

**NEW YORK STATE**  
**FFY 2022**  
**HIGHWAY SAFETY STRATEGIC PLAN**

**New York State**  
**Governor's Traffic Safety Committee**  
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# New York State FFY 2022 Highway Safety Strategic Plan

## EQUITY IN TRAFFIC SAFETY

The tragic death of George Floyd in 2020 initiated a national conversation centered on equity, and equity in traffic safety was not to be exempt from this discussion. Traffic deaths are a public health crisis in our country, with 36,560 lives being taken in 2018, hundreds of thousands of serious injuries and millions impacted. The mission of the Governor's Traffic Safety Committee (GTSC) is the safety of everyone on the road. GTSC funds a wide range of countermeasures, including education, enforcement and community engagement, which are proven to help reduce roadway crashes, injuries and fatalities.

Deaths that are unjustified and tragic that occur at the hands of law enforcement, potentially involving traffic enforcement, have reminded us that excessive force, disparate treatment, and individual and systemic racism in policing threaten public safety and roadway safety. No highway safety program can survive without public trust. The law enforcement community is not exempt from the bias, prejudice and racism that have a long history in our nation. The persistence of these challenges negatively impacts all Americans, including the honorable and professional law enforcement officers in our communities.

GTSC condemns racism in all its forms. Race, religion, sexual orientation or any other individual unique characteristic should never be the reason for a traffic stop, consciously or unconsciously, nor should these characteristics be used to determine who to ticket, who to test, who to search or who to arrest.

GTSC encourages grant subrecipients to take proactive steps to root out bias in traffic stops, analyze and reform policies on use of force and officer intervention, when necessary, and to ensure high-quality officer recruitment and ongoing training.

GTSC will prioritize and incorporate perspectives from minorities, low-income communities and all others impacted by highway safety planning and will continue to use data to deliver programming in minority and underserved communities.

While GTSC fully supports reforms, we continue to support the proven role of traffic enforcement and the wider criminal justice system to prevent crashes, deaths and injuries, stop dangerous driving and hold drivers accountable for poor, often deadly, choices. GTSC also supports law enforcement officers who faithfully and equitably implement highway safety programs and who risk their lives every day in a demanding profession and condemns any unprovoked violence towards law enforcement.

For this truly to be a period of reform and improvement, we commit to a long-term look at our practices and what highway safety offices individually and collectively can do to ensure fair and equitable traffic enforcement.

# Highway Safety Planning Process

## Introduction

The latest federal transportation authorization legislation Fixing America's Surface Transportation (FAST) Act, was enacted on December 4, 2015. The FAST Act includes the Section 402 State and Community Highway Safety grant program and the Section 405 National Priority Safety Program. The Section 405 program consists of a number of incentive grant programs. New York State meets the eligibility requirements to receive funding in the following areas: Occupant Protection, Traffic Records, Impaired Driving, Alcohol-Ignition Interlock, Motorcycle Safety and Non-motorized Safety.

In preparing the FFY 2022 Highway Safety Strategic Plan (HSSP), the Governor's Traffic Safety Committee (GTSC) continued to use a data-driven approach in identifying problems and setting priorities for the state's highway safety program. New York's performance-based planning process is inclusive and takes into account issues and strategies identified by the GTSC member agencies, other state and local agencies, enforcement agencies and not-for-profit organizations that have submitted applications for funding. The University at Albany's Institute for Traffic Safety Management and Research (ITSMR) provides analytical and technical support for the planning process and works closely with GTSC on the preparation of the HSSP.

## Data Sources

The national Fatality Analysis Reporting System (FARS) continues to be the official source of data for the core outcome fatality measures. New York's Accident Information System (AIS) is the source for all injury crash data in the HSSP, including the serious injuries core outcome measure. Much of the AIS data used in the HSSP were accessed through the online Traffic Safety Statistical Repository (TSSR). The AIS is also the source for the performance measures for drugged driving and distracted driving. At the time the FFY 2022 HSSP was prepared, 2019 FARS Annual Report File (ARF) data and 2019 AIS data were the most recent complete data files available. The source for the core behavioral measure, the observed seat belt use rate, is New York's annual observation survey conducted in June each year. Due to the pandemic, New York did not conduct a statewide seat belt survey in 2020; the rate from the 2019 survey was the most recent rate available for inclusion in the FFY 2022 HSSP.

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

The ticket data included in the HSSP were extracted from two sources: New York's Traffic Safety Law Enforcement and Disposition (TSLED) and Administrative Adjudication (AA) systems. Final ticket data for 2019 were available from each of these systems, which together cover all of New York State. Data on impaired driving arrests in New York City were received

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

Data from New York's Driver License and Vehicle Registration files and population data from the U.S. Census Bureau were also used in the analyses conducted as part of the problem identification process for various program areas in the FFY 2022 HSSP. A final source of data is the Department of Motor Vehicles (DMV) online survey of drivers conducted September-October 2020. This survey is described below.

### New York State Driver Behavior and Attitudinal Surveys

In addition to the outcome and behavioral measures discussed above, NHTSA encourages states to conduct annual surveys to track driver-reported behaviors, attitudes and perceptions related to major traffic safety issues. From 2010 to 2019, New York conducted annual surveys at five NYS Department of Motor Vehicles offices. The selected offices provided representation from the three major areas of the state. Three of the DMV offices are in the Upstate region: Albany (Albany County), Syracuse (Onondaga County), and Yonkers (Westchester County); one is in New York City (Brooklyn) and one is on Long Island (Medford, Suffolk County).

In addition to questions on seat belt use, speeding and alcohol impaired driving, the survey instrument has been modified over the years to include questions on new topics of interest. In order to collect information on the important topic of distracted driving, questions on cell phone use and texting while driving were included beginning with the 2012 survey, and a question on drugged driving was added to the survey beginning in 2016. Three more questions on drug use (primarily cannabis) and driving were added to the survey in 2019. Information is also collected on the age, gender and county of residence of the survey participants. A minimum of 300 surveys were conducted at each of the five DMV offices.

The 2020 survey was conducted online due to the closure of DMV offices and the health and safety risks involved in conducting the survey during the COVID-19 pandemic. During September and October 2020, more than 1,100 drivers from 61 of New York's 62 counties, all but the largely rural Wyoming County, east of Buffalo, completed online surveys. The survey included questions on the following topics:

- 4 questions on seat belt use, including 2 new questions on back-seat seat belt use
- 2 questions on speeding
- 7 questions on impaired driving
- 6 questions on cell phone use and texting while driving

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

### **Problem Identification Process**

At GTSC's request, ITSMR was responsible for conducting the problem identification process used by New York in developing the state's FFY 2022 data-driven HSSP. The first step in the

process was to conduct analyses on data extracted from the sources that have been described. The initial analyses were conducted using the most recent five years of FARS data (2015-2019) to determine the trend in each of the core performance measures related to fatalities. The trend in the number of serious injuries suffered in crashes was analyzed using 2015-2019 data from New York's AIS. A five-year moving average was calculated for each of these core measures. For the core behavioral measure, seat belt use rate, the results from the most recent annual observation survey was reviewed to determine the trend in the state's rate. Similar analyses were conducted on the additional performance measures established to track progress in several of the performance areas.

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

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

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

### **Process for Setting Performance Targets**

Performance targets were set for each of the core performance measures and for the additional measures selected by New York for inclusion in the FFY 2022 HSSP. New York's methodology for setting its FFY 2022 targets used a two-step process. The first step in the process involved a linear trend model. Adhering to the method recommended by the Federal Highway Administration (FHWA) and used by the NYS Department of Transportation (DOT) in setting its targets, linear trend analysis was conducted using the FORECAST function in Excel. With the

exception of the core behavioral measure, observed seat belt use rate, where the annual rate was used to set the target, the 5-year moving average was used as the data point for each year included in the linear trend analysis. The second step in the process involved discussing the targets estimated by this forecasting method with the state's key stakeholders. Based on their experience and knowledge of current traffic safety-related activities and programs and those that will be conducted over the next few years, the key stakeholders adjusted each of the forecasted targets, where warranted, based on what they thought was reasonable.

Targets are also set for improvements to the performance of the state's core traffic records systems (crash, citation/adjudication, driver, injury surveillance, vehicle and roadway). These data-driven targets are established in accordance with NHTSA guidelines that require states to show quantitative improvement in the data attribute of timeliness, accuracy, completeness, uniformity, integration or accessibility of a core database. The performance period for each target is a contiguous 12-month period starting no earlier than April 1 of the calendar year prior to the application due date compared to the comparable 12-month baseline period. The decision regarding the size of the decrease that could reasonably be achieved is based on the expert judgment of the Traffic Records Coordinating Council (TRCC) and its member agencies and their collective knowledge of current traffic records activities and those planned for the coming year.

### **Selection of Strategies**

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

### **Participants in the Process**

New York's performance-based planning process is inclusive and takes into account issues and strategies identified by the GTSC member agencies, other state and local agencies and organizations, enforcement agencies and not-for-profit organizations that have submitted applications for funding. GTSC conducts outreach at meetings, conferences and workshops throughout the year to gain input from the traffic safety community on emerging issues and new countermeasures that should be included in the HSSP. The annual GTSC meeting, convened by the GTSC Chair, is also used as an opportunity to review priorities and the status of initiatives undertaken by the GTSC member agencies. At the annual meeting, representatives from each agency report on both ongoing and new traffic safety-related programs implemented by their



agencies and through partnerships with other departments. Where appropriate, the information provided by the member agencies on current and proposed efforts to improve highway safety in the state is incorporated into the HSSP.

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

### **Engagement with Underserved Communities**

In preparing the FFY 2022 HSSP, renewed efforts were undertaken to engage with communities historically underrepresented and underserved in State, County, and Local Government in order to improve equity in the state's highway safety program. In April 2021, GTSC conducted two virtual Town Hall meetings and invited traffic safety partners from across the state to discuss ways to integrate a stronger focus on the needs of the state's underrepresented and underserved populations into the HSSP. The purpose was to reestablish and make new connections with community-based organizations that will improve the coordination, communication, and involvement needed for law enforcement and public information and education, as well as stakeholder recruitment efforts that will be included in the HSSP.

### **Description of Highway Safety Problems**

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

The top priorities of the FFY 2022 highway safety program are to address trends of increasing numbers of crashes involving specific highway users and contributing factors while maintaining and expanding on the success in areas where reductions have been achieved. The following tables show, for each performance measure, 5-year moving averages for 2015 and 2019 and the percentage change between the two. Additional analyses are presented separately in each program area section. New York has demonstrated steady year-over-year reductions since 2015 for the following 8 FARS and 3 AIS performance measures:



<b>Performance Measure</b>	<b>2011-2015</b>	<b>2015-2019</b>	<b>% change</b>
Traffic Fatalities (FARS)	1,146.0	1,015.6	-11.4%
Fatalities per 100 Million VMT (FARS/FHWA)	0.931	0.826	-11.3%
Unrestrained Passenger Vehicle Occupant Fatalities (FARS)	181.4	160.6	-11.5%
Alcohol-Impaired Driving Fatalities (FARS)	332.8	297.4	-10.6%
Persons Injured in Alcohol-Related Crashes (AIS)	5,888.0	5,463.6	-7.2%
Speeding-Related Fatalities (FARS)	344.6	303.0	-12.1%
Motorcyclist Fatalities (FARS)	164.2	146.4	-10.8%
Unhelmeted Motorcyclist Fatalities (FARS)	15.6	10.2	-34.6%
Motorcyclists Injured in Crashes (AIS)	4,626.4	4,043.2	-12.6%
F&PI Crashes Involving a Motorcycle and Another Vehicle in High-Risk Counties (AIS)	1,342.6	1,292.8	-3.7%
Drivers Age 20 or Younger Involved in Fatal Crashes (FARS)	119.4	94.8	-20.6%

New York's seat belt use rate reached an all-time high of 94.22% in 2019, an improvement of 2.2% over the rate of 92.23% in 2015.

For two FARS and two AIS performance measures, New York's five-year averages fluctuated between 2015 and 2019. Although there were overall declines for each of these performance measures during that time period, New York recognizes the need for continued monitoring and greater attention in these areas:

<b>Performance Measure</b>	<b>2011-2015</b>	<b>2015-2019</b>	<b>% change</b>
Persons Seriously Injured in Crashes (AIS)	11,547.0	11,286.8	-2.3%
Pedestrian Fatalities (FARS)	300.2	280.0	-6.7%
Pedestrians Injured in Crashes (AIS)	15,178.6	15,141.4	-0.2%
Bicyclist Fatalities (FARS)	44.8	39.4	-12.1%

Areas of greatest concern are the following three, where trends are moving upward and the five-year average in 2019 was higher than the five-year average in 2015:

<b>Performance Measure</b>	<b>2011-2015</b>	<b>2015-2019</b>	<b>% change</b>
Fatalities in Drug-Related Crashes (AIS)	213.0	267.6	25.6%
F&PI Crashes Involving Cell Phone Use and Texting (AIS)	416.2	492.0	18.2%
Bicyclists Injured in Crashes (AIS)	5,779.8	5,798.2	0.3%

The evidence-based approach to enforcement is reflected in the analyses of traffic tickets issued. After remaining stable between 2014 and 2016, the total number of traffic tickets increased by nearly 150,000 (4%) in 2017, then decreased 2% in 2018 and 4% in 2019. A five-year increase of 19% was reported for Long Island between 2015 and 2019, and a 2% increase for New York City. Tickets issued Upstate decreased 6% between 2015 and 2019.

For the state as a whole, speeding tickets, which had been on an upward trend from 2014 to 2016, declined between 2016 and 2019. The overall decrease in speeding tickets between 2015 and 2019 was 3%. Over the same period, 2015-2019, seat belt tickets declined by 15%. Evidence of efforts directed toward the enforcement of drug-impaired driving is also seen in the analyses of the TSLED ticket data. Between 2015 and 2019, the number of drivers ticketed for drugged driving declined 2%.

Based on the analyses, New York has identified a number of special emphasis areas for the coming year including drug-impaired driving, texting and other forms of distracted driving, and safety for pedestrians and bicyclists. In addition, ongoing efforts under all of the program areas will continue to ensure that the gains that have been made are maintained and expanded.

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

## Methods for Project Selection

### **Strategies for Programming Funds**

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

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

### **Project Selection, Negotiation and Award**

During the grant application review process, GTSC staff conduct an analysis of crashes, fatalities and injuries in the geographic areas of highest risk that each grant project proposal represents. Each project proposal undergoes a standardized, multi-tiered review that includes a numeric and qualitative evaluation of its problem identification, operational plan, performance targets, evaluation plan and budget. Grantee past performance is also evaluated (if applicable) through a review of progress reports, financial claims and on-site monitoring reports. Proposals

must be consistent with the priorities of New York's HSSP and with the evidence-based strategies that have been identified. At a minimum, all project proposals are assessed by a program specialist, financial specialist and the GTSC Director. The project review process involves different elements for different program areas as described below.

- Proposals for **Impaired Driving** projects are also assessed for their coordination with the direction of the state's Impaired Driving Advisory Council.
- Proposals for **Police Traffic Services** grants must include evidence-based enforcement strategies that are consistent with the state's evidence-based Traffic Safety Enforcement Program (TSEP).
- Project proposals for **Motorcycle Safety** are also reviewed to verify that they do not include motorcycle checkpoints and are consistent with the Share the Road message promoted by GTSC and its partners.
- Project proposals for **Non-motorized (Pedestrians and Bicyclists)** strategies are assessed for their impact on the targeted population identified in the grant and their emphasis on law-based education and outreach programs. Special consideration is given to focus communities that have been identified in New York's Pedestrian Safety Action Plan (PSAP).
- Proposals for **Occupant Protection** projects are also assessed for their efforts to address the high-risk groups that make up the approximately 6% who do not comply with the state's laws. GTSC follows the same process described above for the review of Child Passenger Safety mini-grant applications, project selection, and the negotiation and award of grant funds. Proposals for Child Passenger Safety projects are also assessed to determine whether the organization has a Safe Kids certified technician to carry out grant activities and demonstrates an understanding of their community demographics for effective outreach. Applications for Low-Income Education and Distribution Programs are also assessed to ensure that the populations that are served qualify for the receipt of child safety seats.
- Project proposals for **Traffic Records** funding are assessed for their impact on one of the New York's six core traffic safety data systems and the consistency of the proposed strategies with New York's Traffic Safety Information Systems Strategic Plan. Proposals are also reviewed to verify that they have been previously approved by the state's TRCC.
- Project proposals for **Community Traffic Safety Programs** are assessed to determine the depth of the agency's knowledge of the demographics and traffic safety problems in their locality. Program staff also evaluate if the agency is in the best position to address the identified problems.

## List of Information and Data Sources

GTSC and its partners consult a wide variety of information and data sources during the state's highway safety planning process. Updated crash and ticket data can be viewed online through New York's Traffic Safety Statistical Repository (TSSR), [www.itsmr.org/tssr](http://www.itsmr.org/tssr), developed and maintained by the Institute for Traffic Safety Management and Research (ITSMR).

The major sources of information and data include the following.

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

## Description of Outcomes

### Coordination of Data Collection and Information Systems

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

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

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

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

The FAST Act continues the requirements initiated under MAP-21 for states to develop a SHSP. The SHSP is a comprehensive, data-driven transportation safety plan developed in consultation with a broad range of safety stakeholders that provides strategic direction for the state's various planning documents, including the HSSP. The SHSP and the state's other highway safety planning documents should be developed cooperatively and have consistent safety goals and objectives that support a performance-based highway safety program.

Under the federal SAFETEA-LU legislation that preceded MAP-21, the NYS DOT was required to develop and implement a data-driven SHSP that identifies key emphasis areas to be addressed to reduce roadway fatalities and serious injuries in New York State. New York's original SHSP was developed through a collaborative process involving more than 150 representatives from public and private sector safety partners at the local, state and federal levels. The participation of FHWA, NHTSA, the Federal Motor Carrier Safety Administration (FMCSA) and the state agencies responsible for administering the federal programs within New York State in the development of the SHSP is indicative of the long-established working relationships among the highway safety partners in New York and with their federal partners.

### **Coordination of Performance Targets Among Planning Documents**

States are required to set consistent targets for the three performance measures (fatalities, fatality rate and serious injuries) that are common to the HSSP, the Highway Safety Improvement Program (HSIP) and the SHSP. FARS is the source for the fatalities and fatality rate measures and New York's AIS is the source for the serious injuries measure. In spring 2021, state partners collaborated on the selection of consistent targets for fatalities, the fatality rate and serious injuries for inclusion in the FFY 2022 HSSP, SHSP update and other planning documents prepared by NYS DOT.

## Performance Report

Fatality Analysis Reporting System (FARS) and New York State Accident Information System (AIS) data for 2019 are the most recent data available to assess progress toward the performance targets set in the FFY 2021 HSSP. Because the corresponding years of data are not yet available to assess progress, each target is categorized as “**in progress**”.

Performance Measure:	Target Period	Target Year(s)	Target Value FY21 HSP	Data Source*/ FY21 Progress Results	**On Track to Meet FY21 Target YES/NO (Optional)
C-1) Total Traffic Fatalities	5 year	2017-2021	1,012.7	2015-2019 FARS 1,015.6	In Progress
C-2) Serious Injuries in Traffic Crashes	5 year	2017-2021	10,896.8	2015-2019 State 11,286.8	In Progress
C-3) Fatalities/VMT	5 year	2017-2021	0.824	2015-2019 FARS, FHWA 0.826	In Progress

Note: For each of the Performance Measures C-4 through C-11, the State should indicate the Target Period which they used in the FY21 HSP.

C-4) Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions	5 year	2017-2021	157.6	2015-2019 FARS 160.6	In Progress
C-5) Alcohol-Impaired Driving Fatalities	5 year	2017-2021	297.5	2015-2019 FARS 297.4	In Progress
C-6) Speeding-Related Fatalities	5 year	2017-2021	307.1	2015-2019 FARS 303.0	In Progress
C-7) Motorcyclist Fatalities	5 year	2017-2021	145.2	2015-2019 FARS 146.4	In Progress
C-8) Unhelmeted Motorcyclist Fatalities	5 year	2017-2021	11.6	2015-2019 FARS 10.2	In Progress
C-9) Drivers Age 20 or Younger Involved in Fatal Crashes	5 year	2017-2021	95.6	2015-2019 FARS 94.8	In Progress

<b>Performance Measure:</b>	<b>Target Period</b>	<b>Target Year(s)</b>	<b>Target Value FY21 HSP</b>	<b>Data Source*/ FY21 Progress Results</b>	<b>**On Track to Meet FY21 Target YES/NO (Optional)</b>
C-10) Pedestrian Fatalities	5 year	2017-2021	272.4	2015-2019 FARS 280.0	In Progress
C-11) Bicyclist Fatalities	5 year	2017-2021	38.4	2015-2019 FARS 39.4	In Progress
B-1) Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey)	Annual	2021	94.95%	2019 State Survey 94.22%	In Progress
Number of persons injured in alcohol-related crashes	5 year	2017-2021	5,456.8	2015-2019 State 5,463.6	In Progress
Number of fatalities in drug-related crashes	5 year	2017-2021	248.5	2015-2019 State 267.6	In Progress
Number of fatal and personal injury crashes involving cell phone use and texting	5 year	2017-2021	469.4	2015-2019 State 492.0	In Progress
Number of motorcyclists injured in crashes	5 year	2017-2021	4,059.7	2015-2019 State 4,043.2	In Progress
Number of pedestrians injured in crashes	5 year	2017-2021	14,702.5	2015-2019 State 15,141.4	In Progress
Number of bicyclists injured in crashes	5 year	2017-2021	5,642.3	2015-2019 State 5,798.2	In Progress
Number of fatal and personal injury crashes involving a motorcycle and another vehicle in high-risk counties	5 year	2017-2021	1,234.1	2015-2019 State 1,292.8	In Progress
Mean # of days from crash date to date crash report is entered into AIS	Annual	4/1/2020-3/31/2021	9.40	4/1/2020-3/31/2021 State 17.12	Not Met



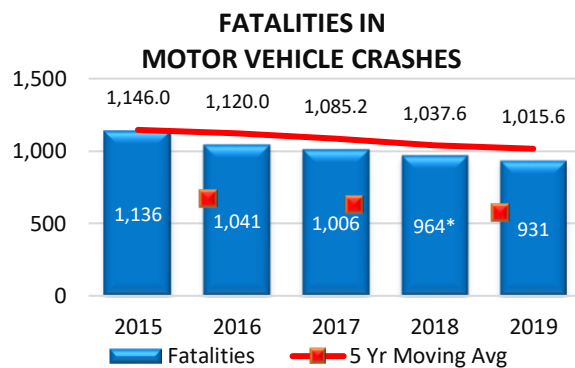
Performance Measure:	Target Period	Target Year(s)	Target Value FY21 HSP	Data Source*/ FY21 Progress Results	**On Track to Meet FY21 Target YES/NO (Optional)
Percentage of crash records in AIS with no errors in data element <i>Lat/Long Coordinates</i>	Annual	4/1/2020-3/31/2021	78.08	4/1/2020-3/31/2021 State 91.08	Met
Percentage of crash records in AIS with no missing data in data element <i>Roadway Type</i>	Annual	4/1/2020-3/31/2021	97.80	4/1/2020-3/31/2021 State 96.74	Not Met
Mean # of days from citation date to date citation is entered into TSLED	Annual	4/1/2020-3/31/2021	7.22	4/1/2020-3/31/2021 State 8.29	Not Met
Mean # of days from date of charge disposition to date disposition entered into TSLED	Annual	4/1/2020-3/31/2021	21.42	4/1/2020-3/31/2021 State 40.03	Not Met
Mean # of days from citation date to date citation is entered into AA database	Annual	4/1/2020-3/31/2021	8.57	4/1/2020-3/31/2021 State 14.08	Not Met

### Performance Measure: C-1) Number of traffic fatalities (FARS)

Progress: **In Progress**

#### Program-Area-Level Report

The FARS data indicate that motor vehicle fatalities in New York declined from a five-year moving average of 1,146.0 in 2015 to 1,015.6 in 2019. The 2019 average number shows good progress toward the target of 1,012.7 set for 2017-2021.



\*Revised based on final FARS data

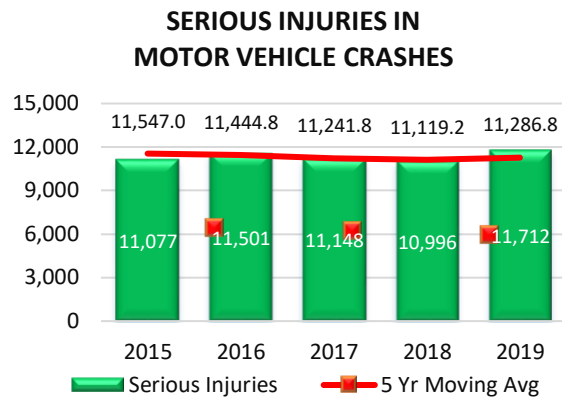
Source: FARS

**Performance Measure: C-2) Number of serious injuries in traffic crashes (State crash data)**

Progress: **In Progress**

**Program-Area-Level Report**

Based on data from New York’s AIS, the five-year moving average for the number of persons seriously injured in crashes was on a consistent downward trend between 2015 and 2018, but increased from 11,119.2 to 11,286.8 in 2019. This increase indicates that the target of 10,896.8 set for 2017-2021 is not likely to be met.



Source: NYS AIS / TSSR

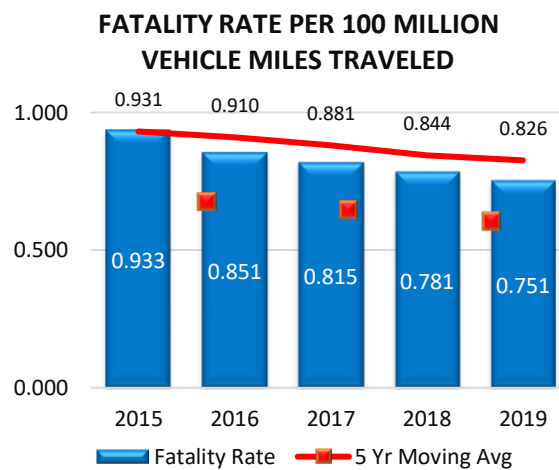
**Performance Measure: C-3) Fatalities/VMT (FARS, FHWA)**

Progress: **In Progress**

**Program-Area-Level Report**

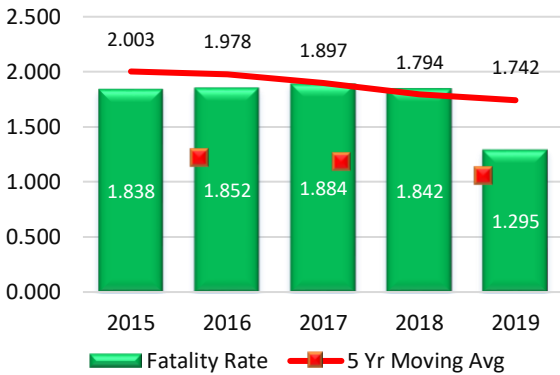
Based on the 2019 FARS and FHWA data, the statewide fatality rate decreased from a five-year rolling average of 0.931 to 0.826 per 100 million Vehicle Miles Traveled (VMT) between 2015 and 2019, indicating excellent progress toward the target of 0.824 set for 2017-2021.

The FARS data indicate that the five-year average rural and urban fatality rates both maintained their downward trends in 2019. The five-year average rural fatality rate decreased from 2.003 in 2015 to 1.742 in 2019. Meanwhile, the five-year average urban fatality rate decreased from 0.640 in 2015 to 0.591 in 2019.



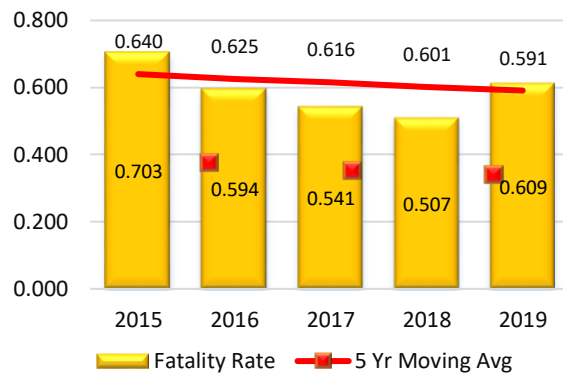
Source: FARS/FHWA

### RURAL FATALITY RATE PER 100 MILLION VEHICLE MILES TRAVELED



Source: FARS/FHWA

### URBAN FATALITY RATE PER 100 MILLION VEHICLE MILES TRAVELED



Source: FARS/FHWA

## Performance Measure: C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)

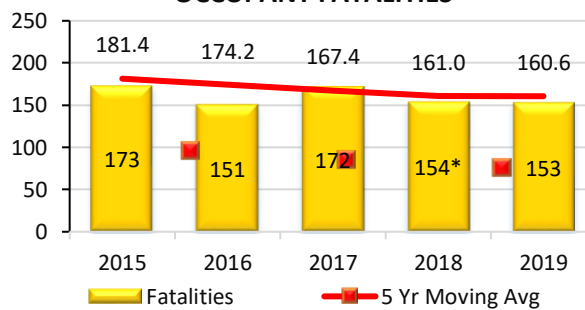
Progress: **In Progress**

### Program-Area-Level Report

The core outcome measure for tracking progress in the Occupant Protection program area is unrestrained passenger vehicle occupant fatalities.

Based on FARS data, the 5-year average number of unrestrained passenger vehicle occupants killed in crashes maintained a downward trend from 181.4 in 2015 to 160.6 in 2019, showing good progress toward the target of 157.6 set for 2017-2021.

### UNRESTRAINED PASSENGER VEHICLE OCCUPANT FATALITIES



\*Revised based on final FARS data

Source: FARS

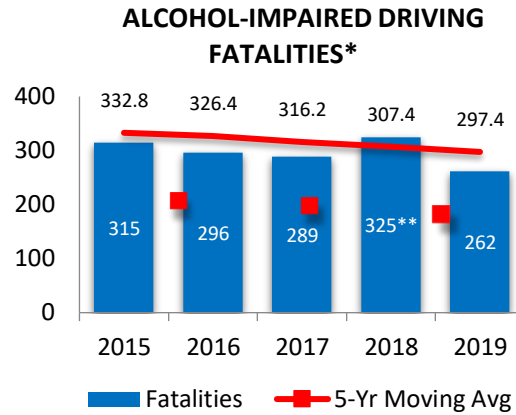
## Performance Measure: C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)

Progress: **In Progress**

### Program-Area-Level Report

The core outcome measure used to monitor progress in the Impaired Driving program area is the number of alcohol-impaired driving fatalities, defined as the number of fatalities in crashes involving drivers and motorcycle operators with a BAC of .08 or above.

Based on the most recent FARS data, alcohol-impaired driving fatalities decreased from a five-year moving average of 307.4 in 2018 to an average of 297.4 in 2019. This change indicates that New York is likely to meet the target of 297.5 set for 2017-2021.



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

\*\*Revised based on final FARS data

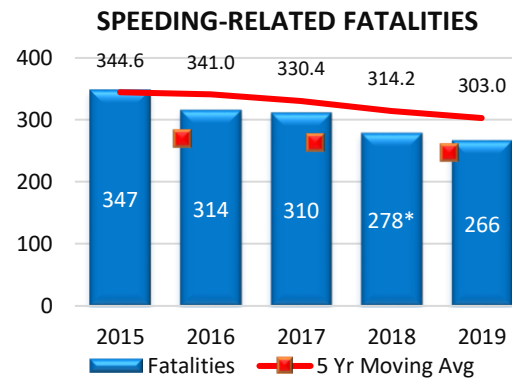
Source: FARS

### Performance Measure: C-6) Number of speeding-related fatalities (FARS)

Progress: **In Progress**

#### Program-Area-Level Report

The five-year moving average for speeding-related fatalities declined steadily between 2015 and 2018. The 2019 average of 303.0 surpassed the target of 307.1 set for 2017-2021, showing that this target is likely to be met.



\* Revised based on final FARS data

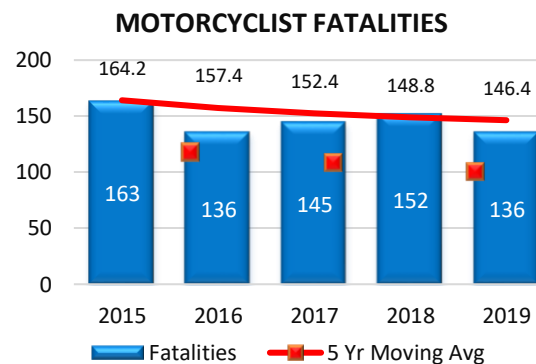
Source: FARS

### Performance Measure: C-7) Number of motorcyclist fatalities (FARS)

Progress: **In Progress**

#### Program-Area-Level Report

The five-year moving average for motorcyclist fatalities declined steadily from 2015 to 2019, reaching 146.4 in 2019. This average shows excellent progress toward the reduction target of 145.2 set for 2017-2021.



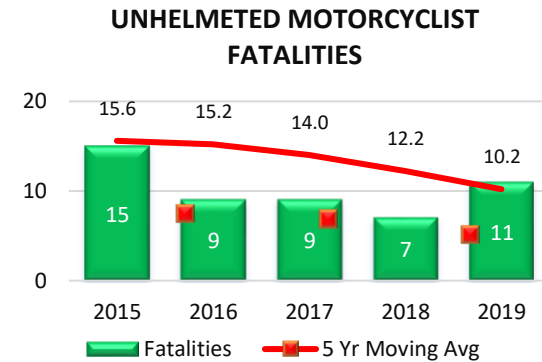
Source: FARS

## Performance Measure: C-8) Number of unhelmeted motorcyclist fatalities (FARS)

Progress: **In Progress**

### Program-Area-Level Report

Due in large part to New York’s helmet law, the number of fatally injured motorcyclists who were not wearing a helmet is relatively small. The downward trend in unhelmeted motorcyclist fatalities continued in 2019 when the five-year moving average reached 10.2, exceeding the goal of 11.6 set for 2017-2021 and showing that New York is likely to meet this goal.



Source: FARS

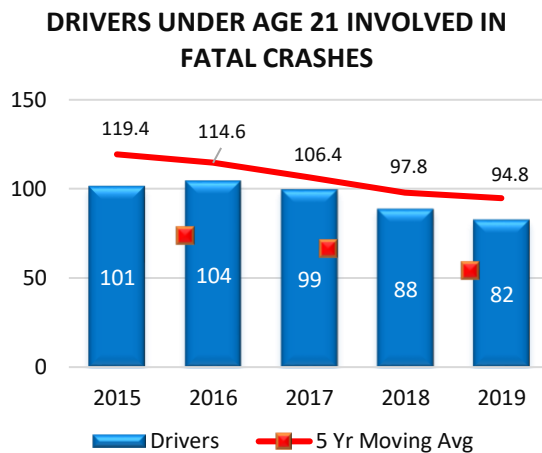
## Performance Measure: C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)

Progress: **In Progress**

### Program-Area-Level Report

The core outcome measure for tracking progress in the Community Traffic Safety Program is the number of drivers under age 21 involved in fatal crashes.

Since 2015, the five-year moving average number of drivers under age 21 involved in fatal crashes has been on a downward trend, reaching 94.8 in 2019. This average, already exceeding the target of 95.6 set for 2017-2021, shows that the target is likely to be met.



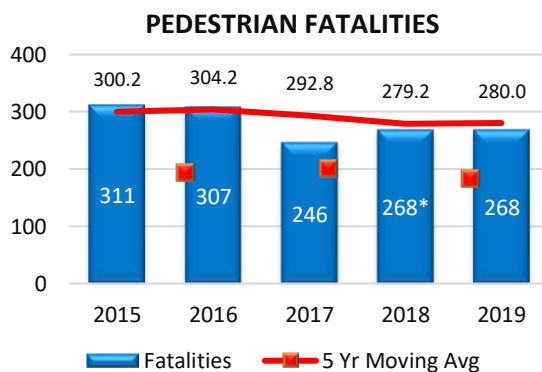
Source: FARS

## Performance Measure: C-10) Number of pedestrian fatalities (FARS)

Progress: **In Progress**

### Program-Area-Level Report

The core outcome measure for tracking progress in pedestrian safety is pedestrian fatalities. Based on FARS data, the 5-year average for pedestrian fatalities in New York State fluctuated between 2015 and 2019 but declined overall by 7%. The 2019 5-year average of 280.0 indicates that the target of 272.4 set for 2017-2021 may be difficult to reach.



\*Revised based on final FARS data

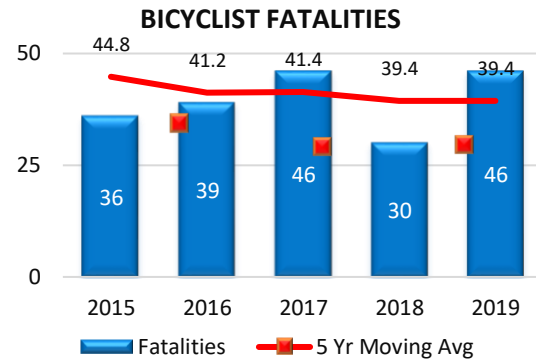
Source: FARS

## Performance Measure: C-11) Number of bicyclist fatalities (FARS)

Progress: **In Progress**

### Program-Area-Level Report

The core outcome measure for tracking progress in bicycle safety is bicyclist fatalities. Based on FARS data, the 5-year moving average number of bicyclist fatalities decreased from 44.8 in 2015 to 39.4 in 2019, indicating that the target of 38.4 set for 2017-2021 is unlikely to be met.



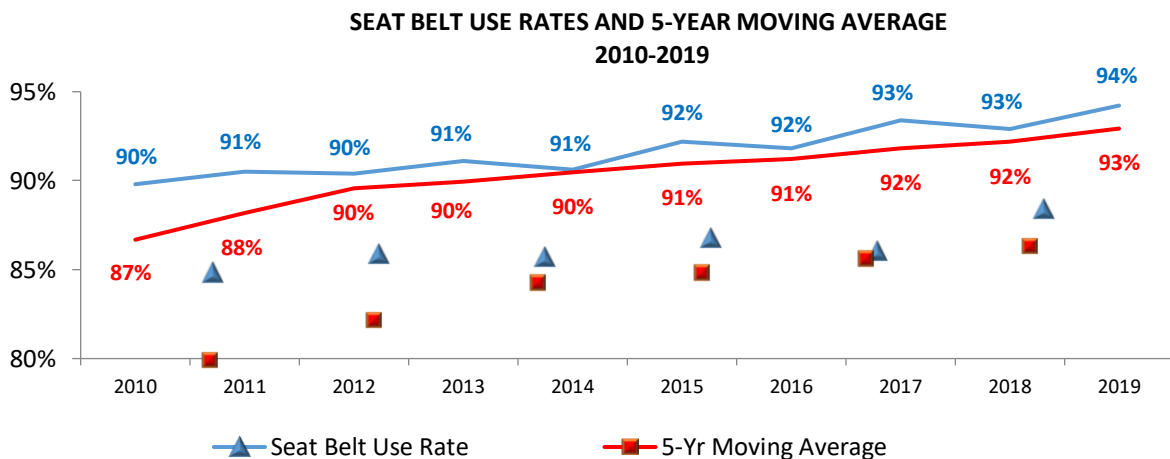
Source: FARS

## Performance Measure: B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)

Progress: **In Progress**

### Program-Area-Level Report

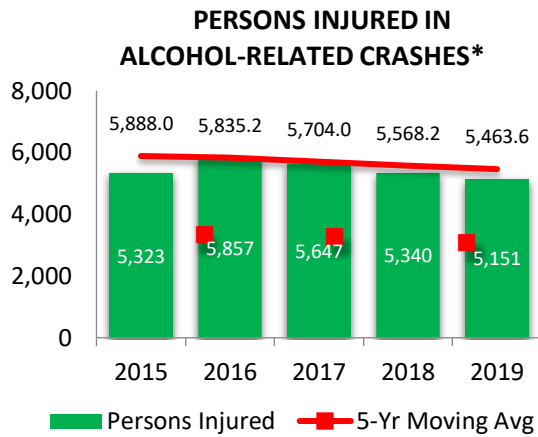
The core behavioral measure for tracking progress in the Occupant Protection program area is the observed seat belt use rate for front seat occupants. New York has maintained a statewide use rate of 90% or above since 2010. In 2019, the rate rose to 94.22%, showing good progress toward the goal of 94.95% set for 2021. Due to the pandemic, a statewide observation survey of seat belt use was not conducted in 2020.



Source: NYS Annual Seat Belt Observation Surveys

## Performance Measure: Number of persons injured in alcohol-related crashes

Progress: **In Progress**



\*Police-reported Crashes  
Source: NYS AIS / TSSR

### Program-Area-Level Report

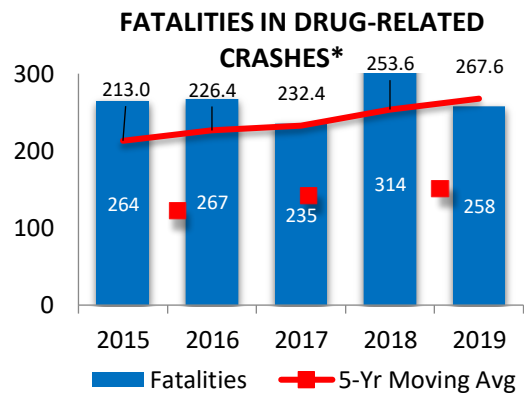
The number of persons injured in alcohol-related crashes is an additional, non-core measure used to track progress in the Impaired Driving program area. The 5-year moving average number of persons injured in alcohol-related crashes declined between 2015 and 2019, from 5,888.0 to 5,463.6. The 2019 average shows excellent progress toward the reduction target of 5,456.8 set for 2017-2021.

## Performance Measure: Number of fatalities in drug-related crashes

Progress: **In Progress**

### Program-Area-Level Report

Fatalities in drug-related crashes are also tracked to determine the impact of efforts to reduce drugged driving on New York State roadways. Based on data from New York's AIS, the five-year moving average for these fatalities increased from 253.6 in 2018 to 267.6 in 2019, indicating that the target of 248.5 set for 2017-2021 will be difficult to achieve.



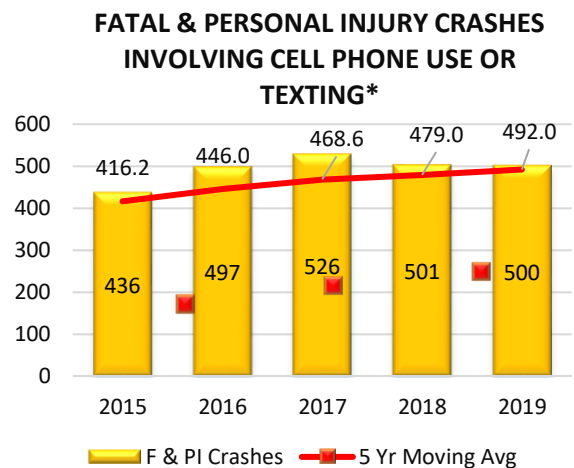
\*Police-reported Crashes  
Source: NYS AIS / TSSR

## Performance Measure: Number of fatal and personal injury crashes involving cell phone use and texting

Progress: **In Progress**

### Program-Area-Level Report

New York's definition of a "cell phone crash" is a crash that meets at least one of these criteria: 1) a contributing factor of Cell Phone (hand held), Cell Phone (hands free) and/or Texting was reported on the police accident report form; 2) a ticket was issued for a violation of VTL 1225-c (talking on a hand-held cell phone while driving) and/or VTL 1225-d (texting using a cell phone while driving).



\*Police-reported crashes  
Source: NYS AIS, TSLED and AA systems



Over the five-year period 2015-2019, the five-year average number of fatal and personal injury cell phone crashes has been on an upward trend. Because the average number of these crashes increased 21% (from 416.2 in 2015 to 492.0 in 2019), the target of 469.4 set for 2017-2021 may be difficult to reach.

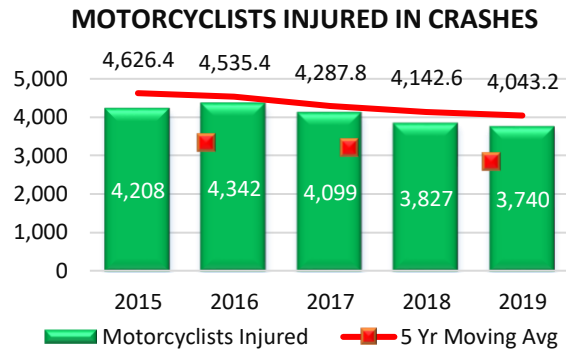
### Performance Measure: Number of motorcyclists injured in crashes

Progress: **In Progress**

#### Program-Area-Level Report

The number of motorcyclists injured in crashes is the third performance measure tracked for the Motorcycle Safety program area.

Based on data from New York’s AIS, the downward trend in the 5-year average for motorcyclists injured in crashes continued in 2019, reaching 4,043.2. This reduction meets and exceeds the target of 4,059.7 set for 2017-2021, indicating that this goal is also likely to be met.

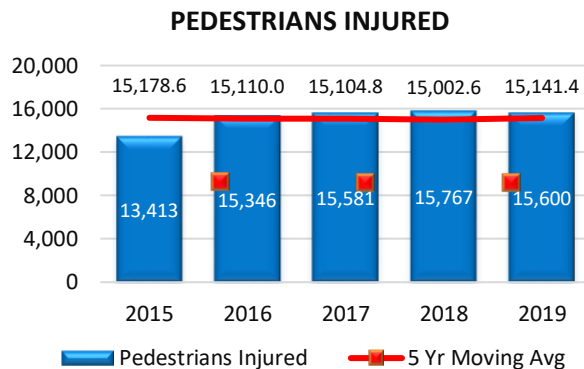


Source: NYS AIS / TSSR

### Performance Measure: Number of pedestrians injured in crashes

Progress: **In Progress**

#### Program-Area-Level Report



Source: NYS AIS / TSSR

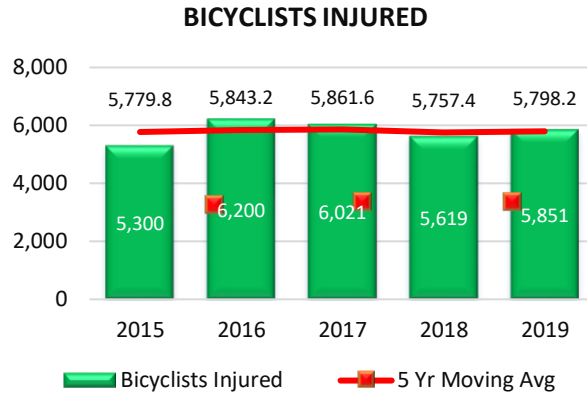
Based on data from the state’s AIS, the downward trend in the 5-year average number of pedestrians injured since 2015 was reversed between 2018 and 2019, increasing from 15,002.6 to 15,141.4. Because the annual numbers of pedestrians injured have generally been increasing since 2015, it may be difficult to reach the 5-year average target of 14,702.5 set for 2017-2021.

## Performance Measure: Number of bicyclists injured in crashes

Progress: **In Progress**

### Program-Area-Level Report

The number of bicyclists injured in motor vehicle crashes is another performance measure to help track progress in bicycle safety. The data source for this measure is the state's AIS system. Although the five-year moving average number of bicyclists injured in motor vehicle crashes fluctuated between 2015 and 2019, there was a small overall increase of less than 1%, from 5,779.8 in 2015 to 5,798.2 in 2019. This increase shows that the target of 5,642.3 set for 2017-2021 will be difficult to reach.



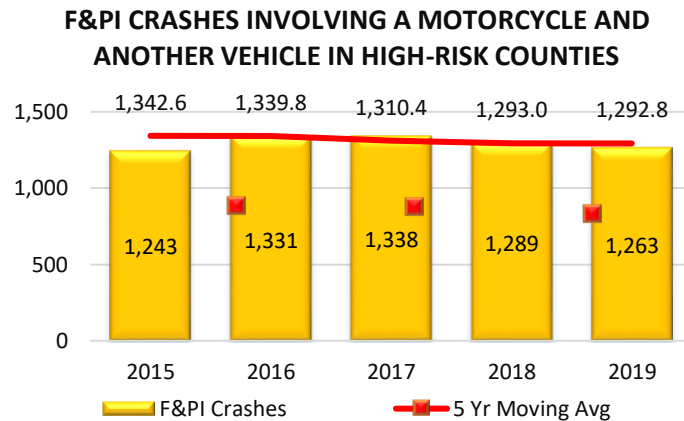
Source: NYS AIS / TSSR

## Performance Measure: Number of F&PI crashes involving a motorcycle and another vehicle in high-risk counties

Progress: **In Progress**

### Program-Area-Level Report

New York also tracks the number of F&PI crashes involving a motorcycle and another motor vehicle in the following high-risk counties: Kings, Queens, Bronx, Suffolk, New York and Nassau. Although the 5-year moving average number of these crashes has declined to 1,292.8 in 2019, New York is not likely to meet its target of 1,234.1 set for 2017-2021.



Source: NYS AIS / TSSR

## Performance Measure: Mean # of days from crash date to date crash report is entered into AIS

Progress: **Not Met**

### Program-Area-Level Report

The target of 9.40 days set for this measure was not reached. The mean number of days from the crash date to the date the crash report was entered into the AIS database increased from 9.69 days in the baseline period to 17.12 days in the performance period. The primary reason for this increase was the effect of the COVID-19 pandemic, as described in the Traffic Records Program Area section. Timeliness should be improved in FFY 2022 as both the state ITS resources and state and local enforcement activities go back to their pre-COVID levels. In addition, although more than 90% of the reportable crashes submitted by the police are being sent electronically, timeliness could be improved by increasing the number of police agencies that collect and submit their crash data electronically to the DMV. When the NYPD has the ability to submit its reports electronically, it will further improve the timeliness of the crash data. Timeliness could also be improved by allowing motorists to file their crash reports electronically, and improved dramatically by eliminating the motorist reports and having police agencies report Property Damage Only crashes (PDO).

## Performance Measure: Percentage of crash records in AIS with no errors in the critical data element of Lat/Long Coordinates

Progress: **Met**

### Program-Area-Level Report

The goal of 78.08% established with regard to this accuracy measure was met. The percentage of crash records with no errors in the critical data element of *Lat/Long Coordinates* increased from 74.36% in the baseline period to 91.08% in the performance period. This increase is due to improvements in the automated location coding process. The implementation of NYSDOT's new Crash Location Engineering and Analysis Repository (CLEAR) system will continue to provide better crash location data in FFY 2022. Accuracy could be further improved if all of the Traffic and Criminal Software (TraCS) police agencies used the locator tool within TraCS. Accuracy could also be improved with regard to the identification of crashes involving a commercial motor vehicle (CMV) as CMV crashes are often not identified correctly by the investigating police officer.

## Performance Measure: Percentage of crash records in AIS with no missing data in the critical data element of Roadway Type

Progress: **Not Met**

### Program-Area-Level Report

The goal of 97.80% established with regard to this completeness measure was not met. The percentage of crash records with no missing data in the critical data element of *Roadway Type*

decreased from 96.83% in the baseline period to 96.74% in the performance period. Completeness could be improved by increasing the reporting of crashes involving CMVs. When a crash involves a CMV and the police officer fails to identify the crash as a CMV crash, pertinent data specific to a CMV crash is not collected and reported. Completeness could also be improved by collecting BAC data for all drivers involved in fatal crashes.

#### Performance Measure: Mean # of days from citation date to date citation is entered into TSLED database

Progress: **Not Met**

##### Program-Area-Level Report

The goal of 7.22 days established for the timeliness of the TSLED citation data was not met. The mean number of days from the citation date to the date the citation is entered into the TSLED database rose from 7.44 days in the baseline period to 8.29 days in the performance period. Timeliness should be improved in FFY 2022 as ITS resources and enforcement and court activities return to their pre-COVID levels.

#### Performance Measure: Mean # of days from date citation is adjudicated to date charge disposition is entered into TSLED database

Progress: **Not Met**

##### Program-Area-Level Report

With regard to the TSLED disposition timeliness measure, the mean number of days between when the citation is adjudicated until it is entered into TSLED rose from 22.08 days in the baseline period to 40.03, falling short of the goal of 21.42 days set in the FFY 2021 strategic plan. This increase can be attributed to the effect of COVID-19. Again, timeliness should be improved in FFY 2022 as ITS resources and enforcement and court activities return to their pre-COVID-19 levels.

#### Performance Measure: Mean # of days from citation date to date citation is entered into AA database

Progress: **Not Met**

##### Program-Area-Level Report

With respect to the timeliness of the AA citation data, the goal of 8.57 days was not met. The increase from 8.84 days in the baseline period to 14.08 days in the performance period can be attributed to the COVID-19 pandemic. Timeliness should be improved in FFY 2022 as ITS resources return to their pre-COVID-19 levels.

