goal of reaching 50 percent fatality reduction by 2030.
- **GOAL NOT MET:** The five-year average number of pedestrian fatalities from 2009 to 2013 was 148 per year.

Figure 3.11 Pedestrian Fatalities
Historical Five-Year Average and Goals



- **Annual Goal:** Decrease pedestrian fatalities to 160 in 2014.
- **GOAL MET:** 2014 pedestrian fatality data is not yet available; however, based on 2013 data, Pennsylvania has exceeded the 2014 HSP Performance Target. There were 151 pedestrian fatalities in 2013, compared to the 2014 target of 160 fatalities.

Table 3.16 Annual Goals
Pedestrian Safety

	Crash	Major Injury	Fatality
2014 Goal	4,500	375	160
2013 Actual	4,374	335	151

Safety Measures and Results

In addition to tracking the core NHTSA performance measures, Pennsylvania also tracks data for individual programs and projects. Table 3.17 presents these results.

Table 3.17 Safety Measures and Results
Pedestrian Safety

Safety Measurements	Results
Facilitate and support at least one bike and pedestrian safety campaign in the City of Philadelphia.	Goal Not Met: 0
Implement six Walkable Communities Programs.	Goal Not Met: 4

Countermeasures

Philadelphia Bike and Pedestrian Safety Program (CP-2014-03-14-00 State)

In 2013, there were 37 pedestrian-related fatalities and 1,797 injuries in the city of Philadelphia. As the largest urban area in Pennsylvania, these fatalities and injuries represent a large part of statewide fatalities and injuries. Reducing traffic fatalities and injuries is one of Philadelphia’s top transportation and public health goals.

Due to the NHTSA and FHWA Pedestrian Safety Cooperative Agreement that was awarded to the Commonwealth to address issues in the City of Philadelphia, the Department did not support the bike and pedestrian media campaign as originally proposed in the FY 2014 Highway Safety Plan. Time and resources were invested in applying for the cooperative agreement and carrying it through award execution during FY 2014. The project funded by this agreement currently is in the early implementation phases, during which new ads were developed for the successful “It’s Road Safety, Not Rocket Science” campaign. (CTW, Chapter 8: Sections 2.1, 2.3, 4.3, 4.5)



Walkable Community Programs (RS-2014-01-13-00 State; RS-2014-01-14-00 Federal/State)

Properly designed and implemented pedestrian improvements reduce crashes involving pedestrians. PennDOT created a methodology that allows traffic safety engineers to quickly identify pedestrian high crash locations within communities. Focusing specifically on local roads and local road intersections with PennDOT roads, engineers utilize the methodology to develop low-cost solutions to mitigate the crash potential at those locations. These low-cost “solutions” or safety improvements are safety countermeasures that address specific crash causes at an intersection or roadway that may be implemented with relatively little cost incurred by municipal forces. Some of the low-cost solutions, such as pedestrian channeling devices, are funded under this program.

To date, 86 total locations have been identified as candidates for program implementation. Programs have been completed at 22 locations, four of which were completed during FY 2014. Two program sites are still active and two are inactive. There are 60 locations remaining. (CTW, Chapter 8: Sections 4.1, 4.3)

Summary

Pedestrian safety is an emerging concern both in the nation and in Pennsylvania. As more individuals choose to walk and bike, the safe interaction between traditional and nontraditional roadway users is a key concern. While the Walkable Communities Program has been in place for several years, there is a need for more collaboration between educational program coordinators and enforcement partners. That is why the Highway Safety Office is pleased to have been awarded a Pedestrian Focus City grant to address issues in the City of Philadelphia.

In 2011, FHWA identified 25 cities in the United States that averaged more than 20 pedestrian fatalities annually over a five-year period, or having a pedestrian fatality rate greater than 2.33 per 100,000 population. Per the RFP requirements, the PennDOT HSO worked with the Philadelphia Mayor’s Office of Transportation and Utilities (MOTU) over the summer of 2013 to update their citywide Pedestrian Safety Plan. This plan was the backbone of the HSO’s proposal.

The executed grant program involves many city partners to help reduce pedestrian crashes and fatalities. Those partners include MOTU, Philadelphia Police Department, Public Health Management Corporation, Philadelphia Streets Department, Safe Routes Philly, and a media contractor yet to be determined.

This comprehensive plan incorporates innovative outreach methods based at and around high crash locations throughout the city (i.e., targeted social media, updated police pedestrian training video, bus/subway advertising, and trained pedestrian outreach professionals at high crash intersections).

Enforcement and evaluation are also two major components of the proposed activities. A pre/post evaluation of activity will be conducted by the PHMC Research and Evaluation Group. Following the completion of the two-year project, the Highway Safety Office plans to introduce best practices and lessons learned in Philadelphia to other areas of the state with significant pedestrian crash issues.

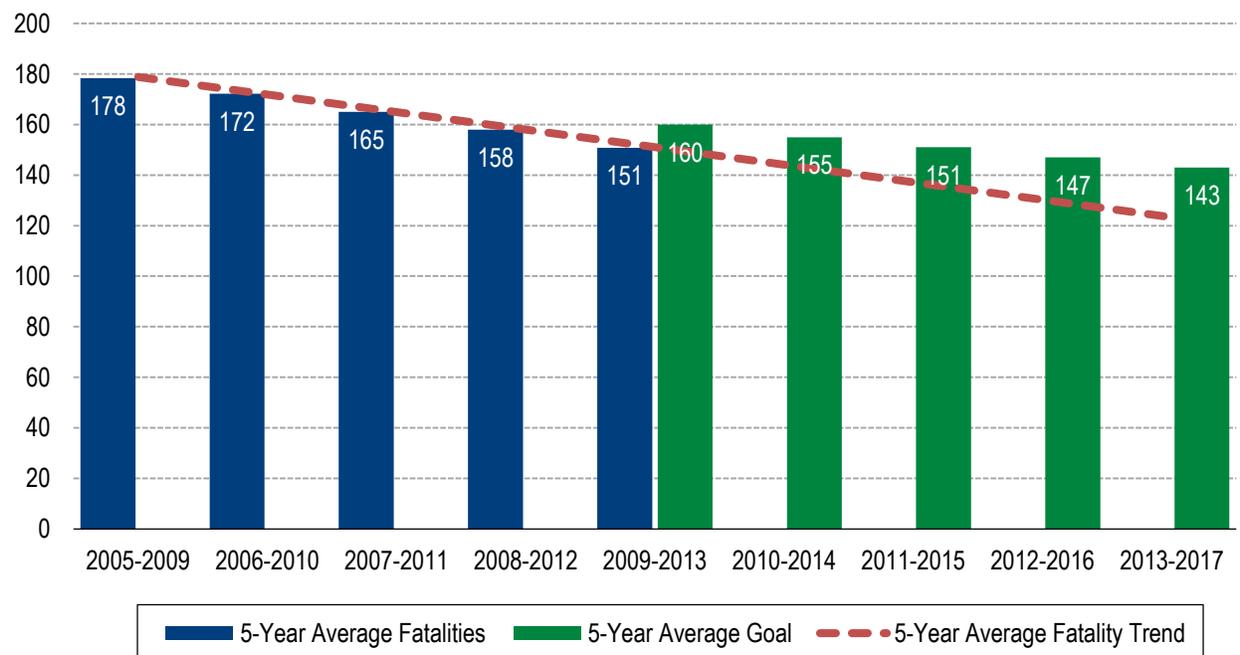
COMMERCIAL VEHICLE

On average, commercial motor vehicle (CMV)-related crashes accounted for approximately 12 percent of the total traffic-related fatalities and seven percent of the major injuries that occurred on Pennsylvania’s roads in 2013. In conjunction with the Pennsylvania State Police (PSP) and other law enforcement agencies, PennDOT has helped enhance enforcement efforts that target aggressive driving by, and around, heavy trucks. PennDOT reached out to CMV communities and the driving public to further help address these behavioral safety concerns, and better teach safer interactions on the roads. Pennsylvania has one of the largest trucking industries in the nation with large trucks traveling approximately 87.2 million miles annually on State roadways. (FHWA, VM-4, 2011)

Performance Goals

- **SHSP Goal:** Decrease the five-year average number of commercial vehicle fatalities to 155 in 2014 to remain on pace to achieve the Strategic Highway Safety Plan long-term goal of reaching 50 percent fatality reduction by 2030.
- **GOAL MET:** The average number of commercial vehicle fatalities from 2009 to 2013 was 151 per year.

Figure 3.12 Commercial Motor Vehicle Fatalities
Historical Fatality Data and Future Goals



- **Annual Goal:** Decrease commercial vehicle fatalities to 150 in 2014.

- **GOAL MET:** 2014 commercial vehicle fatality data is not yet available; however, based on 2013 data, Pennsylvania has exceeded the 2014 HSP Performance Target. There were 148 commercial vehicle fatalities in 2013, compared to the 2014 target of 150 fatalities.

Table 3.18 Annual Goals
Commercial Vehicles

	Crash	Major Injury	Fatality
2014 Goal	5,700	205	150
2013 Actual	6,121	203	148

Safety Measures and Results

In addition to tracking the core NHTSA performance measures, Pennsylvania also tracks data for individual programs and projects. Table 3.19 presents these results.