## Performance Plan

FY 2022 HSP PERFORMANCE PLAN CHART			BASE YEARS				
			2015	2016	2017	2018	2019
C-1	Traffic Fatalities	FARS Annual	1,136	1,041	1,006	964	931
	Reduce total fatalities to 1,005.4 (2018 - 2022 rolling average) by 2022	5-Year Rolling Avg.	1,146.0	1,120.0	1,085.2	1,037.6	1,015.6
C-2	Serious Injuries in Traffic Crashes	State Annual	11,077	11,501	11,148	10,996	11,712
	Reduce serious traffic injuries to 11,173.9 (2018 – 2022 rolling average) by 2022	5-Year Rolling Avg.	11,547.0	11,444.8	11,241.8	11,119.2	11,286.8
C-3	Fatalities/100M VMT	FARS Annual	0.933	0.851	0.815	0.781	0.751
	Reduce fatalities/100 MVMT to 0.818 (2018 -2022 rolling average) by 2022.	5-Year Rolling Avg.	0.931	0.910	0.881	0.844	0.826
C-4	Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions	FARS Annual	173	151	172	154	153
	Reduce unrestrained passenger vehicle occupant fatalities, all seat positions 1 percent from 160.6 (2015-2019 rolling average) to 159.0 (2018 – 2022 rolling average) by 2022.	5-Year Rolling Avg.	181.4	174.2	167.4	161.0	160.6
C-5	Alcohol-Impaired Driving Fatalities	FARS Annual	315	296	289	325	262
	Reduce alcohol impaired driving fatalities 1 percent from 297.4 (2015-2019 rolling average) to 294.4 (2018 – 2022 rolling average) by 2022.	5-Year Rolling Avg.	332.8	326.4	316.2	307.4	297.4
C-6	Speeding-Related Fatalities	FARS Annual	347	314	310	278	266
	Reduce speeding-related fatalities by 1 percent from 303.0 (2015-2019 rolling average) to 300.0 (2018 – 2022 rolling average) by 2022.	5-Year Rolling Avg.	344.6	341.0	330.4	314.2	303.0
			<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>
C-7	Motorcyclist Fatalities	FARS Annual	163	136	145	152	136

FY 2022 HSP PERFORMANCE PLAN CHART			BASE YEARS				
	Reduce motorcyclist fatalities by 1 percent from 146.4 (2015-2019 rolling average) to 144.9 (2018 – 2022 rolling average) by 2022.	5-Year Rolling Avg.	164.2	157.4	152.4	148.8	146.4
C-8	Unhelmeted Motorcyclist Fatalities Reduce unhelmeted motorcyclist fatalities 1 percent from 10.2 (2015-2019 rolling average) to 10.1 (2018 – 2022 rolling average) by 2022.	FARS Annual	15	9	9	7	11
		5-Year Rolling Avg.	15.6	15.2	14.0	12.2	10.2
C-9	Drivers Age 20 or Younger involved in Fatal Crashes Reduce drivers age 20 and younger involved in fatal crashes by 1 percent from 94.8 (2015-2019 rolling average) to 93.9 (2018 - 2022 rolling average) by 2022.	FARS Annual	101	104	99	88	82
		5-Year Rolling Avg.	119.4	114.6	106.4	97.8	94.8
C-10	Pedestrian Fatalities Reduce pedestrian fatalities by 1 percent from 280.0 (2015-2019 rolling average) to 277.2 (2018 – 2022 rolling average) by 2022.	FARS Annual	311	307	246	268	268
		5-Year Rolling Avg.	300.2	304.2	292.8	279.2	280.0
C-11	Bicyclist Fatalities Reduce bicyclist fatalities 1 percent from 39.4 (2015-2019 rolling average) to 39.0 (2018 – 2022 rolling average) by 2022.	FARS Annual	36	39	46	30	46
		5-Year Rolling Avg.	44.8	41.2	41.4	39.4	39.4
B-1	Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey) Increase observed seat belt use for passenger vehicles, front seat outboard occupants by 1 percentage point from 94.22 percent in 2019 to 95.16 percent by 2022.	State Annual	92.23	91.84	93.41	92.93	94.22
			2015	2016	2017	2018	2019

FY 2022 HSP PERFORMANCE PLAN CHART			BASE YEARS				
Persons Injured in Alcohol-Related Crashes  Reduce persons injured in alcohol-related crashes 1 percent from 5,463.6 (2015-2019 rolling average) to 5,409.0 (2018-2022 rolling average) by 2022.	State Annual	5,323	5,857	5,647	5,340	5,151	
	5-Year Rolling Avg.	5,888.0	5,835.2	5,704.0	5,568.2	5,463.6	
Fatalities in Drug-Related Crashes  Reduce fatalities in drug-related crashes 1 percent from 267.6 (2015-2019 rolling average) to 264.9 (2018-2022 rolling average) by 2022.	State Annual	264	267	235	314	258	
	5-Year Rolling Avg.	213.0	226.4	232.4	253.6	267.6	
Fatal & PI Crashes Involving Cell Phone Use and Texting  Reduce fatal & PI crashes involving cell phone use and texting 1 percent from 492.0 (2015-2019 rolling average) to 487.1 (2018-2022 rolling average) by 2022.	State Annual	436	497	526	501	500	
	5-Year Rolling Avg.	416.2	446.0	468.6	479.0	492.0	
Motorcyclists Injured in Crashes  Reduce motorcyclists injured in crashes 1 percent from 4,043.2 (2015-2019 rolling average) to 4,002.8 (2018-2022 rolling average) by 2022.	State Annual	4,208	4,342	4,099	3,827	3,740	
	5-Year Rolling Avg.	4,626.4	4,535.4	4,287.8	4,142.6	4,043.2	
			<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>
F&PI Crashes Involving a Motorcycle and Another Vehicle in High-Risk Counties  Reduce F&PI crashes involving a motorcycle and another vehicle in high-risk counties 1 percent from 1,292.8 (2015-2019 rolling average) to 1,279.9 (2018-2022 rolling average) by 2022.	State Annual	1,243	1,331	1,338	1,289	1,263	
	5-Year Rolling Avg.	1,342.6	1,339.8	1,310.4	1,293.0	1,292.8	



FY 2022 HSP PERFORMANCE PLAN CHART			BASE YEARS				
Pedestrians Injured in Crashes	State Annual	13,413	15,346	15,581	15,767	15,600	
	Reduce pedestrians injured in crashes 1 percent from 15,141.4 (2015-2019 rolling average) to 14,990.0 (2018-2022 rolling average) by 2022.	5-Year Rolling Avg.	15,178.6	15,110.0	15,104.8	15,002.6	15,141.4
Bicyclists Injured in Crashes	State Annual	5,300	6,200	6,021	5,619	5,851	
	Reduce bicyclists injured in crashes 1 percent from 5,798.2 (2015-2019 rolling average) to 5,740.2 (2018-2022 rolling average) by 2022.	5-Year Rolling Avg.	5,779.8	5,843.2	5,861.6	5,757.4	5,798.2
			<b>4/1/2020-3/31/2021</b>				
Mean number of days from crash date to date crash report is entered into AIS	State Annual	17.12					
	Reduce mean number of days from crash date to date crash report is entered into AIS 1 percent from 17.12 in 4/1/2020-3/31/2021 to 16.95 in 4/1/2021-3/31/2022.						
Percentage of crash records in AIS with no errors in the critical data element <i>Lat/Long Coordinates</i>	State Annual	91.08%					
	Increase percentage of crash records in AIS with no errors in the critical data element <i>Lat/Long Coordinates</i> 1 percent from 91.08% in 4/1/2020-3/31/2021 to 91.99% in 4/1/2021-3/31/2022.						
			<b>4/1/2020-3/31/2021</b>				
Percentage of crash records in AIS with no missing data in the critical data element <i>Roadway Type</i>	State Annual	96.74%					

FY 2022 HSP PERFORMANCE PLAN CHART		BASE YEARS
Increase percentage of crash records in AIS with no missing data in the critical data element <i>Roadway Type 1</i> percent from 96.74% in 4/1/2020-3/31/2021 to 97.71% in 4/1/2021-3/31/2022.		
<p>Mean number of days from citation date to date citation is entered into the TSLED database</p> <p>Reduce mean number of days from citation date to date citation is entered into the TSLED database 1 percent from 8.29 in 4/1/2020-3/31/2021 to 8.21 in 4/1/2021-3/31/2022.</p>	State Annual	8.29
<p>Mean number of days from date of charge disposition to date charge disposition is entered into the TSLED database</p> <p>Reduce mean number of days from date of charge disposition to date charge disposition is entered into the TSLED database 1 percent from 40.03 in 4/1/2020-3/31/2021 to 39.63 in 4/1/2021-3/31/2022.</p>	State Annual	40.03
<p>Mean number of days from citation date to date citation is entered into the AA database</p> <p>Reduce mean number of days from citation date to date citation is entered into the AA database 1 percent from 14.08 in 4/1/2020-3/31/2021 to 13.94 in 4/1/2021-3/31/2022.</p>	State Annual	14.08

Performance Measure: C-1) Number of traffic fatalities (FARS)

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-1) Number of traffic fatalities (FARS)-2022	Numeric	1,005.4	5 Year	2018

#### Performance Target Justification

New York’s methodology for setting its FFY 2022 targets used a two-step process. The first step in the process involved a linear trend model. Adhering to the method recommended by the FHWA and used by the NYS DOT in setting its targets, linear trend analysis was conducted using the FORECAST function in Excel. In the model, the 5-year moving average was used as the data point for each year included in the linear trend analysis. The data points used in the linear trend analysis were the 5-year average number of Fatalities for each year from 2015 to 2019: 1146.0, 1,120.0, 1,085.2, 1,037.6 and 1,015.6. The target estimated by the linear trend analysis for the 2018-2022 average was 909.3, representing a decrease of more than 6% from the 2015-2019 average of 1,015.6.

The second step in the process involved discussing the target estimated by this forecasting method with the state’s key stakeholders to determine if an adjustment was warranted. Because NHTSA requires that identical performance targets are set for fatalities in the HSSP and in the NYS Department of Transportation’s HSIP, representatives from the appropriate agencies met to discuss and agree on an ambitious but achievable target. Based on the trends in the data and their experience and knowledge of current traffic safety-related activities and programs and those that will be conducted over the next few years, these key stakeholders determined that the > 6% decrease was overly ambitious. Agreement was reached on adjusting the target to 1,005.4, representing a 1% decrease from the 2015-2019 average.

#### Performance Measure: C-2) Number of serious injuries in traffic crashes (State crash data files)

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-2) Number of serious injuries in traffic crashes (State crash data files)-2022	Numeric	11,173.9	5 Year	2018

#### Performance Target Justification

New York’s methodology for setting its FFY 2022 targets used a two-step process. The first step in the process involved a linear trend model. Adhering to the method recommended by the FHWA and used by the NYS DOT in setting its targets, linear trend analysis was conducted using the FORECAST function in Excel. In the model, the 5-year moving average was used as the data point for each year included in the linear trend analysis. The data points used in the

linear trend analysis were the 5-year average number of Serious Injuries for each year from 2015 to 2019: 11,547.0, 11,444.8, 11,241.8, 11,119.2 and 11,286.8. The target estimated by the linear trend analysis for the 2018-2022 average number of serious injuries was 10,904.9, representing a decrease of approximately 3% from the 2015-2019 average of 11,286.8.

The second step in the process involved discussing the target estimated by this forecasting method with the state’s key stakeholders to determine if an adjustment was warranted. Because NHTSA requires that the performance targets set for Serious Injuries in the HSSP and in the NYS Department of Transportation’s HSIP are identical, representatives from the appropriate agencies met to discuss and agree on an ambitious but achievable target. Based on the trends in the data and their experience and knowledge of current traffic safety-related activities and programs and those that will be conducted over the next few years, the stakeholders determined that the 3% decrease was somewhat ambitious. Agreement was reached on adjusting the target to 11,173.9, representing a 1% decrease from the 2015-2019 average and aligning with the targets set for other performance measures.

**Performance Measure: C-3) Fatalities/VMT (FARS, FHWA)**

<b>Performance Target</b>	<b>Target Metric Type</b>	<b>Target Value</b>	<b>Target Period</b>	<b>Target Start Year</b>
C-3) Fatalities/VMT (FARS, FHWA)-2022	Numeric	0.818	5 Year	2018

**Performance Target Justification**

New York’s methodology for setting its FFY 2022 targets used a two-step process. The first step in the process involved a linear trend model. Adhering to the method recommended by the FHWA and used by the NYS DOT in setting its targets, linear trend analysis was conducted using the FORECAST function in Excel. In the model, the 5-year moving average was used as the data point for each year included in the linear trend analysis. The data points used in the linear trend analysis were the 5-year average rate of Fatalities per 100 Million VMT for each year from 2015 to 2019: 0.931, 0.910, 0.881, 0.844 and 0.826. The target estimated by the linear trend analysis for the 2018-2022 average rate of fatalities per 100 million VMT was 0.740, representing a decrease of more than 6% from the 2015-2019 average of 0.826.

The second step in the process involved discussing the target estimated by this forecasting method with the state’s key stakeholders to determine if an adjustment was warranted. Because NHTSA requires that identical performance targets are set for the rate of Fatalities per 100 Million VMT in the HSSP and in the NYS Department of Transportation’s HSIP, representatives from the appropriate agencies met to discuss and agree on an ambitious but achievable target. Based on their experience and knowledge of the trends in the data and current traffic safety-related activities and programs and those that will be conducted over the next few years, the

stakeholders determined that a decrease of more than 6% was overly ambitious. Agreement was reached on adjusting the target to 0.818, representing a 1% decrease from the 2015-2019 average and aligning with the target set for other performance measures.

**Performance Measure: C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)**

<b>Performance Target</b>	<b>Target Metric Type</b>	<b>Target Value</b>	<b>Target Period</b>	<b>Target Start Year</b>
C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)-2022	Numeric	159.0	5 Year	2018

**Performance Target Justification**

New York’s methodology for setting its FFY 2022 targets used a two-step process. The first step in the process involved a linear trend model. Adhering to the method recommended by the FHWA and used by the NYS DOT in setting its targets, linear trend analysis was conducted using the FORECAST function in Excel. In the model, the 5-year moving average was used as the data point for each year included in the linear trend analysis. The data points used in the linear trend analysis were the 5-year average number of Unrestrained Passenger Vehicle Occupant Fatalities for each year from 2015 to 2019: 181.4, 174.2, 167.4, 161.0 and 160.6. The target estimated by the linear trend analysis for the 2018-2022 average number of unrestrained passenger vehicle occupant fatalities was 141.5, representing a decrease of greater than 6% from the 2015-2019 average of 160.6.

The second step in the process involved discussing the target estimated by this forecasting method with the state’s key stakeholders to determine if an adjustment was warranted. The variance in the data that resulted in the exceptionally large decrease forecasted by the linear model was taken into account during the discussion. Based on their experience and knowledge of the trends in the data and current activities and programs related to occupant protection and those that will be conducted over the next few years, the key stakeholders determined that a decrease of more than 6% was not reasonable. Agreement was reached on adjusting the target to 159.0, representing an ambitious but more achievable decrease of 1% from the 2015-2019 average and aligning with the targets set for other performance measures.

**Performance Measure: C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)**

<b>Performance Target</b>	<b>Target Metric Type</b>	<b>Target Value</b>	<b>Target Period</b>	<b>Target Start Year</b>
C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)-2022	Numeric	294.4	5 Year	2018

### Performance Target Justification

New York’s methodology for setting its FFY 2022 targets used a two-step process. The first step in the process involved a linear trend model. Adhering to the method recommended by the FHWA and used by the NYS DOT in setting its targets, linear trend analysis was conducted using the FORECAST function in Excel. In the model, the 5-year moving average was used as the data point for each year included in the linear trend analysis. The data points used in the linear trend analysis were the 5-year average number of Fatalities in Crashes Involving a Driver or Motorcycle Operator with a BAC of .08 and Above for each year from 2015 to 2019: 332.8, 326.4, 316.2, 307.4 and 297.4. The target estimated by the linear trend analysis for the 2018-2022 average number of alcohol-impaired driving fatalities was 271.1, representing a decrease of more than 6% from the 2015-2019 average of 297.4.

The second step in the process involved discussing the target estimated by this forecasting method with the state’s key stakeholders to determine if an adjustment was warranted. Based on their experience and knowledge of the trends in the data and current traffic safety-related activities and programs and those that will be conducted over the next few years, the key stakeholders determined that a decrease greater than 6% was overly ambitious. Agreement was reached on adjusting the target to 294.4 representing a 1% decrease from the 2015-2019 average. This target was thought to be more reasonable and aligned with projected improvements in other performance measures.

### Performance Measure: C-6) Number of speeding-related fatalities (FARS)

<b>Performance Target</b>	<b>Target Metric Type</b>	<b>Target Value</b>	<b>Target Period</b>	<b>Target Start Year</b>
C-6) Number of speeding-related fatalities (FARS)-2022	Numeric	300.0	5 Year	2018

### Performance Target Justification

New York’s methodology for setting its FFY 2022 targets used a two-step process. The first step in the process involved a linear trend model. Adhering to the method recommended by the FHWA and used by the NYS DOT in setting its targets, linear trend analysis was conducted

using the FORECAST function in Excel. In the model, the 5-year moving average was used as the data point for each year included in the linear trend analysis. The data points used in the linear trend analysis were the 5-year average number of Speeding-Related Fatalities for each year from 2015 to 2019: 344.6, 341.0, 330.4, 314.2 and 303.0. The target estimated by the linear trend analysis for the 2018-2022 average number of speeding-related fatalities was 271.6, representing a decrease of more than 6% from the 2015-2019 average of 303.0.

The second step in the process involved discussing the target estimated by this forecasting method with the state’s key stakeholders to determine if an adjustment was warranted. Based on their experience and knowledge of the trends in the data and current speeding-related activities and programs and those that will be conducted over the next few years, the key stakeholders agreed that the forecasted target was overly ambitious and that a target of 300.0, representing a 1% reduction from the 2015-2019 average of 303.0, was reasonable and aligned with the targets set for the state’s other performance measures.

### Performance Measure: C-7) Number of motorcyclist fatalities (FARS)

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-7) Number of motorcyclist fatalities (FARS)-2022	Numeric	144.9	5 Year	2018

#### Performance Target Justification

New York’s methodology for setting its FFY 2022 targets used a two-step process. The first step in the process involved a linear trend model. Adhering to the method recommended by the FHWA and used by the NYS DOT in setting its targets, linear trend analysis was conducted using the FORECAST function in Excel. In the model, the 5-year moving average was used as the data point for each year included in the linear trend analysis. The data points used in the linear trend analysis were the 5-year average number of Motorcyclist Fatalities for each year from 2015 to 2019: 164.2, 157.4, 152.4, 148.8 and 146.4. The target estimated by the linear trend analysis for the 2018-2022 average number of motorcyclist fatalities was 131.7, representing a decrease greater than 6% from the 2015-2019 average of 146.4.

The second step in the process involved discussing the target estimated by this forecasting method with the state’s key stakeholders to determine if an adjustment was warranted. Based on their experience and knowledge of the trends in the data and current activities and programs related to motorcycle safety and those that will be conducted over the next few years, the key stakeholders determined that a decrease greater than 6% was not reasonable or attainable. Agreement was reached on adjusting the target to 144.9, representing an ambitious but more achievable decrease of 1% from the 2015-2019 average.



## Performance Measure: C-8) Number of unhelmeted motorcyclist fatalities (FARS)

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-8) Number of unhelmeted motorcyclist fatalities (FARS)-2022	Numeric	10.1	5 Year	2018

### Performance Target Justification

New York’s methodology for setting its FFY 2022 targets used a two-step process. The first step in the process involved a linear trend model. Adhering to the method recommended by the FHWA and used by the NYS DOT in setting its targets, linear trend analysis was conducted using the FORECAST function in Excel. In the model, the 5-year moving average was used as the data point for each year included in the linear trend analysis. The data points used in the linear trend analysis were the 5-year average number of Unhelmeted Motorcyclist Fatalities for each year from 2015 to 2019: 15.6, 15.2, 14.0, 12.2 and 10.2. The target estimated by the linear trend analysis for the 2018-2022 average number of unhelmeted motorcyclist fatalities was 6.5, representing a decrease greater than 6% from the 2015-2019 average of 10.2.

The second step in the process involved discussing the target estimated by this forecasting method with the state’s key stakeholders to determine if an adjustment was warranted. Based on their experience and knowledge of the trends in the data and current activities and programs related to motorcycle safety and those that will be conducted over the next few years, the key stakeholders agreed that the forecasted target of 6.5 was overly ambitious. Agreement was reached on adjusting the target to 10.1 representing a 1% decrease from the 2015-2019 average. This target was thought to be more reasonable and aligned with projected improvements in other performance measures.

## Performance Measure: C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)-2022	Numeric	93.9	5 Year	2018

### Performance Target Justification

New York’s methodology for setting its FFY 2022 targets used a two-step process. The first step in the process involved a linear trend model. Adhering to the method recommended by the

FHWA and used by the NYS DOT in setting its targets, linear trend analysis was conducted using the FORECAST function in Excel. In the model, the 5-year moving average was used as the data point for each year included in the linear trend analysis. The data points used in the linear trend analysis were the 5-year average number of Drivers Age 20 or Younger Involved in Fatal Crashes each year from 2015 to 2019: 119.4, 114.6, 106.4, 97.8 and 94.8. The target estimated by the linear trend analysis for the 2018-2022 average number of young drivers involved in fatal crashes was 73.6, representing a decrease greater than 6% from the 2015-2019 average of 94.8.

The second step in the process involved discussing the target estimated by this forecasting method with the state's key stakeholders to determine if an adjustment was warranted. Based on their experience and knowledge of the trends in the data and current traffic safety-related activities and programs focusing on young drivers and those that will be conducted over the next few years, the key stakeholders determined that such a large decrease was not reasonable. Agreement was reached on adjusting the target to 93.9, representing an ambitious but more achievable decrease of 1% from the 2015-2019 average of 94.8 in alignment with the targets set for other performance measures.

## Performance Measure: C-10) Number of pedestrian fatalities (FARS)

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-10) Number of pedestrian fatalities (FARS)-2022	Numeric	277.2	5 Year	2018

### Performance Target Justification

New York’s methodology for setting its FFY 2022 targets used a two-step process. The first step in the process involved a linear trend model. Adhering to the method recommended by the FHWA and used by the NYS DOT in setting its targets, linear trend analysis was conducted using the FORECAST function in Excel. In the model, the 5-year moving average was used as the data point for each year included in the linear trend analysis. The data points used in the linear trend analysis were the 5-year average number of Pedestrian Fatalities for each year from 2015 to 2019: 300.2, 304.2, 292.8, 279.2 and 280.0. The target estimated by the linear trend analysis for the 2018-2022 average number of pedestrian fatalities was 258.6, representing a decrease of more than 6% from the 2015-2019 average of 280.0.

The second step in the process involved discussing the target estimated by this forecasting method with the state’s key stakeholders to determine if an adjustment was warranted. Based on their experience and knowledge of the trends in the data and current pedestrian safety-related activities and programs and those that will be conducted over the next few years, the key stakeholders agreed that a less ambitious target was warranted. Based on this input, the forecasted target was adjusted to 277.2, representing a 1% decrease from the 2015-2019 average of 280.0 that was in alignment with the targets set for other performance measures.

## Performance Measure: C-11) Number of bicyclist fatalities (FARS)

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-11) Number of bicyclist fatalities (FARS)-2022	Numeric	39.0	5 Year	2018

### Performance Target Justification

New York’s methodology for setting its FFY 2022 targets used a two-step process. The first step in the process involved a linear trend model. Adhering to the method recommended by the FHWA and used by the NYS DOT in setting its targets, linear trend analysis was conducted using the FORECAST function in Excel. In the model, the 5-year moving average was used as the data point for each year included in the linear trend analysis. The data points used in the

linear trend analysis were the 5-year average number of Bicyclist Fatalities for each year from 2015 to 2019: 44.8, 41.2, 41.4, 39.4 and 39.4. The target estimated by the linear trend analysis for the 2018-2022 average number of bicyclist fatalities was 34.9, representing a decrease of more than 6% from the 2015-2019 average of 39.4.

The second step in the process involved discussing the target estimated by this forecasting method with the state’s key stakeholders to determine if an adjustment was warranted. Based on their experience and knowledge of the trends in the data and current bicycle safety-related activities and programs and those that will be conducted over the next few years, the key stakeholders agreed that the forecasted target of 34.9 was overly ambitious. As a result of this input, the forecasted target was adjusted to 39.0, representing a 1% decrease from the 2015-2019 average that was more reasonable and aligned with the targets set for other performance measures.

**Performance Measure: B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)**

<b>Performance Target</b>	<b>Target Metric Type</b>	<b>Target Value</b>	<b>Target Period</b>	<b>Target Start Year</b>
B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)-2022	Percentage	95.16	Annual	2022

**Performance Target Justification**

New York’s methodology for setting its FFY 2022 targets used a two-step process. The first step in the process involved a linear trend model. Adhering to the method recommended by the FHWA and used by the NYS DOT in setting its targets, linear trend analysis was conducted using the FORECAST function in Excel. In the model, the annual rate was used as the data point for each year included in the linear trend analysis. The data points used in the linear trend analysis were the annual rates of Observed Seat Belt Use Rate for Passenger Vehicle Front Seat Outboard Occupants from 2015 to 2019: 92.23%, 91.84%, 93.41%, 92.93% and 94.22%. The target estimated by the linear trend analysis for the 2022 annual rate was 95.46%.

The second step in the process involved discussing the target estimated by this forecasting method with the state’s key stakeholders to determine if an adjustment was warranted. Based on the state’s success in sustaining a consistent upward trend in the observed seat belt use rate over time and the state’s intention to continue to participate in the national seat belt mobilization and other high-visibility enforcement efforts in the coming year and beyond, the key stakeholders agreed to reduce the target slightly to 95.16%, a 1% increase they considered reasonable and achievable.

## Performance Measure: Number of persons injured in alcohol-related crashes

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
Number of persons injured in alcohol-related crashes-2022	Numeric	5,409.0	5 Year	2018

### Performance Target Justification

New York’s methodology for setting its FFY 2022 targets used a two-step process. The first step in the process involved a linear trend model. Adhering to the method recommended by the FHWA and used by the NYS DOT in setting its targets, linear trend analysis was conducted using the FORECAST function in Excel. In the model, the 5-year moving average was used as the data point for each year included in the linear trend analysis. The data points used in the linear trend analysis were the 5-year average number of Persons Injured in Alcohol-Related Crashes for each year from 2015 to 2019: 5,888.0, 5,835.2, 5,704.0, 5,568.2 and 5,463.6. The target estimated by the linear trend analysis for the 2018-2022 average number of persons injured in alcohol-related crashes was 5,133.9, representing a decrease of approximately 6% from the 2015-2019 average of 5,463.6.

The second step in the process involved discussing the target estimated by this forecasting method with the state’s key stakeholders to determine if an adjustment was warranted. Based on their experience and knowledge of trends in the data and current traffic safety-related activities and programs focusing on impaired driving and those that will be conducted over the next few years, the key stakeholders determined that a 6% decrease was not reasonable. Agreement was reached on adjusting the target to 5,409.0 representing an ambitious but more achievable decrease of 1% from the 2015-2019 average of 5,463.6 and aligning with the targets set for other performance measures.

## Performance Measure: Number of fatalities in drug-related crashes

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
Number of fatalities in drug-related crashes-2022	Numeric	264.9	5 Year	2018

### Performance Target Justification

New York’s methodology for setting its FFY 2022 targets used a two-step process. The first step in the process involved a linear trend model. Adhering to the method recommended by the

FHWA and used by the NYS DOT in setting its targets, linear trend analysis was conducted using the FORECAST function in Excel. In the model, the 5-year moving average was used as the data point for each year included in the linear trend analysis. The data points used in the linear trend analysis were the 5-year average number of Fatalities in Drug-Related Crashes for each year from 2015 to 2019: 213.0, 226.4, 232.4, 253.6 and 267.6. The target estimated by the linear trend analysis for the 2018-2022 average number of fatalities in drug-related crashes was 306.8, representing an increase over the 2015-2019 average of 267.6.

The second step in the process involved discussing the target estimated by this forecasting method with the state’s key stakeholders to determine if an adjustment was warranted. The discussion on whether the forecasted target was reasonable drew on the stakeholders’ experience and knowledge of the trend in the measure over time, the current activities and programs focusing on drugged driving, such as DRE training, and those that will be conducted over the next few years. In addition, a major factor in the determination of the appropriateness of the forecasted target was New York’s policy not to set a target that is higher (i.e., worse) than the previous 5-year average. In consideration of all these factors, it was agreed that the forecasted target should be adjusted to 264.9, a decrease of 1% from the 2015-2019 average.

### Performance Measure: Number of fatal and personal injury crashes involving cell phone use and texting

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
Number of fatal and personal injury crashes involving cell phone use and texting-2022	Numeric	487.1	5 Year	2018

#### Performance Target Justification

New York’s methodology for setting its FFY 2022 targets used a two-step process. The first step in the process involved a linear trend model. Adhering to the method recommended by the FHWA and used by the NYS DOT in setting its targets, linear trend analysis was conducted using the FORECAST function in Excel. In the model, the 5-year moving average was used as the data point for each year included in the linear trend analysis. The data points used in the linear trend analysis were the 5-year average number of Fatal and Personal Injury Crashes Involving Cell Phone Use and Texting for each year from 2015 to 2019: 416.2, 446.0, 468.6, 479.0 and 492.0. The target estimated by the linear trend analysis for the 2018-2022 average number of F & PI crashes involving cell phone use and texting was 552.7, representing an increase over the 2015-2019 average of 492.0.

The second step in the process involved discussing the targets estimated by this forecasting method with the state’s key stakeholders to determine if an adjustment was warranted. The

discussion on whether the forecasted target was reasonable drew on the stakeholders’ experience and knowledge of the trend in the measure over time, the current activities and programs focusing on the use of cell phones and texting while driving, and those that will be conducted over the next few years. In addition, a major factor in the determination of the appropriateness of the target was New York’s policy not to set a target that is higher (i.e., worse) than the previous 5-year average. In consideration of all of these factors, it was agreed that the forecasted target should be adjusted to 487.1, a decrease of 1% from the 2015-2019 average.

### Performance Measure: Number of motorcyclists injured in crashes

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
Number of motorcyclists injured in crashes-2022	Numeric	4,002.8	5 Year	2018

#### Performance Target Justification

New York’s methodology for setting its FFY 2022 targets used a two-step process. The first step in the process involved a linear trend model. Adhering to the method recommended by the FHWA and used by the NYS DOT in setting its targets, linear trend analysis was conducted using the FORECAST function in Excel. In the model, the 5-year moving average was used as the data point for each year included in the linear trend analysis. The data points used in the linear trend analysis were the 5-year average number of Motorcyclists Injured in Crashes for each year from 2015 to 2019: 4,626.4, 4,535.4, 4,287.8, 4,142.6 and 4,043.2. The target estimated by the linear trend analysis for the 2018-2022 average number of injured motorcyclists was 3,547.5, representing a decrease of more than 6% from the 2015-2019 average of 4,043.2.

The second step in the process involved discussing the target estimated by this forecasting method with the state’s key stakeholders to determine if an adjustment was warranted. Based on their experience and knowledge of the trends in the data and current activities and programs related to motorcycle safety and those that will be conducted over the next few years, the key stakeholders determined that such a large decrease was too ambitious. Agreement was reached on adjusting the target to 4,002.8, representing an ambitious but more achievable decrease of 1% from the 2015-2019 average of 4,043.2 and aligning with the targets set for other performance measures.

## Performance Measure: Number of pedestrians injured in crashes

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
Number of pedestrians injured in crashes-2022	Numeric	14,990.0	5 Year	2018

### Performance Target Justification

New York’s methodology for setting its FFY 2022 targets used a two-step process. The first step in the process involved a linear trend model. Adhering to the method recommended by the FHWA and used by the NYS DOT in setting its targets, linear trend analysis was conducted using the FORECAST function in Excel. In the model, the 5-year moving average was used as the data point for each year included in the linear trend analysis. The data points used in the linear trend analysis were the 5-year average number of Pedestrians Injured in Crashes for each year from 2015 to 2019: 15,178.6, 15,110.0, 15,104.8, 15,002.6 and 15,141.4. The target estimated by the linear trend analysis for the 2018-2022 average number of injured pedestrians was 15,016.6, representing a decrease of less than 1% from the 2015-2019 average of 15,141.4.

The second step in the process involved discussing the target estimated by this forecasting method with the state’s key stakeholders to determine if an adjustment was warranted. Based on their experience and knowledge of the trends in the data and current activities and programs related to pedestrian safety and those that will be conducted over the next few years, the key stakeholders determined that the target could be adjusted to 14,990.0, an ambitious but achievable decrease of 1% from the 2015-2019 average of 15,141.4 and aligning with the targets set for other performance measures.

## Performance Measure: Number of bicyclists injured in crashes

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
Number of bicyclists injured in crashes-2022	Numeric	5,740.2	5 Year	2018

### Performance Target Justification

New York’s methodology for setting its FFY 2022 targets used a two-step process. The first step in the process involved a linear trend model. Adhering to the method recommended by the FHWA and used by the NYS DOT in setting its targets, linear trend analysis was conducted using the FORECAST function in Excel. In the model, the 5-year moving average was used as the data point for each year included in the linear trend analysis. The data points used in the



linear trend analysis were the 5-year average number of Bicyclists Injured in Crashes for each year from 2015 to 2019: 5,779.8, 5,843.2, 5,861.6, 5,757.4 and 5,798.2. The target estimated by the linear trend analysis for the 2018-2022 average number of injured bicyclists was 5,783.5, representing a decrease of less than 1% from the 2015-2019 average of 5,798.2.

The second step in the process involved discussing the target estimated by this forecasting method with the state’s key stakeholders to determine if an adjustment was warranted. Based on their experience and knowledge of the trends in the data and current bicycle safety-related activities and programs and those that will be conducted over the next few years, the key stakeholders agreed that a somewhat more ambitious target was reasonable. Based on this input, the forecasted target was adjusted from 5,783.5 to 5,740.2, representing a 1% decrease from the 2015-2019 average that was more challenging but still achievable and aligning with the targets set for other performance measures.

**Performance Measure: Number of fatal and personal injury crashes involving a motorcycle and another motor vehicle in high-risk counties**

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
Number of F & PI crashes involving a motorcycle and another motor vehicle in high-risk counties-2022	Numeric	1,279.9	5 Year	2018

**Performance Target Justification**

New York’s methodology for setting its FFY 2022 targets used a two-step process. The first step in the process involved a linear trend model. Adhering to the method recommended by the FHWA and used by the NYS DOT in setting its targets, linear trend analysis was conducted using the FORECAST function in Excel. In the model, the 5-year moving average was used as the data point for each year included in the linear trend analysis. The data points used in the linear trend analysis were the 5-year average number of F&PI Crashes Involving a Motorcycle and Another Motor Vehicle in the top six counties for each year from 2015 to 2019: 1,342.6, 1,339.8, 1,310.4, 1,293.0 and 1,292.8. The target estimated by the linear trend analysis for the 2018-2022 average number of F&PI motorcycle crashes involving another vehicle was 1,242.5, representing a decrease of approximately 4% from the 2015-2019 average of 1,292.8.

The second step in the process involved discussing the target estimated by this forecasting method with the state’s key stakeholders to determine if an adjustment was warranted. The key stakeholders agreed that the target of 1,242.5 F&PI crashes was overly ambitious based on the trends in the data and the array of motorcycle awareness activities planned for motorists in the six counties with the greatest number of motorcycle/other motor vehicle F & PI crashes.

Agreement was reached on adjusting the target to 1,279.9, representing an ambitious but more achievable decrease of 1% from the 2015-2019 average of 1,292.8 and aligning with the targets set for other performance measures.

**Performance Measure: Mean # of days from crash date to date crash report is entered into AIS**

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
Mean # of days from crash date to date crash report is entered into AIS-2022	Numeric	16.95	Annual	2021

Primary performance attribute: **Timeliness**

Core traffic records data system to be impacted: **Crash**

**Performance Target Justification**

All six of the traffic records-related performance targets for 2022 were established and approved by the TRCC as part of the strategic planning process undertaken to develop New York’s FFY 2022 *Traffic Safety Information Systems Strategic Plan*. They were established in accordance with NHTSA guidelines that require states to show quantitative improvement in the data attribute of timeliness, accuracy, completeness, uniformity, integration or accessibility of a core database (Federal Register, Vol. 83, No. 17, January 25, 2018). Each of New York’s traffic records performance targets is data-driven, being based on data for a 12-month contiguous period starting no later than April 1 of the prior calendar year. For the 2022 performance targets, data were examined for the 12-month period of April 1, 2020-March 31, 2021. Based on the data for this one-year baseline period, the target for this performance measure of timeliness reflects a one percent (1%) decrease from the baseline of 17.12 days. The decision regarding the size of the decrease that could reasonably be achieved was based on the expert judgement of the TRCC and its member agencies and their collective knowledge of current traffic records activities and those planned for the coming year. Therefore, the target was set at 16.95 days.

**Performance Measure: Percentage of crash records in AIS with no errors in the critical data element Lat/Long Coordinates**

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
Percentage of crash records in AIS with no errors in the critical data element Lat/Long Coordinates-2022	Percentage	91.99	Annual	2021

Primary performance attribute: **Accuracy**

Core traffic records data system to be impacted: **Crash**

#### Performance Target Justification

All six of the traffic records-related performance targets for 2022 were established and approved by the TRCC as part of the strategic planning process undertaken to develop New York’s FFY 2022 *Traffic Safety Information Systems Strategic Plan*. They were established in accordance with NHTSA guidelines that require states to show quantitative improvement in the data attribute of timeliness, accuracy, completeness, uniformity, integration or accessibility of a core database (Federal Register, Vol. 83, No. 17, January 25, 2018). Each of New York’s traffic records performance targets is data-driven, being based on data for a 12-month contiguous period starting no later than April 1 of the prior calendar year. For the 2022 performance targets, data were examined for the 12-month period of April 1, 2020-March 31, 2021. Based on the data for this one-year baseline period, the target for this performance measure of accuracy reflects a one percent (1%) increase from the baseline of 91.08%. The decision regarding the size of the increase that could reasonably be achieved was based on the expert judgement of the TRCC and its member agencies and their collective knowledge of current traffic records activities and those planned for the coming year. Therefore, the target was set at 91.99%.

#### Performance Measure: Percentage of crash records in AIS with no missing data in the critical data element of Roadway Type

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
Percentage of crash records in AIS with no missing data in the critical data element of Roadway Type-2022	Percentage	97.71	Annual	2021

Primary performance attribute: **Completeness**

Core traffic records data system to be impacted: **Crash**

#### Performance Target Justification

All six of the traffic records-related performance targets for 2022 were established and approved by the TRCC as part of the strategic planning process undertaken to develop New York’s FFY 2022 *Traffic Safety Information Systems Strategic Plan*. They were established in accordance with NHTSA guidelines that require states to show quantitative improvement in the data attribute of timeliness, accuracy, completeness, uniformity, integration or accessibility of a core database (Federal Register, Vol. 83, No. 17, January 25, 2018). Each of New York’s traffic records performance targets is data-driven, being based on data for a 12-month contiguous period starting no later than April 1 of the prior calendar year. For the 2022 performance targets, data were examined for the 12-month period of April 1, 2020-March 31, 2021. Based on the data for this one-year baseline period, the target for this performance measure of completeness reflects a

one percent (1%) increase from the baseline of 96.74%. The decision regarding the size of the increase that could reasonably be achieved was based on the expert judgement of the TRCC and its member agencies and their collective knowledge of current traffic records activities and those planned for the coming year. Therefore, the target was set at 97.71%.

**Performance Measure: Mean # of days from citation date to date citation is entered into TSLED database**

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
Mean # of days from citation date to date citation is entered into TSLED database-2022	Numeric	8.21	Annual	2021

Primary performance attribute: **Timeliness**

Core traffic records data system to be impacted: **Citation/Adjudication**

**Performance Target Justification**

All six of the traffic records-related performance targets for 2022 were established and approved by the TRCC as part of the strategic planning process undertaken to develop New York’s FFY 2022 *Traffic Safety Information Systems Strategic Plan*. They were established in accordance with NHTSA guidelines that require states to show quantitative improvement in the data attribute of timeliness, accuracy, completeness, uniformity, integration or accessibility of a core database (Federal Register, Vol. 83, No. 17, January 25, 2018). Each of New York’s traffic records performance targets is data-driven, being based on data for a 12-month contiguous period starting no later than April 1 of the prior calendar year. For the 2022 performance targets, data were examined for the 12-month period of April 1, 2020-March 31, 2021. Based on the data for this one-year baseline period, the target for this performance measure of timeliness reflects a one percent (1%) decrease from the baseline of 8.29 days. The decision regarding the size of the decrease that could reasonably be achieved was based on the expert judgement of the TRCC and its member agencies and their collective knowledge of current traffic records activities and those planned for the coming year. Therefore, the target was set at 8.21 days.

**Performance Measure: Mean # of days from date of charge disposition to date charge disposition is entered into TSLED database**

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
Mean # of days from date of charge disposition to date charge disposition is entered into TSLED database-2022	Numeric	39.63	Annual	2021

Primary performance attribute: **Timeliness**

Core traffic records data system to be impacted: **Citation/Adjudication**

#### Performance Target Justification

All six of the traffic records-related performance targets for 2022 were established and approved by the TRCC as part of the strategic planning process undertaken to develop New York’s FFY 2022 *Traffic Safety Information Systems Strategic Plan*. They were established in accordance with NHTSA guidelines that require states to show quantitative improvement in the data attribute of timeliness, accuracy, completeness, uniformity, integration or accessibility of a core database (Federal Register, Vol. 83, No. 17, January 25, 2018). Each of New York’s traffic records performance targets is data-driven, being based on data for a 12-month contiguous period starting no later than April 1 of the prior calendar year. For the 2022 performance targets, data were examined for the 12-month period of April 1, 2020-March 31, 2021. Based on the data for this one-year baseline period, the target for this performance measure of timeliness reflects a one percent (1%) decrease from the baseline of 40.03 days. The decision regarding the size of the decrease that could reasonably be achieved was based on the expert judgement of the TRCC and its member agencies and their collective knowledge of current traffic records activities and those planned for the coming year. Therefore, the target was set at 39.63 days.

#### Performance Measure: Mean # of days from citation date to date citation is entered into AA database

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
Mean # of days from citation date to date citation is entered into AA database-2022	Numeric	13.94	Annual	2021

Primary performance attribute: **Timeliness**

Core traffic records data system to be impacted: **Citation/Adjudication**

#### Performance Target Justification

All six of the traffic records-related performance targets for 2022 were established and approved by the TRCC as part of the strategic planning process undertaken to develop New York’s FFY 2022 *Traffic Safety Information Systems Strategic Plan*. They were established in accordance with NHTSA guidelines that require states to show quantitative improvement in the data attribute of timeliness, accuracy, completeness, uniformity, integration or accessibility of a core database (Federal Register, Vol. 83, No. 17, January 25, 2018). Each of New York’s traffic records performance targets is data-driven, being based on data for a 12-month contiguous period starting no later than April 1 of the prior calendar year. For the 2022 performance targets, data were examined for the 12-month period of April 1, 2020-March 31, 2021. Based on the data for this one-year baseline period, the target for this performance measure of timeliness reflects a one

percent (1%) decrease from the baseline of 14.08 days. The decision regarding the size of the decrease that could reasonably be achieved was based on the expert judgement of the TRCC and its member agencies and their collective knowledge of current traffic records activities and those planned for the coming year. Therefore, the target was set at 13.94 days.

**Certification: State HSP performance targets are identical to the State DOT targets for common performance measures (fatality, fatality rate, and serious injuries) reported in the HSIP annual report, as coordinated through the State SHSP.**

I certify:       **Yes**

**Grant Program Activity Reporting**

**A-1) Number of seat belt citations issued during grant-funded enforcement activities\***

Seat belt citations:       **8,433**

Fiscal Year A-1:       **2020**

**A-2) Number of impaired driving arrests made during grant-funded enforcement activities\***

Impaired driving arrests:       **1,197**

Fiscal Year A-2:       **2020**

**A-3) Number of speeding citations issued during grant-funded enforcement activities\***

Speeding citations:       **47,885**

Fiscal Year A-3:       **2020**

## Program Areas

### Program Area: Impaired Driving (Drug and Alcohol)

#### Description of Highway Safety Problems

The Impaired Driving (Drug and Alcohol) program area focuses on issues related to the use of alcohol or drugs or a combination of both by drivers involved in crashes. The core measure tracked for the Impaired Driving (Drug and Alcohol) program area is Alcohol-Impaired Driving Fatalities. New York also uses state data to track two additional measures: Persons Injured in Alcohol-Related Crashes and Fatalities in Drug-Related Crashes.

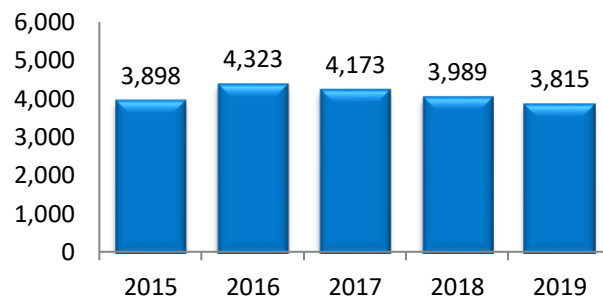
As indicated in the Performance Report, both alcohol-related fatalities and injuries have shown improvement. Based on FARS data, the 5-year average number of alcohol-impaired driving fatalities decreased from 332.8 in 2011-2015 to 297.4 in 2015-2019. During the same time period, the 5-year average number of persons injured in alcohol-related crashes declined from 5,888.0 in 2011-2015 to 5,463.6 in 2015-2019.

In comparison, fatalities in drug-related crashes have been on an upward trend, increasing 26% from 213.0 in 2011-2015 to 267.6 in 2015-2019.

#### Alcohol-Related and Drug-Related Crashes

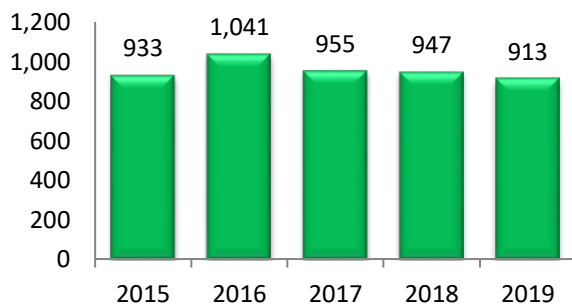
Both alcohol-related and drug-related crashes continue to be a concern. A series of analyses were conducted to identify the characteristics of fatal and personal injury (F & PI) crashes involving alcohol or drugs. In 2019, the number of alcohol-related fatal and personal injury crashes decreased 4% from the previous year, from 3,989 to 3,815.

**ALCOHOL-RELATED FATAL & PI CRASHES\***



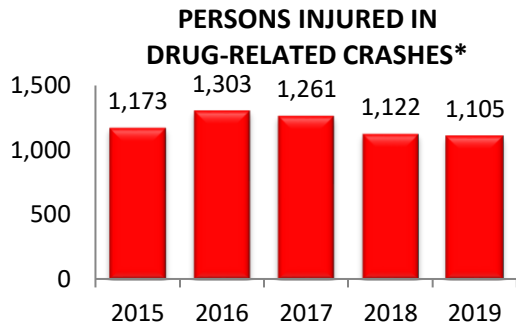
\* Police-reported Crashes  
Source: NYS AIS / TSSR

**DRUG-RELATED F & PI CRASHES\***



\* Police-reported Crashes  
Source: NYS AIS / TSSR

Based on a year-to-year comparison, the number of drug-related fatal and personal injury crashes also decreased by approximately 4% between 2018 (947) and 2019 (913).



\* Police-reported Crashes  
Source: NYS AIS / TSSR

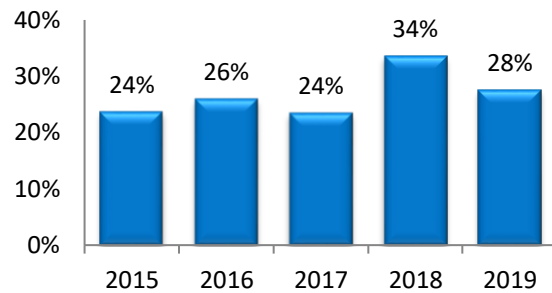
The number of persons injured in drug-related crashes fluctuated over the five-year period 2015-2019. Between 2016 and 2019, the number of persons injured in these crashes dropped 15%, from 1,303 to 1,105.

While the improvements in some of these drug-related crash measures are encouraging, the involvement of drugs in crashes is a growing concern. Between 2017 and 2019, the 5-year average number of fatalities in drug-related

crashes increased from 232.4 to 267.6 (15%).

The importance of this issue is also evident in the increase in the proportion of motor vehicle fatalities that involve drugs. From 2015 to 2019, drug-related fatalities as a proportion of total motor vehicle fatalities rose from 24% to 28%, reaching as high as 34% in 2018. The legalization of recreational marijuana use further heightens the need to closely monitor the impact on drugged driving crashes.

**DRUG-RELATED FATALITIES AS A PROPORTION OF TOTAL FATALITIES**



Source: NYS AIS / TSSR

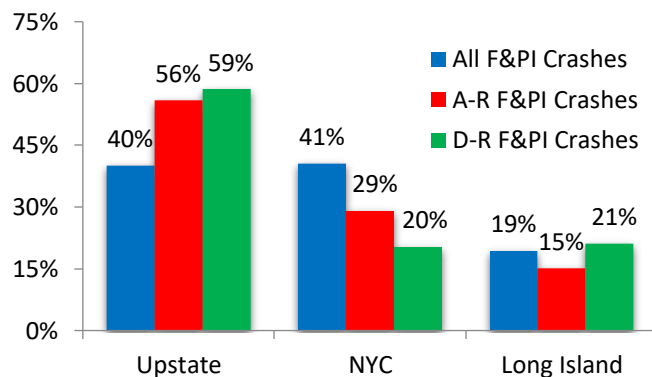
It should be noted that better detection of the involvement of drugs in crashes resulting from law enforcement training programs such as ARIDE and Drug Recognition Expert training, is likely to have contributed to better reporting of these crashes.

### Geographic Location

In 2019, the majority of both the alcohol-related (56%) and drug-related (59%) fatal and personal injury crashes occurred in the Upstate region; 29% and 20%, respectively, occurred in New York City, and 15% and 21%, respectively, occurred in Nassau and Suffolk counties on Long Island.

Compared to the proportion of all police-reported fatal and personal injury crashes in each region, the Upstate region was overrepresented in both alcohol-related and drug-related fatal and personal injury crashes (56% and 59% vs. 40%).

**ALL, ALCOHOL-RELATED AND DRUG-RELATED FATAL & PI CRASHES\* BY REGION: 2019**

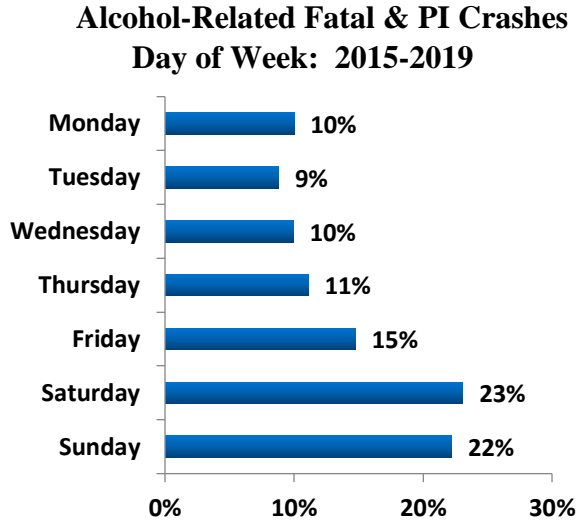


\* Police-reported Crashes  
Source: AIS / TSSR

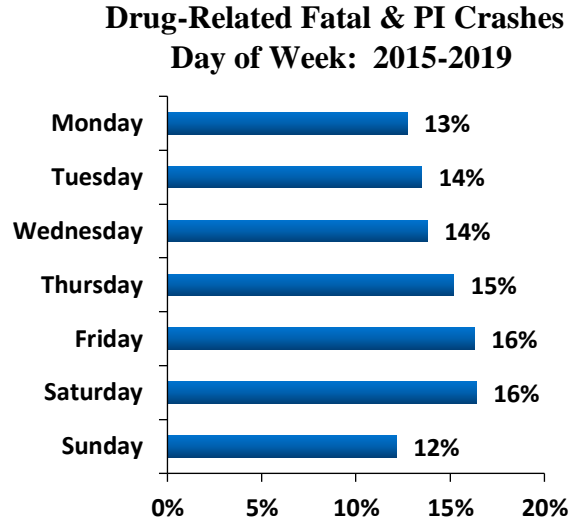


## Day of Week

Alcohol-related fatal and personal injury crashes were most likely to occur on the weekend (45% on Saturday and Sunday). In contrast, drug-related fatal and personal injury crashes were fairly evenly distributed across the days of the week, ranging from 12% to 16%.



Source: NYS AIS / TSSR

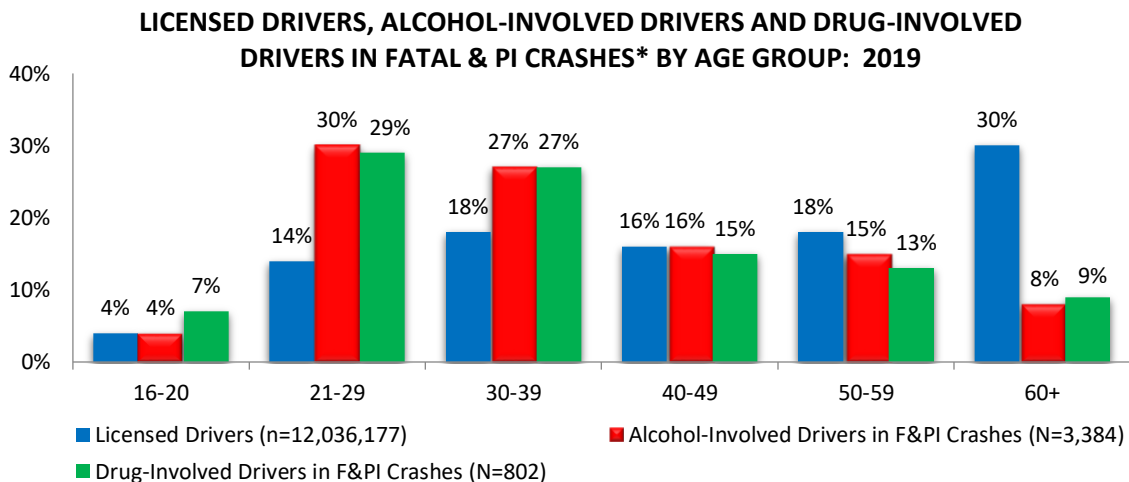


Source: NYS AIS / TSSR

## High-Risk Age Groups

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

Alcohol-involved drivers and drug-involved drivers in the age groups 21-29 and 30-39 are overrepresented when compared to the proportions of licensed drivers in those age groups. Compared to the proportion of licensed drivers who are in the 16-20 age group (4%), 7% of the



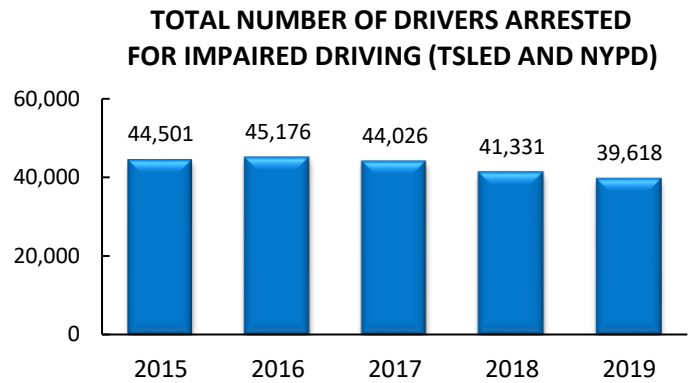
\* Police-reported Crashes

Sources: NYS Driver License File and AIS / TSSR

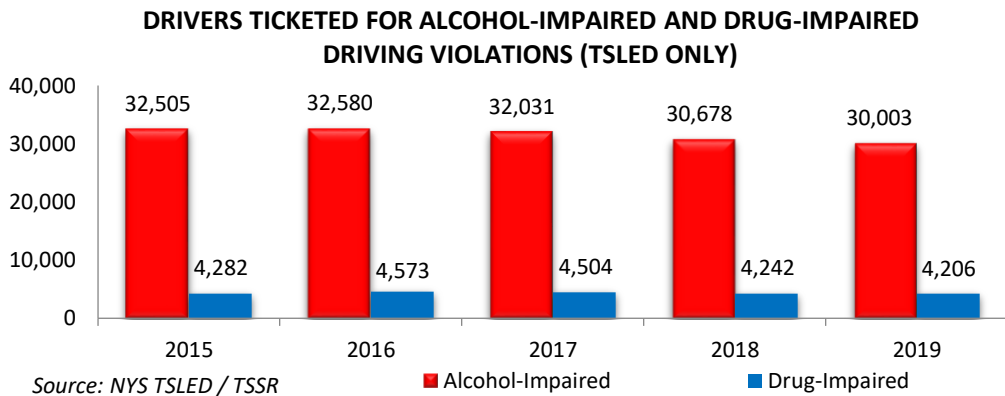
drug-involved drivers in 2019 were under 21 years of age. Compared to 14% of the licensed drivers, more than twice as many of the alcohol-involved drivers (30%) and drug-involved drivers (29%) are ages 21-29. Drivers 30-39 years of age account for 18% of the licensed drivers, but 27% of the alcohol-involved drivers and 27% of the drug-involved drivers are in this age group.