Table 3.19 Safety Measures and Results
Commercial Vehicles

Safety Measurements	Results
Conduct one Commercial Motor Vehicle Safety Symposium.	Goal Not Met: A Commercial Motor Vehicle Safety Symposium was not conducted in FFY 2014.
Increase the number of Level III or driver-only CMV inspections.	Goal Met: The number increased.
Develop two outreach materials.	Goal Not Met: No outreach materials were developed in FFY 2014.
Increase the amount of CMVs with DOT numbers.	Goal Met: This amount increased. To date, for FFY 2014, 1,172 CMVs applied for DOT numbers.
Expand CMV inspections that include traffic enforcement/moving violations as well as inspections conducted on for-hire passenger vehicles.	Goal Met: CMV inspections were increased. To date, for FFY 2014, 86,933 MSCAP Roadside Inspections were conducted.
Decrease the out of service violation rate for CMVs operating in support of the Marcellus Shale industry.	Goal Met: The out of service violation rate decreased. To date for FFY 2014, 1,118 MCSAP Inspections (Marcellus Shale) were conducted.

Countermeasures

Driver Education and Outreach (DE-2014-01-13-00 Federal; DE-2014-01-14-00 Federal)

Grant funds have been earmarked to assist Pennsylvania’s CMV operators, companies, and other relevant transportation entities with safety outreach. The funding will provide support for a statewide CMV Highway symposium and other pertinent costs to make the symposium/outreach successful. (HSP Guidelines No. 4, IV)

Summary

Each year our CTSP program assists with implementing CMV safety programs and community educational outreach events. During FY 2014, CTSPs conducted approximately 130 dedicated CMV safety programs in schools, community centers, and public locations throughout the State. Some examples of these events include “No Zone” educational demonstrations, safe driving competitions (partnership with Pennsylvania Motor Truck Association), and Marcellus shale industry outreach.

The HSO partners with the Pennsylvania State Police (PSP) to address many commercial vehicle safety efforts. Each year the HSO assists the PSP’s Commercial Vehicle Safety Division with the analysis and identification of overrepresented CMV crash corridors in the State. In FY 2014, PSP conducted 53 CMV targeted enforcement waves in those identified corridors. Additionally, the PSP’s Commercial Vehicle Safety Division oversees the State’s Motor Carrier Safety Assistance Program (MCSAP) and provides status updates on driver and vehicle safety compliance for the State. During the FY 2014, PSP conducted 15 MCSAP trainings for police, 118,906 roadside MCSAP inspections (1,596 Marcellus shale industry), 617,584 CMV’s were weighed, and conducted further enforcement to address intrastate trucks and DOT number compliance.

TRAFFIC SAFETY INFORMATION SYSTEMS

Pennsylvania’s traffic records system provides the basic information necessary for efficient and successful highway safety efforts at the local, state, and Federal levels of government. The statewide traffic records system is used to perform problem identification, establish goals and performance measures, allocate resources, determine the progress of specific programs, and support the development and evaluation of highway and vehicle safety countermeasures.

Crash record management is divided into three sections. The Reports section sorts, categorizes, batches, and prepares paper crash reports from the field and ensures that the reports are scanned into the Crash Report System (CRS). The Analysis section uses the CRS validates crash information coming in from paper and electronic police crash reports, checking the incoming data against a set of 400 edits. The Information Systems section is responsible for providing crash data to end users using the Crash Data Analysis and Retrieval Tool (CDART) to retrieve summarized data. Those requesting data include engineers, the media, the Attorney General’s office, program managers, police officers, and the general public. The data is used to help create the Strategic Highway Safety Plan, set safety targets, determine safety focus areas, and develop implementation strategies.

Projects that will be implemented in Fiscal Year 2014 to improve the State data system are outlined in the 2014 Traffic Records Strategic Plan, which was created under the direction of the Traffic Records Coordinating Committee (TRCC). The plan includes identified deficiencies in the system, crash records performance measures, updates on ongoing projects, and two additional projects that were added.

Table 3.20 Annual Targets

	Completeness	Accuracy
2014 Target	0.83	0.51
2014 Actual	0.81	0.49

Safety Measures and Results

In addition to tracking the core NHTSA performance measures, Pennsylvania also tracks data for individual programs and projects. Table 3.21 presents these results.

Table 3.21 Safety Measures and Results
Traffic Safety Information Systems

Safety Measurements	Results
Provide technical assistance and training activities to 20 police agencies helping to convert them to TraCS software for reporting crashes and citations electronically.	Goal Met: Technical assistance and training activities were provided to 20 police agencies.
Outreach to Philadelphia Police Department to transition from paper CR to electronic filing.	Goal Met: Assistance was provided to the Philadelphia Police Department.
Develop and promote technical standards for data collection, analytical methods, and highway information systems and program applications.	Goal Met: Technical standards were developed and promoted.
Provide links to data, querying and mapping capability by the end of the fiscal year.	Goal Not Met: The goal was to provide three links, but two were provided by the end of the fiscal year.
Assess capability, analyze requirements, conduct survey, and prepare solution assessment for each Asset component by the end of the fiscal year.	Goal Not Met: The traffic records projects to complete this metric were cancelled.
Prepare CMF report, application methodology, and training presentation by the end of the fiscal year.	Goal Not Met: The traffic records projects to complete this metric were cancelled.
The project was just recently proposed and approved. Milestones have yet to be established.	Goal Met: The project was completed.
Update municipal-owned road traffic counts on a 10-year cycle.	Goal Partially Met: This project remains on pace.

Countermeasures

Crash Reporting Law Enforcement Liaison (LEL) (K9-2014-01-11-01 Federal; K9-2014-01-12-01 Federal)

Without an effective Traffic Records System, it is impossible to make effective decisions to help prevent traffic crashes and save lives. The success of traffic safety and highway improvement programs hinges on the analysis of accurate and reliable traffic crash data. There is a need for better information of the circumstance of collisions to provide facts to guide programs, including enforcement, education, maintenance, vehicle inspection, emergency medical services, and engineering to improve streets and highways.

The success of the Pennsylvania Department of Transportation Crash Reporting System relies on the data received from law enforcement agencies (LEA) throughout the State. Enforcement agencies, if they do submit data, do so through a combination of both paper and electronic mediums. The hope of collecting all crash reports electronically may never be realized allowing the status quo. Interventions must be established to target local LEAs to significantly improve timeliness, accuracy, and completeness, and eliminate the manual data entry process. This project continues to provide the LEA community with a Crash Reporting Law Enforcement Liaison (CR LEL) as a point of contact between PennDOT’s Crash Information Systems and Analysis, Bureau of Maintenance and Operations, and 1,200 municipal police agencies across the State.

This grant period marks the end of the fifth year of the Crash Records (CR) project of intense interaction with Pennsylvania LEAs for the expressed purpose of encouraging their transition from the preparation

and submission of paper crash reports to electronic filing, reduction of reporting error rates, and increased compliance with statutorily required timeliness of report submission.

Throughout FFY 14 Crash Record project year, paper submissions have been virtually eliminated, with the exception of the City of Philadelphia. The CR LELs devoted the greater percentage of their time and effort with assisting LEAs toward 100 percent electronic submissions in an error-free manner and submission of reports within the required 15 days.

The following represents a brief snapshot of the Crash Record System and the CR LEL Project's accomplishments during FFY 14.

- Of the average 1,110 LEAs reporting crashes in Pennsylvania, all (with the exception of Philadelphia) are 100 percent web-based.
- The CR LEL grant handled 2,762 technical requests.
- All LEAs have been notified and briefed on the fast FARS requirement and the importance of submitting FARS within 24 hours.
- CR LELs continue to monitor LEAs regarding advanced fatal crash notifications as well as certifications.
- The availability of CR LELs to provide 24/7 technical assistance for varied issues remains the single most important feature of this project for LEAs.
- Began an initiative to transition 10 to 20 LEAs into the TraCS network. Two LEAs, Mt. Lebanon and East Hempfield are in the full production mode and are e-filing citations along with crashes.
- Several trainings and a pilot of the TraCS system occurred in the City of Philadelphia. We hope to start implementation of TraCS in FFY 15 to advance their efforts and begin the electronic submission of crash reports and e-filing of citations.

Crash Architecture and Public/Partner Data Interface (K9-2014-01-11-02 Federal; K9-2014-01-12-02 Federal)

Provide our partners and the public with fast, user-friendly access to available crash data. The public currently has access through our annual Crash Facts and Statistics Book published on-line. But this document only covers high-level crash data. Additionally, data can be requested through contacting PennDOT's Crash Information Management Section. But neither of these options provide the user quick and easy access to detailed crash information. The goal is to create an on-line system that has an easy to use interface that allows the general user access to easily digestible information. This includes using mapping capabilities and eventually the ability to query other system's data in combination with the crash data. This project was finally publically released just days before the end of the Federal fiscal year. The interface is now formally known as the Pennsylvania Crash Information Tool (PCIT) and is located at <https://www.dotcrashinfo.pa.gov/PCIT/welcome.html>.

Safety and Enterprise Asset Management Program (K9-2014-01-11-03 Federal; K9-2014-01-12-03 Federal)

The basis of this project was to improve the Crash Records System and other Information/Decision Support Systems. Improvements were to be made to motorcycle, pedestrian, and heavy truck safety while enhancing safety on local roads. The project unfortunately never came to fruition due to competing IT resources. New avenues for improving local road data will be investigated for future project consideration.