### Enforcement

The total number of drivers arrested for impaired driving has been on a general downward trend over the past several years. Between 2015 and 2019, the number of drivers arrested for impaired driving dropped from 44,501 to 39,618, representing a decrease of 11%.



Source: NYS TSLED and NYPD / TSSR



Source: NYS TSLED / TSSR

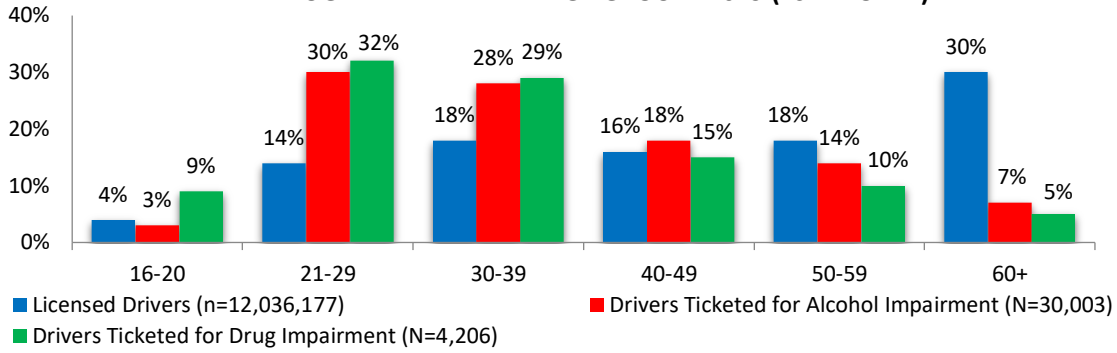
■ Alcohol-Impaired ■ Drug-Impaired

Over the five-year period 2015-2019, the number of persons ticketed under the TSLED system for alcohol-impaired driving dropped 8%, from 32,505 in 2015 to 30,003 in 2019. In comparison, the number of drivers ticketed for drug-impaired driving declined 2%, from 4,282 in 2015 to 4,206 in 2019.

In 2019, the largest proportions of drivers ticketed for alcohol impairment and drivers ticketed for drug impairment were in the 21-29 age group (30% and 32%, respectively), over two times the proportion of licensed drivers in that age group (14%).

Drivers under 21 years of age were also significantly overrepresented in drug-impaired driving arrests, comprising more than twice (9%) the proportion of licensed drivers (4%) in that age group. Drivers ticketed for alcohol violations and drug violations were also overrepresented in the 30-39 age group, 28% and 29%, respectively, compared to 18% of the licensed drivers.

**LICENSED DRIVERS AND DRIVERS TICKETED FOR ALCOHOL IMPAIRMENT AND DRUG IMPAIRMENT BY AGE GROUP: 2019 (TSLED ONLY)**



Sources: NYS Driver License File and TSLED / TSSR

**Conviction Rates**

Approximately 80% of the impaired driving arrests each year are made by agencies that are part of New York’s Traffic Safety Law Enforcement and Disposition (TSLED) ticket system. Analyses of conviction information available in TSLED indicate that the conviction rate for drivers charged with an impaired driving violation (VTL 1192) has remained constant at approximately 91% the past several years.

In 2015-2019, an average of 91% of the drivers arrested under the TSLED system were convicted; 35%-44% of these drivers were convicted on the original VTL 1192 charge and 46%-51% were convicted on another impaired driving charge. Only two to three percent were convicted on a non-VTL 1192 charge. In each of the five years, 8%-11% of the cases adjudicated were dismissed, resulted in an acquittal or the offender was convicted on a charge associated with a different event.

**Detection of Impaired Driving**

One of the biggest challenges in addressing the issue of impaired driving is the detection and arrest of drivers who are driving under the influence of alcohol, drugs or both. The use of such methods as standardized field sobriety tests (SFST) or the use of chemical tests based on a per se level of 0.08% to determine whether a driver is under the influence of alcohol have been in existence for decades. It is widely documented that these tests are reliable in identifying the alcohol-impaired driver. Determining whether a person is driving under the influence of drugs is much more problematic.

Currently, two of the best approaches for detecting drugged driving are through the Advanced Roadside Impaired Driving Enforcement (ARIDE) and Drug Recognition Expert (DRE) programs. Through 16 hours of classroom instruction, the ARIDE program trains law enforcement officers to observe, identify and document the signs of impairment related to alcohol, drugs or both. The DRE program is a much more intensive training program for officers that involves a two-week classroom component and an in-field practicum that allows the officers to observe first-hand the signs of drug and alcohol impairment. Although participation in an ARIDE or DRE program greatly enhances an officer’s ability to identify whether a driver may be operating a motor vehicle under the influence of drugs, the opportunity to participate in either

program is very limited. In addition to training more officers through the ARIDE or DRE programs, efforts to provide better training to officers in the administration of the SFST tests are needed.

**Associated Performance Measures**

<b>Fiscal Year</b>	<b>Performance measure name</b>	<b>Target End Year</b>	<b>Target Period</b>	<b>Target Value</b>
2022	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	2022	5 Year	294.4
2022	Number of persons injured in alcohol-related crashes	2022	5 Year	5,409.0
2022	Number of fatalities in drug-related crashes	2022	5 Year	264.9

**Countermeasure Strategies in Program Area**

<b>Countermeasure Strategy</b>
AL-1: Enforcement of Impaired Driving Laws
AL-2: Prosecution and Adjudication of DWI Offenders
AL-3: DWI Offender Treatment, Monitoring, Control
AL-4: Prevention, Communications, Public Information and Educational Outreach
AL-5: Underage Drinking and Alcohol-Impaired Driving
AL-6: Drugged Driving
AL-7: Cooperative Approaches to Reducing Impaired Driving
AL-8: Research, Evaluation and Analytical Support for New York's Performance-Based Impaired Driving Program

**Countermeasure Strategy: AL-1: Enforcement of Impaired Driving Laws**

**Project Safety Impacts**

Using a data-driven approach, this countermeasure strategy was selected to complement the other strategies proposed for the Impaired Driving program area which collectively will provide a comprehensive approach to addressing the issues that have been identified. Together with the other countermeasure strategies, enforcement of the state’s impaired driving laws and the planned activities that are funded will have a positive impact on the selected performance measures and enable the state to reach the performance targets that have been set.

This countermeasure strategy supports the theory of general deterrence that is designed to discourage motorists from drinking and driving. According to general deterrence theories, the efficacy of a legal threat is a function of the perceived certainty, swiftness and severity of punishment if arrested for a violation of the impaired driving laws. Research shows that the threat of swift, certain and severe punishment will deter many motorists from drinking and driving. To accomplish this, a number of planned activities will be funded under this strategy, including high-visibility enforcement, saturation patrols, roving patrols, sobriety checkpoints, sting operations, training for enforcement officers, media campaigns and enforcement tools. This countermeasure strategy and planned activities will continue to have a positive effect on reducing the incidence of impaired driving.

#### Linkage Between Program Area

The data analysis conducted under the problem identification task showed that the number of drivers arrested for impaired driving has been on a general downward trend. Between 2015 and 2019, the number of drivers arrested for impaired driving dropped from 44,501 to 39,618, representing an 11% decrease. This finding, together with the finding that both alcohol-related and drug-related fatal and personal injury crashes declined between 2018 and 2019 (each 4%) but still remain high, highlight the need to continue to have a strong enforcement presence across the state. The ability to deliver a comprehensive set of enforcement-related initiatives will assist in expanding awareness among the driving public that drinking and driving will not be tolerated and if you do engage in such behavior, you will be arrested and punished.

Sufficient funding has been allocated to support the various enforcement-related activities that are designed to have an overall general deterrence effect, thereby assisting the state in attaining the performance targets established for this program area.

#### Rationale

The use of enforcement is an evidenced-based countermeasure strategy and a key component of a comprehensive approach to address impaired driving issues. This countermeasure strategy and the funded planned activities will contribute to attaining the performance targets set to reduce the number of fatalities and persons injured in alcohol-related crashes and the number of fatalities in drug-related crashes.

*For supporting research, refer to the discussion of Publicized Sobriety Checkpoints, pp. 1-21 to 1-23; High Visibility Saturation Patrol Programs, p. 1-24; Preliminary Breath Test Devices, p. 1-25; and Integrated Enforcement, pp. 1-27 and 1-28 in Countermeasures That Work, 8th Ed.*

**Planned activities in countermeasure strategy**

Unique Identifier	Planned Activity Name
AL-2022-001	Impaired Driving Enforcement Grants for Local Police Agencies
AL-2022-002	Statewide High-Visibility Focused Enforcement Campaigns
AL-2022-003	Media Support for National Impaired Driving Enforcement Mobilizations
AL-2022-004	Impaired Driving Enforcement Training for Police Officers

**Planned Activity: Impaired Driving Enforcement Grants for Local Police Agencies**

Planned activity number: **AL-2022-001**

**Planned Activity Description**

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

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

**Intended Subrecipients**

Local police agencies and statewide not-for-profit agencies

**Funding Sources**

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	FAST Act 405d Impaired Driving Low	405d Impaired Driving Low (FAST)	\$1,100,000.00	\$0.00	\$1,100,000.00

**Planned Activity: Statewide High-Visibility Focused Enforcement Campaigns**

Planned activity number: **AL-2022-002**

**Planned Activity Description**

Statewide enforcement campaigns that focus on impaired driving will be supported. To ensure that resources are used efficiently, these campaigns will incorporate evidence-based strategies

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

### Intended Subrecipients

State law enforcement agencies and statewide not-for-profit agencies

### Funding Sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	FAST Act 405d Impaired Driving Low	405d Impaired Driving Low (FAST)	\$2,825,000.00	\$14,500,000.00	\$2,540,000.00

### Planned Activity: Media Support for National Impaired Driving Enforcement

#### Mobilizations

Planned activity number: **AL-2022-003**

#### Planned Activity Description

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

New York’s impaired driving messaging (both alcohol and drug (illicit and prescription)) is intended for all age groups as impaired driving is a major problem with all age groups. GTSC does, however, focus the airing of PSAs on TV stations geared more toward the younger demographic and heavy social media messaging on impairment to the 18-34 demographic.

In addition, in a continuing effort to reduce impaired driving by targeting the at-risk 21-29 age group, New York State has been in the process of establishing an impaired safety messaging campaign targeting jukeboxes at drinking establishments in locations with large numbers of persons in the 21-29 year age group. The jukeboxes will carry targeted impaired messages which will include an optional quiz on the impaired safety material presented, which upon completion will provide music credits for the user. Additionally, this safety messaging will be included on the company’s mobile app – so the mediums vary and can be utilized outside of the confines of the establishment locations. The effort is in the preliminary contract stage. New York State ran a pilot of this program on October 10th, 2020. The one-night campaign targeted 1,484 New York bars, and resulted in ad impressions from 1,098,548 video spots and 15,436 mobile ads. GTSC hopes that when the optional survey and quiz features receive greater use more data analytics on the 21-29 age group and the various locations they frequent will be generated. Improved data points from this effort will further improve New York’s efforts to most effectively target the at-risk age groups and enhance the safety of all within New York State.

**Intended Subrecipients**

State agencies and statewide not-for-profit agencies

**Funding Sources**

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	FAST Act 405d Impaired Driving Low	405d Impaired Driving Low (FAST)	\$600,000.00	\$0.00	\$540,000.00

**Planned Activity: Impaired Driving Enforcement Training for Police Officers**

Planned activity number: **AL-2022-004**

**Planned Activity Description**

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

**Intended Subrecipients**

State law enforcement agencies and local police agencies



## Funding Sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	FAST Act 405d Impaired Driving Low	405d Impaired Driving Low (FAST)	\$550,000.00	\$0.00	\$490,000.00

## Countermeasure Strategy: AL-2: Prosecution and Adjudication of DWI Offenders

### Project Safety Impacts

Using a data-driven approach, this countermeasure strategy was selected to complement the other strategies proposed for the Impaired Driving program area which collectively will provide a comprehensive approach to addressing the issues that have been identified. Together with the other countermeasure strategies, the prosecution and adjudication of DWI offenders and the planned activities that are funded will have a positive impact on the selected performance measures and enable the state to reach the performance targets that have been set.

This countermeasure strategy also supports general deterrence in that it is designed to ensure that cases involving DWI offenders will be processed swiftly and that the punishment will be certain and severe. This will be accomplished through a number of planned activities, including the courtroom training of police, prosecutors, judges and probation personnel; improving communication among the different court systems; promoting the use of alternative sanction programs for convicted DWI offenders; and improving toxicology services. This countermeasure strategy and the planned activities will continue to have a positive effect on reducing the incidence of impaired driving.

### Linkage Between Program Area

The data analysis conducted under the problem identification task showed that of the number of DWI offenders whose case had been adjudicated, 90%-92% of them had been convicted of an impaired driving offense in each of the five years 2015-2019. The data also showed that 35%-44% of these convicted drivers each year were convicted on the same charge they were arrested for, while 46%-51% were convicted on a different impaired driving charge, in many case a lesser charge (e.g., DWAI vs. DWI).

By offering access to training for various personnel within the prosecution and adjudication part of the impaired driving system and supporting alternative sanction programs, this countermeasure strategy and planned activities are expected to have a positive effect on reducing alcohol-related fatalities and injuries and drug-related fatalities.

Sufficient funding has been allocated to support the various prosecution-related and adjudication-related activities that are designed to have an overall general deterrence effect, thereby assisting the state in attaining the performance targets established for this program area.

## Rationale

The prosecution and adjudication of DWI offenders is an evidenced-based countermeasure strategy and a key component of a comprehensive approach to address impaired driving issues. This countermeasure strategy and the funded planned activities will contribute to attaining the performance targets set to reduce the number of fatalities and persons injured in alcohol-related crashes and the number of fatalities in drug-related crashes.

*For supporting research, refer to the discussion of Innovative DWI Sanctions and the Use of Traffic Safety Resource Prosecutors and Judicial Outreach Liaisons to conduct training, p. 1-29 and 1-30 in Countermeasures That Work, 8th Edition, 2015.*

## Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
AL-2022-005	Courtroom Training on Impaired Driving Cases for Police, Probation, Prosecutors & Judges
AL-2022-006	Court Systems Communication Improvements
AL-2022-007	Alternative Sanction Programs for Impaired Drivers
AL-2022-008	Improvement of Toxicology Services

## Planned Activity: Courtroom Training on Impaired Driving Cases for Police, Probation, Prosecutors & Judges

Planned activity number: **AL-2022-005**

### Planned Activity Description

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

### Intended Subrecipients

Local and statewide not-for-profit agencies

## Funding Sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	FAST Act 405d Impaired Driving Low	405d Impaired Driving Low (FAST)	\$460,000.00	\$0.00	\$410,000.00

## Planned Activity: Court Systems Communication Improvements

Planned activity number: **AL-2022-006**

### Planned Activity Description

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

### Intended Subrecipients

State, local and not-for-profit agencies

## Funding Sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	FAST Act 405d Impaired Driving Low	405d Impaired Driving Low (FAST)	\$300,000.00	\$0.00	\$270,000.00

## Planned Activity: Alternative Sanction Programs for Impaired Drivers

Planned activity number: **AL-2022-007**

### Planned Activity Description

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

### Intended Subrecipients

Local agencies

### Funding Sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	FAST Act 405d Impaired Driving Low	405d Impaired Driving Low (FAST)	\$300,000.00	\$0.00	\$270,000.00

### Planned Activity: Improvement of Toxicology Services

Planned activity number: **AL-2022-008**

#### Planned Activity Description

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

### Intended Subrecipients

State and local agencies

### Funding Sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	FAST Act 405d Impaired Driving Low	405d Impaired Driving Low (FAST)	\$800,000.00	\$10,000,000.00	\$720,000.00

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

### Project Safety Impacts

Using a data-driven approach, this countermeasure strategy was selected to complement the other strategies proposed for the Impaired Driving program area which collectively will provide a comprehensive approach to addressing the issues that have been identified. Together with the other countermeasure strategies, DWI Offender Treatment, Monitoring, Control and the planned activities that are funded will have a positive impact on the selected performance measures and enable the state to reach the performance targets that have been set.

This countermeasure strategy focuses on specific deterrence, the objective of which is to discourage convicted impaired drivers from becoming repeat offenders in the future. To accomplish this, a number of planned activities will be funded under this strategy, including the use and monitoring of ignition interlock devices; assessment, treatment and monitoring of DWI offenders; and support for the state's Impaired Driver Program (IDP). This countermeasure strategy and planned activities will continue to have a positive effect on reducing the incidence of impaired driving.

### Linkage Between Program Area

The issue of repeat DWI offenders, i.e., recidivism, is an important aspect of the impaired driving problem that must be addressed. A 2020 study conducted by the Institute for Traffic Safety Management and Research found that the rate of recidivism was 20% in 2018, similar to the rate in 2015, but down substantially when compared to 1999 (29%). Since research has shown that assessment and the treatment and monitoring of offenders identified as having problems with alcohol abuse or alcoholism is an effective way to reduce recidivism, this countermeasure strategy and the planned activities will continue to have a positive effect on reducing the incidence of recidivism.

Sufficient funding has been allocated to support various specific deterrence activities that are designed specifically to have a positive impact on DWI recidivism, helping the state attain the performance targets established for this program area.

### Rationale

The use of ignition interlocks and the assessment, treatment and monitoring of convicted DWI offenders are evidenced-based countermeasure strategies and key components of a comprehensive approach to address impaired driving issues. This countermeasure strategy and the funded planned activities will contribute to attaining the performance targets set to reduce the number of fatalities and persons injured in alcohol-related crashes and the number of fatalities in drug-related crashes.

*For supporting research, refer to the discussion of Alcohol Ignition Interlocks, pp. 1-38 to 1-40; and DWI Offender Monitoring, pp. 1-43 and 1-44 in Countermeasures That Work, 8th Edition, 2015.*

**Planned activities in countermeasure strategy**

Unique Identifier	Planned Activity Name
AL-2022-009	Monitoring of Ignition Interlock & Other Alcohol Detection Devices
AL-2022-010	Impaired Driver Program (IDP)

**Planned Activity: Monitoring of Ignition Interlock & Other Alcohol Detection Devices**

Planned activity number: **AL-2022-009**

**Planned Activity Description**

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

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

**Intended Subrecipients**

State and local agencies

**Funding Sources**

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	FAST Act 405d Impaired Driving Low	405d Impaired Driving Low (FAST)	\$300,000.00	\$0.00	\$300,000.00
2022	FAST Act 405d Impaired Driving Low	405d Low Ignition Interlock	\$1,200,000.00	\$6,000,000.00	\$1,200,000.00

## Planned Activity: Impaired Driver Program (IDP)

Planned activity number: **AL-2022-010**

### Planned Activity Description

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

In the past, projects to improve the effectiveness of the program will be considered for GTSC funding. These may include the development of information and reporting systems to facilitate communication or improve tracking and monitoring, training for providers of screening and assessment services, or program improvements such as the development and implementation of a new evidence-based curriculum. No such projects are being considered for funding in FFY 2022.

### Intended Subrecipients

State, local and not-for-profit agencies

### Funding Sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	FAST Act 405d Impaired Driving Low	405d Impaired Driving Low (FAST)	\$0.00	\$0.00	\$0.00

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

### Project Safety Impacts

This countermeasure strategy was selected to complement the other strategies proposed for the Impaired Driving program area which collectively will provide a comprehensive approach to addressing the issues that have been identified. Together with the other countermeasure strategies, the Prevention, Communications, Public Information and Educational Outreach strategy and the planned activities that are funded will have a positive impact on the selected performance measures and enable the state to reach the performance targets that have been set.

The Prevention, Communications, Public Information and Educational Outreach countermeasure strategy focuses on informing the public of the dangers of impaired driving in order to prevent motorists from drinking and/or using drugs and then driving. As such, this strategy plays an important role in New York's comprehensive program on impaired driving. The primary

planned activity under this countermeasure strategy is a statewide public awareness campaign. Another planned activity focuses on providing education and outreach to high risk groups. This countermeasure strategy and planned activities will continue to have a positive effect on reducing the incidence of impaired driving.

### Linkage Between Program Area

The problem identification effort highlighted the complexity of the impaired driving issue. In addition to the data analyses that assisted in identifying various facets of the impaired driving issue, a broad finding from the problem identification process was the need to continually educate and inform the various components of the system on the dangers of impaired driving. Those components range from the drivers themselves and enforcement and court personnel to other professionals in the field and the general public. The ability to reach a diverse groups requires a robust public awareness campaign that uses tested messaging and activities that focus specifically on high risk groups. The ability to deliver a comprehensive set of public information and education initiatives to diverse groups will assist in expanding awareness of the issue and what can be done to address it, helping the state attain the performance targets established for the program area.

Sufficient funding has been allocated to promote various public information and education activities designed specifically to educate the general public on the dangers of impaired driving.

### Rationale

The need to raise public awareness and educate the general public, as well as specific high risk groups, of the dangers of impaired driving is an important component of a comprehensive approach to the problem of impaired driving. This countermeasure strategy and the funded planned activities will contribute to attaining the performance targets set to reduce the number of fatalities and persons injured in alcohol-related crashes and the number of fatalities in drug-related crashes.

*For supporting research, refer to the discussion of Mass Media Campaigns, pp. 1-49 and 1-50; Reasonable Beverage Service, pp. 1-51 and 1-52; Alternative Transportation, pp. 1-53 and Designated Drivers, pp. 1-54 and 1-55 in Countermeasures That Work, 8th Edition, 2015.*

### Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
AL-2022-011	Statewide Public Awareness Campaigns
AL-2022-012	Education & Outreach to High-Risk Groups



## Planned Activity: Statewide Public Awareness Campaigns

Planned activity number: **AL-2022-011**

### Planned Activity Description

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

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

For example, New York’s STOP-DWI Foundation has developed a number of communication tools that are used in outreach efforts. One of these is the “Have a Plan” mobile application which is an important resource for the general public and potential impaired drivers. The app can be used to contact a taxi or other alternative transportation options or to report a suspected impaired driver to the police. Educational and promotional materials continue to be developed and distributed to further promote the app.

### Intended Subrecipients

State and statewide not-for-profit agencies

### Funding Sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	FAST Act 405d Impaired Driving Low	405d Impaired Driving Low (FAST)	\$1,200,000.00	\$0.00	\$1,200,000.00

## Planned Activity: Education & Outreach to High-Risk Groups

Planned activity number: **AL-2022-012**

### Planned Activity Description

Projects that provide education and other outreach efforts at specific types of locations or for specific high-risk groups will be supported. Included are projects that deliver information and

education at venues such as sporting events that are popular with persons that have been identified as high-risk for impaired driving, as well as projects that provide training for servers of alcoholic beverages at restaurants, bars and other establishments.

Educational efforts that focus on specific groups, such as young drivers, will also be supported. Media campaigns and other public information and education activities conducted by organizations, such as SADD, that raise awareness of the scope and seriousness of underage drinking and driving and complement and enhance the effectiveness of the specific enforcement countermeasures that are implemented are eligible for funding. The promotion of designated drivers or the use of alternate forms of transportation will also be considered for funding.

Projects that provide communication and outreach to the general public regarding the dangers of drugged driving, and specifically impairment resulting from prescription drug use, will also be eligible for funding. There is also a need to increase awareness and educate professionals who deal with high-risk populations including treatment professionals, probation officers and other professionals within the state’s impaired driving system.

For FFY 2022, New York has received proposals that will address identified high-risk populations with public awareness messaging campaigns. One such grant application is from the NYS STOP-DWI Foundation, which proposes to coordinate impaired driving public awareness initiatives at sporting franchises, college campuses, regional venues and the New York State Fair. Campaign materials will contain consistent prevention messaging intended to enhance the perceived risk of detection for driving while impaired. Campaign efforts will be coordinated with local STOP-DWI law enforcement efforts. The “Have a Plan” message and mobile app will also be incorporated into these public awareness efforts.

**Intended Subrecipients**

State, local and not-for-profit agencies

**Funding Sources**

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	FAST Act 405d Impaired Driving Low	405d Impaired Driving Low (FAST)	\$870,000.00	\$10,000,000.00	\$870,000.00

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

**Project Safety Impacts**

Using a data-driven approach, this countermeasure strategy was selected to complement the other strategies proposed for the Impaired Driving program area which collectively will provide a comprehensive approach to addressing the issues that have been identified. Together with the

other countermeasure strategies, the strategy of underage drinking and alcohol-impaired driving and the planned activities that are funded will have a positive impact on the selected performance measures and enable the state to reach the performance targets that have been set.

The Underage Drinking and Alcohol-Impaired Driving countermeasure strategy centers on the enforcement of the state’s alcohol-impaired driving laws, especially as they relate to drivers under the legal drinking age of 21, as well as the laws that relate to the sale of alcohol to minors. Under this countermeasure strategy, the planned activity will focus on enforcement in areas popular with underage drinkers, compliance with underage drinking laws, sting operations and the use of fraudulent IDs used to purchase alcohol. It will also provide support for activities that address the issue of social host liability and adults, including parents, who provide alcohol to minors. This strategy and the planned activities will continue to have a positive effect on reducing the incidence of alcohol-impaired driving among drivers under the age of 21.

**Linkage Between Program Area**

As documented by the data-driven problem identification task, in 2019, 4% of the alcohol-involved drivers in F&PI crashes were under the age of 21, despite the fact that drivers this age are prohibited from drinking alcoholic beverages. Analyses conducted in previous years showed a similar proportion of alcohol-involved drivers in F&PI crashes being under the age of 21. Funding activities that address the many aspects of the underage drinking issue, from enforcement to conducting sting operations in cooperation with the State Liquor Authority, this countermeasure strategy and planned activities will continue to strive toward having a positive impact on the performance targets set for impaired driving, as well as the target set for the drivers age 20 and younger involved in fatal crashes.

Sufficient funding has been allocated to support the various activities designed specifically to address the issue of underage drinking and alcohol-impaired driving.

**Rationale**

The fact that drivers under the age of 21 continue to drink and drive underscores the need to develop and implement initiatives that address the problem of underage drinking and driving. Because the diverse aspects of the issue of underage drinking and driving are being addressed by different state agencies, the funding of activities is being shared by the NY State Liquor Authority and by the DMV’s Office of Field Investigation. The combined efforts being funded under this countermeasure strategy will contribute to attaining the performance targets set for impaired driving and for drivers age 20 and younger involved in fatal crashes.

*For supporting research, refer to the discussion of Alcohol Vendor Compliance Checks, pp. 1-61 and 1-62; Other Minimum Legal Drinking Age 21 Law Enforcement, pp. 1-63 and 1-64; Youth Programs, pp. 1-65 and 1-66 in Countermeasures That Work, 8th Edition, 2015.*

**Planned activities in countermeasure strategy**

Unique Identifier	Planned Activity Name
AL-2022-013	Compliance with Underage Drinking Laws

## Planned Activity: Compliance with Underage Drinking Laws

Planned activity number: **AL-2022-013**

### Planned Activity Description

Countermeasures that limit access to alcohol by persons under the legal drinking age of 21 will continue to be supported in FFY 2022. These include projects that focus on preventing vendors from selling alcohol to minors such as sting operations, and projects designed to prevent minors from illegally purchasing alcohol such as checks to identify fraudulent IDs. Resources from the State Liquor Authority, DMV's Office of Field Investigation and local police agencies are also used in these operations. Also eligible for funding are projects that address the issue of social host liability and parents and other adults who provide minors with access to alcohol.

Enforcement efforts that focus on patrolling areas and specific locations popular with underage drinkers and the establishment of an underage tip line that the public can use to notify police when drinking by minors is observed are two evidence-based countermeasures that will also be supported.

### Intended Subrecipients

State enforcement agencies and local police agencies

### Funding Sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	FAST Act 405d Impaired Driving Low	405d Impaired Driving Low (FAST)	\$1,800,000.00	\$14,000,000.00	\$1,620,000.00
2022	FAST Act 405d Impaired Driving Low	405d Low Ignition Interlock	\$0.00	\$3,000,000.00	\$0.00

## Countermeasure Strategy: AL-6: Drugged Driving

### Project Safety Impacts

Using a data-driven approach, this countermeasure strategy was selected to complement the other strategies proposed for the Impaired Driving program area which collectively will provide a comprehensive approach to addressing the issues that have been identified. Together with the other countermeasure strategies, the enforcement and adjudication of the drugged driving laws and the planned activities that are funded will have a positive impact on the selected performance measures and enable the state to reach the performance targets that have been set.

Under this countermeasure strategy, planned activities related to improving the ability of law enforcement officers to detect and arrest drivers operating a motor vehicle under the influence of drugs through training will be supported. Other planned activities that provide training for

personnel involved in the adjudication of drugged driving arrests, including prosecutors, judges and toxicologists, will also be supported. By increasing the number of enforcement officers, prosecutors and toxicologists trained, this strategy and the planned activities will continue to have a positive effect on reducing the incidence of impaired driving and drugged driving in particular.

### Linkage Between Program Area

The data analysis conducted under the problem identification task indicates that the problem of drugs and driving has been on an upward trend in recent years. The 5-year average for fatalities in drug-related crashes increased from 213.0 in 2011-2015 to 267.6 in 2015-2019, an increase of 26%. Yet the number of drug-related fatal and personal injury (F&PI) crashes declined from 947 in 2018 to 913 in 2019, a decrease of about 4%. In 2019, the largest proportion of drug-related F&PI crashes occurred in the Upstate region (59%), followed by Long Island (21%) and New York City (20%). In F&PI crashes, the drug-involved drivers in every age group under age 40 are overrepresented when compared to the proportions of licensed drivers in those age groups. For example, in 2019, 29% of the drug-involved drivers were ages 21-29 compared to 14% of the licensed drivers.

Through this countermeasure strategy and associated planned activities, training will be offered to key personnel involved in different aspects of the drugged driving issue, including enforcement personnel; prosecutors, judges and other court personnel; and toxicologists. These efforts are expected to help the state reach the performance target set for drug-related fatalities.

Sufficient funding has been allocated to support the various activities designed specifically to address the issue of drugged driving.

### Rationale

The increase in fatalities and injuries in drug-related crashes in recent years, together with an increase in the number of drivers ticketed for drug-impaired driving, document the need to develop and implement initiatives that address the problem of drugged driving. It is expected that the funding of the planned activities conducted under this countermeasure will contribute to attaining the performance target of reducing the number of fatalities in drug-related crashes.

*For supporting research, refer to the discussion of Enforcement and Drug-Impaired Driving, pp. 1-69 and 1-70 in Countermeasures That Work, 8th Edition, 2015.*

### Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
AL-2022-014	Drugged Driving Enforcement Training
AL-2022-015	Drugged Driving Training for Prosecutors, Judges and Toxicologists

## Planned Activity: Drugged Driving Enforcement Training

Planned activity number: **AL-2022-014**

### Planned Activity Description

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

### Intended Subrecipients

State law enforcement and local police agencies.

### Funding Sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	FAST Act 405d Impaired Driving Low	405d Impaired Driving Low (FAST)	\$700,000.00	\$5,000,000.00	\$630,000.00

## Planned Activity: Drugged Driving Training for Prosecutors, Judges and Toxicologists

Planned activity number: **AL-2022-015**

### Planned Activity Description

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

### Intended Subrecipients

State, local and not-for-profit agencies

## Funding Sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	FAST Act 405d Impaired Driving Low	405d Impaired Driving Low (FAST)	\$675,000.00	\$5,000,000.00	\$600,000.00

## Countermeasure Strategy: AL-7: Cooperative Approaches to Reducing Impaired Driving

### Project Safety Impacts

This countermeasure strategy was selected to complement the other strategies proposed for the Impaired Driving program area which collectively will provide a comprehensive approach to addressing the issues that have been identified. Together with the other countermeasure strategies, the Cooperative Approaches to Reducing Impaired Driving strategy and the planned activities that are funded will have a positive impact on the selected performance measures and enable the state to reach the performance targets that have been set.

In addressing the problem of impaired driving, it is widely recognized that cooperation and coordination among key components of the impaired driving system are essential to the effective and efficient use of resources and lead to the implementation of successful countermeasure initiatives or programs. Under this strategy, planned activities will include support for interagency collaborations, such as the Advisory Council on Impaired Driving, and the development of workshops and symposia designed to provide information to the traffic safety community on topics related to impaired driving. Providing support for the coordination and cooperation among the numerous projects and activities being conducted will continue to expand the knowledge and experience base of those involved in developing and implementing effective initiatives to address the impaired driving problem.

### Linkage Between Program Area

The problem identification task clearly shows that the issue of impaired driving has many facets and involves all aspects of the system, from the drivers themselves to the enforcement community and the courts. Since efforts to address impaired driving issues are implemented by various jurisdictions at the state and local levels, the need to coordinate such efforts is essential. The coordination and cooperation of the system's components creates an environment that ensures the problem of impaired driving is addressed in a comprehensive manner, helping the state to attain its performance targets of reducing drug-related and alcohol-related fatalities and alcohol-related injuries.

Sufficient funding has been allocated to support activities that promote coordination and cooperation among all components of the impaired driving system.



## Rationale

Acknowledging the value of having a comprehensive and coordinated approach to the problem of impaired driving, activities that support such coordination will continue to be funded. It is expected that the funding of these types of activities will contribute to attaining the performance targets set to reduce the number of fatalities and persons injured in alcohol-related crashes and the number of fatalities in drug-related crashes.

### Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
AL-2022-016	Impaired Driving Summits, Symposia & Workshops
AL-2022-017	Interagency Collaborations on Impaired Driving

### Planned Activity: Impaired Driving Summits, Symposia & Workshops

Planned activity number: **AL-2022-016**

#### Planned Activity Description

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

#### Intended Subrecipients

State, local and not-for-profit agencies

#### Funding Sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	FAST Act 405d Impaired Driving Low	405d Impaired Driving Low (FAST)	\$200,000.00	\$1,000,000.00	\$180,000.00

### Planned Activity: Interagency Collaborations on Impaired Driving

Planned activity number: **AL-2022-017**

#### Planned Activity Description

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

#### Intended Subrecipients

State, local and not-for-profit agencies



## Funding Sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	FAST Act 405d Impaired Driving Low	405d Impaired Driving Low (FAST)	\$160,000.00	\$7,000,000.00	\$140,000.00

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

### Project Safety Impacts

Because the state uses a data-driven approach, this countermeasure strategy was selected to complement the other strategies proposed for the Impaired Driving program area which collectively will provide a comprehensive approach to addressing the issues that have been identified. Research, evaluation and analytical support are essential components of a successful, data-driven, performance-based approach to reducing impaired driving crashes, fatalities and injuries. These components assist in the identification and documentation of impaired driving issues and the assessment of the effectiveness of legislative initiatives and other countermeasures that are implemented. These activities also contribute to the selection of performance measures by which progress can be tracked and success can be quantifiably measured.

### Linkage Between Program Area

As documented by the data-driven problem identification process, there are a number of issues that need to be addressed in the area of impaired driving, with a focus on young drivers and drivers in the Upstate region of the state. The research, evaluation and analytical support conducted as part of the problem identification process are critical in identifying the specific impaired driving issues that need to be addressed. The data analyses conducted are especially important in determining performance measures and setting performance targets. The analyses also assist in identifying countermeasure strategies and planned activities that will result in progress toward the achievement of the targets that have been set.

Sufficient funding has been allocated to support selected research, evaluation and data analysis activities that focus on the issue of impaired driving.

### Rationale

Recognizing the importance of research, evaluation and analytical support to the tasks of identifying impaired driving issues, developing and implementing initiatives to address those issues and assessing the effectiveness of such initiatives, research, evaluation and analytical support activities in the area of impaired driving will continue to be funded under this countermeasure strategy. It is expected that the funding of such activities will contribute to attaining the performance targets set for reducing the number of fatalities and persons injured in alcohol-related crashes and the number of fatalities in drug-related crashes.

### Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
AL-2022-018	Impaired Driving Research

### Planned Activity: Impaired Driving Research

Planned activity number: **AL-2022-018**

#### Planned Activity Description

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

#### Intended Subrecipients

State and statewide not-for-profit agencies

#### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	FAST Act 405d Impaired Driving Low	405d Impaired Driving Low (FAST)	\$360,000.00	\$0.00	\$320,000.00

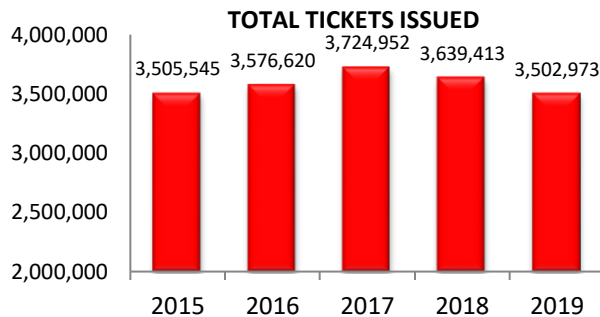
## Program Area: Police Traffic Services

### Description of Highway Safety Problems

The two core measures for the Police Traffic Services program area are Speed-Related Fatalities and Fatal and Personal Injury Cell Phone Crashes.

Five-year average speeding-related fatalities were on a general downward trend in recent years. Average speeding-related fatalities decreased to 303.0 in 2015-2019.

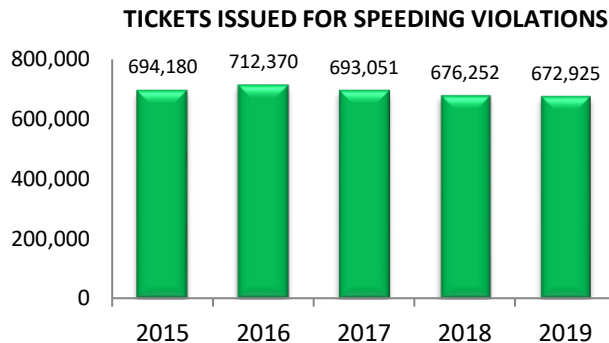
Fatal and personal injury cell phone crashes is the performance measure for tracking trends in distracted driving in New York State. The 5-year average number of fatal and personal injury cell phone crashes rose steadily from 416.2 in 2011-2015 to 492.0 in 2015-2019, an increase of 21%.



Sources: NYS TSLED and AA systems / TSSR

In order to assess the trend in enforcement activity, analyses were conducted on the traffic tickets housed in the state's Traffic Safety Law Enforcement and Disposition (TSLED) and Administrative Adjudication systems. Analyses of the combined ticket data from these two systems show that the total number of tickets issued for violations of New York's Vehicle & Traffic Law (VTL) fluctuated between 2015 and 2019. Between 2018 and 2019, the number of tickets decreased 4%.

### SPEEDING



Sources: NYS TSLED and AA systems / TSSR

The number of tickets issued for speeding violations rose from 694,180 in 2015 to 712,370 in 2016, then dropped to 672,925 in 2019, an overall 5-year decrease of 3%.

Over the five-year period 2015-2019, tickets issued for speeding ranged from 19% to 20% of all tickets issued for traffic violations, indicating that speeding continues to be a significant traffic safety problem in New York.

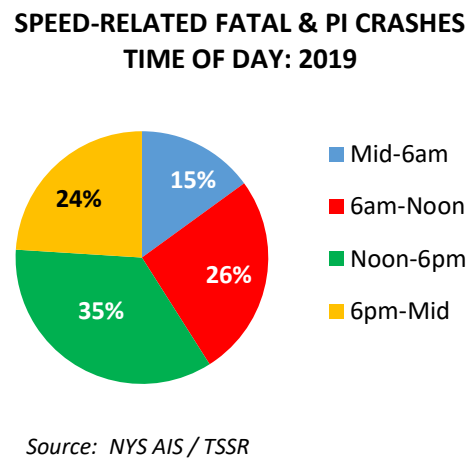
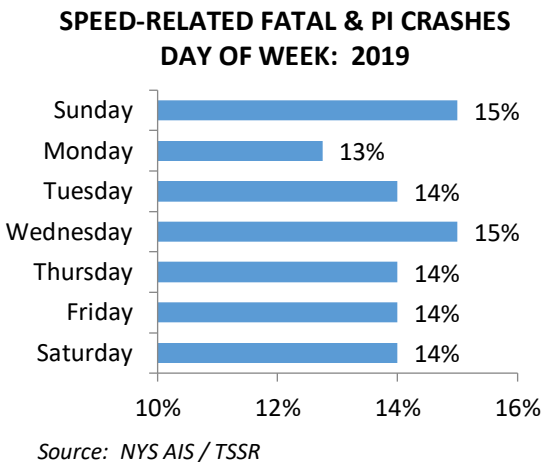
The number of speed-related fatal crashes has fluctuated over the five-year period 2015-2019. Between 2015 and 2019, these crashes decreased from 292 to 235.

Over the five-year period 2015-2019, the proportion of fatal crashes that occurred in New York State and involved speed also fluctuated. This proportion dropped from 28% in 2015 to 27% in 2019.

<b>SPEED-RELATED FATAL AND PERSONAL INJURY CRASHES*</b>					
	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>
<b>Fatal Crashes</b>	<b>292</b>	<b>274</b>	<b>271</b>	<b>225</b>	<b>235</b>
% of all fatal crashes	27.9%	28.3%	29.0%	25.5%	26.7%
<b>Injury Crashes</b>	<b>12,120</b>	<b>12,291</b>	<b>12,113</b>	<b>12,063</b>	<b>11,828</b>
% of all injury crashes	11.8%	10.9%	10.7%	10.5%	10.3%

\*All data in this table are based on police-reported crashes  
*Source: NYS AIS / TSSR*

Speed-related fatal and personal injury crashes were fairly evenly spread across all the days of the week, ranging from 13% on Monday to 15% on Wednesday and Sunday. In 2019, the largest proportion of F & PI crashes occurred between noon and 6 pm (35%) while the smallest proportion occurred between midnight and 6am.

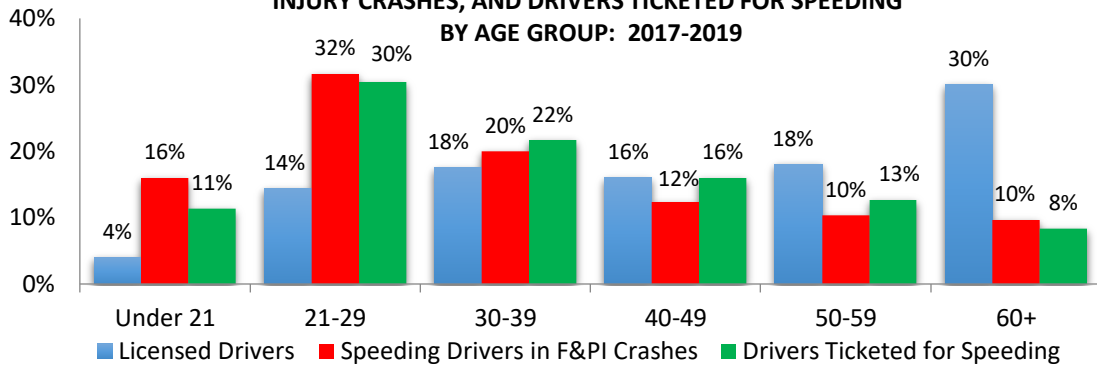


### Analyses by Age

Drivers who speed and are involved in fatal and personal injury crashes are most likely to be 21-29 years of age (32%). Drivers ages 21-29 years of age are also the most likely to be ticketed for speeding (30%).

Based on comparisons with the proportion of licensed drivers in the under 21 (4%) and 21-29 (14%) age groups, drivers in the two youngest age groups were overrepresented among the speeding drivers who were involved in fatal or personal injury crashes and the drivers who received speeding tickets. Over the three-year period 2017-2019, drivers under 21 years of age accounted for 16% of the speeding drivers involved in F&PI crashes and 11% of drivers ticketed for speeding. Drivers 21-29 years of age, as mentioned above, accounted for 32% of the speeding drivers involved in F&PI crashes and 30% of those ticketed for speeding.

**LICENSED DRIVERS, SPEEDING DRIVERS INVOLVED IN FATAL AND PERSONAL INJURY CRASHES, AND DRIVERS TICKETED FOR SPEEDING BY AGE GROUP: 2017-2019**



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

**OTHER TOP CONTRIBUTING FACTORS ASSOCIATED WITH SPEEDING DRIVERS IN F & PI CRASHES\*: 2019**

	Speeding Drivers in Fatal Crashes (N=236)	Speeding Drivers in PI Crashes (N=11,552)
Following Too Closely	< 1%	13%
Passing/Unsafe Lane Changing	14%	10%
Driver Inattention/Distraction	5%	9%
Alcohol Involvement	16%	7%
Traffic Control Device Disregarded	6%	4%

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

Source: NYS AIS

In addition to Unsafe Speed, the top contributing factors associated with speeding drivers in fatal and personal injury crashes in 2019 are listed in the table to the right. Alcohol Involvement (16%) and Passing/Unsafe Lane Changing (14%) were the two driver behavior factors most frequently reported for speeding drivers involved in fatal crashes.

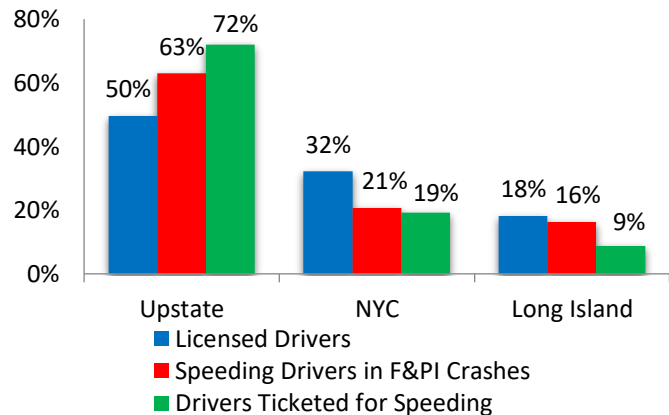
For speeding drivers involved in personal injury crashes, Following Too Closely was identified as a contributing

factor for 13%; Passing/Unsafe Lane Changing was reported as a factor for 10%; and Driver Inattention/Distraction was reported for 9% of these drivers.

Based on 2017-2019 data, the Upstate region of New York is overrepresented in speeding drivers in fatal and PI crashes (63%) and in drivers ticketed for speeding (72%) when compared with the proportion of licensed drivers in the region (50%).

The Upstate counties with the highest numbers of persons killed or injured in speed-related crashes in 2019 were: Erie (1,320), Westchester (953), Monroe (721), Onondaga (577), Orange (519), Dutchess (462), Rockland (356) and Albany (345).

**LICENSED DRIVERS, SPEEDING DRIVERS IN FATAL & PI CRASHES AND DRIVERS TICKETED FOR SPEEDING BY REGION: 2017-2019**



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

New York City with 32% of the state’s licensed drivers accounted for 21% of the speeding drivers in F&PI crashes and 19% of the drivers ticketed for speeding.

Long Island was also underrepresented in speeding drivers in F&PI crashes (16%) and drivers ticketed for speeding (9%) when compared to its proportion of the state’s licensed drivers (18%).

## **DISTRACTED DRIVING: CELL PHONE USE AND TEXTING**

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

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

As shown in the table below, fatal and personal injury crashes involving cell phone use and/or texting were on an upward trend between 2015 and 2019, increasing from 436 to 500 (15%).

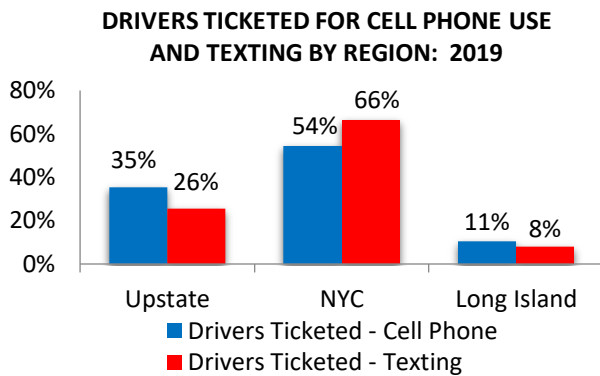
The number of tickets issued from talking on a hand-held cell phone (VTL 1225c) declined over the five-year period 2015-2019, while tickets for texting while driving increased. The total number of tickets issued for cell phone violations decreased from 216,928 in 2015 to 180,085 in 2019 (17%).

<b>POLICE-RELATED FATAL AND PERSONAL INJURY CRASHES INVOLVING CELL PHONE USE AND TEXTING AND TICKETS ISSUED FOR CELL PHONE VIOLATIONS</b>					
	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>
<b>Cell Phone Involvement in Police-Reported F&amp;PI Crashes</b>					
Cell Phone Crashes Only	311	360	406	372	371
Texting Crashes Only	70	68	55	64	59
Cell Phone & Texting Crashes	55	69	65	65	70
<b>TOTAL</b>	<b>436</b>	<b>497</b>	<b>526</b>	<b>501</b>	<b>500</b>
<b>Tickets Issued for Cell Phone Violations</b>					
Talking on Hand-Held Cell Phone (VTL 1225c)	132,125	113,370	104,786	86,343	71,059
Texting (VTL 1225d)	84,803	92,363	112,529	111,250	109,026
<b>TOTAL</b>	<b>216,928</b>	<b>205,733</b>	<b>217,315</b>	<b>197,593</b>	<b>180,085</b>

*Sources: NYS AIS, TSLED and AA systems / TSSR*

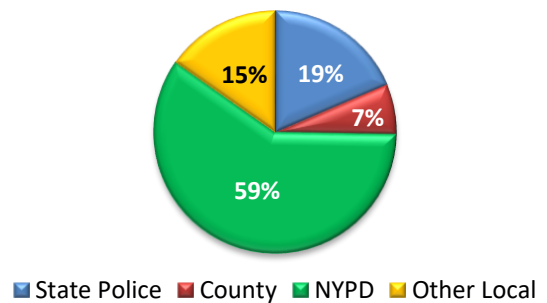
In 2019, the majority of drivers ticketed for cell phone (54%) and texting (66%) violations were issued tickets in New York City; 35% of drivers ticketed for cell phone use and 26% of drivers ticketed for texting were in the Upstate region. Eleven percent of drivers ticketed for cell phone use and 8% of drivers ticketed for texting were on Long Island.

The New York City Police Department (NYPD) issued 62% of all the tickets issued statewide for cell phone and texting violations in 2018. The remaining tickets were issued by the New York State Police (17%), county police agencies (6%) and other local police agencies (15%).



Sources: NYS TSLED and AA Systems / TSSR

**PROPORTION OF CELL PHONE AND TEXTING TICKETS ISSUED BY TYPE OF POLICE AGENCY: 2019**



Sources: NYS TSLED and AA Systems / TSSR

### Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2022	C-6) Number of speeding-related fatalities (FARS)	2022	5 Year	300.0
2022	Number of fatal and personal injury crashes involving cell phone use and texting	2022	5 Year	487.1

### Countermeasure Strategies in Program Area

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

## Countermeasure Strategy: PTS-1: Enforcement of Traffic Violations

### Project Safety Impacts

Enforcement of violations of the state's Vehicle and Traffic Law is the basic strategy used to deter and reduce dangerous and illegal driving behaviors that contribute to crashes, fatalities and injuries on New York's roadways. The planned activities identified under this countermeasure strategy include the Police Traffic Services program which provides grants to local law enforcement agencies to address traffic safety issues in their jurisdictions and high-visibility enforcement and engagement campaigns conducted statewide or in New York City.

Under this countermeasure strategy GTSC will support evidence-based traffic safety enforcement and engagement projects that focus on enforcement of and engagement with specific unsafe driving behaviors such as speeding, aggressive driving, cell phone use and texting; specific high-risk groups of motorists such as young drivers; and specific types of roadways or areas of the state overrepresented in crashes such as rural areas. Pedestrian enforcement and engagement efforts in targeted corridors and high-risk areas that focus on both motorists and pedestrians will also be considered for funding. These evidence-based enforcement and engagement efforts will target unsafe and illegal behaviors and will not be limited to drivers of specific types of vehicles.

High-visibility seat belt enforcement and engagement efforts, including participation in the national mobilization in May which includes the border-to-border initiative, will also be funded under the Police Traffic Services program area. All police agencies receiving PTS grants are required to participate in the national seat belt mobilization in May.

Effective strategies include high-visibility enforcement and engagement that combines saturation enforcement details and roving patrols; enforcement and engagement programs that target specific types of violations; high crash locations, times of day and other factors identified through a data-driven approach; and combined enforcement and engagement that increases the efficiency and effectiveness of the resources deployed. These resources will be channeled through the law enforcement community to conduct enforcement and engagement details that focus on drivers who exhibit dangerous driving behaviors regardless of the type of vehicle they are operating.

Applications for funding will be required to use a data-driven approach to demonstrate the need for these focused enforcement and engagement efforts. Police agencies should consider the different areas within their community where crashes most frequently occur. This information will be useful when scheduling details. Projects that incorporate cooperative efforts among police agencies as well as efforts that target more than one type of violation will also be supported.

This Enforcement of Traffic Violations countermeasure strategy and planned activities are expected to continue to have a positive impact on the performance targets selected.



### Linkage Between Program Area

While the level of enforcement, as measured by the number of tickets issued for traffic violations, has been maintained at a fairly consistent level over the last five years, it is critical to conduct in-depth crash analyses on both the state and local levels to determine if traffic safety priorities are being adequately addressed and where additional enforcement and engagement efforts may be warranted. For example, while there has been improvement in the 5-year average number of fatalities in speed-related crashes, speed-related fatal crashes accounted for 27% of all fatal crashes in 2019, and speed-related injury crashes accounted for 10% of all crashes involving personal injury. These crash analyses support the continued need for more speed enforcement and engagement. Crash and ticket analyses by geographic region also guide the deployment of resources to the areas of the state where the need for additional enforcement and engagement is greater.

The issues and trends identified through problem identification are used in setting the targets for the selected performance measures and in determining the planned activities eligible for funding under the countermeasure strategy. Collectively, the countermeasure strategies in the Police Traffic Services program area will enable the state to make progress toward the targets set for speeding fatalities and fatal and personal injury crashes involving cell phone use.

### Rationale

Enforcement of Traffic Violations, including High-Visibility Enforcement, are evidence-based strategies identified in *Countermeasures That Work*. Sufficient funding has been allocated for the effective implementation of this countermeasure strategy and the associated planned activities.

### Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
PTS-2022-001	Police Traffic Services (PTS)
PTS-2022-002	Statewide and New York City High-Visibility Focused Enforcement and Engagement Campaigns

### Planned Activity: Police Traffic Services (PTS)

Planned activity number: **PTS-2022-001**

### Planned Activity Description

Through the Police Traffic Services (PTS) program, GTSC provides resources for law enforcement agencies to address traffic safety issues in their respective jurisdictions. The agencies identify these issues through analyses of crash data that focus on where and when crashes are occurring and the contributing factors to those crashes. A review of these analyses provides law enforcement agencies with the information they need to design and implement traffic safety education and enforcement programs and countermeasures that will be effective in reducing the frequency and severity of crashes in the targeted areas.

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

In FFY 2022, the primary emphasis will continue to be projects which focus on unsafe speed, aggressive driving behaviors and distracted driving. Seat belt enforcement and engagement efforts, including participation in the national mobilization in May and the border-to-border initiative, will also be eligible for PTS funding.