Pennsylvania Crash Modification Factor Project (K9-2014-01-11-04 Federal; K9-2014-01-12-04 State)

With the introduction of the Highway Safety Manual (HSM), the highway safety community has defined in specific safety terms that safety performance is measured in terms of crash frequency and crash severity. The HSM encourages the integration of substantive safety into project development. The aim of this effort is not only at optimizing the safety performance, but also at reducing the cost of implementation. A CMF is a multiplicative factor used to compute the expected number of crashes after implementing a given countermeasure at a specific site. CMFs are the ratio of the effectiveness of one condition in comparison to another condition. CMFs are multiplied with the crash frequency predicted by the Safety Performance Functions (SPF) to account for the difference between site conditions and specified base conditions. In general, the applicability of a CMF may vary by crash severity, crash type, and/or site condition. In order to use the HSM, we must establish State-specific CMFs.

TraCS Central Server Project (K9-2014-01-11-05 Federal; K9-2014-01-12-05 Federal)

Once crash reports are completed in TraCS, local agencies have the ability to FTP those reports directly to PennDOT. However, once citations are completed in TraCS, there currently is not a way for local agencies to electronically transmit those citations to the court system (AOPC). To combat the problem, a centralized server approach is recommended. The Pennsylvania TTL Central Server would act as a broker between local agencies using TraCS and JNET and would assist in the electronic transmission process of citations to AOPC. The Central Server would accept TraCS citation data from a local agency, forward it onto JNET, and accept the asynchronous messages back from AOPC and JNET on behalf of the agency. The agency's TraCS Server would then make regularly scheduled requests to the Central Server to receive any new asynchronous messages. The server was placed in Lancaster County and began Production Environment operations in July 2014.

A Rewrite of the Vehicle Registration and Driver Licensing Systems (K9-2014-01-00-00 State)

Currently, the systems are 20 to 30 years old and need to be updated to take advantage of the new technology and improve on the business practices. A modernized driver and vehicle system will allow us to better track customers' driver and vehicle products. The expected outcomes will be able to anticipate and respond to changing business dynamics, improve customer satisfaction, reduce the cost of doing

business, enhance the privacy and security of customer information and products, and maximize productivity and efficiency.

Collection of Traffic Data on Municipal-Owned Roads (K9-2014-01-00-00 State)

Pennsylvania has over 72,000 miles of roadway, not on the Federal-Aid System, owned by its municipalities. Since traffic data has never been collected by the Department on these roads, Pennsylvania has struggled to determine an accurate estimate of traffic volume on these roads. The Department will collect traffic data municipally owned roads which will improve the ability to work with local governments and planning organizations for various projects. Collections have and will occur in all 67 counties and will be representative of the amount of rural, small urban and urbanized municipally owned mileage in each county. Traffic counts are processed on municipal-owned roads using the same criteria currently utilized for all other traffic counts collected by the Department.

CDART System Enhancements (K9-2014-01-00-00 State)

Every year the CDART user base expands bringing with it new users who need new ways to access the data. Additionally, the current users also request ways that can help them retrieve more useful data. Improvements are made to enhance existing tools and to add new tools to make the application more useful to users. This improves the accessibility of crash data to a wide range of users.

COMMUNICATIONS

PennDOT’s Central Press Office and regional Safety Press Officers manage the media for the highway safety program. Press releases promoting enforcement activities, law-enforcement trainings, safety initiatives, and community events are reviewed, sent out, and tracked year-round.

The staff also works with state and Federal partners to record public service announcements, maximize interview opportunities, schedule and execute press conferences and outreach meetings, as well as ensure social media is incorporated.

In FY 14, Child Passenger Safety Week infographics made a large impression when shared on PennDOT’s Facebook page. The most popular infographic received 295 likes, comments, and shares, and reached more than 18,000 people.

PennDOT central office also maintained a statewide Twitter account, @PennDOTNews, and the regional press officers maintained 511PA twitter accounts to ensure travelers are up to date on the latest initiatives and road conditions. PennDOT’s YouTube Channel, <http://www.youtube.com/user/PennsylvaniaDOT>, houses several highway safety videos such as “Walk This Way: Pedestrian Safety for Young Children,” which has more than 18,000 views.

The Press Office utilizes state funds for paid media campaigns, which are coordinated and implemented by press office staff as a part of the highway safety program. The press officers ensure that each campaign has a consistent brand identity, and that the messaging compliments Federal efforts.

Press releases, electronic messaging, talking points, and media interviews use national enforcement messaging, such as “Click It or Ticket” or “Drive Sober or Get Pulled Over,” while Pennsylvania has established its own brand recognition through Just Drive PA. All designs, slogans, and media budget uses are approved by the Governor’s Press Office.