Coordinated special high-visibility enforcement and engagement mobilizations involving multiple agencies will also be supported. Local agencies will be allowed to use their PTS grant funding to participate in events such as the Speed Week campaigns coordinated by the State Police, the New York State Association of Chiefs of Police and the New York State Sheriff’s Association and programs such as “Operation Hang-Up” conducted by the New York State Police and the National Distracted Driving Enforcement and Engagement Campaign to increase compliance with the state’s cell phone and texting laws. Enforcement and engagement conducted in conjunction with youth safe driving campaigns such as the “No Empty Chair” campaign will also continue to be funded. In addition, pedestrian enforcement and engagement efforts in targeted corridors and high-risk areas that focus on both motorists and pedestrians will be considered for funding. These enforcement and engagement efforts will target unsafe and illegal behaviors and will not be limited to drivers of specific types of vehicles.

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

In FFY 2021, GTSC funded 235 PTS grants; 255 applications for PTS grants were received in FFY 2022.

**Intended Subrecipients**

Local police agencies

**Funding Sources**

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	FAST Act 405h Nonmotorized Safety	405h Law Enforcement	\$200,000.00	\$120,000.00	\$200,000.00
2022	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$3,500,000.00	\$189,000,000.00	\$3,500,000.00

## Planned Activity: Statewide and New York City High-Visibility Focused Enforcement and Engagement Campaigns

Planned activity number: **PTS-2022-002**

### Planned Activity Description

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

### Intended Subrecipients

State law enforcement and local police agencies

### Funding Sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	FAST Act 405h Nonmotorized Safety	405h Law Enforcement	\$400,000.00	\$250,000.00	\$400,000.00
2022	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$3,500,000.00	\$189,000,000.00	\$3,500,000.00

## Countermeasure Strategy: PTS-2: Law Enforcement Training Programs

### Project Safety Impacts

Using a data-driven approach, New York has identified a comprehensive set of strategies that collectively will enable the state to reach the performance targets for the Police Traffic Services program area. Training and other educational programs that keep law enforcement up to date on new laws and emerging traffic safety issues and enhance skills in the detection and enforcement of specific types of violations are key components of an effective traffic safety enforcement program and will continue to be funded. These types of programs may be delivered via several formats including traditional classroom programs, roll call videos and podcasts. Educational

opportunities such as the annual Empire State Law Enforcement Traffic Safety (ESLETS) Training Symposium will also continue to be eligible for grant support.

### Linkage Between Program Area

Data-driven training and education for police officers is a key component of an evidence-based enforcement and engagement program to ensure that resources are both effectively and efficiently deployed to address traffic safety priorities.

For example, the data indicate that Driver Inattention/Distracted continues to be the top contributing factor in fatal and personal injury crashes. Texting has emerged as a serious problem contributing to distracted driving. Because police officers have been educated on the dangers of texting while driving and funding has been made available to support high-visibility enforcement and engagement efforts targeting this unsafe behavior, the number of tickets issued statewide for texting has increased from 84,803 in 2015 to 109,026 in 2019.

Based on the results of problem identification, the data-driven planned activities under this countermeasure strategy will focus on training officers on priority traffic safety issues, the implementation of specific enforcement and engagement strategies, and the use of tools such as crash investigation. Sufficient funding has been allocated for the effective implementation of these program areas.

Collectively, these planned activities will enhance enforcement and engagement efforts in New York State and contribute to progress toward the performance target set for the Police Traffic Services program area.

### Rationale

Evidence-based high-visibility and other traffic enforcement and engagement strategies are primary deterrents to unsafe driving behaviors. Police officers must be given the education, training and tools to support these enforcement and engagement efforts and implement them effectively.

### Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
PTS-2022-003	Awareness Training for Law Enforcement
PTS-2022-004	Evidence-Based Traffic Safety Enforcement Training for Law Enforcement
PTS-2022-005	Traffic Crash Investigation

### Planned Activity: Awareness Training for Law Enforcement

Planned activity number: **PTS-2022-003**

### Planned Activity Description

Training programs that provide police officers with the knowledge and information needed to more safely and effectively enforce traffic violations involving specific types of vehicles, such as

commercial vehicles, will be considered for funding. One example is the CMV Law Enforcement Awareness Trainings formerly provided by GTSC in concert with members of the Suffolk County Highway Patrol CMV Enforcement Unit. Since its inception in 2014, GTSC has provided 16 one-day trainings to approximately 975 police officers representing over 130 agencies. In FFY 2022, GTSC hopes to continue conducting an updated and more concise version of this training which provides information and best practices to law enforcement officers as they engage CMV drivers in routine traffic stops. In light of the COVID-19 pandemic, GTSC will explore alternative methods of delivery such as web-based or online types of presentations. Programs that educate law enforcement on particular safety issues related to specific groups of drivers, such as older drivers and vulnerable roadway users such as pedestrians and bicyclists, will also be supported.

The Below 100 Program is a training program for law enforcement that focuses on officer safety. The goal of the training is to reduce line-of-duty deaths (LODDs) nationally to below 100 annually. The training focuses on and incorporates five Core Tenets that are changing police culture and saving lives: Wear Your Belt, Wear Your Vest, Watch Your Speed, What’s Important Now (WIN), and Remember, Complacency Kills. Following these tenets helps keep officers safe and allows them to lead by example; seeing law enforcement officers wearing their seat belts and driving at safe speeds helps to encourage safe driving behavior by other motorists. In addition to enforcing New York’s Vehicle and Traffic Laws, police agencies play an important role in educating motorists and raising public awareness. For example, law enforcement officers and other educational stakeholders are in a unique position to deliver traffic safety programs to teen drivers. Projects that provide toolkits and other educational resources for use by police officers and other educators will be considered for funding.

**Intended Subrecipients**

State enforcement and local police agencies

**Funding Sources**

<b>Source Fiscal Year</b>	<b>Funding Source ID</b>	<b>Eligible Use of Funds</b>	<b>Estimated Funding Amount</b>	<b>Match Amount</b>	<b>Local Benefit</b>
2022	FAST Act 405h Nonmotorized Safety	405h Training	\$150,000.00	\$90,000.00	\$150,000.00
2022	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$350,000.00	\$2,000,000.00	\$350,000.00

## Planned Activity: Evidence-Based Traffic Safety Enforcement Training for Law Enforcement

Planned activity number: **PTS-2022-004**

### Planned Activity Description

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

### Intended Subrecipients

State law enforcement and local agencies

### Funding Sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$300,000.00	\$0.00	\$300,000.00

## Planned Activity: Traffic Crash Investigation

Planned activity number: **PTS-2022-005**

### Planned Activity Description

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

### Intended Subrecipients

State enforcement and local police agencies

### Funding Sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$600,000.00	\$5,000,000.00	\$0.00

## Countermeasure Strategy: PTS-3: Communications and Outreach

### Project Safety Impacts

Using a data-driven approach, New York has identified a comprehensive set of strategies that collectively will enable the state to reach the performance targets for the Police Traffic Services program area. This countermeasure strategy and the associated planned activities that will be funded focus on Communications and Outreach by police agencies in New York State.

Strong communication among police agencies at all jurisdictional levels is necessary to ensure the coordination and consistency of enforcement, engagement and deterrence efforts throughout the state. Through their networks, GTSC's Law Enforcement Liaisons play a major role in communicating information and coordinating the involvement of law enforcement in the state's highway safety program.

In addition, the involvement of law enforcement in outreach efforts that educate the public and raise awareness of the dangers of behaviors such as texting and driving, failure to use a seat belt and impaired driving, is important in encouraging safe driving behaviors and compliance with the state's traffic laws.

### Linkage Between Program Area

Data-driven communications and outreach efforts are a key component of an effective Police Traffic Services program. The implementation of these efforts is closely aligned with the state's evidence-based Traffic Safety Enforcement Program and the data-driven deployment of enforcement and engagement resources. The planned activities under this countermeasure strategy include support for Law Enforcement Liaisons who will communicate the traffic safety priorities identified by GTSC through data analyses to their constituents and coordinate statewide enforcement, engagement and deterrence efforts. Outreach efforts by police officers to educate motorists and raise public awareness of the priority issues that have been identified by GTSC will also be supported. Funding has been allocated to support the effective implementation of these planned activities.

### Rationale

Communications and outreach is an evidence-based countermeasure strategy and an important component of a comprehensive approach to deterring unsafe driving behaviors. The Law Enforcement Liaisons representing the New York State Police, the NYS Sheriffs' Association and the NYS Association of the Chiefs of Police each play an integral role in the dissemination of information to their constituents and the coordination of enforcement and engagement efforts throughout the state. In turn, the law enforcement officers at the state, county and local levels can play a major role in educating motorists by communicating consistent traffic safety messages.

### Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
PTS-2022-006	Law Enforcement Liaisons
PTS-2022-007	Education and Outreach by Police Officers



## Planned Activity: Law Enforcement Liaisons

Planned activity number: **PTS-2022-006**

### Planned Activity Description

GTSC plays a major role in the coordination of statewide law enforcement and engagement efforts through its Law Enforcement Liaisons (LELs) representing the New York State Police, the NYS Sheriffs' Association and the NYS Association of Chiefs of Police. The LELs provide GTSC with a strong police perspective on traffic safety through their law enforcement background and expertise. In addition, resources, communication networks and other statewide amenities are readily available through their organizations to further engage and promote a statewide coordinated response to traffic safety issues.

The LELs are responsible for communicating GTSC's statewide safety priorities to their enforcement networks and encouraging police agency participation in the Buckle Up New York-Click It or Ticket mobilizations, STOP-DWI high-visibility enforcement and engagement campaigns and many other traffic safety initiatives such as the Operation Safe Stop Campaign. The LELs also participate in the development and delivery of a number of training opportunities for police officers, including programs offered at the Empire State Law Enforcement Traffic Safety (ESLETS) Conference and the annual NY Highway Safety Symposium.

### Intended Subrecipients

State and statewide not-for-profit agencies

### Funding Sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$1,500,000.00	\$0.00	\$0.00

## Planned Activity: Education and Outreach by Police Officers

Planned activity number: **PTS-2022-007**

### Planned Activity Description

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

### Intended Subrecipients

State law enforcement and local police agencies



## Funding Sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	FAST Act 405h Nonmotorized Safety	405h Training	\$0.00	\$80,000.00	\$0.00
2022	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$250,000.00	\$2,000,000.00	\$250,000.00

## Program Area: Motorcycle Safety

### Description of Highway Safety Problems

#### Trends in Motorcycle Licenses and Registrations

Since 2010, the number of drivers with motorcycle licenses has increased by 12%, reaching over 744,000 in 2019. Over the past five years, approximately 70% of all new motorcycle licenses were issued to graduates of the rider training program. New York saw fluctuations in the numbers of motorcycle registrations between 2010 and 2019. During that time period the overall increase in motorcycle registrations was less than 1%, starting with 340,260 in 2010 and ending with 342,811 in 2019.

#### Fatal and Personal Injury Motorcycle Crashes

Over the five-year period 2015-2019, fatal crashes involving motorcycles fluctuated but showed an overall decrease of 15% (from 155 to 132). Between 2018 and 2019 fatal motorcycle crashes decreased by 11%. Motorcycle crashes involving personal injury also followed an inconsistent pattern over the five years but declined by 10% between 2015 and 2019. In 2019, there were 3,608 motorcycle injury crashes compared to 3,671 in 2018, a decrease of 2%.

**MOTORCYCLE FATAL AND PERSONAL INJURY CRASHES**

	2015	2016	2017	2018	2019	2015-19 % Change	2018-19 % Change
Fatal Crashes	155	134	143	149	132	-14.8%	-11.4%
Injury Crashes	4,012	4,173	3,935	3,671	3,608	-10.1%	-1.7%
<b>Fatal &amp; PI Crashes</b>	<b>4,167</b>	<b>4,307</b>	<b>4,078</b>	<b>3,820</b>	<b>3,740</b>	<b>-10.2%</b>	<b>-2.1%</b>

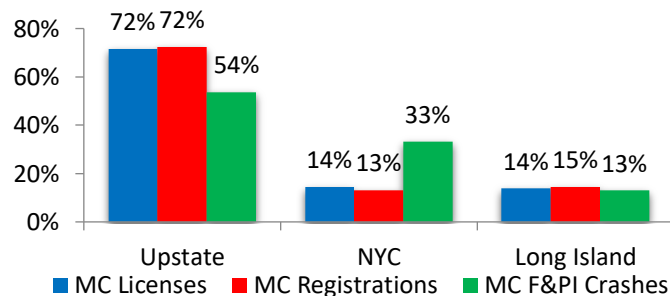
Source: NYS AIS/TSSR

#### Analyses by Region and County

In 2019, 54% of the fatal and personal injury crashes involving motorcycles occurred in the Upstate region, 33% occurred in New York City and 13% occurred on Long Island.

When compared with the distribution of licensed motorcyclists and motorcycle registrations by region, New York City was overrepresented in motorcycle crashes (33%) compared to the proportion of the motorcycle licenses (14%) and registrations (13%) in the region. The counties with the greatest number of fatal and personal injury

**MOTORCYCLE LICENSES, REGISTRATIONS AND FATAL & PI CRASHES BY REGION: 2019**

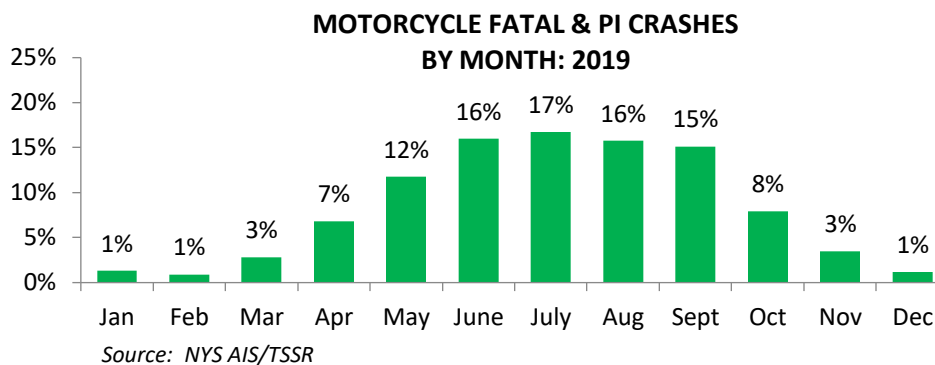


Sources: NYS AIS, Driver License and Vehicle Registration Files / TSSR

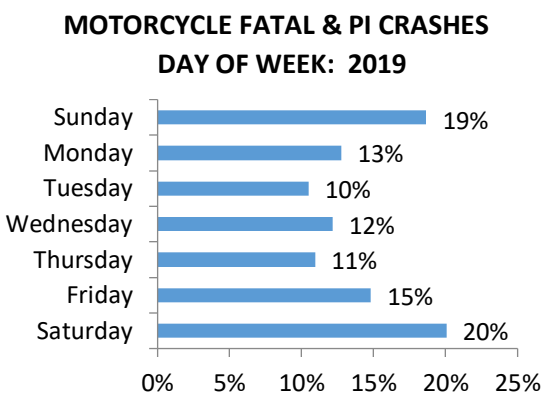
motorcycle crashes in 2019 were Kings (418), Queens (348), Suffolk (281), Bronx (226), Nassau (206), Erie (202), New York (184), Orange (151), Monroe (141), and Westchester (125).

### Analyses by Month, Day of Week and Time of Day

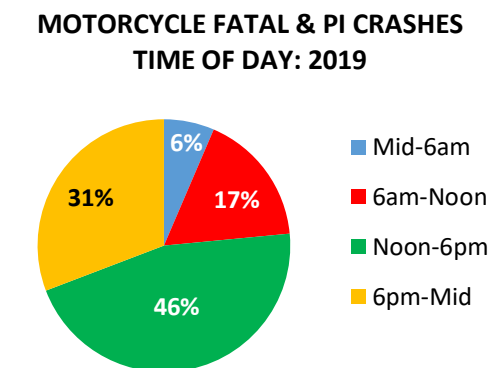
The chart below reflects the seasonal nature of motorcycle riding in New York State. In 2019, nearly half of the fatal and personal injury crashes involving motorcycles occurred during the summer months (16% in June, 17% in July and 16% in August). An additional 27% of these crashes occurred in May (12%) and September (15%).



Fatal and personal injury motorcycle crashes in 2019 were most likely to occur on Friday (15%), Saturday (20%) or Sunday (19%). 46% of the crashes occurred between noon and 6 pm and another 31% occurred between 6pm and midnight.



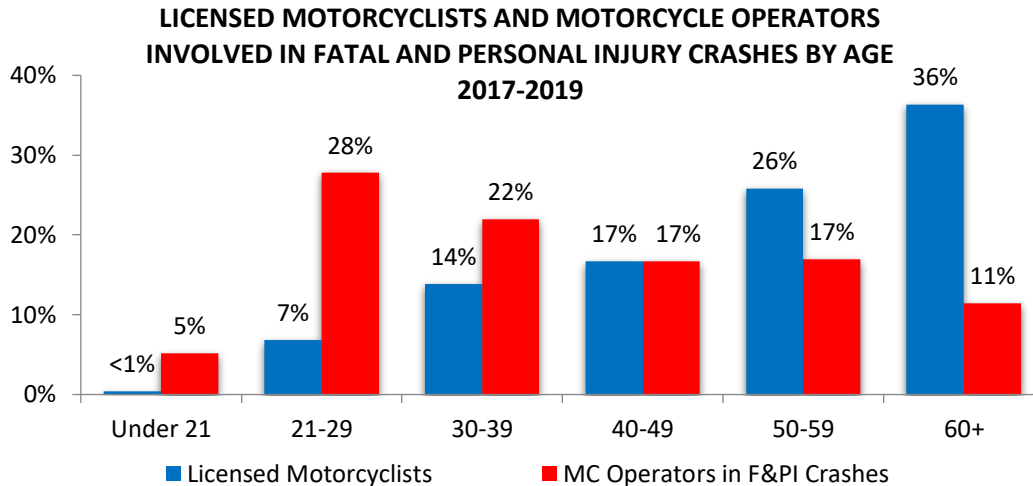
Source: NYS AIS / TSSR



Source: NYS AIS / TSSR

### Analyses of Crashes and Licensed Motorcyclists by Age

Motorcycle operators 21-29 years of age have been overrepresented by a factor of 4 in motorcycle crashes. Over the three-year period 2017-2019, 28% of the motorcycle operators involved in fatal and personal injury crashes were in this age group but only 7% of the licensed motorcyclists were 21-29 years of age. Motorcycle operators under 21 years of age and between the ages of 30 and 39 were also overrepresented in fatal and personal injury crashes.



Source: NYS AIS/TSSR and Driver License File

### Crashes Involving a Motorcycle and Another Motor Vehicle

In 2019, 3,740 fatal and personal injury crashes involved a motorcycle. Approximately six out of ten of these motorcycle crashes involved another motor vehicle (2,201).

The top contributing factors for motorcyclists involved in fatal and personal injury crashes with another motor vehicle in 2019 were Passing/Lane Changing/Improper Use (20%), Unsafe Speed (17%), Driver Inattention/Distraction (15%) and Following Too Closely (15%). For the drivers of other vehicles involved in a crash with a motorcycle, Failure to Yield the Right-of-Way was by far the most frequently cited contributing factor (31%), followed by Driver Inattention/Distraction (22%), Passing/Lane Changing/Improper Use (12%) and Turning Improperly (9%).

### CONTRIBUTING FACTORS FOR MOTORCYCLISTS AND THE OTHER MOTORISTS IN F&PI CRASHES INVOLVING A MOTORCYCLE AND ANOTHER VEHICLE: 2019

	Motorcyclist (N=1,484)	Other Motorist (N=1,751)
Passing/Lane Changing/Improper Use	19.7%	11.5%
Unsafe Speed	16.7%	1.7%
Driver Inattention/Distraction	14.8%	21.5%
Following Too Closely	14.7%	6.6%
Failure to Yield Right-of-Way	6.9%	30.6%
Driver Inexperience	4.5%	1.4%
Traffic Control Device Disregarded	4.3%	3.8%
Aggressive Driving/Road Rage	2.7%	1.1%
Reaction to Other Uninvolved Vehicle	2.4%	1.3%
Alcohol Involvement	1.9%	1.1%
Turning Improperly	1.7%	8.6%

Source: NYS AIS

The number of fatal and personal injury crashes involving a motorcycle and another motor vehicle that occurred in 2019 are presented by county in the table below. In addition, the number of motorcycle registrations per county are shown for comparison purposes. Because of the recent changes made to the Police Accident Report form with regard to the capture and reporting of crashes involving property damage only, these crashes were excluded from the determination of the top jurisdictions requiring additional focus.

**F&PI CRASHES INVOLVING A MOTORCYCLE AND ANOTHER MOTOR VEHICLE BY COUNTY: 2019**

	Total F&PI Crashes	% of Total	Cumulative %	MC Registrations	% of Total
<b>TOTAL NYS</b>	<b>2,201</b>			<b>342,811</b>	
KINGS	342	15.5%	15.5%	11,926	3.5%
QUEENS	290	13.2%	28.7%	14,585	4.3%
BRONX	184	8.4%	37.1%	4,957	1.4%
SUFFOLK	175	8.0%	45.0%	31,587	9.2%
NEW YORK	137	6.2%	51.2%	7,506	2.2%
NASSAU	135	6.1%	57.4%	18,181	5.3%
ERIE	119	5.4%	62.8%	21,132	6.2%
MONROE	90	4.1%	66.9%	16,134	4.7%
WESTCHESTER	76	3.5%	70.3%	13,445	3.9%
ORANGE	56	2.5%	72.9%	10,342	3.0%
RICHMOND	53	2.4%	75.3%	6,180	1.8%
ONONDAGA	49	2.2%	77.5%	11,448	3.3%
ALBANY	48	2.2%	79.7%	6,893	2.0%
SARATOGA	34	1.5%	81.2%	8,994	2.6%
NIAGARA	32	1.5%	82.7%	7,681	2.2%
ROCKLAND	31	1.4%	84.1%	4,636	1.4%
DUTCHESS	29	1.3%	85.4%	8,308	2.4%
RENSSELAER	26	1.2%	86.6%	5,495	1.6%
ULSTER	26	1.2%	87.8%	7,078	2.1%
SCHENECTADY	20	0.9%	88.7%	4,878	1.4%
ONEIDA	15	0.7%	89.4%	7,314	2.1%
BROOME	14	0.6%	90.0%	5,542	1.6%
JEFFERSON	13	0.6%	90.6%	3,956	1.2%
ONTARIO	12	0.5%	91.1%	4,027	1.2%
WARREN	12	0.5%	91.7%	2,987	0.9%
WAYNE	11	0.5%	92.2%	4,494	1.3%
CHAUTAUQUA	10	0.5%	92.6%	4,969	1.4%
FULTON	10	0.5%	93.1%	2,771	0.8%
ST. LAWRENCE	10	0.5%	93.5%	4,460	1.3%
OSWEGO	9	0.4%	94.0%	5,261	1.5%
PUTNAM	9	0.4%	94.4%	3,414	1.0%
CHEMUNG	8	0.4%	94.7%	2,742	0.8%
COLUMBIA	8	0.4%	95.1%	2,626	0.8%
ESSEX	8	0.4%	95.5%	1,622	0.5%
GREENE	8	0.4%	95.8%	2,820	0.8%
CHENANGO	6	0.3%	96.1%	2,329	0.7%

	Total F&PI Crashes	% of Total	Cumulative %	MC Registrations	% of Total
CAYUGA	5	0.2%	96.3%	3,055	0.9%
CLINTON	5	0.2%	96.5%	3,392	1.0%
HERKIMER	5	0.2%	96.8%	2,893	0.8%
MADISON	5	0.2%	97.0%	3,019	0.9%
MONTGOMERY	5	0.2%	97.2%	2,388	0.7%
STEUBEN	5	0.2%	97.5%	4,138	1.2%
SULLIVAN	5	0.2%	97.7%	3,090	0.9%
TOMPKINS	5	0.2%	97.9%	2,637	0.8%
WASHINGTON	5	0.2%	98.1%	3,315	1.0%
CATTARAUGUS	4	0.2%	98.3%	3,412	1.0%
CORTLAND	4	0.2%	98.5%	2,006	0.6%
TIOGA	4	0.2%	98.7%	1,908	0.6%
DELAWARE	3	0.1%	98.8%	2,025	0.6%
GENESEE	3	0.1%	99.0%	2,421	0.7%
OTSEGO	3	0.1%	99.1%	2,352	0.7%
SCHOHARIE	3	0.1%	99.2%	1,688	0.5%
SCHUYLER	3	0.1%	99.4%	1,043	0.3%
SENECA	3	0.1%	99.5%	1,295	0.4%
WYOMING	3	0.1%	99.6%	1,972	0.6%
ALLEGANY	2	0.1%	99.7%	1,861	0.5%
FRANKLIN	2	0.1%	99.8%	1,845	0.5%
LIVINGSTON	2	0.1%	99.9%	2,880	0.8%
ORLEANS	1	0.0%	100.0%	1,684	0.5%
YATES	1	0.0%	100.0%	1,066	0.3%
HAMILTON	0	0.0%	100.0%	340	0.1%
LEWIS	0	0.0%	100.0%	1,342	0.4%

Sources: NYS AIS, Vehicle Registration File/TSSR

As the table shows, there was a 3% overall decrease statewide in the number of fatal and personal injury crashes involving a motorcycle and another motor vehicle in 2019, compared to the previous year.

Among the three regions, these crashes decreased by 4% Upstate and 5% in New York City, but Long Island experienced an increase of 10% between 2018 and 2019.

The six counties listed in the table, four in New York City and two on Long Island, have consistently ranked among those with the greatest numbers of F&PI crashes involving a motorcycle and another vehicle. Between 2018 and 2019, these crashes increased in

**F&PI CRASHES INVOLVING A MOTORCYCLE AND ANOTHER VEHICLE BY REGION AND TOP COUNTIES: 2018-2019**

	2018	2019	% change 2018-2019
<b>NEW YORK STATE</b>	<b>2,261</b>	<b>2,201</b>	<b>-2.7%</b>
REGION			
Upstate	922	885	-4.0%
New York City	1,056	1,006	-4.7%
Long Island	283	310	9.5%
COUNTY			
Kings	353	342	-3.1%
Queens	333	290	-12.9%
Bronx	154	184	19.5%
Suffolk	160	175	9.4%
New York	166	137	-17.5%
Nassau	123	135	9.8%

Source: NYS AIS

Bronx, Nassau and Suffolk Counties by 19%, 10% and 9%, respectively. Meanwhile, the counties of New York, Queens and Kings each saw a decrease (17%, 13% and 3%, respectively).

**Associated Performance Measures**

<b>Fiscal Year</b>	<b>Performance measure name</b>	<b>Target End Year</b>	<b>Target Period</b>	<b>Target Value</b>
2022	C-7) Number of motorcyclist fatalities (FARS)	2022	5 Year	144.9
2022	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	2022	5 Year	10.1
2022	Number of motorcyclists injured in crashes	2022	5 Year	4,002.8
2022	Number of F&PI crashes involving a motorcycle and another motor vehicle in high-risk counties	2022	5 Year	1,279.9

**Countermeasure Strategies in Program Area**

<b>Countermeasure Strategy</b>
MC-1: Motorcycle Rider Training and Education
MC-2: Communications and Outreach
MC-3: Enforcement
MC-4: Research, Evaluation and Analytical Support for New York's Performance-Based Motorcycle Safety Program

**Countermeasure Strategy: MC-1: Motorcycle Rider Training and Education**

**Project Safety Impacts**

The Motorcycle Rider Training and Education countermeasure strategy focuses on the provision of classroom and field training that teach motorcyclists the skills they need to operate safely on the state’s roadways. Support for the planned activity, the New York State Motorcycle Safety Program, will be provided under this countermeasure strategy. New York’s motorcycle rider education program, the Motorcycle Safety Program (MSP), is a major component of New York’s comprehensive approach to address and improve motorcycle safety in the state. By continuing to expand the number of motorcyclists who have received training and the number who have received motorcycle licenses, this strategy and planned activity will continue to have a substantial positive impact.

In FFY 2022, the Department of Motor Vehicles MSP will continue to promote the statewide availability of rider education programs and increase the number of sites providing training. There are presently 18 training schools with 41 training ranges that deliver rider training around the state.

### Linkage Between Program Area

The majority of fatal and personal injury motorcycle crashes in 2019 occurred in the Upstate region (54%), followed by New York City (33%) and Long Island (13%). Currently, the state's motorcycle rider training programs are offered in 27 counties. Approximately 60% of the fatal and personal injury motorcycle crashes involved a motorcyclist and another motor vehicle. In 2019, Kings, Queens, New York and Bronx counties in New York City and Nassau and Suffolk counties on Long Island were the top six counties for these fatal and personal injury crashes and, collectively, comprised 57% of all fatal and personal motorcycle/motor vehicle crashes that occurred in New York State.

Consistent with where the crashes are occurring, the majority of the motorcycle rider training sites are in Upstate counties; training programs are also located in four out of the five counties in New York City and in both counties on Long Island, the top six high-risk counties for crashes.

By offering access to rider training across the state and consistent with the regional distribution of fatal and personal injury crashes, this countermeasure strategy and planned activities are expected to continue to have a positive impact on the performance targets set for the following measures: Motorcyclist Fatalities, Unhelmeted Motorcyclist Fatalities and Motorcyclists Injured in Crashes.

Sufficient funding has been allocated to support the effective implementation of the planned activities and have a positive impact on the targets set for the program area.

### Rationale

Using a data-driven approach, this countermeasure strategy was selected to complement the other strategies proposed for the Motorcycle Safety program area which collectively will provide a comprehensive approach to addressing the issues that have been identified. Together with the other countermeasure strategies, Motorcycle Rider Training and Education and the planned activities that are funded will have a positive impact on the selected performance measures and enable the state to reach the performance targets that have been set.

Motorcycle rider education and training is an evidence-based countermeasure strategy that focuses on increasing motorcycle safety by elevating the skills of motorcyclists operating on the state's roadways. Motorcyclists who complete the course can waive the license test; this provides a strong incentive for riders to take the course and increases the number of licensed motorcyclists. Since a portion of the motorcycle license and registration fees collected by the state is set aside to fund these training programs, only funds to support the administration of the program are allocated.

### Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
MC-2022-001	NYS Motorcycle Safety Program



## Planned Activity: NYS Motorcycle Safety Program

Planned activity number: **MC-2022-001**

### Planned Activity Description

The New York State Department of Motor Vehicles (DMV) contracts with the Motorcycle Safety Foundation (MSF), a national leader in motorcycle safety and education, to deliver the MSF Basic Rider Course throughout the state. In addition to user fees, a portion of the motorcycle license and registration fees collected by the state is set aside to fund these training programs. No NHTSA monies are used to fund this program.

Currently, there are 24 counties with training sites where motorcycle rider training courses will be conducted during FFY 2022. Three training sites have yet to open during FFY 2021 due to COVID restrictions at the sites. Collectively these counties account for 60.2% of the motorcycle registrations in the state, demonstrating excellent coverage for the program and compliance with Section 405(f) Motorcyclist Safety Criterion: Motorcycle Riding Training Courses.

#### NYS MOTORCYCLE REGISTRATIONS & ACTIVE MOTORCYCLE RIDER TRAINING SITES BY COUNTY

Counties with Training Sites Where Courses Will be Conducted in FFY 2022	# of Motorcycle Registrations per County, 2019*	% of All MC Registrations in NYS
<b>NEW YORK STATE</b>	<b>342,811</b>	
ALLEGANY	1,861	0.5%
BRONX	4,957	1.4%
BROOME	5,542	1.6%
CHAUTAUQUA	4,969	1.4%
CLINTON	3,392	1.0%
DUTCHESS	8,308	2.4%
ERIE	21,132	6.2%
JEFFERSON	3,956	1.2%
KINGS	11,926	3.5%
MONROE	16,134	4.7%
NASSAU	18,181	5.3%
NIAGARA	7,681	2.2%
ONEIDA	7,314	2.1%
ONONDAGA	11,448	3.3%
ONTARIO	4,027	1.2%
ORANGE	10,342	3.0%
RENSSELAER	5,495	1.6%
RICHMOND	6,180	1.8%
SCHENECTADY	4,878	1.4%
ST LAWRENCE	4,460	1.3%
SUFFOLK	31,587	9.2%
TOMPKINS	2,637	0.8%
ULSTER	7,078	2.1%
WARREN	2,987	0.9%
<b>TOTAL</b>	<b>206,472</b>	<b>60.2%</b>

Sources: NYS DMV Registration File / TSSR; Motorcycle Safety Foundation; excludes out-of-state motorcycle registrations

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

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

### Intended Subrecipients

State and statewide not-for-profit agencies

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	FAST Act 405f Motorcycle Programs	405f Motorcyclist Awareness (FAST)	\$0.00	\$0.00	\$0.00

## Countermeasure Strategy: MC-2: Communications and Outreach

### Project Safety Impacts

Using a data-driven approach, New York has identified a comprehensive set of strategies that collectively will enable the state to reach the performance targets for the Motorcycle Safety program area. The primary focus of this Communications and Outreach countermeasure strategy is on raising motorist awareness of motorcycle safety and the need to share the road safely with motorcycles. Communication strategies and outreach activities directed toward motorcyclists are also very important to improving motorcycle safety. This countermeasure strategy and the associated projects that will be funded should have a significant positive impact in preventing motorcycle crashes, especially those that involve another vehicle.

### Linkage Between Program Area

Approximately six out of ten motorcycle crashes involve a collision with another vehicle. Because of their vulnerability, the motorcyclist is much more likely to be killed or injured than the occupants of the other vehicle. In 2019, the top contributing factors cited for the other motorist involved in a fatal or personal injury crash with a motorcycle were “Failure to Yield the Right-of-Way” (31%) and “Driver Inattention/Distracted” (22%). One important component of a comprehensive approach that will have a positive impact on reducing motorcyclist fatalities

and injuries is a strong public awareness campaign in those counties within the state that account for the majority of fatal and personal injury crashes that involve a motorcycle and another motor vehicle. The focus will be on raising the awareness of motorists in these high-risk counties regarding sharing the road safely with motorcycles.

The second associated planned activity under the Communications and Outreach countermeasure strategy will focus on education and outreach to motorcyclists by disseminating safety messages and materials through a variety of methods and venues. The projects under this strategy are expected to have an impact on the performance targets set for the following measures: Motorcyclist Fatalities and Motorcyclists Injured in Crashes.

Sufficient funding has been allocated to support the effective implementation of the countermeasure and associated planned activities and have a positive impact on the targets set for the program area.

### Rationale

Using a data-driven approach, this countermeasure strategy was selected to complement the other strategies proposed for the Motorcycle Safety program area which collectively will provide a comprehensive approach to addressing the issues that have been identified. Together with the other countermeasure strategies, the Communications and Outreach strategy and the planned activities that are funded will have a positive impact on the selected performance measures and enable the state to reach the performance targets that have been set.

Communication and outreach targeting other driver awareness of motorcycles is an evidence-based countermeasure strategy and a key component of a comprehensive approach to address motorcycle safety issues. Collectively, the countermeasure strategies selected for the Motorcycle Safety program area are expected to have a positive impact on reducing motorcyclist fatalities and injuries.

### Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
MC-2022-002	Motorcycle Safety Awareness Program for Motorists
MC-2022-003	Motorcyclist Awareness and Education

### Planned Activity: Motorcycle Safety Awareness Program for Motorists

Planned activity number: **MC-2022-002**

#### Planned Activity Description

Communication strategies and outreach activities directed toward the other drivers who share the road with motorcyclists are very important for improving motorcycle safety. In addition to statewide efforts, the counties within New York State that have been identified as having the highest numbers of fatal and personal injury crashes involving a motorcycle and another motor vehicle will be the primary focus of the activities conducted under this program in FFY 2022.

Based on 2019 state crash data, the counties that collectively accounted for the majority (57%) of fatal and personal injury crashes involving a motorcycle and another vehicle are all in the downstate region: Kings, Queens, New York, and Bronx counties in New York City and Nassau and Suffolk counties on Long Island.

<b>FATAL &amp; PI CRASHES INVOLVING A MOTORCYCLE AND ANOTHER MOTOR VEHICLE BY COUNTY: 2019</b>				
	<b>F&amp;PI Crashes</b>	<b>% of Total</b>	<b>MC Registrations</b>	<b>% of Total</b>
<b>TOTAL NYS</b>	<b>2,201</b>		<b>342,811</b>	
KINGS	342	15.5%	11,926	3.5%
QUEENS	290	13.2%	14,585	4.3%
BRONX	184	8.4%	4,957	1.4%
SUFFOLK	175	8.0%	31,587	9.2%
NEW YORK	137	6.2%	7,506	2.2%
NASSAU	135	6.1%	18,181	5.3%
<b>TOTAL</b>	<b>1,263</b>	<b>57.4%</b>	<b>88,742</b>	<b>25.9%</b>

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

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

Some specific examples of the motorist awareness communications and outreach that will be conducted in FFY 2022 include the following:

- A Motorcycle Safety Awareness Month press event will be held in a county that experiences a high rate of motorcycle crashes, injuries and fatalities.
- Variable Message Signs will be displayed during popular motorcycle-related rallies and events to alert drivers of increased motorcycle traffic.

- A geotargeting campaign featuring awareness messaging will be deployed to reach motorists in specific areas of the state that experience a high number and/or rate of motorcycle crashes.
- Motorcycle awareness messaging will be affixed to fuel pumps and nozzle toppers at a minimum of 150 fuel filling stations in high crash locations throughout the state.
- GTSC will participate in motorcycle safety and awareness outreach at the International Automobile Show and as well as the annual state fair and other relevant events throughout the state.
- GTSC will partner with the Department of Motor Vehicles (DMV) to distribute motorcycle safety and awareness messaging via mass mailings to motorists.
- New motorcycle safety and awareness materials will be developed and distributed at a minimum of three traffic safety events as well as to county DMVs, grantees and other traffic safety partners.
- An analysis will be conducted of a survey sent by DMV to a random sample of licensed drivers of passenger vehicles to assess opinions/perceptions of the current motorcycle awareness campaigns.
- A motorcycle awareness PSA will be aired through various media channels (radio, television, and social media).
- A new motorcycle awareness PSA will be developed and filmed in partnership with the New York State Department of Health.

### Intended Subrecipients

State, local and not-for-profit agencies

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	FAST Act 405f Motorcycle Programs	405f Motorcyclist Awareness (FAST)	\$1,150,000.00	\$0.00	\$1,000,000.00

### Planned Activity: Motorcyclist Awareness and Education

Planned activity number: **MC-2022-003**

### Planned Activity Description

Activities that focus on enhancing motorcycle safety through education and outreach to motorcyclists will also continue to be supported. These efforts include the development of educational materials, the promotion of U.S. Department of Transportation-approved helmets and conspicuous protective gear, and outreach to motorcyclists through avenues such as rallies, events or mass mailings. Some examples of the events that have been important venues for outreach to the motorcycling community are the New York State Fair, the International

Motorcycle Show in New York City and the annual Americade motorcycle rally, which draws more than 50,000 motorcyclists to Lake George each year.

### Intended Subrecipients

State, local and not-for-profit agencies

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	FAST Act NHTSA 402	Motorcycle Safety	\$30,000.00	\$5,000,000.00	\$30,000.00

## Countermeasure Strategy: MC-3: Enforcement

### Project Safety Impacts

In order to ensure the efficient and effective use of resources to enforce traffic violations, New York’s law enforcement community conducts routine enforcement details that focus on drivers who are engaged in dangerous driving behaviors such as impaired driving and speeding regardless of the type of vehicle they are operating. Efforts that focus specifically on unsafe driving behaviors by motorcyclists, as well as training for law enforcement that is designed to improve the effectiveness of motorcycle enforcement efforts in those counties and regions where high numbers of motorcycle crashes are occurring, are included under this countermeasure strategy and the associated planned activity.

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

### Linkage Between Program Area

While the annual number of motorcyclist fatalities fluctuated over the period 2015-2019, the 5-year moving average was on a consistent downward trend, from 164.2 in 2015 to 146.4 in 2019. The 5-year moving average for motorcyclist injuries was also on a downward trend, dropping from 4,626.4 in 2015 to 4,043.2 in 2019. Realistic targets have been set for future improvements in both measures. Due in large part to New York’s helmet law, the number of fatally injured motorcyclists who were not wearing a helmet is relatively small. The 5-year average number of unhelmeted motorcyclist fatalities declined from 15.6 to 10.2 between 2015 and 2019.

The Enforcement countermeasure strategy and planned activities are expected to continue to have a positive impact on the performance targets set for the following measures: Motorcyclist Fatalities, Unhelmeted Motorcyclist Fatalities and Motorcyclists Injured in Crashes.

Funding has been allocated to support the effective implementation of the planned activities under the Enforcement countermeasure strategy that will contribute to progress toward the targets set for the program area.

## Rationale

Using a data-driven approach, this countermeasure strategy was selected to complement the other strategies proposed for the Motorcycle Safety program area which collectively will provide a comprehensive approach to addressing the issues that have been identified. Together with the other countermeasure strategies, the enforcement of traffic violations and the planned activities that are funded will have a positive impact on the selected performance measures and enable the state to reach the performance targets that have been set.

Enforcement details targeting unsafe driving behaviors will complement other countermeasure strategies under the Motorcycle Safety program area and contribute to the reduction of motorcyclist fatalities and injuries.

### Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
MC-2022-004	Motorcycle Safety & Enforcement Training for Law Enforcement

### Planned Activity: Motorcycle Safety & Enforcement Training for Law Enforcement

Planned activity number: **MC-2022-004**

#### Planned Activity Description

Training programs for law enforcement that focus on educating officers on motorcycle safety, including the requirements regarding motorcycle safety equipment, enforcement strategies and techniques, identifying impaired riders and other topics related to motorcycle safety will continue to be supported. A minimum of three enforcement trainings will be held in FFY 2022. Decisions on where to hold training programs are data-driven and are based on a region's overrepresentation in motorcycle crashes. These regional training programs are conducted by a team of subject matter experts from the New York State Police and the New York State Association of Chiefs of Police in cooperation with GTSC, the DMV Motorcycle Safety Program, the Motorcycle Safety Foundation and other law enforcement partners.

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

#### Intended Subrecipients

State law enforcement and local police agencies

#### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	FAST Act NHTSA 402	Motorcycle Safety (FAST)	\$200,000.00	\$1,000,000.00	\$200,000.00



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

### Project Safety Impacts

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

### Linkage Between Program Area

Research and evaluation activities that support the state's comprehensive Motorcycle Safety program will be funded under this strategy. The data-driven, performance-based approach to reducing crashes, fatalities and injuries involving these vulnerable groups of highway users requires access to the appropriate data, as well as the technical capabilities to perform the analyses and interpret the results. The planned activities include support for a multi-agency Motorcycle Safety Workgroup which will continue to develop data-driven strategies and new campaign messaging to reach the varied demographics of the riding population.

Data-driven problem identification is the core of the highway safety planning process. The analysis of crash data to determine when and where crashes are occurring, who is involved, what factors contributed to the crashes and the trends in the data over time provides the basis for determining performance measures and setting targets and for identifying countermeasure strategies and planned activities that will result in progress toward the achievement of the targets that have been set. Funding has been allocated to support the effective implementation of the planned activities that will have a positive impact on the targets set for the program area.

### Rationale

Research, evaluation and analytical support are key activities that provide the foundation for a comprehensive evidence-based program that will positively impact non-motorist safety and contribute to the achievement of the selected performance targets.

### Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
MC-2022-005	Motorcycle Safety Workgroup

### Planned Activity: Motorcycle Safety Workgroup

Planned activity number: **MC-2022-005**

### Planned Activity Description

In FFY 2022, the multi-agency Motorcycle Safety Workgroup will continue to develop data-driven strategies and new campaign messaging to reach the varied demographics of the riding population. The results of the 2018 motorcycle survey will inform the development of campaign



messaging for the upcoming year and the Workgroup will be instrumental in piloting new campaign messages among the target population. There will be a special focus on reaching motorists from the counties with the highest number of motorcycle/motor vehicle crashes. The Workgroup will continue to meet quarterly to carry out the objectives and determine priorities for the year. The Workgroup will conduct outreach to various newspapers and magazines and will publish at least one article to publicize motorcycle safety and awareness issues and/or highlights. The Workgroup will also continue to collect crash data covering a 5-year period to look for trends and develop new countermeasures.

**Intended Subrecipients**

State, local and not-for-profit agencies

**Funding Sources**

<b>Source Fiscal Year</b>	<b>Funding Source ID</b>	<b>Eligible Use of Funds</b>	<b>Estimated Funding Amount</b>	<b>Match Amount</b>	<b>Local Benefit</b>
2022	FAST Act NHTSA 402	Motorcycle Safety (FAST)	\$20,000.00	\$0.00	\$20,000.00

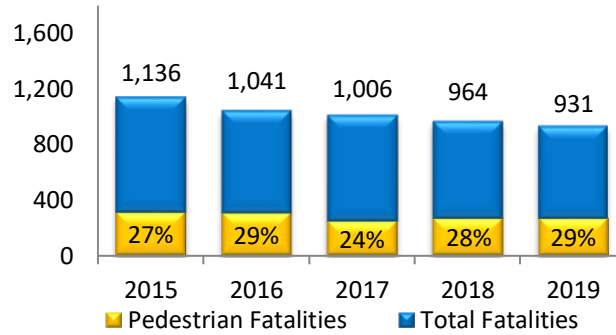
## Program Area: Non-motorized (Pedestrians and Bicyclists)

### Description of Highway Safety Problems

#### PEDESTRIAN SAFETY

In 2019, total motor vehicle fatalities in New York State decreased 3% from the previous year, while pedestrian fatalities remained steady at 268. As a result, pedestrian fatalities as a proportion of total fatalities increased. In 2019, pedestrian fatalities accounted for 29% of all fatalities on New York’s roadways compared to 28% in the previous year.

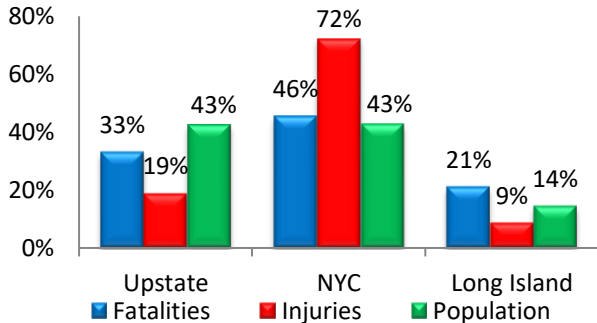
**PEDESTRIAN FATALITIES AS A PROPORTION OF TOTAL FATALITIES**



Source: FARS

#### Analyses by Region and County

**PEDESTRIANS KILLED OR INJURED COMPARED TO POPULATION BY REGION: 2019**



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

New York City is a particular concern for New York’s pedestrian safety program. Recent data on pedestrian fatalities in New York City indicate that, after reaching a 5-year low of 95 in 2017, the number of pedestrian fatalities in New York City increased in 2019 to 118.

The proportion of the state’s pedestrian fatalities that occurred in New York City dropped from 48% in 2014 to 46% in 2019. 72% of the pedestrians injured were the result of crashes in New York City. In

comparison, 33% of the fatalities and 19% of the injuries occurred in the Upstate region and 21% of the fatalities and 9% of the injuries occurred on Long Island.

When compared with the proportion of the state’s population that reside in the three regions, the New York City region is considerably overrepresented in pedestrians injured (43% of the population vs. 72% of the pedestrians injured); the Long Island region is overrepresented in pedestrian fatalities (14% of the population vs. 21% of the fatalities).

As the table below shows, statewide there was a 1% decrease in the number of pedestrians killed or injured in 2019, compared to the previous year. Among the three regions, Long Island experienced a decrease of over 5% in pedestrians killed or injured, the Upstate region saw a decrease of 2% and New York City remained flat.

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

In 2019, more pedestrians were killed or injured in Kings County than in the entire Upstate region (3,752 vs. 3,064); this was also the case in 2018. Between 2018 and 2019, the number of pedestrians killed and injured increased by 2.8% in the Bronx and in Nassau County and by 2.4% in Queens County. The number of pedestrians killed or injured decreased by 7.1% in New York County.

**PEDESTRIANS KILLED OR INJURED BY REGION AND TOP COUNTIES: 2018-2019**

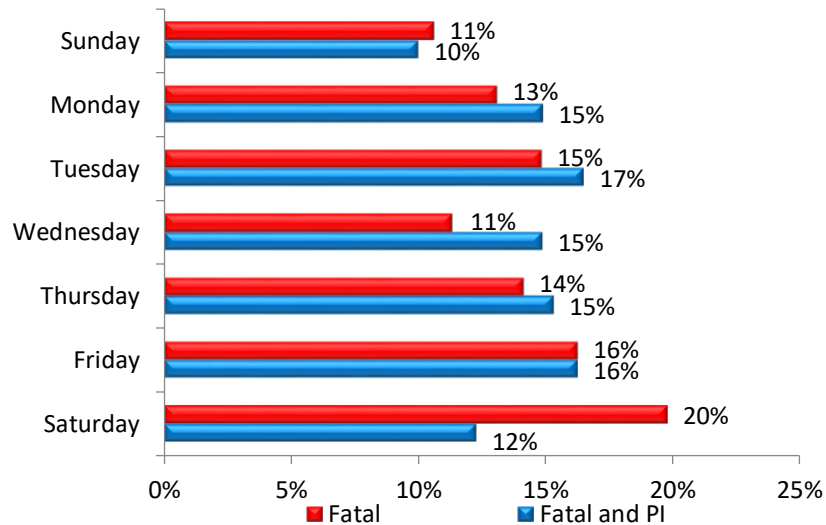
	2018	2019	% change 2018-2019
<b>NEW YORK STATE</b>	<b>16,039</b>	<b>15,886</b>	<b>-1.0%</b>
<b>REGION</b>			
Upstate	3,129	3,064	-2.1%
New York City	11,413	11,408	0.0%
Long Island	1,497	1,414	-5.5%
<b>COUNTY</b>			
Kings	3,736	3,752	0.4%
Queens	2,812	2,880	2.4%
New York	2,523	2,343	-7.1%
Bronx	1,952	2,006	2.8%
Nassau	880	905	2.8%

Source: NYS AIS/ TSSR

**Analyses by Day of Week and Time of Day**

Fatal pedestrian crashes in 2019 were more likely to occur on Saturday (20%) than any other day. Fatal and personal injury pedestrian crashes combined were more likely to occur on weekdays Monday through Friday (15%-17%) than on the weekend (Saturday 12% and Sunday 10%).

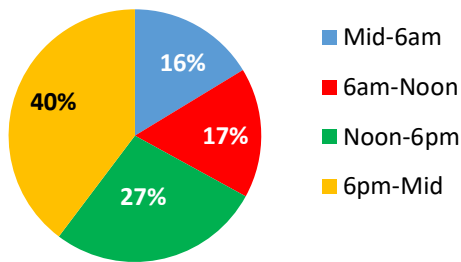
**PEDESTRIAN FATAL & PI CRASHES BY DAY OF WEEK: 2019**



Source: NYS AIS/ TSSR

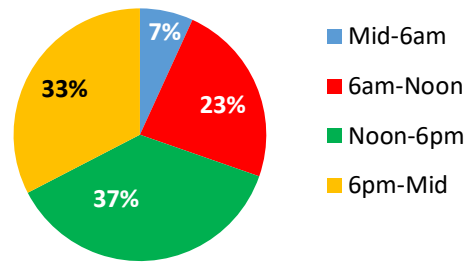
Analyses by time of day show that 40% of the fatal pedestrian crashes in 2019 occurred between 6pm and midnight and another 27% occurred between noon and 6pm. When combined, the largest proportion of the fatal and personal injury pedestrian crashes (37%) occurred between noon and 6pm, while 33% occurred between 6pm and midnight.

**PEDESTRIAN FATAL CRASHES  
TIME OF DAY: 2019**



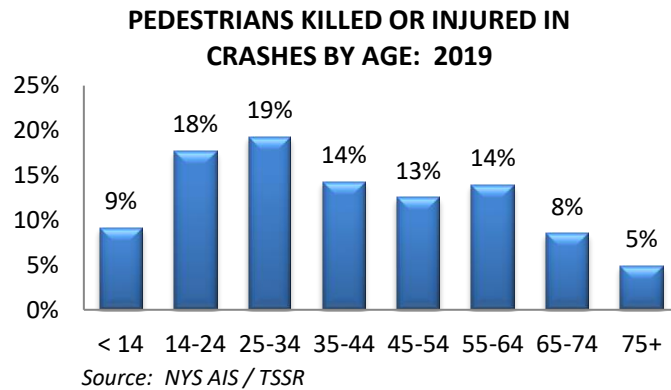
Source: NYS AIS / TSSR

**PEDESTRIAN FATAL & PI CRASHES  
TIME OF DAY: 2019**



Source: NYS AIS / TSSR

**Analyses by Age**



Analyses were also conducted to determine the ages of the pedestrians killed or injured in crashes with a motor vehicle. In 2019, pedestrians 14-24 and 25-34 years of age accounted for 18% and 19%, respectively, of the pedestrians killed or injured. The proportion of pedestrians killed or injured generally declined with each subsequent age group.

**Contributing Factors**

Analyses were also conducted of the actions by both motorists and pedestrians that contribute to pedestrian crashes.

The top three contributing factors reported in pedestrian crashes in 2019 were Failure to Yield the Right-of-Way (33%), Driver Inattention/Distraction (32%), and Pedestrian/Bicyclist/Other Pedestrian Error/Confusion (21%).

The pedestrians killed or injured in crashes were most frequently hit while crossing with the traffic signal (31%); 21% were hit while crossing at a location with no signal or crosswalk, 10% were hit while crossing at a location with a marked crosswalk and no signal and 6% were hit crossing against a signal.

**CONTRIBUTING FACTORS AND PEDESTRIAN  
ACTIONS IN PEDESTRIAN F&PI CRASHES\*: 2019**

<b>CONTRIBUTING FACTORS</b>		(N=14,839)
Failure to Yield Right-of-Way		32.9%
Driver Inattention/Distraction		32.4%
Pedestrian/Bicyclist/Other Pedestrian Error/Confusion		21.2%
Backing Unsafely		5.5%
Traffic Control Device Disregarded		4.4%
Alcohol Involvement		2.8%
Unsafe Speed		2.6%
<b>PEDESTRIAN ACTIONS</b>		(N=15,601)
Crossing, With Signal		30.7%
Crossing, No Signal or Crosswalk		21.0%
Crossing, No Signal, Marked Crosswalk		9.7%
Crossing, Against Signal		6.4%

Source: NYS AIS / TSSR

\*Police-reported crashes

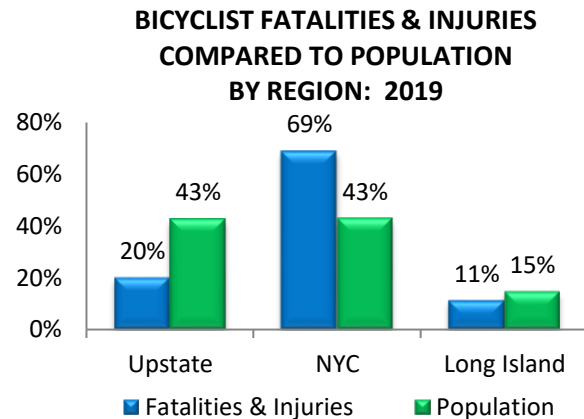
## BICYCLE SAFETY

The 5-year moving average for bicyclists killed in crashes decreased from 44.8 in 2015 to 39.4 in 2019. Between 2018 and 2019, the 5-year moving average number of bicyclists injured in crashes increased from 5,757.4 to 5,798.2.

### Analyses by Region and County

New York City is also an area of concern for bicycle crashes. In 2019, 69% of the bicyclists killed and injured in crashes involving motor vehicles occurred in New York City compared to 20% in the Upstate region and 11% on Long Island.

When compared with the proportion of the state's population within each region, New York City is overrepresented in bicyclist fatalities and injuries (69% vs. 43% of the population). Based on the population in each region, in 2019, there were 4.9 bicyclist fatalities and injuries per 10,000 population in New York City, 2.3 per 10,000 on Long Island and 1.4 per 10,000 in the Upstate region.



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

As shown in the table below, statewide there was a 4% increase in bicyclists killed or injured between 2018 and 2019. Among the three regions, the largest increase in bicyclists killed or injured was in Long Island (14%). The Upstate region had an increase of 5% and New York City had an increase of 3%.

<b>BICYCLISTS KILLED OR INJURED BY REGION AND TOP COUNTIES: 2018-2019</b>			
	2018	2019	% change 2018-2019
<b>NEW YORK STATE</b>	<b>5,649</b>	<b>5,900</b>	<b>4.4%</b>
<b>REGION</b>			
Upstate	1,126	1,178	4.6%
New York City	3,945	4,061	2.9%
Long Island	578	661	14.4%
<b>COUNTY</b>			
Kings	1,580	1,537	-2.7%
New York	1,160	1,221	5.3%
Queens	696	781	12.2%
Bronx	447	457	2.2%
Suffolk	291	342	17.5%

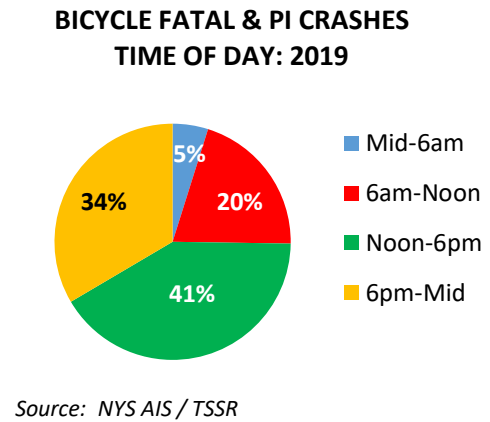
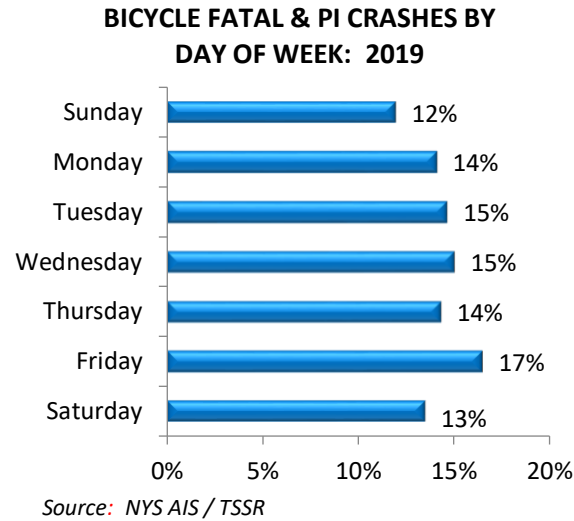
Source: NYS AIS / TSSR

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

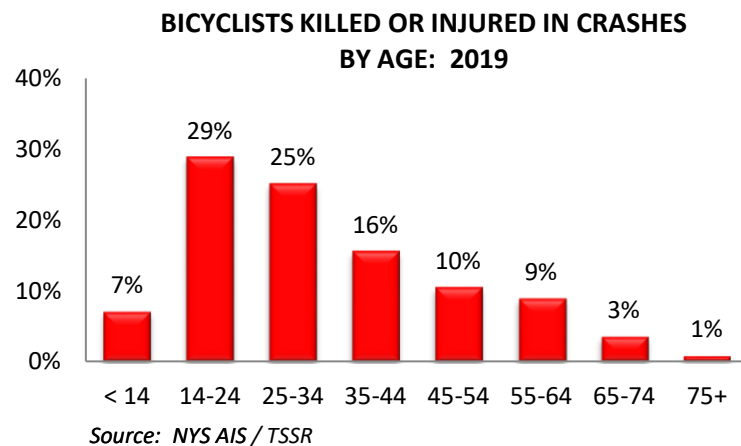
Among the top five high-risk counties, Kings County had a 3% decline in bicyclist fatalities and injuries between 2018 and 2019 and Bronx County had an increase of 2%. Among the other three counties, New York County had a 5% increase in the number of bicyclists killed or injured, Queens had a 12% increase and Suffolk had an 18% increase between 2018 and 2019.

## Analyses by Day of Week and Time of Day

Fatal and personal injury bicycle crashes in 2019 were most likely to occur on Friday (17%) and least likely to occur on Saturday and Sunday (13% and 12%, respectively). 41% of the fatal and personal injury bicycle crashes occurred between noon and 6pm, while 34% occurred between 6pm and midnight.



## Analyses by Age



Analyses were also conducted to determine the ages of the bicyclists killed or injured in crashes with a motor vehicle. In 2019, bicyclists in the 14-24 age group made up the largest proportion of those killed or injured in crashes (29%). Bicyclist fatalities and injuries declined with each subsequent age group.

## Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2022	C-10) Number of pedestrian fatalities (FARS)	2022	5 Year	277.2
2022	C-11) Number of bicyclist fatalities (FARS)	2022	5 Year	39.0
2022	Number of pedestrians injured in crashes	2022	5 Year	14,990.0
2022	Number of bicyclists injured in crashes	2022	5 Year	5,740.2

## Countermeasure Strategies in Program Area

Countermeasure Strategy
PS-1: Education, Communication and Outreach
PS-2: Community-Based Programs in Pedestrian and Bicycle Safety
PS-3: Cooperative Approaches to Improving Pedestrian and Bicycle Safety
PS-4: Enforcement of Traffic Violations
PS-5: Research, Evaluation and Analytical Support for New York's Performance-Based Non-motorized (Pedestrians and Bicyclists) Program

## Countermeasure Strategy: PS-1: Education, Communication and Outreach

### Project Safety Impacts

The Education, Communication and Outreach countermeasure strategy focuses on programs that educate pedestrians, bicyclists, skateboarders, in-line skaters and non-motorized scooter riders on safety issues and ways to avoid crash involvement, as well as initiatives that raise public awareness among motorists who share the road with these user groups. The planned activities include public awareness campaigns and other educational efforts to promote safe behaviors on the part of both motorists and non-motorized highway users that will lead to reductions in injuries and fatalities among these vulnerable populations. A second planned activity includes training, workshops and symposia on Pedestrian and Bicycle Safety, such as the Walk-Bike NY symposia series.

### Linkage Between Program Area

Pedestrians consistently account for more than one quarter of the total fatalities that occur each year on New York's roadways. Actions by both motorists and pedestrians contribute to pedestrian crashes and the fatalities and injuries that result. In 2019, Failure to Yield the Right

of Way (33%) and Driver Inattention/Distracted (32%) were the top two contributing factors for motorists involved in crashes with pedestrians; Pedestrian/Bicyclist/Other Pedestrian Error/Confusion was also cited in 21% of the crashes. Pedestrian actions, such as crossing where there is no signal or marked crosswalk or crossing against a signal, can also contribute to crashes; however, the data show that 31% of crashes occur when the pedestrian is crossing the road with the signal, indicating an unsafe behavior on the part of the motorist.

The public awareness campaigns and educational programs funded under this countermeasure strategy are expected to have a positive impact on safety that will result in progress toward the targets set for the following performance measures: Pedestrian Fatalities, Pedestrians Injured in Crashes, Bicyclist Fatalities and Bicyclists Injured in Crashes. Funding has been allocated to support the effective implementation of the planned activities and have a positive impact on the targets set for the program area.

**Rationale**

Using a data-driven approach, this countermeasure strategy was selected to complement the other strategies proposed for the Non-motorized (Pedestrians and Bicyclists) Safety program area which collectively will provide a comprehensive approach to addressing the issues that have been identified. Together with the other countermeasure strategies, education, communication and outreach efforts and the planned activities that are funded will have a positive impact on the selected performance measures and enable the state to reach the performance targets that have been set.

Because of the vulnerability of non-motorized highway users, pedestrians and bicyclists must be educated on how to improve their safety and prevent being involved in a crash. In addition, motorists need to be educated through public awareness campaigns and other communication avenues on the importance of complying with all traffic safety laws and the need to “share the road” safely with non-motorists. Education, communication and outreach are best practices that have proven to be successful in improving the safety of pedestrians, bicyclists and other non-motorists.

**Planned activities in countermeasure strategy**

Unique Identifier	Planned Activity Name
PS-2022-001	Public Awareness of Pedestrian & Bicycle Safety
PS-2022-002	Training, Workshops and Symposia on Pedestrian & Bicycle Safety

**Planned Activity: Public Awareness of Pedestrian & Bicycle Safety**

Planned activity number: **PS-2022-001**

**Planned Activity Description**

Efforts to heighten the awareness of the motoring public to the behaviors and vulnerabilities of pedestrians, bicyclists and other wheel-sport participants and the dangers motorist traffic



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

**Intended Subrecipients**

State and statewide not-for-profit agencies

**Funding Sources**

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	FAST Act 405h Nonmotorized Safety	405h Public Education	\$500,000.00	\$500,000.00	\$500,000.00
2022	FAST Act NHTSA 402	Pedestrian/Bicycle Safety (FAST)	\$440,000.00	\$0.00	\$400,000.00

**Planned Activity: Training, Workshops and Symposia on Pedestrian & Bicycle Safety**

Planned activity number: **PS-2022-002**

**Planned Activity Description**

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

**Intended Subrecipients**

State, local and not-for-profit agencies

## Funding Sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	FAST Act 405h Nonmotorized Safety	405h Training	\$300,000.00	\$50,000.00	\$300,000.00
2022	FAST Act NHTSA 402	Pedestrian/Bicycle Safety (FAST)	\$100,000.00	\$0.00	\$100,000.00

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

### Project Safety Impacts

Programs that take a grassroots approach to the identification and resolution of safety problems associated with pedestrians, bicycles, in-line skating, skateboarding and non-motorized scooter use will be considered for funding under this strategy. The establishment of local coalitions is encouraged to expand both the resources available to address the problems that are identified and the delivery system for the program activities. By focusing on the implementation of programs that address issues identified at the local level, the planned activities funded under this countermeasure strategy will have a positive impact in those areas identified as having significant pedestrian and/or bicycle safety issues.

### Linkage Between Program Area

As shown in the problem identification data, the highest numbers of pedestrian fatalities and injuries occur in New York City, followed by the Upstate Region. New York City also ranks highest in bicyclist fatalities and injuries, followed by the Upstate Region. Local agencies and organizations that are proposing to deliver pedestrian and/or bicycle safety education programs in these high risk areas are eligible for funding, as well as communities in the Upstate region that have been designated as “focus communities” or have demonstrated through data that they have a pedestrian and/or bicycle safety problem that needs to be addressed. Based on the data, programs may focus on different age groups, for example, children or senior citizens, and may be delivered through different venues as appropriate. Coordinated programs delivered at the local level, such as the National Walk to School Day and National Bike to School Day, are also eligible for funding.

The data-driven pedestrian safety education programs and bicycle safety education programs implemented in the high risk areas of the state and populations most at risk are expected to have a positive impact on safety that will result in progress toward the targets set for the following performance measures: Pedestrian Fatalities, Pedestrians Injured in Crashes, Bicyclist Fatalities and Bicyclists Injured in Crashes. Funding has been allocated to support the effective implementation of the planned activities associated with this countermeasure strategy.

## Rationale

Using a data-driven approach, the countermeasure strategies proposed for the Non-motorized (Pedestrians and Bicyclists) Safety program area were selected to collectively address and have a positive impact on one or more of the performance measures and enable the state to reach the performance targets that have been set.

Local agencies and community organizations in jurisdictions with a high incidence of pedestrian and/or bicycle crashes, fatalities and injuries are in the best position to develop and implement effective programs to improve pedestrian and bicycle safety in their communities.

### Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
PS-2022-003	Local Pedestrian & Bicycle Safety Education Programs

### Planned Activity: Local Pedestrian & Bicycle Safety Education Programs

Planned activity number: **PS-2022-003**

#### Planned Activity Description

Community-based organizations that provide law-based educational programs that focus on pedestrian safety or bicycle safety or include activities addressing both pedestrians and bicyclists will be considered for funding under this activity. Local agencies and community organizations eligible for funding include police departments, public health agencies, transportation agencies, medical facilities, community outreach centers and children’s safety education groups.

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

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

Bicycle safety programs in downstate communities and in other areas of the state where the data show that bicyclists are at risk will also qualify for funding through this planned activity.

Examples of educational programs and activities to increase knowledge of bicycle laws and improve bicycle safety include bicycle rodeos and other programs that teach children bicycle riding skills and the importance of wearing a bike helmet.

Agencies and groups that work together to plan and organize community events such as the “National Bike to School Day” program are also eligible for funding. Support will also be provided for programs conducted by statewide coalitions such as the New York Bicycling Coalition, which has developed awareness programs for the public and law enforcement to help make bicycling safer for children and adults.

### Intended Subrecipients

Local agencies

### Funding Sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	FAST Act 405h Nonmotorized Safety	405h Public Education	\$500,000.00	\$250,000.00	\$500,000.00
2022	FAST Act NHTSA 402	Pedestrian/Bicycle Safety (FAST)	\$500,000.00	\$0.00	\$470,000.00

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

### Project Safety Impacts

GTSC will continue to promote cooperative state and local approaches to addressing pedestrian safety issues by bringing together partners from a variety of disciplines and perspectives to review the data, identify high-risk areas and develop effective countermeasures. The Cooperative Approaches countermeasure strategy focuses on programs that are collaborative efforts among state and local partners to address a pedestrian or bicycle safety problem that requires a comprehensive approach. An example of the type of project funded under this countermeasure strategy is state and local partnerships that are formed to address roadway segments that have been identified through a data-driven process as high-risk pedestrian crash corridors. The partners may represent different disciplines and contribute to the formulation of a set of solutions that encompass enforcement, education and engineering solutions. Because the planned activities under this countermeasure strategy specifically target identified high-risk locations for pedestrian and/or bicycle crashes, they are expected to have a positive impact on pedestrian and bicycle safety and to contribute to progress toward the performance targets selected for this program area.

### Linkage Between Program Area

As shown in the problem identification data, the highest numbers of pedestrian fatalities and injuries occur in New York City, followed by the Upstate region. New York City also ranks highest in bicyclist fatalities and injuries, followed by Upstate. Local agencies and organizations that are proposing to deliver pedestrian and/or bicycle safety education programs in these high-risk areas are eligible for funding, as well as communities in the Upstate region that have been designated as “focus communities” or have demonstrated through data that they have a pedestrian and/or bicycle safety problem that needs to be addressed. Based on the data, programs may focus on different age groups, for example, children or senior citizens, and will be delivered through different venues as appropriate. Coordinated programs delivered at the local level, such as the “National Walk to School Day” and “National Bike to School Day”, are also eligible for funding.

The data-driven pedestrian safety education programs and bicycle safety education programs implemented in the high-risk areas of the state and among populations most at risk are expected to have a positive impact on safety that will result in progress toward the targets set for the following performance measures: Pedestrian Fatalities, Pedestrians Injured in Crashes, Bicyclist Fatalities and Bicyclists Injured in Crashes.

### Rationale

Using a data-driven approach, the countermeasure strategies proposed for the Non-motorized (Pedestrians and Bicyclists) Safety program area were selected to collectively address and have a positive impact on one or more of the performance measures and enable the state to reach the performance targets that have been set.

Local agencies and community organizations in jurisdictions with a high incidence of pedestrian and/or bicycle crashes, fatalities and injuries are in the best position to develop and implement effective programs to improve pedestrian and bicycle safety in their communities.

### Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
PS-2022-004	Collaborative Approaches to Improving Pedestrian & Bicycle Safety

### Planned Activity: Collaborative Approaches to Improving Pedestrian & Bicycle Safety

Planned activity number: **PS-2022-004**

### Planned Activity Description

State and local agencies may receive funding for cooperative approaches to develop and implement pedestrian and bicycle safety programs. These cooperative efforts may bring together partners from a variety of disciplines and perspectives to review the data, identify high-risk areas and develop effective countermeasures. Examples include the formation of state and local partnerships to address pedestrian safety issues at high-risk corridors through a combination of education, enforcement and engineering solutions. Previous corridor projects supported by

GTSC have included Niagara Falls Blvd. in the Towns of Tonawanda and Amherst, State Routes 59 and 45 in the Village of Spring Valley, Hempstead Turnpike on Long Island, State Route 5 in Albany and Schenectady counties and State Route 7 in Troy. These projects are chosen through a data-driven process that may include a special Walk-Bike assessment.

### Intended Subrecipients

State, local and not-for-profit agencies

### Funding Sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	FAST Act 405h Nonmotorized Safety	405h Public Education	\$0.00	\$250,000.00	\$0.00
2022	FAST Act NHTSA 402	Pedestrian/Bicycle Safety (FAST)	\$400,000.00	\$0.00	\$380,000.00

## Countermeasure Strategy: PS-4: Enforcement of Traffic Violations

### Project Safety Impacts

Pedestrians consistently account for one quarter or more of the traffic fatalities in New York State each year. Unsafe actions on the part of both motorists and pedestrians often contribute to these crashes. Once pedestrians and motorists are educated on pedestrian safety issues and the behavior changes required for compliance with the law, enforcement may be required to reinforce the need to change behaviors. Together with the other countermeasure strategies, the enforcement of traffic violations and the planned activities that are funded will have a positive impact on the selected performance measures and enable the state to reach the performance targets that have been set.

### Linkage Between Program Area

In 2019, 29% of persons fatally injured on New York’s roadways were pedestrians. Actions by both motorists and pedestrians contribute to pedestrian crashes. In 2019, Failure to Yield the Right of Way (33%) and Driver Inattention/Distracted (32%) were the top two contributing factors for motorists involved in crashes with pedestrians; Pedestrian/Bicyclist/Other Pedestrian Error/Confusion was also cited in 21% of the crashes. Specific pedestrian actions, such as crossing against a signal or where there is no signal or marked crosswalk, can also contribute to a crash. In 21% of the F & PI pedestrian crashes that occurred in 2019, the pedestrian was crossing where there was no signal or crosswalk; in 6% of the crashes the pedestrian was crossing against the signal.

Funding is available for evidence-based high-visibility enforcement campaigns at locations that have been identified as having high numbers of pedestrian crashes, fatalities and injuries. The

enforcement will focus on traffic violations and unsafe behaviors by both motorists and pedestrians.

The data-driven enforcement efforts implemented in high risk areas of the state are expected to have a positive impact on safety that will result in progress toward the targets set for the following performance measures: Pedestrian Fatalities and Pedestrians Injured in Crashes. Funding has been allocated to support the effective implementation of the planned activities and have a positive impact on the targets set for the program area.

### Rationale

Using a data-driven approach, this countermeasure strategy was selected to complement the other strategies proposed for the Non-motorized (Pedestrians and Bicyclists) Safety program area, which collectively will provide a comprehensive approach to addressing the issues that have been identified.

Enforcement is an evidence-based countermeasure strategy that is critical for increasing compliance with traffic safety laws and curbing unsafe behavior on the part of both motorists and pedestrians.

### Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
PS-2022-005	Targeted Enforcement (Enforcement Efforts to Improve Pedestrian Safety)

### Planned Activity: Targeted Enforcement (Enforcement Efforts to Improve Pedestrian Safety)

Planned activity number: **PS-2022-005**

### Planned Activity Description

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

### Intended Subrecipients

State enforcement and local police agencies



## Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	FAST Act 405h Nonmotorized Safety	405h Law Enforcement	\$550,000.00	\$1,000,000.00	\$550,000.00

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

### Project Safety Impacts

Research, evaluation and data analysis are essential components of a successful comprehensive Non-motorized (Pedestrians and Bicyclists) Safety program. The activities supported under this countermeasure strategy and the associated planned activities will contribute to the achievement of the state's performance targets.

### Linkage Between Program Area

Research and evaluation activities that support the state's comprehensive Non-motorized program area will be funded under this strategy. This data-driven, performance-based approach to reducing crashes, fatalities and injuries involving these vulnerable groups of highway users requires access to the appropriate data, as well as the technical capabilities to perform the analyses and interpret the results. The planned activities include support for interagency and interdisciplinary efforts that can provide input from partners with different perspectives to assist in identifying programs and finding effective solutions that will positively impact pedestrian and bicycle safety.

Data-driven problem identification is the core of the highway safety planning process. The analysis of crash data to determine when and where crashes are occurring, who is involved, what factors contributed to the crashes and the trends in the data over time provides the basis for determining performance measures and setting targets and for identifying countermeasure strategies and planned activities that will result in progress toward the achievement of the targets that have been set.

Funding has been allocated to support the effective implementation of the planned activities that will have a positive impact on the targets set for the program area.

### Rationale

Research, evaluation and analytical support are key activities that provide the foundation for a comprehensive evidence-based program that will have a positive impact on non-motorist safety and contribute to the achievement of the selected performance targets.



**Planned activities in countermeasure strategy**

<b>Unique Identifier</b>	<b>Planned Activity Name</b>
PS-2022-006	Research on Pedestrian & Bicycle Safety

**Planned Activity: Research on Pedestrian & Bicycle Safety**

Planned activity number: **PS-2022-006**

**Planned Activity Description**

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

**Intended Subrecipients**

State and statewide not-for-profit agencies

**Funding Sources**

<b>Source Fiscal Year</b>	<b>Funding Source ID</b>	<b>Eligible Use of Funds</b>	<b>Estimated Funding Amount</b>	<b>Match Amount</b>	<b>Local Benefit</b>
2022	FAST Act NHTSA 402	Pedestrian/Bicycle Safety (FAST)	\$60,000.00	\$0.00	\$50,000.00

## Program Area: Occupant Protection (Adult and Child Passenger Safety)

### Description of Highway Safety Problems

As indicated in the Performance Report, positive progress was made in the two core measures used to track progress in the Occupant Protection program area: Unrestrained Passenger Vehicle Occupant Fatalities and the Observed Seat Belt Use Rate for front seat passengers riding in passenger vehicles. Based on FARS data, the 5-year average number of unrestrained passenger vehicle occupant fatalities was on a steady downward trend from 2015 to 2019, declining from 181.4 to 160.6. New York has maintained a statewide seat belt use rate of 90% or above since 2010. With the most recent seat belt observation survey conducted in 2019, New York's seat belt compliance rate increased to 94.22%.

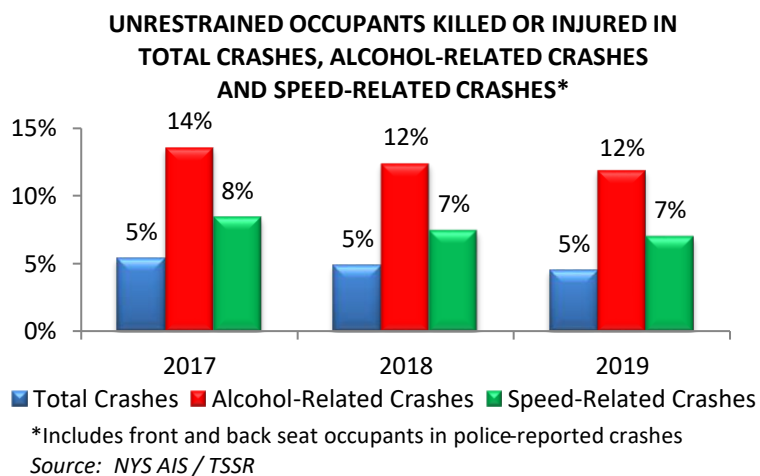
Other data confirm these high occupant restraint compliance rates. Over the three-year period 2017-2019, 90-91% of the front seat occupants killed or injured in crashes in New York State were reported to be restrained, 3% were unrestrained, and restraint use was unknown for 6-7%. The frequency of seat belt use reported by participants in the annual Driver Behavior and Attitudinal survey also indicated a high level of use with the large majority of respondents reporting that they always wear their seat belt.

The proportion of young children who were reported to be unrestrained was also low; 4% of the 6,999 children under five years of age killed or injured in crashes over the time period 2017-2019 were not restrained. Ten percent of the children who were killed or injured while riding in the front seat of the vehicle were unrestrained compared to 4% who were riding in the back seat. Instances of the incorrect use of child safety seats, however, remain high. The implementation of New York's new law extending mandatory seat belt use to all back seat passengers should also contribute to further reductions in fatalities and injuries in crashes.

### CHARACTERISTICS OF UNRESTRAINED OCCUPANTS

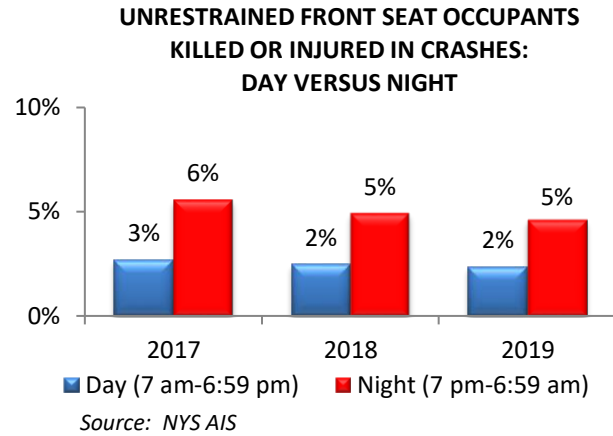
Further analyses were conducted to identify the characteristics of the relatively small group of drivers and occupants who do not comply with the law. Based on analyses of restraint use in specific types of crashes, it was determined that occupants who are killed or injured are more likely to be unrestrained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

The proportion of all occupants killed or injured in alcohol-related crashes who were unrestrained declined from 14% in 2017 to 12% in 2018 and 2019. The proportion of occupants killed or injured in speed-related crashes

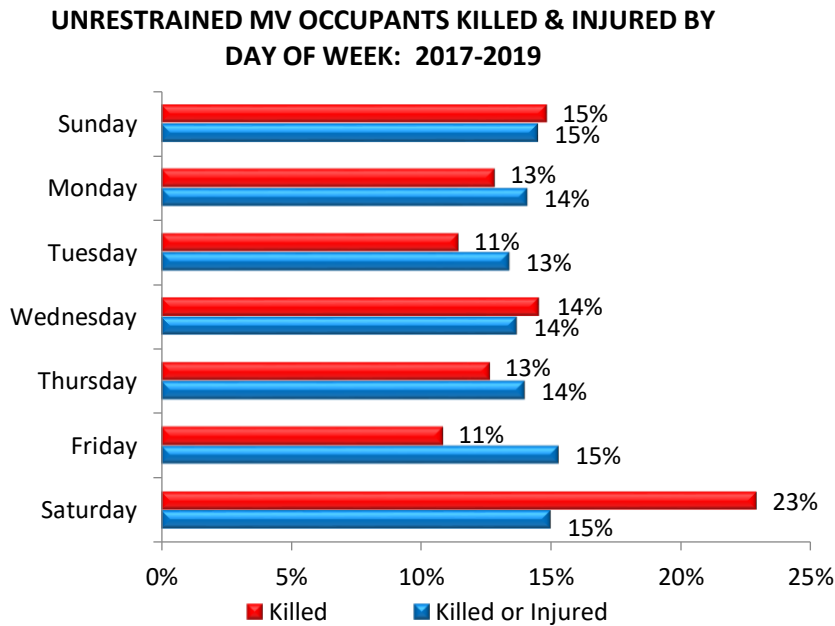


who were not using a safety restraint declined slightly from 8% to 7%. In comparison, the proportion of unrestrained occupants killed or injured in all crashes remained steady at 5%.

Reported restraint use in crashes is consistently higher during the day (7 am-6:59 pm) than at night (7 pm-6:59 am). Over the three-year period 2017-2019, 5%-6% of the front seat occupants killed or injured in crashes at night were not using a safety restraint compared to 2%-3% during the day.



In 2017-2019, the largest proportion of unrestrained motor vehicle occupants were killed in crashes on Saturday (23%). When combined, the proportions of unrestrained motor vehicle occupants killed or injured in crashes were distributed fairly evenly across all the days of the week (13%-15% each day).

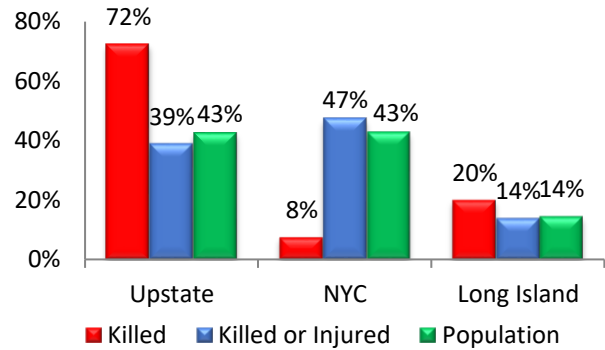


### Analyses by Region and County

In the years 2017-2019, 72% of the unrestrained motor vehicle occupants killed were the result of crashes in the Upstate region, and 47% of the unrestrained motor vehicle occupants killed or injured were involved in crashes in New York City.

When compared with the proportions of the state’s population that reside in the three regions, the Upstate region is significantly overrepresented in unrestrained motor vehicle occupant fatalities (43% of the population vs. 72% of the fatalities). The Long Island region is also overrepresented with respect to these fatalities (14% of the population vs. 20% of the fatalities). The combined proportions of unrestrained occupants killed or injured in crashes were much more consistent with the population in each of the regions.

**UNRESTRAINED MV OCCUPANTS KILLED OR INJURED COMPARED TO POPULATION BY REGION: 2017-2019**



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

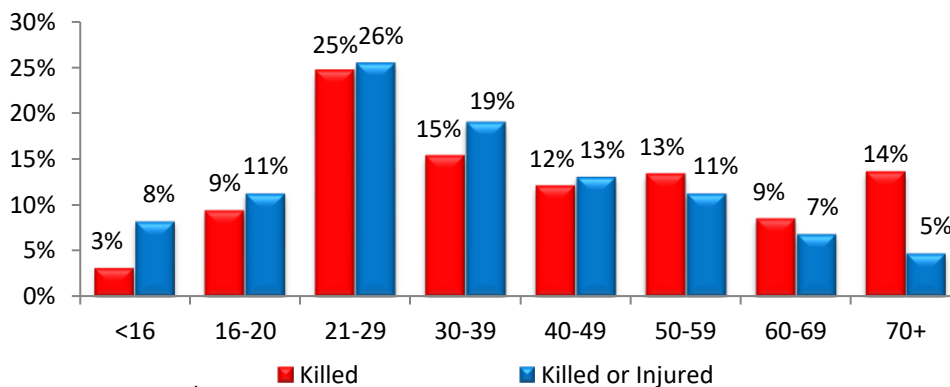
Over the three-year period, the counties with the highest numbers of unrestrained occupant fatalities were Suffolk (76), Nassau (35), Monroe (26), Erie (23), Westchester (19) and Queens (14).

**Analyses by Age**

The unrestrained occupants who were killed in crashes over the three-year period 2017-2019 were most likely to be 21-29 years of age (25%); 23% of unrestrained occupants killed in crashes were 60 years of age or older. The greater severity of the injuries suffered by older motorists who are involved in crashes is likely to contribute to their higher fatality numbers.

When the unrestrained occupants who were injured are combined with those killed, the largest proportion was also in the 21-29 age group (26%), followed by the 30-39 age group (19%).

**AGE OF UNRESTRAINED MV OCCUPANTS KILLED OR INJURED IN CRASHES: 2017-2019**



Source: NYS AIS / TSSR

## Analyses by Seating Position

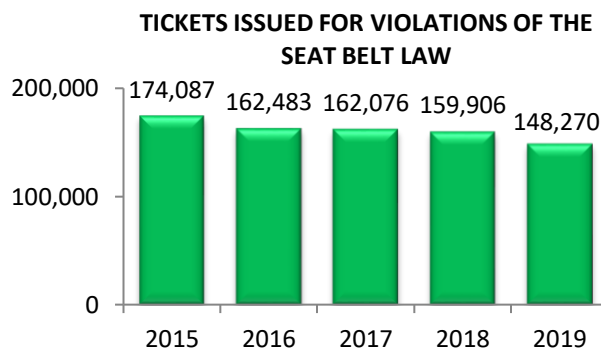
The table below shows that between 2017 and 2019, motor vehicle occupant fatalities decreased from 556 to 470 (16%), and unrestrained motor vehicle occupant fatalities decreased 12%, from 196 to 172. Over the three-year period, 37% of the occupants who were killed were unrestrained. In each of the three years, the large majority of unrestrained occupants who were killed in a crash were riding in the front seat (80%). Of the 20% of the unrestrained passengers killed while riding in the back seat in crashes that occurred during this period, 87% were age 16 or over and exempt from New York’s seat belt law. Effective November 1, 2020, all motor vehicle occupants are required to wear a seat belt, regardless of seating position. The effectiveness of this law in increasing seat belt use and reducing fatalities among back seat passengers 16 and over will be tracked once the data are available.

**UNRESTRAINED MV OCCUPANTS KILLED IN CRASHES BY SEATING POSITION  
2017-2019**

	2017	2018	2019	2017-2019
<b>MV Occupants Killed</b>	<b>556</b>	<b>484</b>	<b>470</b>	<b>1,510</b>
<b>Unrestrained</b>	196	186	172	<b>554</b>
<i>% of Killed</i>	35.3%	38.4%	36.6%	<b>36.7%</b>
Front Seat	156	148	138	<b>442</b>
<i>% in Front Seat</i>	79.6%	79.6%	80.2%	<b>79.8%</b>
Back Seat	39	35	33	<b>107</b>
<i>% in Back Seat</i>	19.9%	18.8%	19.2%	<b>19.3%</b>
Unknown Seat Position	1	3	1	<b>5</b>

*Source: NYS AIS/TSSR*

## ENFORCEMENT



*Sources: NYS TSLED and AA Systems / TSSR*

The number of seat belt tickets issued continued on a downward trend in 2019. Compared to 2015 when 174,087 tickets were issued for seat belt violations, 148,270 tickets were issued in 2019, a decrease of approximately 15%. It is likely that the sustained high use rate in New York, reductions in highway safety funding and competing priorities for enforcement resources have all contributed to the decline in the number of tickets issued.

## Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2022	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	2022	5 Year	159.0
2022	B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	2022	Annual	95.16

## Countermeasure Strategies in Program Area

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

## Countermeasure Strategy: OP-1: Seat Belt Enforcement

### Project Safety Impacts

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

The effectiveness of high-visibility enforcement in increasing compliance with occupant restraint laws has been demonstrated at the national level as well as within New York State. In FFY 2022, GTSC will continue to implement this countermeasure strategy through its Buckle Up New York (BUNY) seat belt enforcement program and will participate in the national Click It or Ticket (CIOT) seat belt mobilization in May or other designated times of the year. All police agencies receiving grant funding for enforcement are required to participate in the national seat belt mobilization and additional agencies throughout the state actively support the annual Click It or Ticket campaign. Participating police agencies are strongly encouraged to conduct enforcement during nighttime hours when high-risk behavior including failure to wear a seat belt is more prevalent.

With the cancellation of the national Click It or Ticket mobilization in May 2020, the New York State Police shifted more resources to other seat belt enforcement activities. The NYSP conducted a month-long Summer Initiative aimed at increasing seat belt use in high K&A counties during the month of June 2020. Nearly 11,000 occupant protection tickets were issued during this campaign. The NYSP partnered with the New York State Park Police for a statewide “BUNY in the Parks” occupant restraint initiative. A press release announcing the event was distributed to statewide media outlets on July 10, prior to the 30-day campaign. Approximately 144 joint fixed and roving details were conducted between July 11 and August 10 throughout the state in proximity to state parks where lower levels of child restraint and seat belt use were observed. These interagency checkpoints resulted in 4,332 seat belt and 1,966 child restraint tickets being issued. All other enforcement efforts under the Occupant Protection Program will be planned, implemented and monitored in accordance with the state’s evidence-based Traffic Safety Enforcement Program (TSEP).

High-visibility enforcement has been the primary reason for New York's success in achieving and sustaining a statewide use rate of 90% or higher for ten years in a row. The impact of this countermeasure strategy will be to maintain high rates of occupant restraint use throughout the state and promote further improvement by directing enforcement efforts toward the high-risk motorists who fail to comply with the law.

#### Linkage Between Program Area

Although a high use rate has been achieved and continues to improve, there are still motorists who fail to comply with the seat belt law. Analyses of the characteristics of unrestrained occupants who were killed or injured in crashes indicate that occupants who are involved in crashes where alcohol, drugs and/or speed was a factor were less likely to be wearing a seat belt. In addition, front seat occupants who are killed or injured in a crash at night are more likely to be unrestrained than those involved in crashes during the day (5% vs 2%). Police agencies that participate in the national seat belt enforcement mobilization and other high-visibility enforcement efforts are encouraged to conduct nighttime enforcement details to target these high risk drivers.

This countermeasure strategy and planned activities are expected to continue to have a positive impact on the performance targets set for the following measures: Unrestrained Passenger Vehicle Occupant Fatalities and Observed Seat Belt Use Rate. New legislation effective November 1, 2020 extending mandatory seat belt use to all passengers riding in the back seat of vehicles is also expected to reduce fatalities and injuries among passengers age 16 and over who previously were not covered by the law.

Sufficient funding has been allocated to support the effective implementation of the planned activities and have a positive impact on the targets set for the program area.

#### Rationale

High-visibility enforcement is a proven evidence-based countermeasure strategy. Sufficient funding has been allocated to effectively implement each planned activity.

**Planned activities in countermeasure strategy**

Unique Identifier	Planned Activity Name
OP-2022-001	Participation in National Click It or Ticket Mobilization
OP-2022-002	Combined Enforcement

**Planned Activity: Participation in National Click It or Ticket Mobilization**

Planned activity number: **OP-2022-001**

**Planned Activity Description**

New York’s Buckle Up New York/Click It or Ticket program will continue to be the state’s primary enforcement strategy for occupant protection. In FFY 2022, the BUNY program will promote the national Click It or Ticket mobilization scheduled for May 2022; all police agencies receiving GTSC Police Traffic Services (PTS) grants are required to participate in the May high-visibility enforcement campaign.

Agencies receiving grant funding are also required to:

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

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

**Intended Subrecipients**

State law enforcement and local police agencies

**Funding Sources**

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	FAST Act 405b OP High	405b High Police Traffic Services (FAST)	\$586,000.00	\$15,000,000.00	\$525,000.00
2022	FAST Act NHTSA 402	Occupant Protection (FAST)	\$310,000.00	\$5,000,000.00	\$280,000.00



## Planned Activity: Combined Enforcement

Planned activity number: **OP-2022-002**

### Planned Activity Description

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

### Intended Subrecipients

State law enforcement and local police agencies

### Funding Sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	FAST Act 405b OP High	405b High Police Traffic Services (FAST)	\$576,000.00	\$34,000,000.00	\$525,000.00
2022	FAST Act NHTSA 402	Occupant Protection (FAST)	\$250,000.00	\$5,000,000.00	\$230,000.00

## Countermeasure Strategy: OP-2: Communications and Outreach

### Project Safety Impacts

Outreach and communication efforts undertaken in conjunction with the national seat belt enforcement mobilization and other high-visibility seat belt enforcement efforts are essential for an effective seat belt campaign. The publicity generated from earned and paid media coverage of enforcement efforts raises public awareness and the perception of risk of receiving a ticket, resulting in greater compliance among all motorists. Also important are ongoing efforts to promote compliance by educating the public about the importance and correct use of occupant restraints, including seat belts, booster seats and child restraints. This countermeasure strategy is an important component of the state's comprehensive Occupant Protection Program.

Collectively, the countermeasure strategies and associated planned activities have a major impact on traffic safety in New York State.

### Linkage Between Program Area

Although a high use rate has been achieved and continues to improve, there are still motorists who fail to comply with the seat belt law. Analyses of the characteristics of unrestrained occupants who were killed or injured in crashes indicate that occupants who are involved in crashes where alcohol, drugs and/or speed was a factor were less likely to be wearing a seat belt. In addition, front seat occupants who are killed or injured in a crash at night are more likely to be unrestrained than those involved in crashes during the day (5% vs 2%). Activities that focus on the provision of data-driven communication and outreach efforts that publicize and enhance the effectiveness of enforcement or activities that provide education and information to high-risk motorists on the importance of seat belt use in preventing deaths and injuries are supported under this countermeasure strategy. Raising awareness of the new law requiring seat belt use by passengers over age 16 riding in the back seat will also be incorporated into communication and outreach efforts.

This countermeasure strategy and planned activities are expected to continue to have a positive impact on the performance targets set for the following measures: Unrestrained Passenger Vehicle Occupant Fatalities and Observed Seat Belt Use Rate.

Sufficient funding has been allocated to support the effective implementation of the planned activities and have a positive impact on the targets set for the program area.

### Rationale

Effective, highly publicized communications and outreach are an essential component of successful high-visibility seat belt enforcement campaigns. Communication and outreach activities that educate the public and specific high-risk groups are also an important part of a comprehensive approach to increasing compliance with the state's occupant restraint laws. Sufficient funding has been allocated to effectively implement this countermeasure strategy and each of the planned activities.

### Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
OP-2022-003	PI&E Support for Enforcement Efforts
OP-2022-004	Education of the General Public and High-Risk Groups

### Planned Activity: PI&E Support for Enforcement Efforts

Planned activity number: **OP-2022-003**

### Planned Activity Description

GTSC will continue to support communications, outreach and other public information and education efforts to publicize the national high-visibility Buckle Up New York/Click It or Ticket seat belt enforcement mobilizations. These efforts will include public awareness and media messages that are directed at the general population in the state and those that target specific

groups such as young drivers who have been identified as high-risk, low compliance segments of the population. These public awareness efforts focus on publicizing the BUNY/CIOT message through the airing of PSAs, the distribution of a statewide press release and other media efforts.

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

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

### Intended Subrecipients

State and statewide not-for-profit agencies

### Funding Sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	FAST Act 405b OP High	405b High Occupant Protection (FAST)	\$654,000.00	\$0.00	\$620,000.00

### Planned Activity: Education of the General Public and High-Risk Groups

Planned activity number: **OP-2022-004**

#### Planned Activity Description

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

New York’s new back seat law became effective on November 1, 2020. GTSC has been promoting this new requirement through social media posts and via billboards across the state. There is also a new seat belt TV PSA in development that should be released soon. While in-person outreach through safe teen driver events at education facilities was limited this past year due to the COVID protocols in place, the schools that host GTSC’s programs provide an

opportunity to discuss the universal belt law requirements with students and the importance of buckling up, every trip, every time. This message is reinforced with the Battle of the Belts activities. In addition, NASCAR driver Ross Chastain promotes the new law and encourages back seat belt use with his social media posts as part of the Protect Your Melon program. Palm cards outlining the new belt use requirements were developed and are being distributed during the BUNY in the Parks campaign. The Survivor Advocate educational program administered by SADD incorporated this messaging into their presentations; as with other awareness and educational programs, these presentations were limited this year due to the pandemic restrictions.

### Intended Subrecipients

State, local and not-for-profit agencies

### Funding Sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	FAST Act 405b OP High	405b High Public Education (FAST)	\$324,000.00	\$0.00	\$300,000.00

## Countermeasure Strategy: OP-3: Child Passenger Safety Communications and Outreach

### Project Safety Impacts

The Child Passenger Safety Communications and Outreach countermeasure strategy focuses on the delivery of information on child passenger safety to parents and caregivers who are responsible for ensuring that the young children who ride in their vehicles are safe and protected. Parents and caregivers must be educated on the importance of using the correct child restraint system for the child’s height, weight, age and developmental ability. As policies evolve and change as the result of new research or other factors, mechanisms must be in place to ensure the latest information is communicated to the child passenger safety community. The extensive statewide and community involvement in the dissemination of the information that is required must be well coordinated to ensure that the messages and policies affecting the safety of children reach all areas of the state and segments of the population, especially those that are underserved. This countermeasure strategy and associated planned activities, combined with the other countermeasure strategies that are implemented as part of the Child Passenger Safety Program, will have a positive impact on the safety of children riding as passengers in motor vehicles.

### Linkage Between Program Area

New York has been able to achieve and sustain a high rate of compliance with the state's child restraint laws; only 4% of the children under the age of five killed or injured in crashes were reported to be unrestrained. Incorrect use of child safety seats continues to be a problem. To increase compliance even further and reduce the misuse and incorrect use of child safety seats parents and caregivers of young children must have access to information on the appropriate seat

based on a child's height, weight, age and developmental ability and instruction on how to install and use the seat correctly.

Sufficient funding has been allocated to the planned activities to ensure that the coordination of the communication messages and the networks and mechanisms for the dissemination of information are in place to effectively implement this countermeasure strategy and contribute to the attainment of the performance targets for the Occupant Protection program area.

### Rationale

Child Passenger Safety Communication and Outreach is a proven strategy that is part of a comprehensive approach to improving child passenger safety. Funding has been allocated to this countermeasure strategy and the associated planned activities that will support their effective implementation.

### Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
OP-2022-005	New York State Child Passenger Safety Program Support
OP-2022-006	Statewide Child Passenger Safety Public Information and Outreach
OP-2022-007	Child Passenger Safety Awareness Classes

### Planned Activity: New York State Child Passenger Safety Program Support

Planned activity number: **OP-2022-005**

### Planned Activity Description

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

### Intended Subrecipients

Local and not-for-profit agencies

### Funding Sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	FAST Act 405b OP High	405b High Child Restraint (FAST)	\$218,000.00	\$0.00	\$200,000.00

## Planned Activity: Statewide Child Passenger Safety Public Information and Outreach

Planned activity number: **OP-2022-006**

### Planned Activity Description

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

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

A new approach to providing child passenger safety education and outreach in New York State will be the development and implementation of a new training for law enforcement. The training, “Practical Applications of Child Passenger Safety for the non-certified Law Enforcement Officer,” will focus on educating non-CPS-certified officers on the basics of Child Passenger Safety, how to detect unsafe riding conditions for children on the roadways, determining when to issue a ticket for an offense versus when to provide education, and how to refer parents/caregivers encountered on the roadway to the local Child Passenger Safety services available within their community. GTSC is currently in the process of selecting the instructors for this training. Once the curriculum is developed, the training will be hosted approximately 1-3 times annually in different locations throughout the state.

### Intended Subrecipients

State and statewide not-for-profit agencies

### Funding Sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	FAST Act 40b OP High	405b High Child Restraint (FAST)	\$326,000.00	\$0.00	\$310,000.00

## Planned Activity: Child Passenger Safety Awareness Classes

Planned activity number: **OP-2022-007**

### Planned Activity Description

On the local level, GTSC will continue to enhance Child Passenger Safety education through the availability of CPS mini-grants for local agencies to conduct awareness training sessions that offer educational programs on child passenger safety issues. The major emphasis of these educational programs will be to train parents, caregivers and others who transport children to protect their safety by using the right seat for the child installed the right way. Presentations will be made to various types of groups including members of the public health and medical communities, fire and other emergency response personnel, preschool and other bus drivers, and social service programs. CPS technicians will especially be encouraged to provide CPS awareness classes to expectant parents, child care providers, and members of minority communities. Educating and training parents and members of the various groups who are in regular contact with the public will significantly contribute to the dissemination of child passenger safety information throughout every region of the state and to diverse populations within each region. In FFY 2021, 28 agencies received funding to conduct CPS awareness classes; 30 applications for FFY 2022 funding have been received.

### Intended Subrecipients

Local and not-for-profit agencies

### Funding Sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	FAST Act 405b OP High	405b High Community CPS Services (FAST)	\$272,000.00	\$0.00	\$250,000.00

## Countermeasure Strategy: OP-4: Car Seat Fitting Stations

### Project Safety Impacts

New York continues to maintain an active network of permanent fitting stations across the state. As of April 16, 2020, there were over 300 fitting stations operating in New York. This includes 105 fitting station grantees who receive funding through GTSC, many of which oversee multiple fitting stations within their jurisdiction.

A complete list of fitting stations organized by county is maintained on the GTSC website. For each fitting station, the location, hours of operation and contact information for questions and scheduling appointments are provided. The listing also identifies those fitting stations with



Spanish-speaking technicians available. GTSC contacts all of the fitting stations on an annual basis to verify and update the information posted on the website.

These fitting stations, which are located in fire stations, police stations, hospitals and other permanent locations, offer information and instruction on the appropriate restraint system to use based on the age and size of the child and the proper installation of that restraint. GTSC requires that car seat fitting stations be staffed by CPS Technicians and/or Instructors with current certification status to ensure that the standards of the program are maintained.

### **Population Covered by New York’s Network of Fitting Stations**

New York’s 307 fitting stations are located throughout the state; all 62 of the state’s counties have at least one fitting station. The U.S. Census defines a county as rural if 50% or more of the county’s population resides in areas designated as rural. Based on this definition, the counties in New York State are evenly split between urban and rural. In the table below, the 31 counties categorized as “rural” are highlighted in blue.

As the table below shows, 213 fitting stations are located in urban counties and 94 are in rural counties. Even though only 9% of the state’s population resides in counties designated as rural, 31% of the fitting stations are located in these counties, indicating the importance placed on providing access to the residents in the more sparsely populated and generally lower income areas of the state.

The table also shows the number of fitting stations and the counties where they are located that focus on serving minority and low-income populations based on the information provided in their applications for mini-grant funding. In FFY 2021, 150 fitting stations indicated that they focus on serving minority populations; 82 of these also reported that they serve low income families.

To show the extent to which car seat education and distribution programs are available to meet the needs of low income families in the state, the table also indicates the counties where programs supported with funding from GTSC are located. In FFY 2021, funding was provided for 58 low income car seat education and distribution programs; at least one of these programs is located in 42 of the state’s 62 counties.

<b>New York State Fitting Stations Serving Rural Counties, Low Income and Minority Populations: 2021</b>								
<b>County</b>	<b>Total Population*</b>	<b>% Urban</b>	<b>% Rural</b>	<b># of Inspection Stations</b>		<b># of Inspection Stations with Focus on:</b>		<b>Car Seat Educ &amp; Distribution Programs</b>
				<b>Urban</b>	<b>Rural</b>	<b>Minority</b>	<b>Low Income</b>	
Albany	303,654	90.3%		9		7	2	2
Allegany	45,587		78.7%		2	2	2	2
Bronx	1,401,142	100.0%		1		1	1	
Broome	189,420	73.9%		6		4	1	1
Cattaraugus	75,863		61.8%		2	1	1	1



County	Total Population*	% Urban	% Rural	# of Inspection Stations		# of Inspection Stations with Focus on:		Car Seat Educ & Distribution Programs
				Urban	Rural	Minority	Low Income	
Cayuga	76,029		55.8%		2	1	1	1
Chautauqua	126,032	56.1%		7		1	1	
Chemung	82,622	75.8%		1				
Chenango	46,730		83.4%		2	1	1	1
Clinton	79,778		64.2%		7	2	2	
Columbia	59,534		73.3%		3	2	2	2
Cortland	47,173	55.7%		2		1		1
Delaware	43,938		78.4%		2	1	1	1
Dutchess	293,293	74.6%		16		13	9	2
Erie	917,241	90.6%		8		1		3
Essex	36,891		74.9%		7	2	2	
Franklin	49,965		62.7%		3			1
Fulton	52,812		50.4%		1	1	1	1
Genesee	56,994		59.9%		4	2	1	
Greene	47,177		73.1%		2	1		
Hamilton	4,345		100.0%		2			
Herkimer	60,945		51.8%		1	1	1	1
Jefferson	108,095	52.0%		1		1	1	
Kings	2,538,934	100.0%		3		1	1	3
Lewis	26,187		86.8%		1			1
Livingston	62,398		54.7%		10	5	5	1
Madison	70,478	58.9%	58.9%		1			
Monroe	740,900	93.6%		15		5	2	3
Montgomery	49,170	59.1%		1		1	1	1
Nassau	1,351,334	99.8%		8		3	2	3
New York	1,611,989	100.0%		4		1		
Niagara	208,396	77.6%		7		2	1	1
Oneida	227,346	67.0%		9		5	3	2
Onondaga	459,214	87.4%		10		5		1
Ontario	110,091	52.5%		8		2		2
Orange	385,234	77.7%		12		12	3	3
Orleans	39,978		60.9%		3	2	2	
Oswego	116,346		61.8%		6	5	5	1
Otsego	58,701		70.6%		2	2	2	1
Putnam	98,532	79.5%		5		1		1
Queens	2,225,821	100.0%		4		1	1	1
Rensselaer	158,108	69.5%		3		3	2	
Richmond	475,327	100.0%		3		1	1	
Rockland	326,225	99.3%		7		4	1	1
St. Lawrence	107,185		62.0%		2	1	1	1
Saratoga	230,298	70.0%		10		10	3	1

County	Total Population*	% Urban	% Rural	# of Inspection Stations		# of Inspection Stations with Focus on:		Car Seat Educ & Distribution Programs
				Urban	Rural	Minority	Low Income	
Schenectady	155,358	91.8%		8		2	1	1
Schoharie	31,132		82.8%		1			1
Schuyler	17,685		81.2%		2			
Seneca	33,991		58.7%		4	4	2	1
Steuben	94,657		60.4%		4	2	1	1
Suffolk	1,474,273	97.4%		13		5	2	1
Sullivan	75,802		74.2%		1			1
Tioga	47,904		65.7%		2			
Tompkins	101,058	56.7%		2		1	1	2
Ulster	177,716	54.0%		9		8	3	1
Warren	63,756	66.1%		3		1		
Washington	60,606		67.9%		2			1
Wayne	89,339		60.7%		6	2	2	
Westchester	965,802	96.7%		18		4	1	
Wyoming	39,465		64.1%		5	3	3	
Yates	24,780		71.2%		2			
<b>TOTAL</b>	<b>19,336,776</b>			<b>213</b>	<b>94</b>	<b>150</b>	<b>82</b>	<b>58</b>
<b>TOTAL Inspection Stations</b>	<b>307</b>	<b>69.4%</b>	<b>30.6%</b>					

Source: U.S. 2010 Census Urban and Rural Classification (<https://www.census.gov/geo/reference/urban-rural.html>)

\*U.S. Census Bureau, 7/1/2020 County Population Estimates, released May 2021

Notes: Counties classified as Rural are highlighted in blue.

Information on inspection stations that focus on underserved populations is only available for those supported by grant funding from GTSC. Information on all inspection stations is available at [trafficsafety.ny.gov/child-safety-seat-inspection-stations](https://trafficsafety.ny.gov/child-safety-seat-inspection-stations).

**Outreach to Underserved Populations**

While the vast majority of New York’s population resides in counties with active fitting stations and 30% are located in the rural areas of the state, additional efforts to reach the underserved are also an important component of New York’s occupant protection program. One of the outreach strategies to further increase access to education and car seat fitting services for rural, low-income, minority and other underserved populations is to bring the fitting station to them. Each year, GTSC provides funding for storage trailers that double as mobile fitting stations to make car seat fittings more accessible and convenient for underserved populations in both rural and urban areas.

In addition, efforts are made to conduct CPS Certification Training courses in these areas with underserved populations, where warranted, and to find agencies to partner with who can provide the space for low-income car seat education and distribution programs to be established.