To strengthen PennDOT’s reach, a Safety Communications Plan was issued in January 2014, and updated in November 2014, to reflect FY 2014 and 2015 initiatives. It aims to create a one-stop shop for all of the department’s highway safety efforts, and includes a yearly calendar, release and media advisory templates, specialized statistics, proposed talking points, social media posts, and more.

To complement the plan, an updated activity reporting system was created by the Highway Safety and Central Press Office and released in June 2014. The reports are updated quarterly and send out to executive staff and state partners.



Paid marketing buys are purchased for the following campaigns:

- **“Just Drive – Distractions Can Wait.”** National Distracted Driving Awareness Month, April;
- **“Just Buckle Up – A Click Can Save Your Life.”** May CIOT mobilization; and
- **“Just Drive – Safe and Sober.”** Labor Day and Independence Day DUI enforcement crackdowns.

In April, on-line and radio advertising were deployed and include reminders of Pennsylvania’s no-texting-while-driving law. Governor Tom Corbett was featured in two antidistracted driving videos that were used. The campaign’s cost was \$225,000.

In May, on-line advertising, radio, and lifestyle advertising in the form of window clings and gas pump toppers in convenience stores/gas stations targeted males age 21 to 54. This demographic has been identified through the court reporting network (CRN) data as major contributors to the impaired driving problem. \$225,000 was spent on the campaign.

During Independence Day and Labor Day, radio messages, on-line ads, and lifestyle advertising in gas/convenience stores target males age 18 to 54, nighttime drivers, and pickup truck drivers. This demographic has been identified as least likely to wear seat belts. The campaign will be in addition to CIOT branded messaging that will be used per NHTSA requirements. The Independence Day campaign cost roughly \$305,000 and the Labor Day campaign cost roughly \$300,000.

4. Program Funding

FUNDING OVERVIEW

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.

- BOMO awarded 32 grants in FY 2014 totaling \$9,508,912.22 under this program.
- \$7,919,170.25 of committed §402 funds (83 percent) has been spent during the fiscal year.

Section 405b Program (Occupant Protection Incentive Grants)

Section 405b 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.

- BOMO awarded two grants in FY 2014 totaling \$2,050,000.00 under this program.
- \$1,898,881.40 of committed §405b funds (93 percent) has been spent during the fiscal year.

Section 408/405c Program (State Traffic Safety Information System Improvement Grants)

Section 408/405c 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.

- BOMO awarded five grants in FY 2014 totaling \$2,609,415.19 (\$2,609,415.19 §408; \$0.00 §405c) under this program.
- \$1,194,738.39 of committed §408 funds (46 percent) has been spent during the fiscal year.

Section 405d Program (Alcohol-Impaired Driving Countermeasures)

Section 405d 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.

- BOMO awarded 56 grants in FY 2014 totaling \$5,856,874.07 under this program.
- \$5,053,144.46 of committed §405d funds (86 percent) have been spent during the fiscal year.

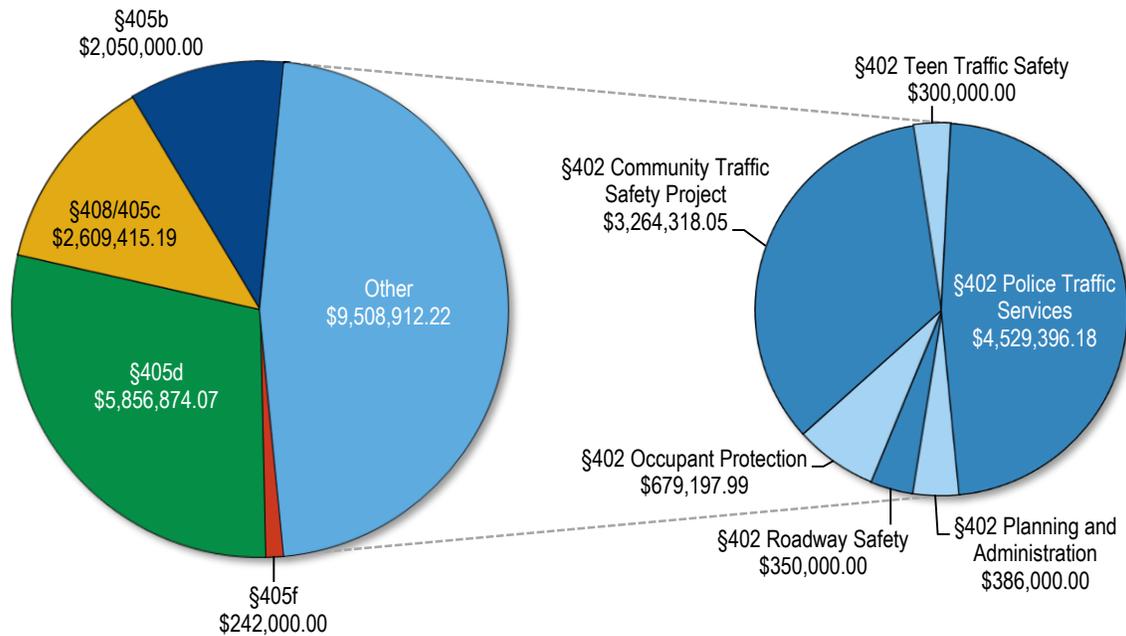
Section 405f Program (Motorcyclist Safety Programs)