Where appropriate, several grantees in New York State reach out to the diverse populations they serve by working with interpreters to assist technicians. Because of New York's large Spanish-speaking population, many fitting stations have technicians on staff who are bilingual. To date, 58 of the certified technicians in New York State are bilingual in English and Spanish. Another strategy to increase accessibility for diverse groups is to encourage the establishment of fitting stations within specific communities. Examples of these types of outreach programs are described below.

#### *Mohawk Valley Resource Center for Refugees (MVRCR)*

The MVRCR works with multiple language groups and provides education to a low-income population of primarily refugees and immigrants. Car seat education and distribution services are organized by language groups with support from interpreters. Referrals to the program come from the adult English Language Learners (ELL) School, St Luke's Memorial Hospital, the Oneida County Health Department and other local social services agencies such as the Neighborhood Center and CareNet. In order to build and sustain a strong team of CPS technicians, the MVRCR has been focusing on ensuring that existing CPS Technicians complete their recertification requirements and on recruiting additional bilingual technicians. Because of the cultural diversity of the population that is served by the MVRCR, it is essential that the CPS educational services be provided in a context that is relevant to the experience of the refugees and immigrants who are receiving assistance. The MVRCR has developed a unique approach to illustrate the importance of securing children in child safety seats that has proven to be very successful with the population it serves.

#### *Albany County Department of Public Works*

Albany County has experienced a large increase in the number of refugees and immigrants residing within the county. Much of the increase is the result of the placement of families by agencies including the United States Committee on Refugees and Immigrants which places approximately 300 families per year in the county. Most of these families arrive from countries that do not have strong child passenger safety programs. Many parents do not have car seats and those who do often find the training challenging due to language barriers and other factors. In addition, because many immigrant and refugee families share vehicles, education on installing seats in a number of different vehicle models is needed. The Albany County Department of Public Works is providing car seat checks and CPS education that focuses on the needs of this growing population. In addition, car safety seats are provided free of charge to low-income families who do not have an appropriate seat for their child.

#### *Ardent Solutions*

Ardent Solutions, Inc., a nonprofit public health program based in western New York State, provides outreach to underserved diverse populations in a number of traffic safety program areas. Activities conducted in the area of child passenger safety include the establishment of a car seat fitting station in Salamanca, New York, to provide services to the Seneca Nation of Indians. In addition to continuing to operate the fitting station and distribution programs, Ardent Solutions continues to provide occupant protection awareness training.

## Children with Special Needs

The establishment of additional special needs inspection stations at hospitals with certified CPS technicians on staff who have completed the Riley Children’s Hospital special needs technician training is also a priority. As more certified technicians complete the special needs training, more fitting stations outside of a hospital setting are able to assist families with special needs children. Currently, New York has 59 certified technicians who are also special needs certified. In FFY 2022, GTSC will work with the NYS Association of Traffic Safety Boards and the NYS Department of Health to offer another CPS and Special Needs training to increase the state’s capacity to offer these services.

### Linkage Between Program Area

New York has been able to achieve and sustain a high rate of compliance with the state's child restraint laws; only 4% of the children under the age of five killed or injured in crashes were reported to be unrestrained. Incorrect use of child safety seats continues to be a problem. To increase compliance even further and reduce the misuse and incorrect use of child safety seats, parents and caregivers of young children must have access to information on the appropriate seat based on a child's size and age and instruction on how to install the seat in the vehicle correctly and how to correctly restrain the child in the seat.

New York maintains an extensive and active network throughout the state that focuses on providing services to families in all areas of the state, both urban and rural, and to all segments of the population, especially minorities, low income and other underserved high-risk groups. This countermeasure strategy and planned activities will contribute to improvements in the performance measures and success toward meeting the targets set for the Occupant Protection program area.

### Rationale

The provision of a large and active network of fitting stations to give parents access to car seat education and installation instruction is a proven strategy for ensuring young children riding in vehicles are safe and secure. This countermeasure strategy is also a NHTSA requirement for the receipt of 405b Occupant Protection funds. Support for the operation of fitting stations is one component of GTSC's child passenger safety mini-grant program; sufficient funding is allocated to provide for the delivery of child passenger safety services statewide.

### Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
OP-2022-008	Car Seat Fitting Stations

## Planned Activity: Car Seat Fitting Stations

Planned activity number: **OP-2022-008**

### Planned Activity Description

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

In FFY 2021, GTSC awarded 105 mini-grants for the operation of fitting stations; 114 applications have been received for mini-grant funding in FFY 2022.

### Intended Subrecipients

Local and not-for-profit agencies

### Funding Sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	FAST Act 405b OP High	405b High Child Restraint (FAST)	\$434,000.00	\$2,000,000.00	\$410,000.00

## Countermeasure Strategy: OP-5: Car Seat Check Events

### Project Safety Impacts

Another type of program that increases access to instruction on the proper installation of child safety seats are seat check events. These events provide an opportunity to educate parents, grandparents and caregivers on the need to restrain children in the correct seat based on their age and weight and how to properly install and use these seats. The importance of keeping children up to eight years of age in car seats and booster seats is a particular focus at these events. The trend in New York State has been to conduct fewer car seat check events, but to conduct them with increased publicity. Agencies applying for funding under GTSC's CPS mini-grant program are encouraged to conduct events in rural areas, low-income communities and areas with diverse populations and to ensure the events are well-publicized.

Together with the other components of New York's Child Passenger Safety Program, this countermeasure strategy and associated planned activities will have a positive impact on the safety of young passengers riding in vehicles by expanding accessibility to car seat information and instruction.

### Linkage Between Program Area

New York has been able to achieve and sustain a high rate of compliance with the state's child restraint laws; over the period 2017-2019, only 4% of the children under the age of five killed or injured in crashes were reported to be unrestrained. Incorrect use of car seats continues to be a problem. To increase compliance even further and reduce the misuse and incorrect use of car seats, parents and caregivers of young children must have access to information on the appropriate seat based on a child's size and age and instruction on how to install the seat in the vehicle correctly and how to restrain the child in the seat correctly.

This countermeasure strategy and the planned activities will contribute to improvements in the performance measures and progress toward meeting the targets set for the Occupant Protection program area. Through its CPS mini-grant program, sufficient funds are allocated to support the effective implementation of this countermeasure strategy.

### Rationale

Car seat check events conducted at the local level throughout the state, particularly in areas with underserved populations that may not otherwise have easy access to car seat installation instruction, is a proven strategy for improving child passenger safety. Through GTSC's CPS mini-grant program, sufficient funding is allocated to conduct these events in areas where greater access to instruction on the correct installation and use of car seats is needed.

### Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
OP-2022-09	Car Seat Check Events

### Planned Activity: Car Seat Check Events

Planned activity number: **OP-2022-09**

### Planned Activity Description

The projects in this area are funded through mini-grants awarded by GTSC to conduct car seat check events. In FFY 2021, 94 agencies were approved to conduct these events; 110 applications for FFY 2022 funding have been received.

### Intended Subrecipients

Local and not-for-profit agencies

## Funding Sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	FAST Act 405b OP High	405b High Community CPS Services (FAST)	\$434,000.00	\$2,000,000.00	\$410,000.00

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

### Project Safety Impacts

The availability of a large pool of persons with the training, knowledge and skills to identify when a child safety seat is installed incorrectly, determine the correct installation for the seat, and demonstrate the proper installation, including the use of the LATCH system, to parents and other caregivers is essential to sustaining the state’s child passenger safety program. Persons interested in becoming certified child passenger safety technicians must complete a three- or four-day Standardized Child Passenger Safety Technician Course provided by Safe Kids Worldwide. Persons successfully completing this training are certified for two years; to be recertified after two years, CPS technicians must earn six Continuing Education Units (CEU) and demonstrate the proper installation of five different types of car seats in front of a certified instructor or technician proxy.

GTSC provides support for the delivery of standardized CPS Certification Courses for new technicians, as well as update training classes. Continuing Education Units (CEU) that can be used toward recertification are available for the technicians who attend these update training classes. CPS technicians are also able to earn continuing education units toward their recertification by attending the workshops presented at the Child Passenger Safety Technical Conferences that are conducted every other year. If a certified technician fails to recertify, GTSC supports the presentation of the Safe Kids mandated one-day Renewal Testing seminars. GTSC covers the recertification fees for technicians and instructors. Despite losing many instructors due to COVID, and because of the state’s efforts to retain its nationally certified technicians, New York has maintained a recertification rate of 53.7% in 2021, which exceeds the national average of 43.7%.

Certified CPS technicians are encouraged to participate in car seat check events during the year and to maintain their skills by installing car seats in other settings. Technicians are also encouraged to attend additional specialized training that will enable them to master certain skills such as fitting children with special needs and fitting children on school buses. In addition to providing one-on-one instruction in the correct installation and use of car seats, the presentation of child passenger safety awareness classes to groups of parents, grandparents, caregivers and



others who transport children is another important educational activity supported by New York’s occupant protection program.

In 1999, the child passenger safety technician program in New York started with 98 certified technicians and nine instructors. While other states have lost technicians and instructors in recent years, the numbers in New York have remained steady (despite many technicians losing their certifications during COVID). As of May 4, 2021, New York has a total of 1,708 nationally certified CPS technicians, 81 of whom are instructors and 2 who are instructor candidates.

Every county in New York State has at least one CPS technician. A map showing the distribution of the certified CPS technicians by county in New York State is included below. Westchester County has the highest number of technicians (140), followed by Monroe County (137).



New York’s Certified CPS Technicians come from a variety of backgrounds, representing law enforcement (local police, County Sheriffs and State Police); emergency medical services and fire departments, and health and social service agencies.

Because New York has built and maintained a large cadre of certified technicians throughout the state, this countermeasure strategy and associated planned activities will continue to have a strong positive impact on child passenger safety.



### Linkage Between Program Area

New York has been able to achieve and sustain a high rate of compliance with the state's child restraint laws; in 2017-2019, only 4% of the children under the age of five killed or injured in crashes were reported to be unrestrained. However, the misuse of car seats continues to be a problem. To increase compliance even further as well as reduce the incorrect use of car seats, parents and caregivers of young children must have access to information on the appropriate seat based on a child's size and age and instruction on how to install the seat in the vehicle correctly and how to restrain the child in the seat correctly.

This countermeasure strategy and the associated planned activities focus on establishing and maintaining a large pool of certified technicians qualified to provide the education and instruction at fitting stations, car seat checks and other events and venues. Funding is allocated for the continuous recruitment and training of new certified technicians, as well as the retention of previously trained technicians through the provision of opportunities to meet recertification requirements.

This countermeasure strategy and planned activities will contribute to improvements in the performance measures and progress toward meeting the targets set for the Occupant Protection program area.

### Rationale

The recruitment and training of a large network of certified Child Passenger Safety Technicians is essential for the successful implementation of the evidence-based countermeasure strategies and planned activities for improving child passenger safety included in New York's Occupant Protection Program. Because the majority of the certified technicians are volunteers, funding is allocated for the training and recertification of the technicians.

Funding is also provided for the state's certified technicians to attend the Child Passenger Safety Technical Conferences that will be hosted by the state on a biennial basis. Sufficient funds are allocated to support the effective implementation of this countermeasure strategy and the associated planned activities. This strategy is a NHTSA requirement for the receipt of 405b Occupant Protection funds.

### Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
OP-2022-010	CPS Certified Technician Training Classes
OP-2022-011	Retention of CPS Technicians

## Planned Activity: CPS Certified Technician Training Classes

Planned activity number: **OP-2022-010**

### Planned Activity Description

New York State has been successful in maintaining an adequate number of nationally certified CPS technicians to provide statewide coverage of the fitting stations and car seat check events that are scheduled. A major key to the success of the state's recruitment efforts is making the required standardized CPS technician training available and accessible. Unfortunately, due to COVID, there was a great reduction in the number of certification courses that were able to be offered in FFY 2020. In the 11 Standardized Child Passenger Safety Technician Training classes that were conducted, 137 individuals became certified technicians.

The objectives of New York's FFY 2022 recruitment and training plan are to 1) maintain the state's large cadre of technicians through continued support for training programs for new and recertifying technicians and 2) increase the focus on counties with low numbers of technicians and meeting the needs of underserved populations in the state.

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

One of the criteria to qualify for a Section 405(b) Occupant Protection grant is to provide a table identifying the number of CPS training classes to be held in FFY 2022, and the estimated number of students needed to not only maintain, but to expand the pool of certified technicians in New York State. Each CPS Advisory Board representative is working with the grantees in their region to schedule two CPS Certification training courses for the coming year. The locations of the 28 CPS Technician Certification courses that are tentatively planned for FFY 2022 appear in the table below; the delivery of these classes depends on the availability of the location and instructors as well as the number of enrollees. A minimum enrollment of 10 is required to hold a course; 25 is the maximum number of students per course.

**FFY 2022 CHILD PASSENGER SAFETY TECHNICIAN CERTIFICATION COURSES**

Region/County	Host Organization	Students
REGION 1		
Genesee	Batavia FD	15
Erie	Cheektowaga Police Department	15
REGION 2		
Cattaraugus	Ardent Solutions	10
Allegany	SUNY Alfred/Wellsville	10
REGION 3		
Monroe	Monroe County Traffic Safety Board	25
Livingston	Cornell Cooperative Extension	10

Region/County	Host Organization	Students
<b>REGION 4</b>		
Cayuga	Cayuga County Sheriff's Office	15
Oneida	TBD	15
<b>REGION 5</b>		
Broome	Broome County Health Department	20
Chenango	Chenango County Sheriff's Office	20
<b>REGION 6</b>		
Saratoga	Cornell Cooperative Extension of Saratoga County	15
Fulton	TBD	10
<b>REGION 7</b>		
Westchester	Ardsley FD	15
Rockland	Rockland County Sheriff's Office	15
<b>REGION 8</b>		
Orange	Goshen	20
Ulster	Kingston	22
<b>REGION 9</b>		
Westchester	Westchester County Public Safety	20
Rockland	Rockland County Sheriff's Office	20
<b>REGION 10</b>		
New York	NYC Department of Transportation	15
Bronx	Bronx Safety Village	10
<b>REGION 11</b>		
Queens	Long Island Jewish Medical Center	20
Queens	NY Coalition for Safety Belt Use	10
<b>REGION 12</b>		
Nassau	Nassau County Police Department	15
Suffolk	Northwell Health	15
<b>REGION 13</b>		
Suffolk	Holtsville FD	15
Suffolk	Holbrook FD	10
<b>REGION 14</b>		
Lewis	Lowville Rescue Squad	15
Franklin	Franklin County Sheriff's Office	15
<b>TOTAL</b>		<b>432</b>

### Intended Subrecipients

Local and not-for-profit agencies

### Funding Sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	FAST Act 405b OP High	405b High Child Restraint (FAST)	\$218,000.00	\$1,000,000.00	\$200,000.00

## Planned Activity: Retention of CPS Technicians

Planned activity number: **OP-2022-011**

### Planned Activity Description

In addition to the recruitment of new technicians, it is equally important to retain CPS technicians who are up for recertification. GTSC supports CPS technical update classes that provide the opportunity for technicians and instructors to update their skills and stay current with new procedures and guidelines. Continuing Education Units (CEU) that can be used toward recertification are available for the technicians who attend these update training classes; six CEUs are needed every two years to recertify. GTSC also covers the recertification fees for technicians and instructors. According to Safe Kids Worldwide, 528 New York State technicians were recertified in 2020.

GTSC has previously provided funding for New York's certified technicians to attend the Regional Child Passenger Safety Technical Conferences hosted on a rotating basis by Connecticut, New Jersey, New York and Pennsylvania. In 2020, New York had planned to host its own Child Passenger Safety Conference in Lake Placid on May 5-7. Due to the COVID-19 pandemic, this conference had to be cancelled/postponed. New York has rescheduled New York's Child Passenger Safety Technical Conference for September 8-10, 2021. This conference will provide one of the most important opportunities for CPS technicians to receive continuing education credits to use toward recertification.

In FFY 2022, the recertification of technicians will continue to be supported in a number of ways. New York's CPS program plans to conduct 8 CEU Update Trainings reaching approximately 120 technicians; these programs also provide the opportunity to earn credits toward recertification. Four one-day Certification Renewal testing sessions for an estimated 20 technicians are also planned; these sessions are for technicians who let their certification lapse and would like to restore their certification status. In addition, technician recertification fees will continue to be paid and funding will be provided for technicians to attend New York's CPS Technical Conference where continuing education credits toward recertification can be earned.

### Intended Subrecipients

Local and not-for-profit agencies

### Funding Sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	FAST Act 405b OP High	405b High Community CPS Services (FAST)	\$218,000.00	\$1,000,000.00	\$200,000.00

## Countermeasure Strategy: OP-7: Car Seat Education and Distribution Programs

### Project Safety Impacts

This countermeasure strategy supports programs that provide car seats to low-income families and is an important component of the state's Child Passenger Safety Program. Providing car seats free of charge to families in this underserved population, along with instruction from a certified child passenger safety technician in the proper installation and use of the seat, will have a positive impact on the safety of young children riding in motor vehicles.

### Linkage Between Program Area

New York has been able to achieve and sustain a high rate of compliance with the state's child restraint laws; in 2017-2019, only 4% of the children under the age of five killed or injured in crashes were reported to be unrestrained. While New York maintains an active network of car seat fitting stations throughout the state and retains a large pool of trained certified technicians, it is important to focus on the groups that may be underserved because they are not able to afford a car seat. Under this countermeasure strategy, funds are allocated for the purchase and distribution of car seats to low income families free of charge or for a low cost. Increasing access to care seats will contribute to the achievement of an even higher rate of compliance and the prevention of deaths and injuries among children riding in motor vehicles.

### Rationale

Car seat education and distribution programs are an important component of New York's Occupant Protection Program. Providing a car seat to a family that otherwise would not be able to provide this protection for their child ensures that fewer children will be unrestrained in vehicles and consequently at high risk of being killed or injured if a crash occurs. Sufficient funding has been allocated to support an effective network of car seat education and distribution programs.

### Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
OP-2022-012	Low-Income Car Seat Education & Distribution Program

### Planned Activity: Low-Income Car Seat Education & Distribution Program

Planned activity number: **OP-2022-012**

### Planned Activity Description

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

Car seat education and distribution programs are funded through mini-grants awarded by GTSC. Only agencies that work directly with low-income families, such as health departments, hospitals, childcare councils or social service departments, are eligible to apply. The grantee

must determine the income eligibility of the clientele. Low-income families are defined as those who qualify under the New York State WIC Income Eligibility Guidelines or who qualify under a public assistance program. Applicants for funding must have a certified CPS Technician on staff to conduct the program. The CPS Technician is required to conduct at least a 30-minute, but ideally a 60-minute in-person educational component with the caregiver and then demonstrate the installation of the appropriate car seat for each person requesting a car seat. In FFY 2021, 58 agencies in New York were awarded funding to operate a car seat education and distribution program. A total of 67 applications have been received for mini-grant funding for FFY 2022.

### Intended Subrecipients

Local and not-for-profit agencies

### Funding Sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	FAST Act 405b OP High	405b High Community CPS Services (FAST)	\$740,000.00	\$0.00	\$740,000.00

## Countermeasure Strategy: OP-8: Research, Evaluation and Analytical Support for New York's Performance-Based Occupant Protection Program

### Project Safety Impacts

Research and evaluation that support the state's comprehensive Occupant Protection program will be funded under this countermeasure strategy. Funding will be provided for the preparation of statistical reports and other analyses used to identify trends in seat belt use and the characteristics and factors associated with noncompliance with the seat belt law. Other types of research, evaluation and analytical support required for New York's Occupant Protection Program will also be supported. Another planned activity under this countermeasure strategy is the implementation of New York's annual seat belt observational survey. The data-driven, performance-based approach to increasing compliance with the state's occupant restraint laws by focusing on high-risk and underserved populations in the state requires access to the appropriate data, as well as the technical capabilities to perform the analyses and interpret the results. These efforts will support the comprehensive countermeasure strategies that collectively will have a positive impact on traffic safety.

### Linkage Between Program Area

This Research, Evaluation and Analytical Support countermeasure strategy and the associated planned activities support the problem identification process that forms the basis for the selection of countermeasure strategies and planned activities that will affect the performance measures and

lead to progress in reaching the targets that have been set. Sufficient funding is provided for the effective implementation of this countermeasure strategy and planned activities.

**Rationale**

Research, evaluation and data analysis are essential components of a successful performance-based highway safety program. These activities support problem identification, the selection of performance measures for tracking progress, and the selection of evidence-based, data-driven strategies that will contribute to the achievement of the state’s performance goals. In addition, states are required to conduct annual statewide observation surveys of seat belt use by front-seat occupants in order to collect the data needed to track the core behavioral measure, the statewide seat belt use rate.

**Planned activities in countermeasure strategy**

Unique Identifier	Planned Activity Name
OP-2022-013	Statewide Observation Survey of Seat Belt Use

**Planned Activity: Statewide Observation Survey of Seat Belt Use**

Planned activity number: **OP-2022-013**

**Planned Activity Description**

Funding will be provided for the implementation of the annual seat belt observational survey conducted in accordance with uniform criteria established by NHTSA. The project will include the recruitment, training and field supervision of data collectors; the selection and scheduling of survey sites; the preparation of all survey materials including maps, data collection forms and instructions for conducting observations of seat belt use; data entry and analysis; and the preparation of the final report. As required by NHTSA’s uniform criteria, new observations sites were selected for the 2018 survey and will be used through the 2022 survey.

**Intended Subrecipients**

State and statewide not-for-profit agencies

**Funding Sources**

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	FAST Act NHTSA 402	Occupant Protection (FAST)	\$90,000.00	\$0.00	\$90,000.00



## Program Area: Traffic Records

### Description of Highway Safety Problems

The status of each of the state's core traffic safety data systems (crashes, citations/ adjudication, drivers, injury surveillance, vehicles and roadways) was reviewed by the Traffic Records Coordinating Council (TRCC) and its member agencies to identify opportunities for improvement and assist in selecting countermeasure strategies and projects that will enable the state to achieve its traffic records performance goals. Each system was reviewed with regard to the six attributes of timeliness, accuracy, completeness, uniformity, integration and accessibility. The key findings from the review process which was conducted January-April 2020 are summarized below.

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

### **Effect of the COVID-19 Pandemic on Traffic Records**

During FFY 2021, the most important issue faced by the state's traffic safety community, especially the TRCC, and the state's key traffic records systems has been the COVID-19 pandemic. The pandemic has had a sizeable negative impact on the capture, reporting and timely availability of crash and citation data during FFY 2021. To address the dire consequences of the COVID-19 pandemic on public health, the State required employers to have their employees work remotely from home to the largest extent possible and required many businesses, including restaurants, movie theatres, hair salons, barber shops, etc., to close or severely limit their clientele, effective March 16, 2020. Although these actions resulted in fewer people traveling the state's roadways and a reduction in the total number of fatal and personal injury (F&PI) crashes that occurred in 2020, the proportion of F&PI crashes involving risky behavior such as speeding and impaired driving increased. New York State's experience is not unique, as many other states have also reported similar changes in crashes as a result of the COVID-19 pandemic.

New York's enforcement agencies and courts across the state have also had to make many changes and adjustments in their daily operations. Enforcement agencies had to divert many of their normal traffic safety enforcement activities to those supporting the transport and protection of health care providers, equipment and supplies. This shift of priorities among the enforcement agencies is reflected in the large reductions seen in the number of citations issued for violations of the state's Vehicle and Traffic Law (VTL). With regard to the courts, the Office of Court Administration (OCA) had to close courts at all levels, state and local, which resulted in serious delays in the processing of cases, especially those involving traffic tickets. The closing of courts is reflected in the time delays seen between the date a ticket was issued and the date the ticket was adjudicated.



These shifts in enforcement and court-related priorities were exacerbated by the need to divert state and local NYS Office of Information Technology Services (ITS) resources to address the immediate health and safety needs of the public, to develop and implement alternate methods for the public to conduct critical state business and to provide system access, connections and equipment for thousands of state and local employees. These ITS responsibilities took precedence over any system glitches, changes or updates that were needed to assist with meeting the goals set for the crash and ticket systems in the FFY 2021 strategic plan. As might be expected, the diversion of these ITS resources is reflected in the longer time periods that occurred between when a crash occurred and when it was entered into AIS (Accident Information System). It is also reflected in the longer time period between when a ticket was issued and when it was entered into the NYS DMV Traffic Safety Law Enforcement and Disposition (TSLED) or Administrative Adjudication (AA) ticket systems and between the time a ticket was adjudicated and the time the disposition was entered into the TSLED or AA system. The overall effect of COVID-19 on the performance measures and goals established in the FFY 2021 strategic plan that was submitted to NHTSA in June 2020 is seen in the revised set of measures and goals described in the Performance Report and Performance Plan.

### **Crash Information System**

New York's primary crash information system is the Accident Information System (AIS) maintained by the DMV. With few exceptions, the AIS file contains records of all police-reported motor vehicle crashes and all crashes reported to the DMV by motorists involved in crashes. The file captures all of the data elements found in the police accident report form (MV-104A) and the motorist report form (MV-104).

- ❖ **Timeliness:** The mean number of days from the crash date to the date the crash report is entered into AIS increased from 9.69 days in the baseline period (April 1, 2019-March 31, 2020) to 17.12 days in the performance period (April 1, 2020-March 31, 2021). The primary reason for this increase was the effect of the COVID-19 pandemic, as described above. Timeliness should be improved in FFY 2022 as both the state ITS resources and state and local enforcement activities go back to their pre-COVID levels. In addition, although more than 90% of the reportable crashes submitted by the police are being sent electronically, timeliness could be improved by increasing the number of police agencies that collect and submit their crash data electronically to the DMV. When the NYPD has the ability to submit its reports electronically, it will further improve the timeliness of the crash data. Timeliness could also be improved by allowing motorists to file their crash reports electronically, and improved dramatically by eliminating the motorist reports and having police agencies report Property Damage Only crashes (PDO).
- ❖ **Accuracy:** Accuracy of the AIS critical data element of Lat/Long Coordinates increased from 74.36% in the baseline period (April 1, 2019-March 31, 2020) to 91.08% in the performance period (April 1, 2020-March 31, 2021) due to improvements in the automated location coding process. The implementation of NYSDOT's new Crash Location Engineering and Analysis Repository (CLEAR) system will continue to provide better crash location data in FFY 2022. Accuracy could be further improved if all of the

Traffic and Criminal Software (TraCS) police agencies used the locator tool within TraCS. Accuracy could also be improved with regard to the identification of crashes involving a commercial motor vehicle (CMV) as CMV crashes are often not identified correctly by the investigating police officer.

- ❖ **Completeness:** Completeness did not show improvement during the past year with regard to the data element of Roadway Type, with the percentage of crash records with no missing data in the Roadway Type field decreasing from 96.83% in the baseline period (April 1, 1919-March 31, 2020) to 96.74% in the performance period (April 1, 2020-March 31, 2021). Completeness could be improved by increasing the reporting of crashes involving CMVs. When a crash involves a CMV and the police officer fails to identify the crash as a CMV crash, pertinent data specific to a CMV crash is not collected and reported. Completeness could also be improved by collecting BAC data for all drivers involved in fatal crashes.
- ❖ **Integration:** Although crash records can be linked to DMV's license file and selected DOT files, linking to the DMV registration file cannot be done with precision.
- ❖ **Accessibility:** The traffic safety community and general public have access to the crash data on-line through the TSSR (Traffic Safety Statistical Repository) ([www.itsmr.org/TSSR](http://www.itsmr.org/TSSR)). Maintained by ITSMR, the TSSR provides a variety of crash data and enables users to generate a number of different reports. As of May 1, 2021, finalized crash data are available on the TSSR for the years 2010-2019, with preliminary data for 2020 and the first three months of 2021. The TRCC membership noted that it is important to maintain the TSSR with the most recent crash data possible and ensure that it remains responsive to user needs through the expansion of available data and reports.

### Citation/Adjudication Information Systems

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

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

- ❖ **Timeliness:** With respect to TSLED, the mean number of days from the citation date to the date the citation is entered into the TSLED database rose from 7.44 days in the baseline period (April 1, 2019-March 31, 2020) to 8.29 days in the performance period

(April 1, 2020-March 31, 2021). Based on the same 12-month time periods, the mean number of days from the date of charge disposition to the date the charge disposition is entered into TSLED database also rose, from 22.08 days to 40.03 days. These increases can be attributed to the effect of COVID-19, as described above. Timeliness should be improved in FFY 2022 as ITS resources and enforcement and court activities return to their pre-COVID levels.

With respect to the AA system, the mean number of days from the citation date to the date the citation is entered into the AA database increased from 8.84 days in the baseline period (April 1, 2019-March 31, 2020) to 14.08 days in the performance period (April 1, 2020-March 31, 2021). Similar to the timeliness of the AIS crash data and TSLED citation/adjudication data, this increase can be attributed to the COVID-19 pandemic. Again, timeliness should be improved in FFY 2022 as ITS resources return to their pre-COVID-19 levels.

- ❖ **Accuracy:** The accuracy of both systems could be further improved with the implementation of additional edit checks during the data entry process.
- ❖ **Completeness:** Although the AA and TSLED systems use the same uniform ticket to collect the same data, the AA system does not enter all the same information collected as TSLED.
- ❖ **Integration:** Although the TSLED and AA data can be integrated with data from other DMV files, there is a lack of comparability between the TSLED and AA systems that needs to be addressed.

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

- ❖ **Accessibility:** Although outside users such as police agencies and TSLED courts can access data through a secure sign-on to view tickets returnable to their individual court, the courts and motorists do not have direct access to the data or the system that would allow them to complete transactions on-line. However, for information and analysis purposes, access to the data is provided on-line through the TSSR. As of May 1, 2021, a

variety of finalized citation and adjudication data are available on the TSSR for the years 2010-2019, with preliminary data for 2020 also being available.

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

### **Driver Information Systems**

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

- ❖ **Timeliness:** Although many updates to the file are still done in batch mode overnight, DMV has converted many of the processes to a “real-time” basis. Efforts are being continued to convert additional processes to “real-time” but progress is affected by the fact that some data entry systems are very antiquated and have not been addressed due to intervening priorities.
- ❖ **Accuracy:** The DMV has a strong identification/authentication process for clients who are issued a driver's license, which helps ensure the accuracy of the data by eliminating multiple records that exist for some drivers. Accuracy could be further improved by reducing the delays that occur in being notified of drivers who have died, reflecting the difficulty of linking the license file with the DOH's paper-based vital statistics (death) file.
- ❖ **Integration:** Data integration could be improved by promoting the use of common data elements to allow better linkage to other DMV data as well as data maintained by external agencies (e.g., DOH death file).
- ❖ **Accessibility:** Electronic access to the Driver License File is limited to selected users, with access to the data being provided in compliance with the federal DPPA.

## Injury Surveillance Information Systems

The NYS DOH is the repository agency for the state's two core injury surveillance systems: 1) Pre-Hospital [Patient] Care Report (PCR) and 2) Crash Outcome Data Evaluation System (CODES). The PCR captures data using a mix of standardized paper and electronic formats. Designed to capture data from pre-hospital care reports (PCRs) that are submitted by the state's emergency medical technicians (EMTs), it contains data on patient demographics and care, provider demographics and response times, and the destination of where the person was transported. CODES is a database that is created by integrating data from individual records from the DMV's AIS file to the DOH's hospital and emergency department (ED) discharge databases. From 1995-2008, CODES also integrated data from the DOH's PCR database. Because of problems with incomplete PCR data, the data for the years 2009-2014 have not been linked. Beginning with the 2015 data, the DOH has once again begun to integrate data from the PCR database. The CODES database is used to conduct studies that examine injuries and their associated medical costs in selected types of crashes.

- ❖ **Timeliness:** About 10% of the PCRs still come into DOH in paper format, causing delays in getting data into the existing DOH internal electronic repository. The most recent year for which a complete set of PCR data is available and has been linked is 2017; the data for 2018 and 2019 are being prepared for linkage in 2021. With regard to CODES, the latest year for which New York has linked crash, medical and financial outcome data is 2017.
- ❖ **Accuracy & Completeness:** The accuracy and completeness of the PCR data need improvement. Since the EMT's first responsibility is to treat the patient, the form is often not filled out until later, resulting in many data fields being left blank. Another issue involves the regional data entry contractors who only have to edit a subset of the data fields contained on the report form. With respect to the CODES file, a series of logic checks has been built into the system to improve the accuracy of the data.
- ❖ **Integration:** The PCR system meets the National Emergency Medical Services Information System (NEMSIS) standard and HIPAA confidentiality rules. Currently, the PCR system can be linked with the DOH's Trauma Registry (TR) and CODES. The ability to link recent PCR data and CODES greatly improves the injury surveillance data available for analysis purposes. It should be noted that even though CODES can link crash, pre-hospital care, ED, and hospitalization data sets using probability match techniques, it is unable to link 100 percent of the individuals involved in crashes, since DMV collects relatively limited data on vehicle passengers.
- ❖ **Accessibility:** While CODES-linked data are available on the DOH website, direct access to PCR data will continue to be limited until the online repository for PCR data is completed.

## Vehicle Information Systems

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

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

## Roadway Information Systems

The NYSDOT is the repository agency for the Roadway Inventory System (RIS), the state's core roadway data system. The RIS is an Oracle-based database application which contains data on highway features and characteristics, including data on roadway type and physical characteristics, access, functional class, pavement condition, and traffic volumes.

- ❖ **Accuracy:** While much of the data on highway attributes are accurate and consistent over time, there are errors in the data related to reference markers.
- ❖ **Completeness:** In addition to errors in the reference marker data, many of the reference markers are missing.
- ❖ **Uniformity:** Uniformity in the data collected for state and local roads is lacking as localities collect only those local road data that are useful to them, compared to a more comprehensive set of data collected for state roads.
- ❖ **Integration:** The current process to link highway features and traffic data with the crash data in SIMS is a cumbersome manual process.
- ❖ **Accessibility:** Although users cannot query the database directly, access is available through a data warehouse using a tool known as Business Objects. To conduct analyses, data need to be exported to an Excel file or other flat file format. The ability to use a GIS component to graphically display roadway elements is limited to the 27,000 miles of state routes and Federal Aid eligible roads out of the total population of approximately 114,000 miles of public roads.



## Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2022	Mean # of days from crash date to date crash report is entered into AIS	2022	Annual	16.95
2022	Percentage of crash records in AIS with no errors in the critical data element Lat/Long Coordinates	2022	Annual	91.99
2022	Percentage of crash records in AIS with no missing data in the critical data element of Roadway Type	2022	Annual	97.71
2022	Mean # of days from citation date to date citation is entered into TSLED database	2022	Annual	8.21
2022	Mean # of days from date of charge disposition to date charge disposition is entered into TSLED database	2022	Annual	39.63
2022	Mean # of days from citation date to date citation is entered into AA database	2022	Annual	13.94

## Countermeasure Strategies in Program Area

Countermeasure Strategy
TR-1: Implementation of Improvements to TSIS Systems
TR-2: Development and Use of Data Linkages
TR-3: Use of Technology to Disseminate Data and Information
TR-4: Statewide Coordination of Traffic Records System Improvements
TR-5: Research and Evaluation

### Countermeasure Strategy: TR-1: Implementation of Improvements to TSIS Systems

#### Project Safety Impacts

Based on a comprehensive review of the state's six core data systems by the Traffic Records Coordinating Council (TRCC) and its member agencies, New York has identified five strategies that collectively will enable the state to improve its traffic records systems. This is one of those strategies, the Implementation of Improvements to TSIS (Traffic Safety Information Systems) systems.

A critical component of performance-based program planning conducted by agencies and organizations involved in traffic safety at all jurisdictional levels requires access to a variety of traffic records data. Changes in demographics, traffic patterns and conditions of the highway

infrastructure at both the state and local levels present a significant challenge to the state's highway safety community in identifying the nature and location of traffic safety problems. To develop appropriate countermeasures that meet these challenges, traffic safety professionals need data on crashes and injuries, arrests and convictions for traffic violations, drivers and vehicles involved in crashes and roadway attributes. The need for timely, accurate and complete data is being addressed vigorously by New York through major improvements in its traffic records systems.

This countermeasure strategy is designed to improve the timeliness, accuracy and completeness of the TSIS systems that focus on crashes and citations/adjudication, i.e., the AIS (Accident Information System), Traffic Safety Law Enforcement and Disposition system (TSLED) and Administrative Adjudication system (AA). The planned activities being funded under this strategy include 1) maintaining the timely processing of fatal crash data into FARS, 2) improving the timeliness, completeness and overall quality of the crash data through the design and implementation of a new AIS crash data system, 3) improving the timeliness and accuracy of crash and citation data through the electronic collection and transmittal of data via TraCS into the AIS and TSLED systems, and 4) improving the timeliness, accuracy and accessibility of the adjudication data through the design and development of an E-Plea system for the local courts. Another activity to be funded under this strategy involves the modernization of the DMV's many data systems, including the integration of its TSLED, AA, driver license and vehicle registration files into a new singular data system.

#### [Linkage Between Program Area](#)

The problem identification task undertaken by the TRCC and its member agencies with regard to the state's crash and citation/adjudication data systems found issues related to the timeliness, accuracy, completeness, accessibility and integration of the data that offer opportunities for improvement. The TRCC and its member agencies found that improvements could be made if the number of police agencies collecting and reporting data electronically to the DMV increased and if motorists could enter a plea (guilt/not guilty) with the local courts electronically. One planned activity being funded under this countermeasure is specifically designed to increase the number of police agencies collecting and transmitting citation data electronically to the DMV. A second planned activity being funded under this countermeasure provides for the design and implementation of an E-Plea system for the local courts that will assist them in the electronic capture and reporting of adjudication data to the DMV. The expected improvements are reflected in the targets set for FFY 2022 with respect to the timeliness of the TSLED citation and adjudication data.

Also discovered during the problem identification task was an increase in the accuracy of crash records with regard to the data element *Lat/Long Coordinates*. The continued success of improving accuracy is reflected by the target set for FFY 2022 with regard to the percentage of crash records with no errors in the data element *Lat/Long Coordinates*.

Analyses found a decrease in the completeness of crash records with regard to the data element *Roadway Type*. *Roadway Type* is a critical crash-related data element since it relates to the location of a crash. The priority of improving completeness is reflected by the target set for FFY



2022 with regard to the percentage of crash records with no missing data in the data element *Roadway Type*.

The problem identification effort also uncovered issues related to timeliness of the AIS crash data and the AA citation data. In addition to providing funding to increase the number of police agencies collecting and transmitting crash data electronically to the DMV, other planned activities to address the timeliness of the crash data include 1) enabling the DMV to maintain its ability to capture and report fatal crash data to FARS in a timely manner and 2) providing support for the design and implementation of a new AIS system. To address the timeliness issue related to AA citations, a planned activity will support the DMV modernization project which will integrate the AA file into a new singular data system.

### Rationale

In recognizing that the state’s broader traffic safety community continually needs data that are timely, accurate and complete, the TRCC and its member agencies agreed that the best approach to providing such data was to make improvements to its basic core TSIS systems. In its review of those core systems, the TRCC found that while all of the core systems present opportunities for improvement, it concluded that the improvement opportunities associated with the crash and citation/adjudication systems would not only benefit the most key stakeholders but could also be accomplished at a reasonable cost. As a result, the TRCC has made it a priority in recent years to fund activities that would improve those two core systems, and has allocated FFY 2022 funding to this countermeasure to support the planned activities.

### Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
TR-2022-001	AIS Replacement
TR-2022-002	Fatality Analysis Reporting System (FARS) Supplemental Funding
TR-2022-003	TraCS Electronic Crash and Ticketing System
TR-2022-004	DMV Data and Record System Modernization
TR-2022-005	Implementation of E-Plea System for Local Courts

### Planned Activity: AIS Replacement

Planned activity number: **TR-2022-001**

### Planned Activity Description

New York’s primary crash information system is the AIS maintained by DMV. With few exceptions, the AIS database contains records of all police-reported motor vehicle crashes and all crashes reported to the DMV by motorists involved in crashes. The system captures and stores the data elements found on the police crash report form (MV-104A or MV-104AN) and the

motorist report form (MV-104), except for detailed information on crash location. AIS is the source of the data utilized in ITSMR’s TSSR which provides aggregated crash statistics to the public. All requests for official crash data and crash report images are processed against the AIS database.

AIS is 18 years old and has far surpassed the expected life span for the technology that was utilized to build it. While problems with the application and its associated databases have always existed, the frequency and severity of the issues have increased. Under this project, DMV management will continue to move forward with preparing an RFP to solicit vendor proposals and bids for replacing and maintaining AIS. This project will address two key mandatory requirements of the RFP: 1) the implementation of a revised MV104S form for commercial motor vehicle crashes and 2) the ability of the new AIS to accept NYPD reports electronically.

This Project would assist DMV in funding the cost associated with hiring a vendor(s) to implement a new AIS. Utilizing an outside vendor will allow DMV to be far more responsive in implementing AIS changes as requested by DMV business units, law enforcement, the traffic safety community as well as federal mandates. It will also assist DMV in improving the number of reports collected electronically which in turn will improve the timeliness, completeness and the overall quality of the data. It will put DMV in a position to move towards integrating directly with the other 5 core traffic records systems. As of May 2021, the RFPs received from potential vendors were being evaluated, with the development aspects of the project to be fully implemented in FFY 2022.

**Intended Subrecipients**

State agency

**Funding Sources**

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	FAST Act 405c Data Program	405c Data Program (FAST)	\$3,800,000.00	\$0.00	\$3,800,000.00
2022	FAST Act NHTSA 402	Traffic Records (FAST)	\$1,020,000.00	\$0.00	\$920,000.00

**Planned Activity: Fatality Analysis Reporting System (FARS) Supplemental Funding**

Planned activity number: **TR-2022-002**

**Planned Activity Description**

The NYS DMV has traditionally provided data to the NHTSA FARS system through five-year contracts with NHTSA. In 2017, the DMV began another five-year (2017-2021) agreement with NHTSA to process fatal crashes into FARS within 30 days of the motor vehicle crash. At that

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

### Intended Subrecipients

State, local and statewide not-for-profit

### Funding Sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	FAST Act 405c Data Program	405c Data Program (FAST)	\$300,000.00	\$0.00	\$0.00

### Planned Activity: TraCS Electronic Crash and Ticketing System

Planned activity number: **TR-2022-003**

### Planned Activity Description

This project continues to provide support to local enforcement agencies for their ongoing participation in TraCS. The funding is used to update the hardware and software needed to collect and transmit crash and ticket data electronically through TraCS. Under this project, training and technical support is also provided to the local police agencies in their use of TraCS Version 10.0. As of December 31, 2020, 512 of the 547 police agencies that had signed a contract with TraCS are collecting and transmitting ticket and/or crash data to the DMV via TraCS. In 2020, more than 1.7 million tickets and 283,000 crash reports were sent to the DMV electronically, down from 2019 due to the COVID-19 pandemic.

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

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

**Intended Subrecipients**

State Agency

**Funding Sources**

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	FAST Act 405c Data Program	405c Data Program (FAST)	\$1,300,000.00	\$7,000,000.00	\$1,300,000.00
2022	FAST Act NHTSA 402	Traffic Records (FAST)	\$200,000.00	\$0.00	\$180,000.00

**Planned Activity: DMV Data and Record System Modernization**

Planned activity number: **TR-2022-004**

**Planned Activity Description**

Implemented in FFY 2020, the goal of this continuing project is to modernize/upgrade the DMVs major data systems. Currently, the DMV issues driver licenses and non-driver IDs; conducts road tests; monitors driver training; and promotes enforcement activities, including ticket and crash reporting. The DMV also issues registration and vehicle ownership documents along with verifying and enforcing NYS insurance requirements. Servicing more than 15 million customers yearly, the DMV houses all the client data captured while providing these services. The data include demographic statistics, law violating and crash-related convictions, ticketing statistics, insurance, and compliance information. These data are regularly utilized by the federal government, state agencies, law enforcement agencies, emergency response organizations, and not-for profit organizations for the purposes of furthering the efforts outlined in the New York State Highway Safety Strategic Plan and as coordinated by the state’s TRCC.

The data noted above reside in antiquated file formats located in siloed systems whose connectivity and reliability are consistently failing, requiring extensive repairs to outdated technology and coding languages established over 50 years ago. Because of the failings and inadequacies of DMV’s current systems, the data drawn from these systems by external and internal entities often contain inadequate, incomplete, incorrect, and unusable elements that

weaken the efforts of DMV’s traffic safety partners by not providing the most up-to-date and accurate information. Because of the importance of the data elements that reside in these systems, the instability of these systems are detrimental to the traffic safety efforts of all NYS traffic safety partners. Without a system modernization effort to address the issues at hand and those that will arise in the future, the accessibility, timeliness and accuracy of the data are at severe risk of their integrity being compromised.

Although work on this project was halted for a period of time in FFY 2021 due to a variety of factors, including COVID-19, work will resume in FFY 2022. This project will propel the DMV into an age of modern technology and the way in which that technology is delivered will provide a robust foundation of information for identifying, targeting, and isolating traffic safety issues across NYS. This will improve the accessibility, timeliness, and accuracy of data. It will enable traffic safety partners to contribute to and use data from a centralized system that is the core for traffic safety data across New York State. Armed with instantaneous information, correct demographics, and new data elements and querying capabilities, DMV will be able to provide functional digital statistical information to further aid the life-saving efforts of traffic safety partners across New York State.

### Intended Subrecipients

State Agency

### Funding Sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	FAST Act 405c Data Program	405c Data Program (FAST)	\$925,000.00	\$0.00	\$0.00
2022	FAST Act NHTSA 402	Traffic Records (FAST)	\$200,000.00	\$0.00	\$180,000.00

### Planned Activity: Implementation of E-Plea System for Local Courts

Planned activity number: **TR-2022-005**

#### Planned Activity Description

Data on the adjudication of tickets issued for traffic violations in the areas outside of NYC are captured by TraCS, the OCA UCMS and CRP (Court Room Program) data systems, and the DMV TSLED system and Driver License file. Currently, the process by which tickets are adjudicated is primarily a manual system, which can allow the driver to accept/reject a plea by mail or to deal with the disposition by appearing in court. Since approximately 17% of the drivers elect to accept/reject a plea by mail, the remaining 83% must be scheduled for a court hearing. Once in court, based on a review of the driver’s license record, the prosecutor/ADA typically offers a reduced charge, which in turn is given to the magistrate or judge. The final

disposition and any corresponding fines and fees are then recorded by a clerk and eventually entered into UCMS/CRP for upload into TSLED and ultimately the DMV driver license file.

Handling charge dispositions via court appearances puts an enormous burden on the local courts, with dozens, if not hundreds, of drivers showing up at the individual court sessions. These court appearances involve not only the local judges and justices but also the prosecutors/ADAs, the court clerks and the corresponding arresting officers. The combination of people resources needed, the volume of paperwork processed and the stress on the court’s facilities results in a costly and time-consuming system of adjudicating traffic citations.

Implemented in FFY 2021, this project is continuing in FFY 2022. The primary goal of the project is to design, develop and implement an e-plea system that can be used by the motorist to enter a plea without having to go into court. For the large majority (estimated to be 75%-80%) of traffic citations issued, the new system will allow the motorist to enter a plea (guilty/not guilty) electronically, have it reviewed by the appropriate court personnel, receive notification on the sentencing fine and fees imposed and pay the fine and fees on-line. In addition, the new system will be designed such that the plea and sentencing-related information would then be electronically transmitted to the UCMS/CRP which in turn would upload the appropriate data to the DMV’s TSLED system for subsequent upload to the DMV’s Driver License file. The project will be conducted jointly by the OCA and ITS MR.

#### Intended Subrecipients

State law enforcement and local police agency

#### Funding Sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	FAST Act 405c Data Program	405c Data Program (FAST)	\$800,000.00	\$0.00	\$800,000.00

### Countermeasure Strategy: TR-2: Development and Use of Data Linkages

#### Project Safety Impacts

Based on a comprehensive review of the state’s six core data systems by the Traffic Records Coordinating Council (TRCC) and its member agencies, New York has identified five strategies that collectively will enable the state to improve its traffic records systems. This is one of those strategies, the Development and Use of Data Linkages.

Access to a variety of traffic records data is a critical component of the performance-based program planning process conducted by agencies and organizations involved in traffic safety at all jurisdictional levels. Changes in demographics, traffic patterns and conditions of the highway infrastructure at both the state and local levels present a significant challenge to the state’s

highway safety community in identifying the nature and location of traffic safety problems. To develop appropriate countermeasures that meet these challenges, traffic safety professionals need data on crashes and injuries, arrests and convictions for traffic violations, drivers and vehicles involved in crashes and roadway attributes. The state's traffic safety community's ability to identify and develop effective countermeasures is enhanced by the comprehensive information that is often available through the linkage of data and data files.

Hence, this countermeasure strategy is designed to improve the availability and accessibility to data through the linkage of multiple systems. The planned activities being funded under this strategy include 1) linking data from the Department of Health's CODES (Crash Outcome Data Evaluation System) database and various state databases containing data on single and polysubstance impaired drivers and 2) linking sanction and treatment data from the UCMS to data captured in the Office of Addiction Services and Supports (OASAS) Impaired Driving System (IDS) and Data Warehouse. Three planned activities will enhance the ability of the traffic safety research community to examine complicated traffic safety issues and design and assess the effectiveness of new traffic safety initiatives.

#### [Linkage Between Program Area](#)

The problem identification task undertaken by the TRCC and its member agencies with regard to the state's injury surveillance data systems found issues related to the timeliness, accuracy, completeness, accessibility and integration of the data that offer opportunities for improvement. One of the planned activities being funded under this countermeasure, linking CODES and data on drugged drivers, is designed specifically to address some of these issues. Its successful completion will enable researchers to access data needed to obtain a more complete picture of a crash event involving drugged driving and its associated medical and financial outcomes. This planned linkage activity is a three-year project, with FFY 2022 being year 2 of the project. As such, performance targets have not yet been set.

An additional finding of the problem identification effort involved accessibility to a complete set of adjudication data with regard to drivers convicted of impaired driving offenses. It was noted that upon adjudication of a case the UCMS system captures data on all driver convictions, including sentencing information. It also found that the IDS system, including both its associated database and data warehouse, captures data on all drivers convicted of impaired driving, but does not capture any data related to the sentence imposed upon the driver. This gap in the IDS information results in the OASAS providers having an incomplete picture as to what sanctions were imposed upon the convicted impaired driver, affecting their ability to effectively monitor many of the offenders under their supervision. Addressing this gap, two planned activities to be funded under this countermeasure involve establishing a linkage between the UCMS and IDS systems for the primary purpose of obtaining a complete record of the events that occur in an impaired driving event from conviction to adjudication and sentencing, including treatment. Successful completion of these projects will provide accurate and complete data to OASAS providers and OCA court personnel in a more timely manner, enabling them to better monitor an offender's compliance with their court sentence.



## Rationale

In addition to having timely, accurate and complete traffic safety-related data available through the state's six core data systems, the TRCC and its member agencies recognize the need to integrate data from those core systems to meet the needs of the state's traffic safety community for more complete and multi-faceted data. Multi-faceted data are often needed for complex data analysis, such as evaluating the effectiveness of highway safety initiatives and determining the associated outcomes and medical costs of motor vehicle crashes. It also enables the researcher to track a sequence of events; for example, events before, during and after a crash or events from the point a driver is arrested for impaired driving to adjudication/sentencing to treatment and exit from the system.

Acknowledging the need for integrated data, the TRCC and its member agencies agreed that it would be beneficial to the state's traffic safety research community if initiatives could be conducted to allow for the linkage of data from different systems. As a result, the TRCC has allocated FFY 2022 funding to this countermeasure to support the planned activities.

### Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
TR-2022-006	Integrating Single and Polysubstance Impaired Driving Data into CODES
TR-2022-007	IDS Integration of the UCMS IID and Treatment Sentence Data
TR-2022-008	OASAS Impaired Driver Data Warehouse Integration of UCMS Data

### Planned Activity: Integrating Single and Polysubstance Impaired Driving Data into CODES

Planned Activity Number      **TR-2022-006**

#### Planned Activity Description

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

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



Designed to examine and address the injury burden attributable to drug-involved impaired driving, this project will expand the CODES system to include additional data sources that more fully capture substance involvement associated with single and polysubstance impaired driving. The primary objective is to design, develop, and build a database that integrates the CODES database with impaired driving-related data sources that can be used to improve the understanding of single and polysubstance impaired driving, and associated motor vehicle crashes. This enhanced database will better identify, characterize and quantify risks and protective factors related to single and polysubstance impaired driving, crash risk and injury.

Initiated in FFY 2021, this project is continuing in FFY 2022 and links the Drug Recognition Evaluation (DRE) data with AIS (including traffic violation/ticketing information), Drug Tables within AIS, GIS, ED discharge data, hospitalization discharge data, TR data, and PCR data, providing more complete information on the true impact of single and polysubstance involved motor vehicle driving and related injuries in NYS. This expansion will improve existing CODES data by more accurately capturing single and polysubstance involved driving. Publicly available DMV licensed driver data, census data and environmental data, will also be added to CODES to enhance the understanding of single and polysubstance driving.

**Intended Subrecipients**

State Agency and statewide not-for-profit

**Funding sources**

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	FAST Act 405c Data Program	405c Data Program (FAST)	\$425,000.00	\$0.00	\$425,000.00

**Planned Activity: IDS Integration of the UCMS IID and Treatment Sentence Data**

Planned activity number: **TR-2022-007**

**Planned Activity Description**

The OASAS IDS automates impaired driver reporting to relicense motorists and monitor compliance with treatment sentence(s). OASAS Approved Substance Use Disorder (SUD) screening, assessment, and treatment providers and the DMV’s Impaired Driving Program providers electronically report information about the services that impaired drivers complete as part of their sentence(s). IDS allows OASAS, DMV and Probation to monitor provider and motorist progress through the system to ensure compliance, as applicable. The system does not currently receive information from the courts related to what sentence(s) judges impose on impaired drivers.

Implemented in FFY 2020, this project is continuing in FFY 2022 and will allow OASAS to retrieve information about the IID and treatment sentence(s) for impaired drivers by accessing

data generated by the UCMS. This project will also electronically integrate the UCMS data into the IDS system so that there is a full reporting of the events that occur in an impaired driving episode from conviction to adjudication. Impaired drivers, with or without a license, who do not complete the sentence(s) imposed by a judge in a timely manner, pose a serious public safety threat. Electronically integrating the judge’s sentence(s) into the IDS system would minimize these risks.

**Intended Subrecipients**

State Agency

**Funding Sources**

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	FAST Act 405c Data Program	405c Data Program (FAST)	\$300,000.00	\$0.00	\$300,000.00

**Planned Activity: OASAS Impaired Driver Data Warehouse Integration of UCMS Data**

Planned activity number: **TR-2022-008**

**Planned Activity Description**

The initial phase of this project was designed to integrate data from the OCA’s Unified Court System’s (UCS) UCMS into the OASAS IDS and Data Warehouse business areas on a monthly basis. This allows OASAS to integrate disposition and treatment sentence data from the UCMS into the IDS so that clinicians can use it for their screenings, assessments and treatment services for impaired drivers. Using a monthly data feed from OCA, it will also allow OASAS to integrate the data into the Data Warehouse business areas.