Section 405f provides incentive grants to states for motorcyclist safety training and motorcyclist awareness programs.

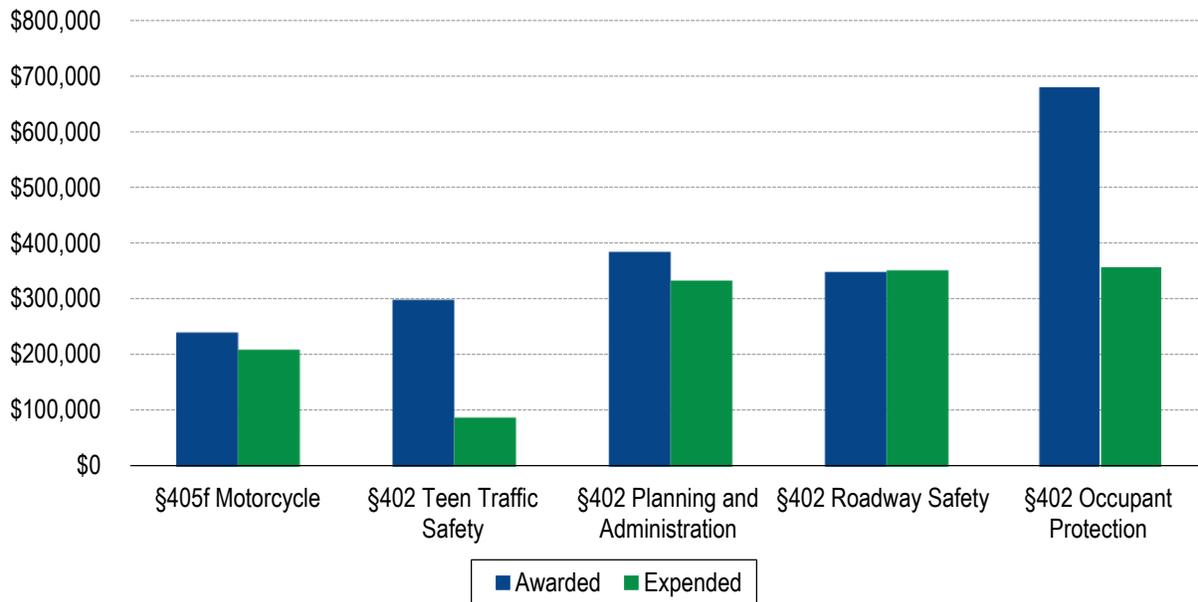
- BOMO awarded one grant in FY 2014 totaling \$242,000.00 under this program.
- \$209,211.42 (86 percent) of committed §405f funds have been spent during the fiscal year.

NHTSA GRANT FUNDS AWARDED

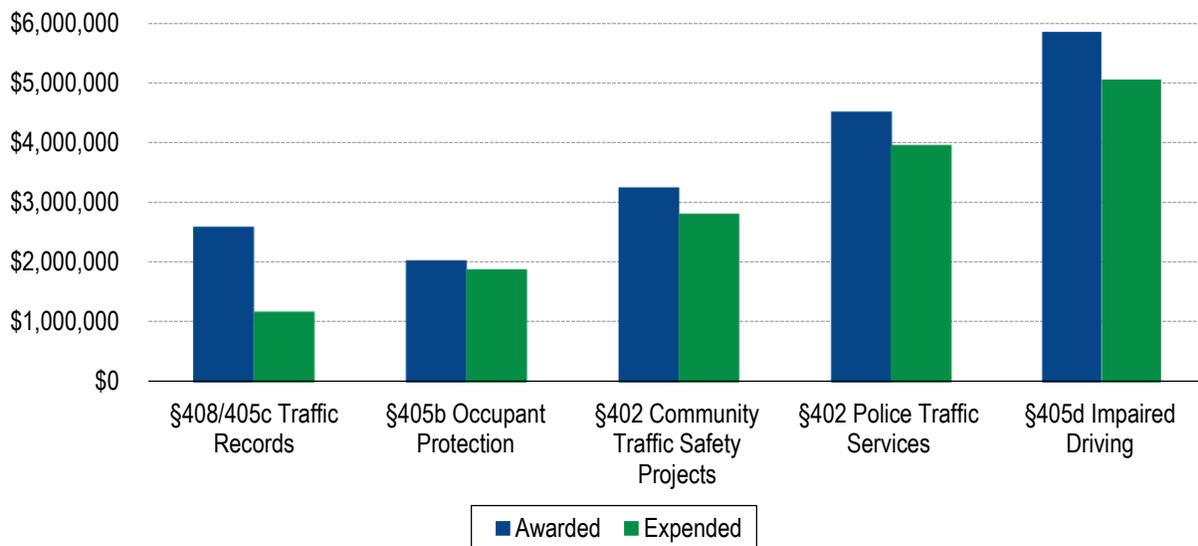
Figure 4.1 NHTSA SAFETEA-LU Overall Highways Safety Grant Funds Awarded Breakdown
FFY 2014 §402 Breakdown