Continuing in FFY 2022, the second phase of this project will involve the development of an automated process for data sharing between OASAS and OCA for both the IDS and Data Warehouse applications. It also involves a redesign and upgrade of the Data Warehouse business areas to allow for a more efficient and effective use of the data. Currently, clinicians do not have access to timely data, limiting the use of the existing Data Warehouse application data to measure the effect of court sentences on recidivism rates. Real time data updates would allow for better clinical decisions through the IDS and outcome reports could be more efficiently generated by an upgraded Data Warehouse environment. In addition, a process needs to be established by which OASAS can share treatment data with OCA, enabling the OCA to update the UCMS so judges can easily access clinical data in real time, per the data share agreement executed by both agencies in FFY 2020. In accomplishing this project, the OASAS Business Analyst (BA) and the two Application Developers (one for the IDS and one for the Data Warehouse) will work with OCA to develop a permanent daily data feed back and forth between the IDS system and OCA

## Intended Subrecipients

State Agency

## Funding Sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	FAST Act 405c Data Program	405c Data Program (FAST)	\$650,000.00	\$0.00	\$650,000.00

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

### Project Safety Impacts

Based on a comprehensive review of the state's six core data systems by the Traffic Records Coordinating Council (TRCC) and its member agencies, New York has identified five strategies that collectively will enable the state to improve its traffic records systems. This is one of those strategies, the Use of Technology to Disseminate Data and Information.

Accessibility to traffic safety-related data is a critical component of the performance-based program planning process conducted by agencies and organizations involved in traffic safety at all jurisdictional levels. Changes in demographics, traffic patterns and conditions of the highway infrastructure at both the state and local levels present a significant challenge to the state's highway safety community in identifying the nature and location of traffic safety problems. To develop appropriate countermeasures that meet these challenges, traffic safety professionals need data on crashes and injuries, arrests and convictions for traffic violations, drivers and vehicles involved in crashes and roadway attributes. The need to provide readily accessible traffic safety-related data and information to the traffic safety community, as well as the general public, remains a priority of GTSC and the TRCC.

Hence, this countermeasure strategy is designed to improve accessibility to traffic safety data as well as information on new developments in traffic safety and other topics through GTSC's website and the Institute for Traffic Safety Management and Research (ITSMR)'s Traffic Safety Statistical Repository (TSSR). A planned activity funded under this strategy is the maintenance of the TSSR which provides direct on-line access to the state's crash and ticket data. This planned activity provides access to very current data on crashes and tickets (2010-prelim 2021).

### Linkage Between Program Area

The problem identification task undertaken by the TRCC and its member agencies showed that accessibility to data, particularly very recent data, was an opportunity for improvement associated with each of the six core data systems. The one planned activity under this countermeasure addresses the issue of user accessibility related to the state's crash and

citation/adjudication systems. The expansion and upgrade of the TSSR’s functionality will enable the general public and researchers alike to obtain the crash and ticket data needed to develop and assess traffic safety initiatives.

### Rationale

Because the state’s traffic safety community needs access to traffic safety data in its efforts to develop and assess traffic safety initiatives, the TRCC and its member agencies agreed that continuing to fund the expansion and use of the TSSR is a critical component of the state’s overall traffic safety program. As a result, the TRCC has allocated FFY 2022 funding to this countermeasure to support this planned activity.

### Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
TR-2022-009	Maintenance of the Traffic Safety Statistical Repository

### Planned Activity: Maintenance of the Traffic Safety Statistical Repository

Planned activity number: **TR-2022-009**

### Planned Activity Description

The TSSR gives the public and the research community direct on-line access to New York State’s crash and ticket data. Crash information is extracted from the NYS DMV AIS on a monthly basis. Currently, the TSSR provides access to the finalized crash data for the years 2010-2019 and the preliminary crash data for 2020 and the 2021-to-date crash data. Continuing to be updated on a monthly basis, the 2020 crash data are expected to be finalized in August 2021. The data are presented in both tabular and graphical formats. Ticket data are extracted from the TSLED and AA ticket systems, and the NYPD ticket system. Currently, the TSSR provides access to the finalized ticket data for the years 2010-2019 and preliminary data for 2020. The ticket data are updated quarterly.

The project will continue to provide to New York’s highway safety community several important improvements regarding access to accurate and timely traffic records data. These include maintenance of the current system, updates of preliminary crash data and ticket data, software upgrades, enhancements and training.

### Intended Subrecipients

Statewide not-for-profit organization

## Funding Sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	FAST Act 405c Data Program	405c Data Program (FAST)	\$500,000.00	\$0.00	\$500,000.00
2022	FAST Act NHTSA 402	Traffic Records (FAST)	\$60,000.00	\$0.00	\$60,000.00

## Countermeasure Strategy: TR-4: Statewide Coordination of Traffic Records System Improvements

### Project Safety Impacts

Based on a comprehensive review of the state’s six core data systems by the Traffic Records Coordinating Council (TRCC) and its member agencies, New York has identified five strategies that collectively will enable the state to improve its traffic records systems. This is one of those strategies, the Statewide Coordination of Traffic Records System Improvements.

An effective and efficient traffic records program requires the coordination and administration of all traffic records-related activities in New York State. In recognition of the importance of these coordination and administration tasks, GTSC has appointed an ITSMR staff member to serve as the state’s Traffic Safety Information Systems (TSIS) Coordinator. The responsibilities of the TSIS Coordinator include 1) scheduling, setting the agenda and facilitating meetings of the TRCC, 2) preparing the annual *Traffic Safety Information Systems Strategic Plan*, 3) assessing progress in meeting the state’s performance measures, 4) serving as the liaison with NHTSA for the Traffic Records Assessments required every five years and annual follow-up on recommendations from the assessment and 5) assisting GTSC in meeting any other requirements for the receipt of Section 405c funding. As such, this countermeasure strategy is designed to ensure that New York’s traffic records-related activities are carried out in a smooth and coordinated manner.

### Linkage Between Program Area

One of the key outcomes from the program identification task was the awareness that in order to maximize the benefits that could be attained from the synergy generated by the various traffic records-related activities, the activities had to be coordinated and managed by a single entity. As a result, a planned activity specifically designed to provide the statewide coordination and administration of all traffic records-related activities is being conducted under this countermeasure. The GTSC considers this activity to be essential to a successful traffic records improvement program.

## Rationale

Recognizing the importance of coordinating the state’s myriad of traffic records-related activities, the GTSC will continue to fund the coordination and administration of these activities. Funding such a coordination effort will support the state’s efforts to further improve its traffic records systems by providing a systematic method to identify duplicative efforts and gaps in the collection of data; reduce data collection costs; improve data accuracy, completeness and uniformity; and provide better access and linkages to facilitate decision-making for highway safety managers in New York State.

## Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
TR-2022-010	Traffic Records Program Coordination

## Planned Activity: Traffic Records Program Coordination

Planned activity number: **TR-2022-010**

### Planned Activity Description

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

### Intended Subrecipients

State and statewide not-for-profit agencies

### Funding Sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	FAST Act 405c Data Program	405c Data Program (FAST)	\$500,000.00	\$2,450,000.00	\$500,000.00
2022	FAST Act NHTSA 402	Traffic Records (FAST)	\$145,000.00	\$0.00	\$140,000.00

## Countermeasure Strategy: TR-5: Research and Evaluation

### Project Safety Impacts

Based on a comprehensive review of the state's six core data systems by the Traffic Records Coordinating Council (TRCC) and its member agencies, New York has identified five strategies that collectively will enable the state to improve its traffic records systems and meet the performance targets it has set for 2022. This is one of those strategies, Research and Evaluation.

Research and evaluation are essential components of the highway safety planning process, and a variety of research and evaluation initiatives will be supported at both the state and local levels. Competing interests and finite resources make it imperative that there be a consistent, systematic process of problem identification and prioritization. Research will support the development, implementation and evaluation of new initiatives in conjunction with the state's 402 grant program. Conducting research requires access to timely, accurate and complete data and oftentimes requires data from different sources to be integrated for analysis purposes. To obtain such data, it is imperative that New York's traffic records systems undertake initiatives that continually seek to provide the most up-to-date, accurate and complete data possible and that it be readily accessible to researchers, as well as the general traffic safety community.

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

### Linkage Between Program Area

A finding from the problem identification task undertaken by the TRCC with regard to New York's traffic records program was the effect that the six core systems have on the ability to conduct research and evaluation initiatives on traffic safety issues. It was found that research efforts aided in the identification of system limitations and opportunities for system improvements. Since the GTSC considers the benefit from this outcome of research and evaluations activities to be essential to a successful traffic records improvement program, selected research and evaluation activities will be supported under this countermeasure strategy.

### Rationale

In acknowledging the importance of research and evaluation activities not only to the state's overall traffic safety program but also in its efforts to improve the state's traffic records systems, the GTSC will continue to fund research and evaluation activities under this countermeasure strategy. It is expected that the funding of such activities will contribute to the overall improvement of the state's traffic records systems and aid in the state attaining the traffic records performance targets set for 2022.



**Planned activities in countermeasure strategy**

Unique Identifier	Planned Activity Name
TR-2022-011	Research, Evaluation and Analytical Support for Traffic Safety in NYS

**Planned Activity: Research, Evaluation and Analytical Support for Traffic Safety in NYS**

Planned activity number: **TR-2022-011**

**Planned Activity Description**

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

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

**Intended Subrecipients**

State and statewide not-for-profit agencies

**Funding Sources**

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	FAST Act 405c Data Program	405c Data Program (FAST)	\$1,000,000.00	\$0.00	\$1,000,000.00
2022	FAST Act NHTSA 402	Traffic Records (FAST)	\$1,800,000.00	\$0.00	\$1,620,000.00



## Program Area: Community Traffic Safety Program

### Description of Highway Safety Problems

As documented in the Performance Report, the core performance measure tracked for the Community Traffic Safety Program area, Drivers Under Age 21 Involved in Fatal Crashes, has shown positive progress. Based on FARS data, the five-year average for this measure decreased 21%, from 119.4 in 2011-2015 to 94.8 in 2015-2019.

The Community Traffic Safety Program area funds activities in a number of traffic safety areas implemented by communities at the local level. Analyses were conducted to support problem identification and the determination of traffic safety priorities at the county level.

### ANALYSES BY COUNTY

Traffic safety priorities can differ among individual counties. Local communities applying for grant funding in this program area must provide data documenting the traffic safety issues they plan to address. A number of sources, including county crash summary reports that can be accessed through the Traffic Safety Statistical Repository (TSSR) developed by the Institute for Traffic Safety Management and Research, are available to assist local communities in identifying and documenting their traffic safety problems.

The table below provides 2019 population and licensed driver data for New York State and each county within the state, as well as 2019 data on fatal and personal injury crashes and the total number of pedestrian, bicycle and motorcycle crashes that occurred statewide and in each county. The data in this table can be used to identify counties that are overrepresented in specific types of crashes by comparing the proportion of the state's population and licensed drivers that reside in the county with the proportions of the different types of crashes that occur in the county. For example, Kings County accounts for 13% of the state's population and 9% of the state's licensed drivers; however, 24% of the state's pedestrian crashes and 26% of the bicycle crashes in 2019 occurred in that county.

NEW YORK STATE DEMOGRAPHIC AND CRASH DATA BY COUNTY, 2019												
	Population		Licensed Drivers		Fatal/PI Crashes		Pedestrian Crashes*		Bicycle Crashes*		Motorcycle Crashes*	
NEW YORK STATE	19,453,561		12,036,177		121,949		15,451		6,145		4,855	
County	#	%	#	%	#	%	#	%	#	%	#	%
Albany	305,506	1.6%	212,874	1.8%	2,247	1.8%	159	1.0%	52	0.8%	112	2.3%
Allegany	46,091	0.2%	31,373	0.3%	185	0.2%	8	0.1%	0	0.0%	9	0.2%
Broome	190,488	1.0%	134,005	1.1%	909	0.7%	72	0.5%	36	0.6%	49	1.0%
Cattaraugus	76,117	0.4%	53,937	0.4%	321	0.3%	21	0.1%	9	0.1%	21	0.4%
Cayuga	76,576	0.4%	52,286	0.4%	429	0.4%	22	0.1%	9	0.1%	17	0.4%
Chautauqua	126,903	0.7%	89,189	0.7%	641	0.5%	31	0.2%	22	0.4%	39	0.8%
Chemung	83,456	0.4%	59,389	0.5%	329	0.3%	22	0.1%	25	0.4%	18	0.4%
Chenango	47,207	0.2%	36,182	0.3%	231	0.2%	11	0.1%	3	<0.1%	19	0.4%

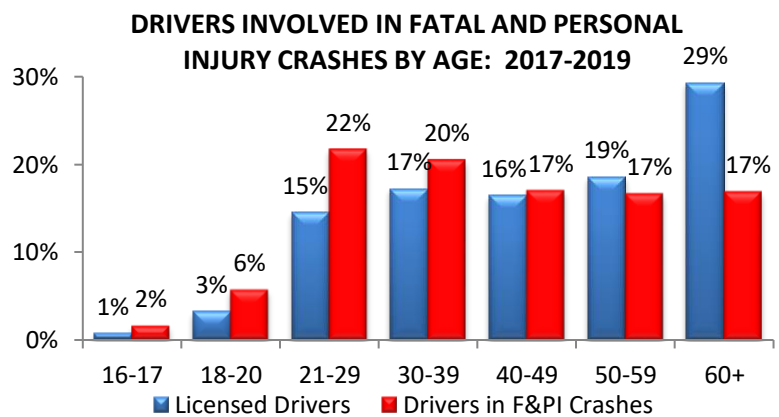
County	Population		Licensed Drivers		Fatal/PI Crashes		Pedestrian Crashes*		Bicycle Crashes*		Motorcycle Crashes*	
Clinton	80,485	0.4%	57,348	0.5%	330	0.3%	15	0.1%	6	0.1%	30	0.6%
Columbia	59,461	0.3%	47,081	0.4%	330	0.3%	14	0.1%	8	0.1%	19	0.4%
Cortland	47,581	0.2%	31,201	0.3%	267	0.2%	9	0.1%	8	0.1%	9	0.2%
Delaware	44,135	0.2%	32,801	0.3%	202	0.2%	6	<0.1%	1	<0.1%	21	0.4%
Dutchess	294,218	1.5%	219,175	1.8%	1,818	1.5%	83	0.5%	40	0.7%	94	1.9%
Erie	918,702	4.7%	660,563	5.5%	6,855	5.6%	446	2.9%	222	3.6%	239	4.9%
Essex	36,885	0.2%	26,815	0.2%	179	0.1%	3	<0.1%	2	<0.1%	30	0.6%
Franklin	50,022	0.3%	33,581	0.3%	204	0.2%	8	0.1%	2	<0.1%	19	0.4%
Fulton	53,383	0.3%	38,100	0.3%	230	0.2%	9	0.1%	5	0.1%	28	0.6%
Genesee	57,280	0.3%	43,078	0.4%	384	0.3%	9	0.1%	8	0.1%	25	0.5%
Greene	47,188	0.2%	36,895	0.3%	239	0.2%	11	0.1%	2	<0.1%	23	0.5%
Hamilton	4,416	<0.1%	4,323	<0.1%	30	<0.1%	2	<0.1%	0	0.0%	7	0.1%
Herkimer	61,319	0.3%	43,445	0.4%	229	0.2%	12	0.1%	4	0.1%	23	0.5%
Jefferson	109,834	0.6%	72,807	0.6%	507	0.4%	29	0.2%	9	0.1%	38	0.8%
Lewis	26,296	0.1%	18,288	0.2%	113	0.1%	5	<0.1%	0	0.0%	7	0.1%
Livingston	62,914	0.3%	44,331	0.4%	270	0.2%	15	0.1%	6	0.1%	19	0.4%
Madison	70,941	0.4%	48,879	0.4%	268	0.2%	14	0.1%	4	0.1%	21	0.4%
Monroe	741,770	3.8%	525,358	4.4%	4,387	3.6%	327	2.1%	186	3.0%	195	4.0%
Montgomery	49,221	0.3%	35,664	0.3%	248	0.2%	13	0.1%	4	0.1%	20	0.4%
Nassau	1,356,924	7.0%	1,039,910	8.6%	11,297	9.3%	866	5.6%	339	5.5%	263	5.4%
Niagara	209,281	1.1%	157,076	1.3%	1,151	0.9%	55	0.4%	44	0.7%	70	1.4%
Oneida	228,671	1.2%	157,635	1.3%	1,088	0.9%	62	0.4%	22	0.4%	62	1.3%
Onondaga	460,528	2.4%	326,520	2.7%	2,885	2.4%	219	1.4%	92	1.5%	142	2.9%
Ontario	109,777	0.6%	84,470	0.7%	553	0.5%	19	0.1%	10	0.2%	40	0.8%
Orange	384,940	2.0%	265,560	2.2%	2,651	2.2%	129	0.8%	36	0.6%	197	4.1%
Orleans	40,352	0.2%	28,248	0.2%	194	0.2%	6	<0.1%	2	<0.1%	7	0.1%
Oswego	117,124	0.6%	83,557	0.7%	470	0.4%	20	0.1%	12	0.2%	38	0.8%
Otsego	59,493	0.3%	41,871	0.3%	254	0.2%	16	0.1%	2	<0.1%	17	0.4%
Putnam	98,320	0.5%	80,238	0.7%	582	0.5%	13	0.1%	4	0.1%	34	0.7%
Rensselaer	158,714	0.8%	115,172	1.0%	735	0.6%	67	0.4%	26	0.4%	59	1.2%
Rockland	325,789	1.7%	217,216	1.8%	2,110	1.7%	162	1.0%	60	1.0%	78	1.6%
St. Lawrence	107,740	0.6%	71,243	0.6%	406	0.3%	26	0.2%	7	0.1%	30	0.6%
Saratoga	229,863	1.2%	184,851	1.5%	988	0.8%	37	0.2%	15	0.2%	82	1.7%
Schenectady	155,299	0.8%	112,068	0.9%	806	0.7%	67	0.4%	40	0.7%	37	0.8%
Schoharie	30,999	0.2%	22,057	0.2%	128	0.1%	6	<0.1%	0	0.0%	8	0.2%
Schuyler	17,807	0.1%	14,101	0.1%	100	0.1%	1	<0.1%	1	<0.1%	10	0.2%
Seneca	34,016	0.2%	23,295	0.2%	196	0.2%	6	<0.1%	4	0.1%	12	0.2%
Steuben	95,379	0.5%	70,053	0.6%	388	0.3%	17	0.1%	9	0.1%	28	0.6%

County	Population		Licensed Drivers		Fatal/PI Crashes		Pedestrian Crashes*		Bicycle Crashes*		Motorcycle Crashes*	
Suffolk	1,476,601	7.6%	1,146,409	9.5%	11,539	9.5%	498	3.2%	367	6.0%	356	7.3%
Sullivan	75,432	0.4%	53,926	0.4%	432	0.4%	27	0.2%	5	0.1%	38	0.8%
Tioga	48,203	0.2%	37,624	0.3%	201	0.2%	7	<0.1%	4	0.1%	22	0.5%
Tompkins	102,180	0.5%	63,753	0.5%	418	0.3%	34	0.2%	22	0.4%	24	0.5%
Ulster	177,573	0.9%	135,611	1.1%	1,171	1.0%	49	0.3%	29	0.5%	77	1.6%
Warren	63,944	0.3%	52,430	0.4%	412	0.3%	19	0.1%	22	0.4%	49	1.0%
Washington	61,204	0.3%	43,588	0.4%	236	0.2%	7	<0.1%	5	0.1%	21	0.4%
Wayne	89,918	0.5%	69,007	0.6%	381	0.3%	13	0.1%	2	<0.1%	37	0.8%
Westchester	967,506	5.0%	683,945	5.7%	5,677	4.7%	566	3.7%	111	1.8%	163	3.4%
Wyoming	39,859	0.2%	28,958	0.2%	176	0.1%	6	<0.1%	4	0.1%	14	0.3%
Yates	24,913	0.1%	15,873	0.1%	83	0.1%	5	<0.1%	1	<0.1%	7	0.1%
<b>NYC</b>												
Bronx	1,418,207	7.3%	494,937	4.1%	9,530	7.8%	1,920	12.4%	466	7.6%	289	6.0%
Kings	2,559,903	13.2%	1,079,585	9.0%	15,796	13.0%	3,643	23.6%	1,572	25.6%	553	11.4%
New York	1,628,706	8.4%	792,918	6.6%	7,860	6.4%	2,290	14.8%	1,281	20.8%	307	6.3%
Queens	2,253,858	11.6%	1,197,800	10.0%	15,956	13.1%	2,782	18.0%	790	12.9%	450	9.3%
Richmond	476,143	2.4%	315,157	2.6%	2,716	2.2%	415	2.7%	66	1.1%	83	1.7%

Sources: U.S. Census Bureau, NYS Driver License File and NYS AIS/TSSR  
 \*Includes Fatal, Personal Injury and Property Damage crashes

## HIGH-RISK DRIVERS: AGE GROUPS

Young drivers, in particular, are at risk of being involved in a crash. Over the three-year period 2017-2019, drivers under 21 years of age were involved in 8% of the fatal and personal injury crashes but accounted for 4% of the licensed drivers. In addition, drivers ages 21-29 were involved in 22% of the F&PI crashes but accounted for only 15% of the licensed drivers.



Source: NYS AIS/TSSR and Driver License File

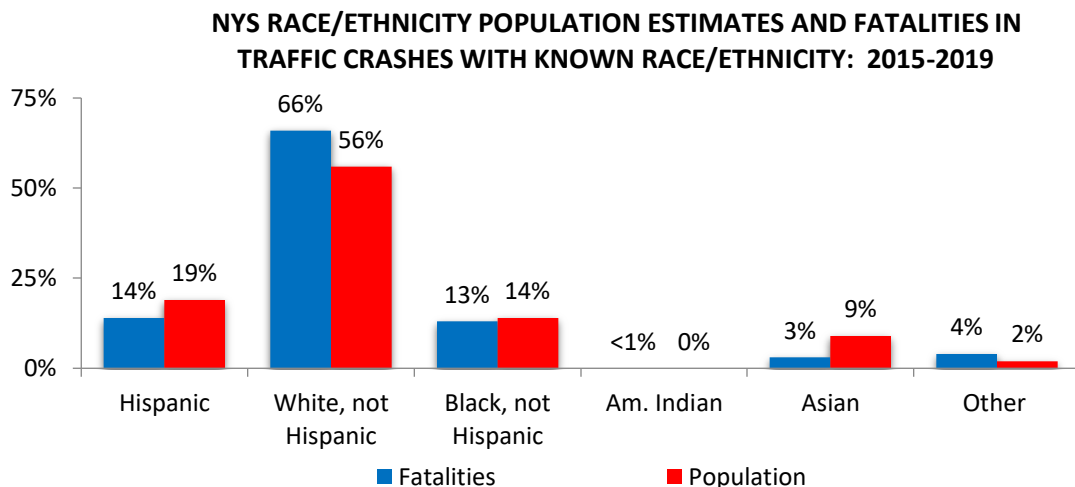
When compared with all drivers, drivers under 21 years of age in fatal and personal injury crashes are more likely to have Following Too Closely, Driver Inattention/Distraction, Failure to Yield the Right-of-Way, Unsafe Speed and Driver Inexperience reported as contributing factors in their crashes.

Drivers age 60 and over are the most underrepresented group of drivers in fatal and personal injury crashes; older drivers account for 29% of the licensed drivers but are involved in only 17% of the F&PI crashes. However, research conducted by AAA comparing the crash rates per vehicle miles driven for different age groups found that drivers age 80 and over had the highest driver death rate (3.85 drivers killed per 100M VMT) of any age group. (Tefft, B.C. (2017). Rates of Motor Vehicle Crashes, Injuries and Deaths in Relation to Driver Age, United States, 2014-2015. AAA Foundation for Traffic Safety).

## MINORITY AND OTHER UNDERSERVED POPULATIONS

The U.S. Census Department projects that the nation’s population will continue to become more racially and ethnically diverse over the next several decades. Between 2000 and 2010, the Hispanic population in New York State increased from 15% to 18% and the Asian population increased from 6% to 8% while the white population declined from 62% to 57% and the African American population declined from 16% to 14%. The state’s American Indian/Alaska Native population remained constant at less than one percent (0.4%) of the state’s population in 2000 and 2010. The most recent population estimates for NYS confirm these trends; as of July 1, 2019, the breakdown of the state’s population by race/ethnicity was: White 56%, Hispanic 19%, Black 15% and Asian 9%. The state’s American Indian/Alaska Native population has remained constant at less than one percent (0.3%) of the state’s population. As the nation’s population and the population of New York State become more diverse it is important to foster equity in traffic safety through increased engagement with the state’s underserved populations.

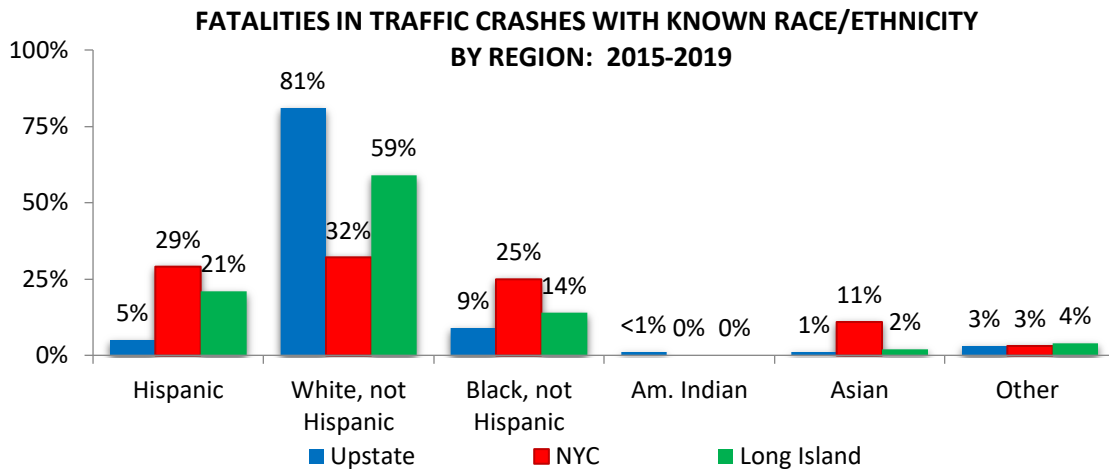
Since information on race and ethnicity is not captured on New York’s police crash reports, the FARS data system was queried to extract the race and ethnicity data collected from coroners’ reports for the motor vehicle fatalities that occurred in the state from 2015 to 2019. Of the total 5,078 fatalities that occurred during this five-year period, race/ethnicity information was reported for 3,625 (71%). The fatalities for which race/ethnicity information was not available were excluded from the following analyses. The chart below presents a comparison of the 2019 population estimates for New York State by race/ethnicity and the breakdown of fatalities for 2015-2019 by race/ethnicity from the FARS file.



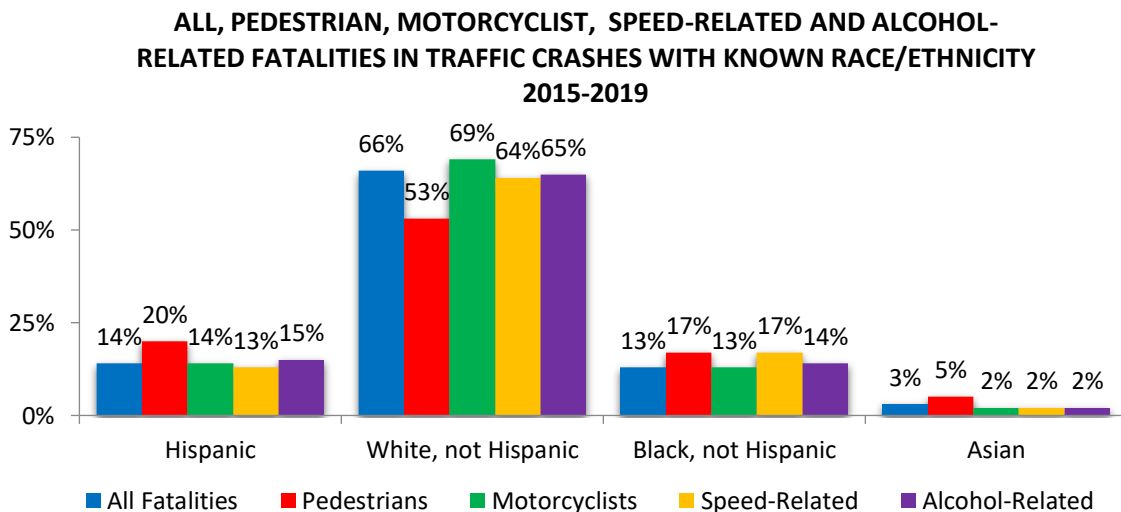
Source: FARS, U.S. Census

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

For those fatalities with race/ethnicity reported, 54% occurred in the Upstate region, 18% in New York City and 28% on Long Island. The chart below indicates the distribution of fatalities by race/ethnicity in each region.



- 81% of the fatalities that occurred Upstate were White, compared to 59% on Long Island and 32% in NYC.
- 29% of the fatalities in NYC and 21% on Long Island were Hispanic, compared to only 5% Upstate.
- New York City had the largest proportion of fatalities who were Black (25%), compared to 14% for Long Island and 9% Upstate. 11% of the fatalities in NYC were Asian compared to only 2% on Long Island and 1% Upstate.



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

- The representations of the different racial and ethnic groups in motorcyclist fatalities and fatalities in speed-related and alcohol-related crashes were fairly consistent.
- Hispanics comprised 13%-15% of the motorcyclist, speed-related and alcohol-related fatalities, Whites comprised 64%-69% and Asians consistently accounted for 2%.
- Pedestrian fatalities showed the greatest deviations from this pattern; while Whites accounted for 66% of all fatalities, only 53% of the pedestrian fatalities were in this racial/ethnic group.
- Hispanics, Blacks and Asians all accounted for a somewhat larger proportion of the pedestrian fatalities than would have been expected based on their representation in all fatalities; 20% of the pedestrian fatalities were Hispanic, 17% were Black and 5% were Asian.

These analyses provide important information on the involvement of underserved populations in traffic fatalities in New York State and should be expanded to gain further insights. Data sources and analyses available from the New York State Department of Health will continue to be explored. Other steps are also being taken to expand New York’s efforts to identify and address the traffic safety needs of all communities in the state.

In 2021, GTSC invited traffic safety partners to participate in one of two virtual town hall meetings that were organized to discuss opportunities to contribute to the FFY 2022 HSSP. The focus was on creating opportunities to engage with and gather input from the state’s underrepresented and underserved communities. Re-establishing or making new connections with community-based organizations will improve the coordination, communication and involvement needed for law enforcement, public information and education as well as stakeholder recruitment efforts that will be included in the HSSP. Efforts to create a traffic safety equity forum to build on these engagement ideas will continue.

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

## Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2022	C-1 Number of traffic fatalities (FARS)	2022	5 Year	1,005.4
2022	C-2 Number of serious injuries in traffic crashes (State crash data files)	2022	5 Year	11,173.9
2022	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	2022	5 Year	159.0
2022	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	2022	5 Year	294.4
2022	C-6) Number of speeding-related fatalities (FARS)	2022	5 Year	300.0
2022	C-7) Number of motorcyclist fatalities (FARS)	2022	5 Year	144.9
2022	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	2022	5 Year	10.1
2022	C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	2022	5 Year	93.9
2022	C-10) Number of pedestrian fatalities (FARS)	2022	5 Year	277.2
2022	C-11) Number of bicyclist fatalities (FARS)	2022	5 Year	39.0

## Countermeasure Strategies in Program Area

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

### Countermeasure Strategy: CP-1: Community-Based Highway Safety Programs

#### Project Safety Impacts

Using a data-driven approach, New York has identified a comprehensive set of strategies that collectively will enable the state to reach the performance targets for New York's highway safety

program. Community Traffic Safety Programs are designed to be comprehensive in nature, with opportunities for outreach to a broad spectrum of groups within local areas. Projects proposed by local agencies and organizations to address traffic safety problems identified in their jurisdictions will be considered for funding under this strategy. The grant proposal must include a description of the problem with supporting data, details of the proposed activities with milestones and an evaluation plan for assessing the success of the project. All applications must address one or more of the program areas included in New York’s Highway Safety Strategic Plan.

**Linkage Between Program Area**

The planned activities under the Community-Based Highway Safety Programs countermeasure strategy require that local agencies conduct a problem identification process to document the traffic safety issues in their local area. Various data sources are available for use by local agencies in conducting their problem identification. The problem identification section for the Community Traffic Safety Program includes a table that provides key county data for analysis in assessing traffic safety priorities, including the number of fatal and personal injury crashes and the numbers of pedestrian, bicycle and motorcycle crashes. In addition to the number of crashes, the proportion of the total number of crashes that occurs in each county is also provided as well as the number of licensed drivers and population data for each county. By requiring that local agency funding applications must be supported by data, New York has developed a cohesive set of strategies and planned activities at both the state and local level that collectively will result in progress toward the statewide performance targets that have been set.

This countermeasure strategy and the associated planned activities are expected to contribute to the comprehensive efforts undertaken to reach the statewide performance targets set for all the performance measures identified above.

Sufficient funds have been allocated to effectively implement the planned activities under the Community-Based Highway Safety Program countermeasure strategy.

**Rationale**

NHTSA requires that 40% of the federal funds received by the state be allocated to local programs. To ensure that these funds are used effectively, GTSC has developed stringent application requirements for local programs. To receive funding under this program area, applicants are required to follow a data-driven, performance-based approach in addressing a traffic safety problem identified through data analysis. While the local programs identify their own traffic safety issues, they are expected to draw from the evidence-based strategies included in the HSSP to ensure that these local programs collectively contribute to the achievement of the performance goals for the statewide highway safety program.

**Planned activities in countermeasure strategy**

Unique Identifier	Planned Activity Name
CP-2022-001	Community-Based Programs to Improve Traffic Safety



CP-2022-002	Roadway Safety Improvements
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### Planned Activity: Community-Based Programs to Improve Traffic Safety

Planned activity number: **CP-2022-001**

#### Planned Activity Description

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

#### Intended Subrecipients

Local and not-for-profit agencies

#### Funding Sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	FAST Act 405b OP High	405b High Community Traffic Safety (FAST)	\$68,000.00	\$0.00	\$60,000.00
2022	FAST Act 405h Nonmotorized Safety	405h Training	\$1,500,000.00	\$0.00	\$1,500,000.00
2022	FAST Act NHTSA 402	Community Traffic Safety Project (FAST)	\$4,175,000.00	\$0.00	\$3,760,000.00

### Planned Activity: Roadway Safety Improvements

Planned activity number: **CP-2022-002**

#### Planned Activity Description

The identification of high-crash locations and roadway-related crash information is important for the development of data-driven roadway improvement solutions. GTSC will support these efforts and others that contribute to improving the roadway environment. Roadway improvements

implemented on a statewide basis will be given priority. Efforts to raise awareness, provide education or conduct training on topics such as work zone safety, traffic incident management (TIM), emergency traffic control and scene management will be supported. GTSC will also provide support for the presentation of a TIMposium involving the appropriate partners and stakeholders. Crash reconstruction training to identify potential factors involved in crashes, including roadway factors, will also be considered for funding, as well as materials and equipment to support roadway safety.

### Intended Subrecipients

State, local and statewide not-for-profit agencies

### Funding Sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	FAST Act NHTSA 402	Roadway Safety (FAST)	\$200,000.00	\$0.00	\$200,000.00

## Countermeasure Strategy: CP-2: Statewide Implementation of Traffic Safety Initiatives

### Project Safety Impacts

Community Traffic Safety Programs are an important conduit for the statewide implementation of traffic safety initiatives. This countermeasure strategy focuses on providing support for the development of traffic safety initiatives by state agencies and not-for-profit organizations that can then be implemented by local organizations or used to enhance ongoing local program efforts. The types of support provided by GTSC include public information and education materials for use by agencies and organizations in delivering programs at the local level and training and other educational programs for local project personnel to increase their knowledge of traffic safety issues and help them become more effective program managers. By providing coordination and various types of support at the state level, GTSC is able to ensure the implementation of consistent messages and programs statewide. Strategies that promote cooperative efforts are also important and can lead to the more effective and efficient use of resources, the development of comprehensive, multi-faceted programs, and opportunities to exchange ideas and best practices, all of which play an important role in the implementation of successful projects and programs. Sufficient funds are allocated for the effective implementation of this countermeasure strategy and the associated activities that are planned.

### Linkage Between Program Area

A data-driven approach is used in identifying the traffic safety initiatives that are supported for implementation at the local level or to enhance local programs that already exist. The topics that are the focus of these programs may not have been identified as a particular issue at the local level but would be important to cover in any comprehensive traffic safety program, for example, the topic of drowsy driving. Another example is the creation and coordination of a speaker's

bureau that local traffic safety programs can use to identify speakers on a number of different topics for use in their own programs. These programs serve to enhance the quality and comprehensiveness of local traffic safety programs as well as introduce important new information on traffic safety topics that they might not otherwise be exposed to.

This countermeasure strategy and the associated planned activities are expected to contribute to the comprehensive efforts undertaken to reach the statewide performance targets set for the performance measures identified above.

Sufficient funds are available for the effective implementation of this countermeasure strategy and the accompanying planned activities.

**Rationale**

Community Traffic Safety Programs are an important conduit for the statewide dissemination of information and the implementation of traffic safety initiatives at the local level. By providing coordination and various types of support at the state level, GTSC is able to ensure the implementation of consistent messages and programs statewide. Strategies that promote cooperative efforts are also important and can lead to the more effective and efficient use of resources, the development of comprehensive, multi-faceted programs, and opportunities to exchange ideas and best practices, all of which play an important role in the implementation of successful projects and programs.

**Planned activities in countermeasure strategy**

Unique Identifier	Planned Activity Name
CP-2022-003	State Level Initiatives to Support Local Traffic Safety Programs

**Planned Activity: State Level Initiatives to Support Local Traffic Safety Programs**

Planned activity number: **CP-2022-003**

**Planned Activity Description**

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

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

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

Another example of a state level initiative focuses on drowsy driving. In FFY 2022, efforts to address drowsy driving will continue to target younger drivers on college campuses across New York State. Subject matter experts from SUNY Stony Brook Center for Community Engagement & Leadership Development will work with the NYS Department of Health to engage and educate younger drivers. Targeting the high-risk younger driver population, they will help raise awareness of the dangers of drowsy driving as well as offer an opportunity for peer-to-peer engagement for younger drivers to develop public service announcements (PSAs) about drowsy driving. The winning PSAs will also be shown in Thruway rest stops across the state, in NYS DMV issuing offices as well as be highlighted in social media campaigns in cooperation with our New York State Partnership Against Drowsy Driving.

Pedestrian safety is another key state-level initiative. A dedicated website, [www.ny.gov/pedsafety](http://www.ny.gov/pedsafety), has been established where educational materials developed by the state are available to assist community leaders, law enforcement, and traffic safety educators with outreach efforts. “See! Be Seen!” branded safety publications, tip cards, NYS Vehicle and Traffic Law pocket guides, public service announcements, and age-appropriate PowerPoint presentations are available for download or hard copy request. Additional campaign materials will be developed by the state in FFY 2022.

**Intended Subrecipients**

State and statewide not-for-profit agencies

**Funding Sources**

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	FAST Act 405b OP High	405b High Community Traffic Safety (FAST)	\$86,000.00	\$5,000,000.00	\$80,000.00
2022	FAST Act 405d Impaired Driving Low	405d Low Community Traffic Safety	\$300,000.00	\$1,000,000.00	\$0.00
2022	FAST Act 405f Motorcycle Programs	405f Motorcyclist Awareness (FAST)	\$0.00	\$1,000,000.00	\$0.00

2022	FAST Act 405h Nonmotorized Safety	405h Public Education	\$900,000.00	\$1,310,000.00	\$900,000.00
2022	FAST Act NHTSA 402	Community Traffic Safety Project (FAST)	\$1,400,000.00	\$1,000,000.00	\$1,300,000.00

**Countermeasure Strategy: CP-3: Statewide Communications and Outreach**

**Project Safety Impacts**

Effective, high-visibility public information and education outreach efforts are an essential component of all successful highway safety programs. The primary purpose of the Statewide Communications and Outreach countermeasure strategy is to raise public awareness and educate the public about the importance of traffic safety in their lives and ultimately to convince the public to change their attitudes and driving behaviors resulting in safer highways for everyone. The development and delivery of traffic safety messages through social media networks and more traditional outlets including radio, television and print media will be supported. The coordination and delivery of a comprehensive PI&E program for New York that addresses current traffic safety issues and supports traffic safety programs at the state and local levels will have a major positive impact on highway safety in the state.

**Linkage Between Program Area**

The planned activities conducted under the data-driven Statewide Communications and Outreach countermeasure strategy will focus on raising public awareness of the state's traffic safety priorities. These priorities are determined through the problem identification process conducted under each of the program areas. Statewide media efforts are a key component of a comprehensive approach to improving traffic safety. Publicizing enforcement and other countermeasure strategies implemented to address traffic safety problems greatly expands the coverage and potential impact of these programs and supports progress toward the achievement of the statewide performance targets that have been set.

This countermeasure strategy and the associated planned activities are expected to contribute to the comprehensive efforts undertaken to reach the statewide performance targets set for the performance measures identified above.

Sufficient funds are allocated for the effective implementation of this countermeasure strategy and the associated activities that are planned.

**Rationale**

Communications and outreach is an evidence-based countermeasure strategy that is part of a comprehensive approach to improving safety on New York's roadways. Publicity and media support are essential components and key to the success of high-visibility enforcement.

## Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
CP-2022-004	Media Support for Traffic Safety Awareness Campaigns

### Planned Activity: Media Support for Traffic Safety Awareness Campaigns

Planned activity number: **CP-2022-004**

#### Planned Activity Description

Support will be provided for the development and delivery of traffic safety messaging through a wide variety of channels including radio, television, billboards, print media and social media networking services such as Facebook, Twitter, LinkedIn and Instagram. Examples of the organizations eligible for funding include the NYS Broadcasters Association, the Cable Telecommunications Association of NY, Inc., and outdoor media vendors. The data-driven approach that New York uses to identify the priority issues to be addressed in the state's highway safety program also guides the decisions on the selection of topics that will receive media support, the identification of target groups, the messages to be delivered and the type of media most appropriate for the delivery of those messages.

In FFY 2022, New York will provide media support at the statewide level to increase public awareness and enhance the effectiveness of enforcement and other strategies undertaken to address the various high-risk groups and unsafe driving priorities that have been identified. These include non-motorized highway users (pedestrians and bicyclists), young drivers, motorcyclists, distracted driving (cell phone use and texting) and impaired driving (drug-impaired and alcohol-impaired).

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

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

September, drowsy driving messages coinciding with changing the clocks in the spring and the fall, and bicycle and pedestrian safety messaging during the spring and summer months.

The COVID-19 pandemic forced GTSC to develop even more capacity for external media support. Throughout FFY 2020 and 2021, GTSC has been developing various live and virtual training and communication programs. Live trainings and workshops for police officers, grant application workshops, and a live chat about the dangers of distracted driving with NFL defensive lineman Harrison Phillips are examples of the first few programs offered by GTSC. In FFY 2022 GTSC will look to build on previous successes and produce even more content of this type.

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

#### Intended Subrecipients

State and statewide not-for-profit agencies

#### Funding Sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	FAST Act 405b OP High	405b High Community Traffic Safety (FAST)	\$128,000.00	\$0.00	\$120,000.00
2022	FAST Act 405h Nonmotorized Safety	405h Public Education	\$1,250,000.00	\$0.00	\$1,250,000.00
2022	FAST Act NHTSA 402	Community Traffic Safety Project (FAST)	\$1,800,000.00	\$0.00	\$1,620,000.00

### Countermeasure Strategy: CP-4: Younger Driver Outreach and Education

#### Project Safety Impacts

Community Traffic Safety Programs are designed to be comprehensive in nature, with opportunities for outreach to a broad spectrum of groups within local areas. Projects that focus on raising awareness among teens of the dangers of engaging in unsafe driving behaviors will be funded under the Younger Driver Outreach and Education countermeasure strategy. Public awareness and educational activities that focus on educating parents about New York's graduated



license laws and providing them with the tools to encourage safe driving by their teens will also be supported. This countermeasure strategy and its associated planned activities, collectively with countermeasure strategies proposed in other program areas to address this high-risk group, will have an important impact on improving the safety of teen drivers on the state's roadways.

### Linkage Between Program Area

Analyses of the data conducted in conjunction with several of the program areas in the HSSP show that young drivers are consistently overrepresented in crashes involving unsafe driving behaviors. These behaviors include, but are not limited to, speeding, distracted driving, alcohol-impaired driving and drugged driving. In the 2020 online Driver Behavior survey, drivers under 25 also reported the highest frequency of texting and driving as well as the highest frequency of driving after using cannabis/marijuana and other drugs. Over the three-year period 2017-2019, 8% of the drivers involved in fatal and personal crashes were under age 21 but only 4% of the licensed drivers are in this age group.

This countermeasure strategy, together with the strategies and planned activities under other program areas in this HSSP that focus on young drivers, will contribute to positive changes in the performance measure, Number of Drivers Age 20 or Younger Involved in Fatal Crashes, and progress toward the performance target that has been set. Sufficient funds have been allocated to effectively implement the planned activities under the Younger Driver Outreach and Education countermeasure strategy.

### Rationale

Outreach and education is an evidence-based countermeasure strategy that is part of a comprehensive approach to improving the safety of young drivers on New York's roadways.

### Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
CP-2022-005	Outreach & Education to Improve Teen Driver Safety

### Planned Activity: Outreach & Education to Improve Teen Driver Safety

Planned activity number: **CP-2022-005**

### Planned Activity Description

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



## Intended Subrecipients

State, local and not-for-profit agencies

## Funding Sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	FAST Act 405b OP High	405b High Teen Safety Program (FAST)	\$48,000.00	\$0.00	\$40,000.00
2022	FAST Act NHTSA 402	Community Traffic Safety Project (FAST)	\$600,000.00	\$1,000,000.00	\$540,000.00

## Countermeasure Strategy: CP-5: Older Driver Outreach and Education

### Project Safety Impacts

Community Traffic Safety Programs are designed to be comprehensive in nature, with opportunities for outreach to a broad spectrum of groups within local areas. Activities that focus on educating and raising awareness among older drivers on traffic safety and the resources available to assist them to continue to operate their vehicles safely will be funded under the Older Driver Outreach and Education countermeasure strategy. Partnerships, coalitions and other groups that focus on issues related to older drivers and promote the implementation of proven and promising strategies to improve the safety of this high-risk driving population will also be supported. GTSC will collaborate with partner organizations to continue to promote the website [www.ny.gov/olderdriversafety](http://www.ny.gov/olderdriversafety), which provides safety and informational resources for older drivers.

### Linkage Between Program Area

While the data indicate that older drivers are underrepresented in fatal and personal injury crashes based on the proportion of the state's licensed drivers who are in this age group, based on vehicle miles travelled, AAA research indicates that drivers age 80 and older who are involved in crashes have a higher death rate than drivers in any other age group. AAA also reports that, despite the safe driving habits of senior drivers, those who are involved in crashes are more likely to be killed or injured than younger drivers due to age-related vulnerabilities such as fragile bones. Since the U.S. Census data indicates that New York's population is getting older and this high-risk group is expanding, this countermeasure strategy and the associated activities will play an important role in improving the safety of older drivers on the state's roadways and will support progress toward the achievement of the statewide performance targets that have been set.

This countermeasure strategy and the associated planned activities are expected to contribute to the comprehensive efforts undertaken to reach the statewide performance targets set for the performance measures identified above.

Sufficient funds have been allocated to effectively implement the planned activities under the Older Driver Outreach and Education countermeasure strategy.

**Rationale**

Outreach and education is an evidence-based countermeasure strategy that is part of a comprehensive approach to improving the safety of older drivers on New York's roadways.

*For supporting research, refer to (Tefft, B.C. (2017). Rates of Motor Vehicle Crashes, Injuries and Deaths in Relation to Driver Age, United States, 2014-2015. AAA Foundation for Traffic Safety). <https://seniordriving.aaa.com/resources-family-friends/conversations-about-driving/facts-research/> and (<https://seniordriving.aaa.com/resources-family-friends/conversations-about-driving/facts-research/>).*

**Planned activities in countermeasure strategy**

Unique Identifier	Planned Activity Name
CP-2022-006	Improving Traffic Safety for Older Drivers

**Planned Activity: Improving Traffic Safety for Older Drivers**

Planned activity number: **CP-2022-006**

**Planned Activity Description**

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

**Intended Subrecipients**

State, local and not-for-profit agencies

**Funding Sources**

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2022	FAST Act 405b OP High	405b High Community Traffic Safety (FAST)	\$20,000.00	\$0.00	\$10,000.00

2022	FAST Act NHTSA 402	Community Traffic Safety Project (FAST)	\$400,000.00	\$0.00	\$360,000.00
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## Countermeasure Strategy: CP-6: Outreach to Minority and Other Underserved Populations

### Project Safety Impacts

Community Traffic Safety Programs are designed to be comprehensive in nature, with opportunities for outreach to a broad spectrum of groups within local areas. Projects that focus on special outreach efforts to raise awareness and provide traffic safety education to high-risk populations will be funded under the Outreach to Minority and Other Underserved Populations strategy. Examples of the diverse populations within the state that have been identified for special outreach efforts include refugee groups, Native Americans, the Amish and Mennonite communities, military veterans and migrant workers. This countermeasure strategy and its associated planned activities, collectively with countermeasure strategies proposed in other program areas to address the needs of these underserved populations, will have an important impact on improving their safety on New York's roadways.

### Linkage Between Program Area

New York State's crash reports do not capture information on race or ethnicity. However, based on U.S. Census data, it is clear that New York, as well as most of the nation, is becoming more diverse. Local agencies and community organizations are in the best position to be aware of the underserved populations within their communities and assess the services that are needed. This countermeasure strategy, together with the strategies and planned activities under other program areas in this HSSP that focus on these high-risk populations, will contribute to progress toward the statewide performance targets in the HSSP.

This countermeasure strategy and the associated planned activities are expected to contribute to the comprehensive efforts undertaken to reach the statewide performance targets set for the performance measures identified above. Sufficient funds are available for the effective implementation of this countermeasure strategy and the accompanying planned activities.

### Rationale

Outreach and education is an evidence-based countermeasure strategy that is part of a comprehensive approach to improving traffic safety on New York's roadways. Ensuring that traffic safety messages and programs not only extend throughout all areas of the state but also reach all segments of the population requires special initiatives that focus on minority communities and other underserved populations.

### Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
CP-2022-007	Equity in Minority and Multicultural Traffic Safety Programs

## Planned Activity: Equity in Minority and Multicultural Traffic Safety Programs

Planned activity number: **CP-2022-007**

### Planned Activity Description

In FFY 2022, GTSC will expand its efforts to identify the diverse communities within the state that are impacted the most by serious injuries and fatalities resulting from motor vehicle crashes and the major contributing factors to those crashes.

In partnership with the NYS Department of Health's Bureau of Occupational Health and Injury Prevention, data and statistics on emergency department (ED) visits, hospitalizations, and deaths among NYS residents as a result of motor vehicle traffic injuries will be used to target underserved populations with appropriate countermeasures. Early analysis has revealed that Black non-Hispanic and Hispanic residents have higher rates of pedestrian injuries resulting in ED visits than White non-Hispanic residents. More extensive analyses by race using the FARS fatality data will also be conducted.

The creation of additional opportunities to engage with minority and other underserved and underrepresented populations to seek solutions and improve safety will also be a priority for GTSC in FFY 2022. As a follow-up to the Town Hall meetings held by GTSC in early April 2021, representatives from different diverse communities will be invited to participate in a focus group to discuss ways to better address the traffic safety challenges facing these vulnerable populations.

A new pilot project created by GTSC in partnership with NHTSA's Region 2 Equity Coordinator is focusing on addressing the needs of underserved communities in Westchester County who are overrepresented in traffic fatalities. GTSC staff and the Equity Coordinator are making concerted outreach efforts to non-traditional partners within the County to seek their participation in the pilot project. The 29 not-for-profit organizations being contacted assist various underserved communities, such as Native Americans, Blacks, Hispanics, LGBTQ+, persons with disabilities and the homeless population. A plan has been developed that allows time for trust-building, technical assistance and capacity building. The Equity Coordinator will document the process for replication by other State Highway Safety Offices and NHTSA Regional Offices.

In FFY 2022, GTSC will also continue outreach efforts to support programs with other diverse groups such as the Mohawk Valley Resource Center for Refugees' Multi-Cultural Traffic Safety Program, the Erie County Catholic Health Systems, Inc., the state's Amish population and the eight federally recognized Indian Nation tribes that are eligible for funding and services from the Bureau of Indian Affairs within New York State.

### Intended Subrecipients

State, local and not-for-profit agencies

## Funding sources

<b>Source Fiscal Year</b>	<b>Funding Source ID</b>	<b>Eligible Use of Funds</b>	<b>Estimated Funding Amount</b>	<b>Match Amount</b>	<b>Local Benefit</b>
2022	FAST Act NHTSA 402	Community Traffic Safety Project (FAST)	\$200,000.00	\$0.00	\$180,000.00
2022	FAST Act 405h Nonmotorized Safety	405h Public Education	\$250,000.00	\$0.00	\$250,000.00

## Program Area: Planning & Administration

### Description of Highway Safety Problems

The Governor’s Traffic Safety Committee (GTSC) is responsible for administering and managing New York State's comprehensive highway safety program. GTSC takes a leadership role in identifying the state's overall traffic safety priorities through a data-driven process and provides assistance to its partners in problem identification at the local level.

Under the Planning and Administration program area, GTSC provides support and coordinates efforts to address the highway safety problems that have been identified through the data-driven analyses implemented for each of the other program areas in the HSSP. In addition to awarding grant funding, GTSC supports its partners by developing and implementing statewide public awareness campaigns, as well as a number of training and educational programs to benefit the state’s traffic safety community and enhance the impact of efforts to reduce motor vehicle crashes, injuries and fatalities.

### Planned Activities in Program Area

Unique Identifier	Planned Activity Name	Primary Countermeasure Strategy ID
PM-2022-001	Planning and Administration for New York's Highway Safety Program	

### Planned Activity: Planning and Administration for New York's Highway Safety Program

Planned activity number: **PM-2022-001**

#### Planned Activity Description

Through the planning and administration function, GTSC is responsible for the overall coordination of the state’s highway safety program in compliance with the new requirements established under the FAST Act. The GTSC staff, working with the state’s traffic safety networks, grantees and other partners, will continue to identify highway safety problems in New York and assist in the development of programs to address these problems. The staff also provides support services for the general administration of the highway safety program.