**Figure 4.2 NHTSA SAFETEA-LU Overall Highways Safety Grant Funds
Awarded versus Expenditures
FFY 2014 (≤\$1,000,000)**



**Figure 4.3 NHTSA SAFETEA-LU Overall Highways Safety Grant Funds
Awarded versus Expenditures
FFY 2014 (>\$1,000,000)**



HIGHWAY SAFETY PROGRAM EXPENDITURES (PROJECT LIST)

Table 4.1 Federal Fiscal Year 2014 Highway Safety Program Expenditures

Program Area	CFDA	Program Description	Expended Funds
PA-2014-01-00-00	20.600	Planning and Administration	\$331,375.34
OP-2014-01-00-00	20.600	Occupant Protection Enforcement and Education Program (local)	\$307,525.65
OP-2014-02-00-00	20.600	Pennsylvania State Police Occupant Protection (CPS)	\$32,196.06
OP-2014-03-00-00	20.600	CPS Program Efforts	\$15,169.76
PT-2014-01-00-00	20.600	Pennsylvania State Police Traffic Services	\$1,599,015.23
PT-2014-02-00-00	20.600	Corridor Safety Enforcement	\$100,371.00
PT-2014-03-00-00	20.600	Aggressive Driving Enforcement and Education Program (local)	\$1,739,428.67
PT-2014-04-00-00	20.600	Dept. Ed Institute for Law Enforcement Training (402)	\$95,078.48
PT-2014-05-00-00	20.600	Pennsylvania State Police – DREAD	\$434,160.00
CP-2014-01-00-00	20.600	Pennsylvania Community Traffic Safety Projects	\$1,994,192.38
CP-2014-02-00-00	20.600	Traffic Injury Prevention Program	\$831,037.72
CP-2014-03-00-00	20.600	Public Information and Education	\$0.00
CP-2014-04-00-00	20.600	Grant Program Training Needs	\$1,636.65
RS-2014-01-00-00	20.600	Local Technical Assistance Program	\$349,777.29
TSP-2014-01-00-00	20.600	Teen Traffic Safety	\$88,206.02
Subtotal CFDA #20.600 (\$402)			\$7,919,170.25
K9-2014-01-00-00	20.610	Traffic Records Coordinating Committee Projects	\$1,194,738.39
Subtotal CFDA #20.610 (\$408)			\$1,194,738.39
M2HVE-2014-01-00-00	20.616	Pennsylvania State Police – Occupant Protection Enforcement and Education Program	\$924,792.68
M2HVE-2014-02-00-00	20.616	Occupant Protection Enforcement and Education Program (local)	\$974,088.72
Subtotal CFDA #20.616 (\$405b)			\$1,898,881.40
M3DA-2014-01-00-00	20.616	Traffic Records Coordinating Committee Projects	\$0.00
Subtotal CFDA #20.616 (\$405c)			\$0.00
M5HVE-2014-01-00-00	20.616	Pennsylvania State Police – Impaired Driving Program	\$1,779,076.83
M5HVE-2014-02-00-00	20.616	Local Police – Impaired Driving Programs	\$2,127,998.52
M5HVE-2014-03-00-00	20.616	Pennsylvania DUI Association	\$549,961.16
M5CS-2014-01-00-00	20.616	DUI Court Programs	\$181,242.36
M5TR-2014-01-00-00	20.616	Dept. Ed Institute for Law Enforcement Training (405d)	\$283,985.22
M5TR-2014-01-00-00	20.616	Traffic Safety Resource Prosecutor	\$130,880.37
Subtotal CFDA #20.616 (\$405d)			\$5,053,144.46
M9MA-2014-01-00-00	20.616	Motorcycle Safety Initiatives	\$209,211.42
Subtotal CFDA #20.616 (\$405f)			\$209,211.42
Total NHTSA			\$16,275,145.92