Major activities under the Planning and Administration planned activity are listed below:

- Evaluating funding proposals; administering the federal letter of credit; reviewing, monitoring, auditing, accounting and vouchering project components
- Analyzing and disseminating new information and technology to the traffic safety community in New York State

- Participating in subcommittees and advisory groups, including, for example, the Impaired Driving Advisory Council; NYS Child Passenger Safety Advisory Board; Motorcycle Safety Workgroup; DRE & SFST Steering Committee; Highway Safety Conference Planning Committee; NYS Partnership Against Drowsy Driving; Traffic Records Coordinating Council; Metropolitan Planning Organization (MPOs); Capital District Safe Kids Coalition; and Pedestrian Safety Action Plan (PSAP) Committee
- Participating in preparing New York's Traffic Safety Strategic Plans, including the Highway Safety Strategic Plan (HSSP), which is the principal document used in planning the state's highway safety activities, the NYS Strategic Highway Safety Plan (SHSP), the Commercial Vehicle Safety Plan (CVSP), and the Traffic Records Strategic Plan
- Conducting an annual driver behavior and attitudinal survey as called for by NHTSA. The traffic safety topics covered in the survey include seat belt use, speeding, impaired driving, and cell phone use and texting.
- Conducting a biennial Automated Traffic Enforcement Survey, as required under the FAST Act. The survey collects specific information on all the systems that are installed in the state.
- Developing a comprehensive and coordinated PI&E program for New York State, which will continue to address current traffic safety issues and support traffic safety programs at the state and local levels. Market research may be incorporated into the development of PI&E campaigns as needed. Periodic surveys may be conducted to assess public awareness of traffic safety issues and track changes in attitudes, perceptions and reported behaviors. The results of these studies will be used to modify and improve future campaigns.
- Recognizing the value of professional development, GTSC will continue to support participation by its staff and highway safety partners in relevant training and educational opportunities to increase their knowledge and awareness of traffic safety issues and to acquire new or improved skills. Training will be delivered in a variety of formats as appropriate, including conferences, workshops, seminars, classroom settings, podcasts and webinars.
- Coordinated public education programs for New York State will also continue to address current traffic safety issues and support traffic safety programs at the state and local levels.
- GTSC also supports a variety of educational programs made available to New York's traffic safety community. Examples include financial and other forms of support for workshops, forums, symposia and other types of meetings on important traffic safety topics presented by partners, such as the Institute for Traffic Safety Management and Research, the National Sleep Foundation, the National Road Safety Foundation, the Greater New York Automobile Dealers' Association and other not-for-profit groups.

Intended Subrecipients

State agency

Funding sources

<b>Source Fiscal Year</b>	<b>Funding Source ID</b>	<b>Eligible Use of Funds</b>	<b>Estimated Funding Amount</b>	<b>Match Amount</b>	<b>Local Benefit</b>
2022	FAST Act NHTSA 402	Planning and Administration (FAST)	\$1,400,000.00	\$1,400,000.00	\$0.00



## Evidence-based traffic safety enforcement program (TSEP)

**Planned activities that collectively constitute an evidence-based traffic safety enforcement program (TSEP):**

Unique Identifier	Planned Activity Name
OP-2022-002	Combined Enforcement
CP-2022-001	Community-Based Programs to Improve Traffic Safety
PTS-2022-004	Evidence-Based Traffic Safety Enforcement Training for Law Enforcement
AL-2022-003	Media Support for National Impaired Driving Enforcement Mobilizations
CP-2022-004	Media Support for Traffic Safety Awareness Campaigns
OP-2022-001	Participation in National Click It or Ticket Mobilization
OP-2022-003	PI&E Support for Enforcement Efforts
PTS-202-001	Police Traffic Services (PTS)
PTS-2022-002	Statewide and New York City High-Visibility Focused Enforcement Campaigns
AL-2022-002	Statewide High-Visibility Focused Enforcement Campaigns
AL-2022-011	Statewide Public Awareness Campaigns

**Analysis of crashes, crash fatalities, and injuries in areas of highest risk.**

### Crash Analysis

#### Data-Driven Problem Identification

The statewide data-driven problem identification process focuses on the analysis of crashes, fatalities and injuries to determine **what** is occurring, **where**, **when**, **why** and **how** it is occurring and **who** is involved. Problem identification is conducted on a statewide basis and for each program area and is used to determine which traffic safety issues are to be addressed by GTSC's grant programs in the upcoming fiscal year. The analysis identifies groups of drivers who are overrepresented in crashes, as well as the locations and times that crashes are occurring, to guide the development of NYS's enforcement plan. Key results summarizing the problems identified are presented in the statewide and individual program area sections of the HSSP.

All local enforcement agencies applying for grant funding must also use a data-driven approach to identify the enforcement issues in their jurisdictions. The Traffic Safety Statistical Repository (TSSR) developed by the Institute for Traffic Safety Management and Research (ITSMR) is available to assist agencies in conducting problem identification at the local level. The TSSR can be accessed through ITSMR's website at <https://www.itsmr.org/tssr>. Users of the TSSR have

direct online access to New York's motor vehicle crash data from the state's Accident Information System (AIS) for 2010-2019, as well as preliminary data for 2020 and 2021.

The site includes reports on motor vehicle crashes statewide and by individual counties; some data by municipalities within counties are also available. Statewide and county reports with ticket data for 2010-2019 and preliminary data for 2020 are also available through the TSSR to support data-driven programs at the local and state levels. Data documenting the local highway safety issues identified must be included in the funding application submitted to GTSC along with the strategies that will be implemented to address the problems. Another tool made available are tables with selected crash and ticket information reflecting the enforcement activity of individual police agencies.

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

The PTS grant application form guides agencies through the process of using local crash and ticket data to identify problem areas specific to their communities. Police agencies are required to correlate crash-causing traffic violations or driver behaviors with specific times and locations in their jurisdictions so that officer resources are allocated to details directly related to the identified problems. As part of the PTS application, ITSMR compiles agency-specific spreadsheets with crash and ticket data for the most recent five years of final data, as well as preliminary data for the most recent year, for use by PTS grant applicants. Based on these analyses, applicants complete a data-driven Work Plan which presents their proposed countermeasures and enforcement strategies.

### [Deployment of Resources](#)

#### **Implementation of Evidence-Based Strategies**

To ensure that enforcement resources are deployed effectively, police agencies are directed to implement evidence-based strategies through GTSC's Highway Safety grant application or the more focused PTS grant application. The PTS application narrative outlines New York's broad approach to address key problem enforcement areas and guides the local jurisdictions to examine local data and develop appropriate countermeasures for their own problem areas. High-visibility enforcement (HVE) is a primary example of a proven strategy, and broad participation in national seat belt and impaired driving mobilizations is required. Other examples of proven strategies include those that use data to identify high crash locations and targeted enforcement focusing on specific violations, such as texting, aggressive driving and speeding, or at specific times of day when more violations occur, such as nighttime impaired driving road checks and

seat belt enforcement. By implementing strategies that research has shown to be effective, more efficient use is made of the available resources and the success of enforcement efforts is enhanced.

During the PTS grant review process, GTSC scores applications based on the data and problem identification process, the strength of the work plan, the past performance of the agency, and crash and ticket trends in the jurisdiction.

### Effectiveness Monitoring

#### **Monitoring and Adjustment of the TSEP**

Continuous oversight and monitoring of the enforcement efforts that are implemented is another important element of New York's TSEP. Enforcement agencies' deployment strategies are routinely evaluated and adjusted to accommodate shifts and changes in their local highway safety problems. Several methods are used to follow-up on programs funded by GTSC: (1) progress report and activity level review, (2) onsite project monitoring and (3) law enforcement subgrantee formal training programs and direct technical assistance.

Once a PTS grant is awarded, GTSC Program Representatives, accompanied by Law Enforcement Liaisons, if requested, conduct on-site monitoring visits to review the grant activities and discuss with grantees the impact the enforcement activities may be having in their jurisdictions. During monitoring contacts, Program Representatives also reinforce the message that enforcement resources should be deployed to areas at times when problems are known to occur.

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

## High-visibility enforcement (HVE) strategies

### Planned HVE strategies to support national mobilizations:

Countermeasure Strategy
AL-1: Enforcement of Impaired Driving Laws
AL-4: Prevention, Communications, Public Information and Educational Outreach
OP-1: Seat Belt Enforcement
OP-2: Communications and Outreach
PTS-1: Enforcement of Traffic Violations

### HVE planned activities that demonstrate the State's support and participation in the National HVE mobilizations to reduce alcohol-impaired or drug impaired operation of motor vehicles and increase use of seat belts by occupants of motor vehicles:

Unique Identifier	Planned Activity Name
AL-2022-002	Statewide High-Visibility Focused Enforcement Campaigns
AL-2022-003	Media Support for National Impaired Driving Enforcement Mobilizations
AL-2022-011	Statewide Public Awareness Campaigns
OP-2022-001	Participation in National Click It or Ticket Mobilization
OP-2022-003	PI&E Support for Enforcement Efforts
PTS-2022-001	Police Traffic Services (PTS)
PTS-2022-002	Statewide and New York City High-Visibility Focused Enforcement Campaigns

### NATIONAL PRIORITY SAFETY PROGRAM INCENTIVE GRANTS - The State applied for the following incentive grants:

S. 405(b) Occupant Protection: **Yes**

S. 405(c) State Traffic Safety Information System Improvements: **Yes**

S. 405(d) Impaired Driving Countermeasures: **Yes**

S. 405(d) Alcohol-Ignition Interlock Law: **Yes**

S. 405(d) 24-7 Sobriety Programs: **No**

- S. 405(e) Distracted Driving: **No**
- S. 405(f) Motorcyclist Safety Grants: **Yes**
- S. 405(g) State Graduated Driver Licensing Incentive: **No**
- S. 405(h) Nonmotorized Safety: **Yes**
- S. 1906 Racial Profiling Data Collection: **No**

## 405(b) Occupant protection grant

### Occupant protection plan

**State occupant protection program area plan that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems:**

Program Area Name
Occupant Protection (Adult and Child Passenger Safety)

### Participation in Click-it-or-Ticket (CIOT) national mobilization

**Agencies planning to participate in CIOT:**

Agency
New York State Police
Albany City Police Department
Albany County Sheriff's Office
Albion Village Police Department
Amityville Village Police Department
Amsterdam City Police Department
Arcade Village Police Department
Ardsley Village Police Department
Auburn City Police Department
Avon Village Police Department
Batavia City Police Department
Beacon City Police Department
Bedford Town Police Department
Bethlehem Town Police Department
Binghamton City Police Department
Blasdell Village Police Department
Blooming Grove Town Police Department

Brant Town Police Department
Brewster Village Police Department
Briarcliff Manor Village Police Department
Brighton Town Police Department
Brockport Village Police Department
Broome County Sheriff's Office
Cairo Town Police Department
Cambridge Village Police Department
Camillus Town & Village Police Department
Canandaigua City Police Department
Canisteo Village Police Department
Carmel Town Police Department
Catskill Village Police Department
Cattaraugus County Sheriff's Office
Cayuga County Sheriff's Office
Cayuga Heights Village Police Department
Chautauqua County Sheriff's Office
Cheektowaga Town Police Department
Chemung County Sheriff's Office
Chenango County Sheriff's Office
Chester Town Police Department
Cicero Town Police Department
Clarkstown Town Police Department
Clinton County Sheriff's Office
Cohoes City Police Department
Colchester Town Police Department
Colonie Town Police Department
Columbia County Sheriff's Office
Cornell University – Police
Corning City Police Department
Cornwall Town Police Department
Cortland City Police Department
Cortland County Sheriff's Office
Croton on Hudson Village of
Delaware County Sheriff's Office
Depew Village Police Department
DeWitt Town Police Department
Dobbs Ferry Village Police Department
Dryden Village Police Department
East Aurora Village/Aurora Town Police Department
East Fishkill Town Police Department

East Greenbush Town Police Department
East Hampton Town Police Department
East Rochester Village Police Department
Eastchester Town Police Department
Eden Town Police Department
Ellicottville Town Police Department
Elmira Heights Village Police Department
Erie County Sheriff's Office
Essex County Traffic Safety
Evans Town Police Department
Fallsburg Town Police Department
Freeport Village Police Department
Fulton City Police Department
Fulton County Sheriff's Office
Garden City Village Police Department
Gates Town Police Department
Geddes Town Police Department
Genesee County Sheriff's Office
Geneseo Village Police Department
Geneva City Police Department
Glen Cove City Police Department
Glens Falls City Police Department
Glenville Town Police Department
Granville Village Police Department
Great Neck Estates Village Police Department
Greece Town Police Department
Green Island Village Police Department
Greenburgh Town Police Department
Greene County Sheriff's Office
Greenwood Lake Village Police Department
Guilderland Town Police Department
Hamburg Town Police Department
Hamburg Village Police Department
Harriman Village Police Department
Harrison Town Police Department
Hastings-on-Hudson Village Police Department
Hempstead Village Police Department
Herkimer Village Police Department
Homer Village Police Department
Hornell City Police Department
Horseheads Village Police Department

Hudson City Police Department
Hudson Falls Village Police Department
Hyde Park Town Police Department
Ilion Village Police Department
Irondequoit Town Police Department
Ithaca City Police Department
Johnson City Village Police Department
Kenmore Village Police Department
Kingston City Police Department
Lake Success Village Police Department
Lakewood Busti Police Department
Lancaster Town Police Department
Lewisboro Town Police Department
Lewiston Town Police Department
Liverpool Village Police Department
Livingston County Sheriff's Office
Long Beach City Police Department
Lynbrook Village Police Department
Madison County Sheriff's Office
Malverne Village Police Department
Mamaroneck Village Police Department
Manlius Town Police Department
Marlborough Town Police Department
Medina Village Police Department
Menands Village Police Department
Metro.Trans. Authority Police Dept.
Middletown City Police Department
Monroe County Sheriff's Office
Monroe Village Police Department
Montgomery County Sheriff's Office
Montgomery Town Police Department
Montgomery Village Police Department
Mount Vernon City Police Department
Mt. Morris Village Police Department
Mt. Pleasant Town Police Department
Muttontown Village Police Department
Nassau County Police Department
New Castle Town Police Department
New Hartford Town Police Department
New Paltz Town & Village Police Department
New Rochelle City Police Department



New Windsor Town Police Department
New York City Police Department
New York Mills Village Police Department
Newark Village Police Department
Newburgh City Police Department
Newburgh Town Police Department
Niagara County Sheriff's Office
Niagara Falls City Police Department
Niskayuna Town Police Department
North Castle Town Police Department
North Syracuse Village Police Department
North Tonawanda City Police Department
Northport Village Police Department
Ogden Town Police Department
Old Brookville Village Police Department
Old Westbury Village Police Department
Oneida City Police Department
Oneida County Sheriff's Office
Onondaga County Sheriff's Office
Ontario County Sheriff's Office
Orange County Sheriff's Office
Orangetown Town Police Department
Orchard Park Town Police Department
Orleans County Sheriff's Office
Ossining Village Police Department
Oswego City Police Department
Oswego County Sheriff's Office
Oxford Village Police Department
Oyster Bay Cove Village Police Department
Peekskill City Police Department
Penn Yan Village Police Department
Perry Village Police Department
Plattsburgh City Police Department
Pleasantville Village Police Department
Port Chester Village Police Department
Port Jervis City Police Department
Port Washington Police District
Potsdam Village Police Department
Poughkeepsie City Police Department
Poughkeepsie Town Police Department
Pulaski Village Police Department

Putnam County Sheriff's Office
Quogue Village Police Department
Ramapo Town Police Department
Rensselaer City Police Department
Rensselaer County Sheriff's Office
Riverhead Town Police Department
Rockland County Sheriff's Office
Rockville Centre Police Department
Rome City Police Department
Rosendale Town Police Department
Rotterdam Town Police Department
Rye Brook Village Police Department
Rye City Police Department
Sands Point Village Police Department
Saratoga County Sheriff's Office
Saratoga Springs City Police Department
Saugerties Town Police Department
Scarsdale Village Police Department
Schenectady City Police Department
Schodack Town Police Department
Scotia Village Police Department
Seneca County Sheriff's Office
Seneca Falls Town Police Department
Sleepy Hollow Police Department
Solvay Village Police Department
South Nyack-Grand View Village Police Department
Southampton Town Police Department
Southold Town Police Department
Spring Valley Village Police Department
Springville Village Police Department
St. Lawrence County Sheriff's Office
Steuben County Sheriff's Office
Stony Point Town Police Department
Suffern Village Police Department
Suffolk County Police Department
Suffolk County Sheriff's Office
Sullivan County Sheriff's Office
SUNY Police Oswego State University
SUNY Stony Brook University Police
Syracuse City Police Department
Ticonderoga Town Police Department

Tioga County Sheriff's Office
Tompkins County Sheriff's Office
Tonawanda City Police Department
Tonawanda Town Police Department
Troy City Police Department
Trumansburg Village Police Department
Tuckahoe Village Police Department
Tuxedo Town Police Department
Ulster County Sheriff's Office
Utica City Police Department
Vernon Village Police Department
Vestal Town Police Department
Walden Village Police Department
Wallkill Town Police Department
Warren County Sheriff's Office
Warsaw Village Police Department
Washington County Sheriff's Office
Washingtonville Village Police Department
Waterford Town & Village Police Department
Waterloo Village Police Department
Watertown City Police Department
Watervliet City Police Department
Watkins Glen Village Police Department
Wayne County Sheriff's Office
Webster Town Police Department
Wellsville Village Police Department
West Seneca Town Police Department
Westchester County Department of Public Safety
Westhampton Beach Village Police Department
White Plains Department Public Safety
Whitestown Town Police Department
Woodbury Town Police Department
Wyoming County Sheriff's Office
Yates County Sheriff's Office
Yonkers City Police Department

**Description of the State's planned participation in the Click-it-or-Ticket national mobilization:**

New York joined the national Click It or Ticket campaign in 2002 and consistently participated in the highly effective national seat belt enforcement mobilizations through 2019. Under the waiver issued by NHTSA pursuant to the emergency authority granted under the CARES Act, New York did not conduct a statewide high-visibility seat belt enforcement mobilization in the

2020 fiscal year. New York resumed participation in the national CIOT seat belt mobilizations in FFY 2021, November 16-29, 2020, and May 24-June 6, 2021.

In FFY 2022, New York's Buckle Up New York/Click It or Ticket program will continue to be the state's primary enforcement strategy for occupant protection and will promote the participation of police agencies across the state in the national Click It or Ticket mobilization in May 2022. A total of 257 police agencies submitted applications for Police Traffic Services grants for FFY 2022; those who receive funding awards will be required to participate in the 2022 national mobilization. As has been the case in other years, additional police agencies are also expected to join the 2022 Click It or Ticket mobilization.

In addition to participating in the national mobilization, agencies receiving grant funding from GTSC are also required to:

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

Another important component of New York's participation in the annual high-visibility seat belt enforcement campaign is the state's highly publicized Border-to-Border initiative with the surrounding states of Connecticut, Massachusetts, New Jersey, Pennsylvania and Vermont. Each year, representatives from GTSC and Vermont's Highway Safety Office, along with several law enforcement agencies from each of the states, participate in a joint press conference at the state border to publicize the kick-off of the annual Click It or Ticket campaign. In addition to the press event, New York and the above mentioned surrounding states participate in a coordinated, special Border-to-Border seat belt enforcement campaign that uses checkpoints and roving patrols on both sides of the border to aggressively enforce seat belt violations. The Border-to-Border initiative has received broad media coverage and will be held again during the 2022 national mobilization.

## Child Restraint Inspection Stations

**Countermeasure strategies demonstrating an active network of child passenger safety inspection stations and/or inspection events:**

Countermeasure Strategy
OP-4: Car Seat Fitting Stations
OP-5: Car Seat Check Events
OP-7: Car Seat Education & Distribution Programs

**Planned activities demonstrating an active network of child passenger safety inspection stations and/or inspection events:**

Unique Identifier	Planned Activity Name
OP-2022-009	Car Seat Check Events
OP-2022-008	Car Seat Fitting Stations
OP-2022-012	Low-Income Car Seat Education & Distribution Programs

**Total number of planned inspection stations and/or events in the State.**

Planned inspection stations and/or events: **307**

**Total number of planned inspection stations and/or events in the State serving each of the following population categories: urban, rural, and at-risk:**

Populations served - urban: **213**

Populations served - rural: **94**

Populations served - at risk: **150**

**CERTIFICATION: The inspection stations/events are staffed with at least one current nationally Certified Child Passenger Safety Technician.**

### Child Passenger Safety Technicians

**Countermeasure strategies for recruiting, training and maintaining a sufficient number of child passenger safety technicians:**

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

**Planned activities for recruiting, training and maintaining a sufficient number of child passenger safety technicians:**

Unique Identifier	Planned Activity Name
OP-2022-010	CPS Certified Technician Training Classes
OP-2022-011	Retention of CPS Technicians

**Estimate of the total number of classes and the estimated total number of technicians to be trained in the upcoming fiscal year to ensure coverage of child passenger safety inspection stations and inspection events by nationally Certified Child Passenger Safety Technicians.**

Estimated total number of classes: **28**

Estimated total number of technicians: **432**

### **Maintenance of effort**

**ASSURANCE: The lead State agency responsible for occupant protection programs shall maintain its aggregate expenditures for occupant protection programs at or above the level of such expenditures in fiscal year 2014 and 2015.**

## **405(c) State traffic safety information system improvements grant Traffic Records Coordinating Committee (TRCC)**

**Meeting dates of the TRCC during the 12 months immediately preceding the application due date:**

<b>Meeting Date</b>
1/22/2021
3/26/2021
5/21/2021

**Name and title of the State's Traffic Records Coordinator:**

Name of State's Traffic Records Coordinator: **Robin Long**

Title of State's Traffic Records Coordinator: **Special Projects Manager, Institute for Traffic Safety Management and Research**

List of the TRCC members: **See table below.**

## NYS Traffic Records Coordinating Council (TRCC)

### Membership List

**2021**

	<b>Title</b>	<b>Organization</b>	<b>Core System</b>
Allen, Jim	Director	DMV Governor's Traffic Safety Committee (GTSC)	Crash
Arsenault, Michelle	Manager	DMV Data Services	Crash & Citation Adj
<b>Bauer, Michael*</b>	Director	DOH Bureau of Occupational Health & Injury Prevention	Injury Surveillance
Beas, Allison	Highway Safety Specialist	NHTSA Region 2	N/A
Bhatta, Sabana	Research Scientist	DOH Bureau of Occupational Health & Injury Prevention	Injury Surveillance
<b>Boehme, Kevin*</b>	Sr. Training Technician (Police)	Division of Criminal Justice Services (DCJS)	N/A
Bopp, Tammy	Program Manager	DMV GTSC Grants Accounting	N/A
Catalfamo, Jasen	Director	DMV Driver Safety	Driver License
<b>Chevalier, Mark*</b>	Principal IT Analyst	OCA Unified Court Systems Division of Technology	Citation/Adjudication
Cirino, Rich	Manager	DMV Data Services	Crash
D'Agostino, Tony	Liaison to GTSC	NYS Sheriffs Association	N/A
<b>DeWeese, Chuck**</b>	Assistant Commissioner	DMV GTSC	Crash
Doyle, Regina	Senior Transportation Analyst	NYS DOT Safety & Security Planning & Development Bureau	Crash & Roadway
Fesko, Julia	Director Workforce Dev & Talent Management Bureau	NYS Office of Addiction Services & Support (OASAS)	Impaired Driver System
Geraci, Mike	Liaison to GTSC	NYS Association of Chief of Police	N/A
<b>Giroux, Vicky *</b>	Program Manager	DMV Ticketing Systems	Citation/Adjudication
Grudecki, Joseph, LT	Administrator RMS	New York State Police (NYSP)	Crash & Citation
Hardy, Hilda	Senior Programmer Analyst	Institute for Traffic Safety Management & Research (ITSMR)	Crash & Citation Adj
Hedges, Arlie	TraCS Program Manager	NYSP Field Command	Crash & Citation
Hines, Leah	Research Analyst	DOH Bureau of Occupational Health & Injury Prevention	Injury Surveillance
Ippolito, Kelly	Supervisor	DMV Insurance Services Bureau	Vehicle
Kemble, Patrick	Supervisor	NYS DOT Highway Data Services	Roadway
Kropp, Thomas, LT		NYSP	Crash & Citation
<b>Long, Robin***</b>	Special Projects Manager	ITSMR	Crash & Citation Adj
McDevitt, Emmett	Safety Program Engineer	FHWA – NY Division Office of Program Management	N/A
Misiewicz, Sandy	Senior Transportation Planner	Capital District Transportation Council (MPO)	N/A
Montimurro, Mary	Program Manager	GTSC	Crash
Murphy, Erin	Program Manager	DMV Office of Driver Training & Motor Carrier	Driver & Vehicle
Narog, Richard, SGT	Manager Strategic Technology	New York Police Department (NYPD)	Crash & Citation Adj
Palser, Bradley	Project Director	DMV Modernization	Driver & Vehicle
Pawlowski, Emilia	Research Scientist	DOH Bureau of Occupational Health & Injury Prevention	Injury Surveillance
Sattinger, Andrew	Transportation Analyst	NYS DOT Safety & Security Planning	Crash & Roadway
Schanz, Joe	Manager	NYSP Information Technology Services	Crash & Citation
<b>Slater, Matt*</b>	Manager	DCJS	N/A
Swierzowski, Christina	Coordinator Impaired Driver Services	NYS OASAS	Impaired Driver Systems
Tasso, Anthony	Inspector, Commanding Officer ITS	NYPD	Crash & Citation Adj

Temperine, Brian	Administrator	FMCSA – NY Division of DOT	N/A
Varone, Renee	Senior Research Analyst	ITSMR	Crash & Citation Adj
Warrington, Brian	Financial Coordinator	DMV Modernization	Driver & Vehicle
<b>Wood, Geoff*</b>	Director	NYS DOT Office of Traffic Safety & Mobility	Roadway
Zacheus, Laura	Registration & Title Coordinator	DMV	Driver & Vehicle
Zwickbauer, Franz	Office Manager	DMV Crash Records Center	Crash

\* TRCC Executive Agency Representative

\*\* Chair of the TRCC

\*\*\*TSIS Coordinator

N/A = Not Applicable

**Key to Organization**

- DCJS Division of Criminal Justice Services
- DMV Department of Motor Vehicles (Data Repository Systems; Crashes/Enf & Adjudication/Driver/Passenger Vehicles)
- DOH Department of Health (Data Repository Systems; EMS/Injury Surveillance)
- DOT Department of Transportation (Data Repository Systems; Commercial Vehicles/Roadways)
- FHWA Federal Highway Administration
- FMCSA Federal Motor Carrier Safety Administration
- GTSC Governor’s Traffic Safety Committee (Data User)
- ITSMR Institute for Traffic Safety Management and Research
- MPO Metropolitan Planning Organization (Data User)
- NHTSA National Highway Traffic Safety Administration
- NYPD New York City Police Department
- NYSP New York State Police
- OASAS Office of Addiction Services and Supports
- OCA Office of Court Administration



## Traffic Records System Assessment

### Assessment Recommendations

Conducted between May and August 2016, the NHTSA Traffic Records Assessment resulted in 15 recommendations that span the six core data systems. The 15 recommendations are summarized below in Table 3.2 from New York’s FFY 2022 Strategic Plan.

TABLE 3.2 Assessment Recommendations						
Recommendations	Data System					
	Crash	Vehicle	Driver	Roadway	Citation/ Adjudication	Injury Surveillance
Improve the applicable guidelines for the system to reflect best practices identified in the Traffic Records Program Assessment Advisory.				X	X	
Improve the interfaces with the system to reflect best practices identified in the Traffic Records Program Assessment Advisory.	X				X	X
Improve the data quality control program for the system to reflect best practices identified in the Traffic Records Program Assessment Advisory.	X	X	X	X	X	X
Improve the procedures/process flows for the system to reflect best practices identified in the Traffic Records Program Assessment Advisory.			X	X		
The TRCC should seek to engage key stakeholders in the assessment module. The assessment team determined that many of the answers in this module were not adequate for the assessors to determine a State’s capabilities. The State can address this recommendation by documenting the TRCC’s efforts to engage the germane stakeholders as evidenced by correspondence, invitations to TRCC sessions, meeting agendas and/or other methods to increase member participation and effectiveness.			X			X

Source: NY 2022 TSIS Strategic Plan, pp. 7-8

## Traffic Records for Measurable Progress

### 2021 Update on Assessment Recommendations

The 15 recommendations were initially discussed by the TRCC after the NHTSA Assessment Team's report-out meeting in September 2016. The recommendations were subsequently discussed at TRCC meetings in 2017-2020 and again at the TRCC meetings in January and March 2021. The recent TRCC discussions, as well as the information gathered through telephone calls and email exchanges with the appropriate system managers, centered on what action, if any, had occurred over the past several months and what action was likely to occur over the coming year. Based on the information gathered, a status report on each of the 15 recommendations is provided below. The status reports are divided into two sections: recommendations being implemented and recommendations not being implemented.

### Recommendations Being Implemented (Source: NY 2022 TSIS Strategic Plan, pp. 9-10)

#### Citation/Adjudication Data Systems

The NYS DMV maintains two citation/adjudication systems: Traffic Safety Law Enforcement and Disposition (TSLED) and Administrative Adjudication (AA). TSLED covers all areas of the state, with the exception of New York City which is covered under the AA system. With the exception of 2020, approximately 2.5 million tickets are issued annually by the police agencies under the TSLED system and 1.1 million tickets are issued under the AA system.

#### Recommendation

- Improve the interfaces with the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

**New York's Response: Interface with Driver System** – The following Section 405c project addressing this recommendation will be conducted in FFY 2022:

**Implementation of E-Plea System for Local Courts:** Initially implemented in FFY 2021, this project is being continued in FFY 2022. Being conducted jointly by the state's Office of Court Administration (OCA) and the Institute for Traffic Safety Management and Research (ITSMR), it will enable the motorist to enter a plea (guilty/not guilty) electronically, have it reviewed by the appropriate court personnel, receive notification on the sentencing fine and fees imposed and pay the fine and fees on-line. In addition to improving the timeliness, completeness and accuracy of the citation and adjudication data, this project will improve the interface between the OCA's UCMS system and the DMV TSLED and Driver License files. More information about this project can be found below on pp. 32-33.

#### Citation/Adjudication, Driver and Vehicle Data Systems

The NYS DMV maintains two citation/adjudication systems (Traffic Safety Law Enforcement and Disposition (TSLED) and Administrative Adjudication (AA), the state's driver license file and the state's vehicle registration file.

### **Recommendation**

- Improve the data quality control program for the system to reflect best practices identified in the Traffic Records Program Assessment Advisory

**New York's Response:** Initially implemented in FFY 2020, the following Section 405c project will be continued in FFY 2022 and will address this recommendation:

**DMV Data and Record System Modernization:** The NYS DMV issues driver licenses and non-driver IDs; vehicle registration and ownership documents; conducts road tests; monitors driver training; and promotes enforcement activities, including ticket and crash reporting. The DMV houses all the client data captured while providing these services, including demographic statistics, law violating and crash-related convictions, ticketing statistics, insurance, and compliance information. These data reside in silo systems whose connectivity and reliability are consistently failing, requiring extensive repairs to outdated technology and coding languages established over 50 years ago. Partnering with the New York State Office of Information Technology Services (ITS), the DMV is working to replace the legacy systems. The DMV is also working with a Data Quality and System Integration Vendor to ingest DMV's current data, remedy the irregularities and degradation of data quality and provide compatible and functionally accurate data elements that will become the core of the new modernized system. This will enable the DMV to provide a singular modernized system including a centralized singular repository of driver, vehicle, insurance and ticket data that will be accessible to its traffic safety partners. More information about this project can be found below on pp. 30-31.

**Implementation of E-Plea System for Local Courts:** Briefly described above, this project will allow the plea and sentencing-related information it collects to be electronically transmitted to the Universal Case Management System/Court Room Program (UCMS/CRP) which in turn would upload the appropriate data to the DMV's TSLED system for subsequent upload to the DMV Driver License file. This will vastly improve the timeliness with which disposition data are entered on a driver's record in the DMV license file.

### **Driver Data System**

#### **Recommendation**

- Improve the procedures/process flows for the system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

**New York's Response:** The two FFY 2022 projects discussed above will address this recommendation: 1) **DMV Data and Record System Modernization**, 2) **Implementation of E-Plea System for Local Courts**. More information about these projects can be found below on pp. 30-31 and 32-33, respectively.

## EMS/Injury Surveillance Data Systems

The NYS Department of Health (DOH) maintains the state's key injury surveillance data systems: Crash Outcome Data Evaluation System (CODES), Emergency Medical Services (EMS), Emergency Department (ED), Hospital Discharge, Trauma Registry and Vital Records.

### Recommendation

- Improve the interfaces with the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

New York's Response: Initially implemented in FFY 2021, this Section 405c project is being continued in FFY 2022 and will address this recommendation:

**Integrating Single and Polysubstance Drinking Driver Data into CODES:** Conducted by the NYS DOH, this project is designed to improve the completeness, integration and accessibility of the state's injury surveillance data. This project will link Drug Recognition Evaluation (DRE) data with AIS crash data (including traffic violation/ticketing information), Drug Tables within AIS, geographic information systems (GIS), ED discharge data, hospitalization discharge data, TR data, and PCR data, providing more complete information on the true impact of single and polysubstance-involved motor vehicle driving and related injuries in NYS. This expansion will improve existing CODES data by more accurately capturing single and polysubstance involved driving. A more detailed description of this project can be found below on pp. 33-36.

## Recommendations Not Being Implemented (Source: NY 2022 TSIS Strategic Plan, pp.10-18)

### Crash Data System

New York's primary crash data system is the Accident Information System (AIS) maintained by the NYS Department of Motor Vehicles (DMV). Consisting of both electronic and paper-based reports, the system captured information on approximately 286,000 police-reported crashes in 2020. This represents a 33% decrease in the volume of police-reported crashes from 2019 due to the COVID-19 pandemic.

### Recommendations

- Improve the interfaces with the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory

Response to Recommendation: The assessment team found that New York's crash system meets best practices with regard to interfaces with its driver and vehicle systems, partially meets best practices with its roadway system and does not meet best practices with its citation/adjudication and injury surveillance systems.

**Roadway System** - Although efforts are continuing to improve the location of crashes, New York does not have the resources to improve the interface between its crash and roadway systems to meet best practices as described in the Advisory.

**Citation/Adjudication System** - New York does not see a need for an interface, as described in the Advisory, between its crash and citation/adjudication systems.

**Injury Surveillance System** - Due to confidentiality issues and the fact that New York provides a crash data set to the DOH annually to create its CODES data file, New York is not in a position to create an interface, as described in the Advisory, between the crash and injury surveillance systems.

- Improve the data quality control program for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

*Response to Recommendation:* The assessment team indicated that although New York has established performance measures for the attributes of accuracy, uniformity and integration, it has no baselines or goals and does not track or report on these measures. The team also noted no performance measure was established for the attribute of accessibility, and that data quality management reports are not provided to the TRCC for regular review.

**Baselines & Goals** - Since the DMV has its own methods for measuring performance, baselines and goals for the attributes/measures related to accuracy, uniformity, integration and accessibility that conform to NHTSA's definitions will not be established.

**Performance Reporting** - Resources are not available to compile and provide a regular report to each individual law enforcement agency as to how well they are performing with regard to timeliness, accuracy and completeness. As has been done for years, DMV will provide feedback to individual law enforcement agencies as needed.

**Data Quality Management Reports** - Reports on the status of each of the six key data systems are presented annually to the TRCC at its January meeting. In addition, written status reports are provided to the TRCC in April for inclusion in its strategic plan and inventory reports. The TRCC feels these reports are sufficient for keeping its membership up-to-date and assisting them in identifying areas for improvement.

Using Section 405c funding, a number of projects to be conducted in FFY 2022 will address some of the specific deficiencies noted by the NHTSA Assessment Team with regard to the crash data system. They include:

- 1) **AIS Replacement:** Conducted by the NYS DMV, this project will assist the DMV in funding the costs associated with hiring a vendor to design and implement a new

crash data system. Using an outside vendor will enable the DMV to be more responsive when AIS changes are requested by DMV business units, law enforcement or the traffic safety community, as well as being better able to accommodate federal mandates. It will also allow the crash data to be more easily integrated directly with the states' other five core traffic safety data systems. A more detailed description of this project can be found below on p. 28.

- 2) **TraCS Electronic Crash & Ticketing System:** The primary purpose of this project is to provide local TraCS agencies with the ability to continue to use TraCS to submit crash reports and tickets electronically in an efficient manner. Under this project, the specific needs of local agencies for technical support are identified and services are provided to meet those needs. A more detailed description of this project can be found below on p. 29.
- 3) **Maintenance of the TSSR:** Conducted by the Institute for Traffic Safety Management and Research (ITSMR), this project will continue to provide to New York's highway safety community several important improvements regarding access to accurate and timely traffic records data. These include maintenance of the current TSSR system, updates of preliminary crash data and ticket data, software upgrades, enhancements, and training. A more detailed description of this project can be found below on pp. 38-41.

## Vehicle Data System

The NYS DMV is the repository agency for the state's core vehicle data system, the Vehicle Registration File. The DMV vehicle registration file contains a record of every registered vehicle in New York and a history of that registration. The registration file contains approximately 46 million records, of which approximately 12 million are active.

### Recommendations

- Improve the data quality control program for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

*Response to Recommendation:* The NHTSA assessment team indicated that, with the exception of accessibility, performance measures have been set for the vehicle data system with regard to the six attributes. However, the team also reported that baselines and goals were not established for any of the attributes, and that the DMV does not track or report on these measures. The team further indicated that data quality management reports are not provided to the TRCC for regular review.

**Performance Measures, Baselines & Goals** - The DMV will not establish performance measures, determine baselines and set goals for the vehicle data system with regard to the six attributes. Although they don't conform to NHTSA's standards, the DMV uses its own methods to measure performance.

**Data Quality Management Reports** - Similar to the other data systems, reports on the status of the vehicle registration file are presented annually to the TRCC at its January meeting. In addition, a written status report is provided to the TRCC in April for inclusion in its strategic plan and inventory reports. The TRCC feels these reports are sufficient for keeping its membership up-to-date and assisting them in identifying areas for improvement.

## Driver Data System

The NYS DMV Driver License File provides detailed information for all drivers who are licensed in New York State and limited information for unlicensed or out-of-state drivers who have been convicted of a moving traffic violation or have been involved in a motor vehicle crash in the state. As of January 2021, there are approximately 16.3 million records on the license file.

### Recommendations

- Improve the procedures/process flows for the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Response to Recommendation: The DMV disagrees with this recommendation because it is confident that its driver license file has the appropriate procedures and process flows to ensure that the data are collected, stored and accessed in a manner that effectively addresses quality assurance and security concerns. The assessment team's recommendation is very likely based on the fact that the DMV would not release the required evidence documentation to the team because of security concerns.

- Improve the data quality control program for the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Response to Recommendation: The assessment team indicated that performance measures, baselines and goals have not been established for all six attributes. Since the DMV has its own methods for measuring performance, baselines and goals for the attributes/measures related to accuracy, uniformity, integration and accessibility that conform to NHTSA's definitions will not be established.

- The TRCC should seek to engage key stakeholders in the Driver assessment module. The assessment team determined that many of the answers in this module were not adequate for the assessors to determine a State's capabilities. The State can address this recommendation by documenting the TRCC's efforts to engage the germane stakeholders as evidenced by correspondence, invitations to TRCC sessions, meeting agendas and/or other methods to increase member participation and effectiveness.

Response to Recommendation: The TRCC disagrees with this recommendation. The assessment team's recommendation appears to be based on the fact that the DMV would not



release the required evidence documentation to the team. The TRCC believes that it does an excellent job in engaging the appropriate stakeholders through its meetings, conference calls, emails and various other methods of communication.

Two FFY 2022 Section 405c-funded projects will address some of the specific deficiencies noted by the NHTSA Assessment Team with regard to the driver data system:

**Implementation of E-Plea System for Local Courts:** This project is being conducted jointly by the state's Office of Court Administration (OCA) and the Institute for Traffic Safety Management and Research (ITSMR). It will allow the motorist to enter a plea (guilty/not guilty) electronically, have it reviewed by the appropriate court personnel, receive notification on the sentencing fine and fees imposed, and pay the fine and fees online. It will also improve the interface between the OCA's UCMS system and the DMV TSLED and Driver License files. More information about this project can be found below on pp. 32-33.

**DMV Data and Record System Modernization:** The NYS DMV issues driver licenses and non-driver IDs; vehicle registration and ownership documents; conducts road tests; monitors driver training; and promotes enforcement activities, including ticket and crash reporting. The DMV houses all the client data captured while providing these services. These data reside in silo systems whose connectivity and reliability are consistently failing, requiring extensive repairs to outdated technology and coding languages established over 50 years ago. Partnering with the New York State Office of Information Technology Services (ITS), the DMV is working with a Data Quality and System Integration Vendor to ingest DMV's current data, remedy the irregularities and degradation of data quality and provide compatible and functionally accurate data elements that will become the core of the new modernized system. This will enable the DMV to provide a singular modernized system including a centralized singular repository of driver, vehicle, insurance and ticket data that will be accessible to its traffic safety partners. More information about this project can be found below on pp. 30-31.

## Roadway Data System

The NYSDOT is the repository agency for the Roadway Inventory System (RIS), the state's core roadway data system. RIS tracks every roadway in the state for a total of approximately 114,000 miles, of which about 16,000 are state miles.

### Recommendations

- Improve the applicable guidelines for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Response to Recommendation: A list of the MIRE FDEs that NYSDOT currently collects is summarized in the table below. The TRCC is continuing to work with NYSDOT to establish appropriate performance measures to ensure that New York continues to make improvements in its collection of the MIRE data elements.



- Improve the procedures/process flows for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

*Response to Recommendation:* Of the six questions in the Advisory regarding procedures/process flows for the roadway data system, New York met the standards of the Advisory for one of them, partially met the standards for two and did not meet the standards for three. The two partially met standards relate to 1) having local agency procedures for collecting and managing data that's compatible with the state's roadway inventory and 2) having guidelines for the collection of data as described in the state's data dictionary. NYSDOT does have a set of instructions and guidelines for local agencies to use in submitting their data, with the instructions being available through an internet link. The assessment team's partially met rating is likely based on the fact that NYSDOT chose not to release the required evidence to the team nor provide a link to its online site.

The link to the "Local Highway Inventory Instructions" is <https://www.dot.ny.gov/highway-data-services>.

With regard to the unmet standard related to having documented steps for incorporating new MIRE elements into the roadway system, NYSDOT will have such documentation available when its new roadway system is fully developed and implemented, which is planned for the summer of 2021. The remaining two unmet standards are 1) documentation related to the steps for updating the roadway information and 2) documentation related to archiving and accessing the historical roadway inventory. NYSDOT does provide information online that describes the steps for maintaining its inventory system and it does capture annual snapshots, with historical data being saved on the state's servers and being accessible to all NYSDOT staff and provided to others upon request. Similar to the partially met standards noted above, the assessment team's unmet rating of these two standards is likely based on the fact that NYSDOT chose not to release the required evidence to the team.

- Improve the data quality control program for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisor

*Response to Recommendation:* The NHTSA assessment team indicated that performance measures, baselines and goals have not been established for all attributes of the roadway data system and for those that have been established, they are not tracked or reported on. At this time, NYSDOT does not have the resources to establish performance measures, determine baselines and set goals for the six attributes related to the roadway data system with regard to the six attributes. Similar to the other state traffic-safety related data systems, although they do not conform to NHTSA's definitions, NYSDOT does have its own methods for measuring performance.

## New York State MIRE FDEs

### Non-Local Paved Roads

Roadway Segment	Collected?
Segment Identifier	✓
Route Number	✓
Route/Street Name	✓
Federal Aid/Route Type	✓
Rural/Urban Designation	✓
Surface Type	✓
Begin Point Segment Descriptor	✓
End Point Segment Descriptor	✓
Segment Length	✓
Direction of Inventory	✓
Functional Class	✓
Median Type	✓
Access Control	✓
One/Two Way Operations	✓
Number of Through Lanes	✓
Average Annual Daily Traffic	✓
AADY Year	✓
Type of Governmental Ownership	✓
<b>Intersection</b>	
Unique Junction Identifier	✓
Location Identifier for Road 1 Crossing Point	Soon
Location Identifier for Road 2 Crossing Point	Soon
Intersection/Junction Geometry	✓
Intersection/Junction Traffic Control	✓
AADT for Each Intersecting Road	✓
AADT Year for Each Intersecting Road	✓
Unique Approach Identifier	Soon
<b>Interchange/Ramp</b>	
Unique Interchange Identifier	✓
Location Identifier for Roadway at Beginning Ramp Terminal	✓
Location Identifier for Roadway at Ending Ramp Terminal	✓
Ramp Length	✓
Roadway Type at Beginning Ramp Terminal	✓
Roadway Type at Ending Ramp Terminal	✓
Interchange Type	✓
Ramp AADT	Soon
Year of Ramp	Soon
Functional Class	✓
Type of Government Ownership	✓

### Local Paved Roads

Roadway Segment	Collected?
Segment Identifier	✓
Functional Class	✓
Surface Type	✓
Type of Governmental Ownership	✓
Number of Through Lanes	✓
Average Annual Daily Traffic	✓
Begin Point Segment Descriptor	✓
End Point Segment Descriptor	✓
Rural/Urban Designation	✓

### Unpaved Roads

Segment Identifier	No
Functional Class	No
Type of Governmental Ownership	No
Begin Point Segment Descriptor	No
End Point Segment Descriptor	No

## Citation/Adjudication Data Systems

The NYS DMV maintains two citation/adjudication systems: Traffic Safety Law Enforcement and Disposition (TSLED) and Administrative Adjudication (AA). TSLED covers all areas of the state, with the exception of New York City which is covered under the AA system.

Approximately 2.5 million tickets are issued annually by the police agencies under TSLED system and 1.1 million tickets are issued under AA. Ticket volumes for 2020 saw a significant decrease due to the COVID-19 pandemic. 1.7 million tickets were issued under TSLED and 561,000 tickets were issued under AA.

### Recommendations

- Improve the applicable guidelines for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

*Response to Recommendation:* Since TSLED was established in the 1980s and AA was established in 1970, documentation that identifies the standards/guidelines used are not available. Since the resources required are prohibitive, there is no plan to conduct any study or review of the systems to determine the extent to which they meet such standards today.

- Improve the interfaces with the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

*Response to Recommendation:* The primary issue identified by the assessment was the linkage capabilities between the citation/adjudication and crash, driver and vehicle systems.

**Crash System** - Citation/adjudication are not linked to the crash system. If a driver is issued a citation as the result of a crash, it is noted on the crash report but no follow-up information on the adjudication of that citation is entered into the crash report. This established protocol will not be changed.

**Driver System** - Adjudication data related to convictions are captured on the driver system, but the citation data are not because of the DMV policy that only upon conviction can the data be entered on a driver license record. There is no plan to change this policy.

**Vehicle System** - Although the AA file is linked with the vehicle registration and insurance files to verify data, TSLED is not linked. TraCS uses bar code scanner technology to capture data from the 2-D vehicle registration bar code; the registration data captured is then immediately searched for matches against files of suspended and revoked registrations and for stolen vehicle records. Because of this process and the fact that TSLED receives about 95% of its citation data electronically through TraCS, the agency will not link TSLED directly to the vehicle data system.

- Improve the data quality control program for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

*Response to Recommendation:* Although the NHTSA assessment team indicated that performance measures have been established for all attributes with the exception of

accessibility, baselines and goals have not been set for all of them. Similar to the crash data system, although they do not conform to NHTSA's definitions, DMV has its own methods for measuring performance.

During FFY 2022, a number of activities will be continued that address some of the specific deficiencies noted by the NHTSA Assessment Team related to the citation/adjudication data systems. Activities being continued include:

**Web Services for TSLED Courts:** Since its implementation in mid-2018, a DMV Web Service is being used by courtroom software vendors to perform a variety of transactions. The use of such services abolishes the need for the courts to transmit transactions from their court room software to the Office of Court Administration (OCA) and then from OCA to DMV, eliminating the potential breakdown points and providing a smoother and timelier transaction. The Web Service allows courts to post tickets, dispositions, scofflaws, pending prosecution orders, notice of appearance updates, fine collection updates, court transfer transactions and provide the ability to notify TSLED of amendment requests. The Web Service also provides access to the license file to verify motorist information and to provide batch group abstract processing. Reports can be created to monitor the new transactions and to track the compliance of the requirements set forth in FMCSA 49 CFR §384.225. OCA is currently utilizing two of the available services; Motorist search which has direct linkage to the license file and Ticket search, which has direct linkage to the TSLED System. However, courts are currently continuing to use the daily upload process to OCA which in turn uploads the information to the DMV. In FFY 2022, the challenge continues to be transitioning the vendors over to the Web Service to apply their transactions real-time to the TSLED system.

**TraCS Electronic Crash and Ticketing System:** Conducted by the New York State Police (NYSP), this Section 405c funded project continues to provide local TraCS agencies with the services needed to use TraCS to submit crash reports and tickets electronically in an efficient manner. Under this project, the specific needs of local agencies for technical support are identified and services are provided to meet those needs. As a result, the collection, transmittal and access to both crash and ticket data are accomplished in a timely, accurate and complete manner. A more detailed description of this project can be found below on p. 29.

### **EMS/Injury Surveillance Data Systems**

The NYS Department of Health (DOH) maintains the state's key injury surveillance data systems: Crash Outcome Data Evaluation System (CODES), Emergency Medical Services (EMS), Emergency Department (ED), Hospital Discharge, Trauma Registry and Vital Records. With the exception of CODES, the largest volume of information in each of these systems stems from events other than involvement in motor vehicle crashes. This fact, coupled with limited resources, has resulted in the DOH participating in the TRCC with a focus on the CODES, Trauma Registry and EMS data systems. Currently, 2017 is the most recent year of trauma data and 2017 is the most recent year of AIS data linked to CODES.

## **Recommendations**

- Improve the data quality control program for the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

*Response to Recommendation:* The NHTSA assessment team indicated that performance measures, baselines and goals have not been established for all attributes of the various injury surveillance data systems and for those that have been established, they do not track or report on them. The team further indicated that data quality control reviews and data quality management reports on the various systems are not provided to the TRCC for regular review.

**Performance Measures, Baselines & Goals** - DOH does not have the resources to establish performance measures, determine baselines and set goals for these systems with regard to the six attributes. The DOH uses its own methods for measuring performance.

**Data Quality Control Reviews** - Although the DOH did not provide the required documentation to the assessment team, it does routinely conduct data quality reviews on most of its data systems.

**Data Quality Management Reports** - Reports on the status of the CODES, EMS and Trauma Registry data systems, the systems with the most relevance to the TRCC, are presented annually to the TRCC at its January meeting. In addition, written status reports are provided to the TRCC in April for inclusion in its strategic plan and inventory reports. The TRCC feels these reports are sufficient for keeping its membership up-to-date and assisting them in identifying areas for improvement.

- The TRCC should seek to engage key stakeholders in the Injury Surveillance assessment module. The assessment team determined that many of the answers in this module were not adequate for the assessors to determine a State's capabilities. The State can address this recommendation by documenting the TRCC's efforts to engage the germane stakeholders as evidenced by correspondence, invitations to TRCC sessions, meeting agendas and/or other methods to increase member participation and effectiveness.

*Response to Recommendation:* The TRCC disagrees with this recommendation. The assessment team's recommendation appears to be based on the fact that the DOH would not release the required evidence documentation to the team, again for security reasons. The TRCC believes that it does an excellent job in engaging the appropriate stakeholders through its meetings, conference calls, emails and various other methods of communication.

## Traffic Records for Model Performance Measures

### **Goals for FFY 2022 (Source: NY 2022 TSIS Strategic Plan, pp. 22-26)**

All six core data systems (crash, citation/ adjudication, driver, injury surveillance, vehicle, and roadway) continue to need improvement with respect to at least one of the performance attributes of timeliness, accuracy, completeness, uniformity, integration and accessibility. Based on the information discussed at the 2021 TRCC meetings and in subsequent conference calls and email exchanges, the goals established for FFY 2022 are summarized below.



## Crash Data System

Table 4.1 summarizes the performance measures and goals established for FFY 2022. The FFY 2022 goals for timeliness and accuracy reflect a one percent decrease from the baseline period, while the goal for completeness reflects a one percent increase from the baseline period. The methodology for computing these two measures is described above on p. 20.

<b>TABLE 4.1</b> <b>Goals and Performance Measures</b> <b>Crash Data System (AIS)</b>		
<b>Performance Attributes &amp; Measures</b>	<b>Baseline</b> <b>April 1, 2020-</b> <b>March 31, 2021</b>	<b>Goal</b> <b>April 1, 2021-</b> <b>March 31, 2022</b>
<b>Timeliness</b>		
Mean # of days from crash date to date crash report is entered into AIS	17.12 days	16.95 days
<b>Accuracy</b>		
Percentage of crash records with no errors in <i>Lat/Long Coordinates</i> data element	91.08%	91.99%
<b>Completeness</b>		
Percentage of crash records with no missing data in <i>Roadway Type</i> data element	96.74%	97.71%

A number of projects funded under this FFY 2022 strategic plan are expected to improve various performance attributes associated with the crash data system:

- The *AIS Replacement* project will have a significant impact on the state’s crash data, increasing the number of reports that are submitted electronically. In turn, this will improve the timeliness, completeness and overall quality of the crash data.
- The *Fatality Analysis Reporting System (FARS) Supplemental Funding* project will have a positive impact on the crash data by enabling fatal crash reports to be entered into the AIS in a timely manner, making the data more accessible through the TSSR.
- The *TraCS Electronic Crash and Ticketing System* project will continue to improve the timeliness and accuracy of the crash data in the AIS through the electronic capture and transmission of data.
- The *Integrating Single and Polysubstance Impaired Driving Data into CODES* project will improve data integration in the crash and injury data surveillance systems, as well as completeness, accuracy and accessibility.
- The *Maintenance of the Traffic Safety Statistical Repository* project will continue to enhance and expand accessibility to the crash data and the ability to integrate data from other key systems, improving both the accuracy and timeliness in which crash data are available to the public.

The expansion of the electronic capture and transmission of crash data has continued to improve the uniformity of the crash data; as of December 31, 2020, 512 police agencies are collecting

and/or transmitting data electronically through TraCS. Uniformity is also addressed through adherence to MMUCC data elements. Based on the MMUCC Guideline, 5<sup>th</sup> Edition (2016), as of April 2021, New York fully adheres to 76 (63%) and partially adheres to 26 (21%) of the 121 MMUCC data elements. As practical, in the coming year, efforts will be undertaken to increase the rate of adherence by initially addressing the data fields that require only minor modification, such as adding or modifying attribute values. Data elements not currently collected will be incorporated whenever the data collection forms and/or AIS database are revised.

### Citation/Adjudication Data Systems

The three performance goals and measures for the TSLED and AA citation and adjudication data systems for FFY 2022 are outlined in Table 4.2. The goals established for FFY 2022 reflect a one percent decrease from the baseline period. The methodology for computing the three timeliness performance measures is described above on pp. 21-22.

One of the ongoing projects being conducted under this plan in FFY 2022 is designed to improve various performance attributes associated with the TSLED citation/adjudication information systems: the *TraCS Electronic Crash and Ticketing System* project. This project will improve the timeliness and accuracy of the citation and adjudication data in the TSLED system through the electronic capture and transmission of data. Initially implemented in FFY 2020 and continuing in FFY 2022, the *DMV Data and Record System Modernization* project will also result in many improvements to the citation/adjudications systems, since one of its objectives is to integrate the TSLED and AA data into the DMV’s new singular data system.

<b>TABLE 4.2</b> <b>Goals and Performance Measures</b> <b>Citation/Adjudication Data Systems (TSLED &amp; AA)</b>		
<b>Performance Attributes &amp; Measures</b>	<b>Baseline April 1, 2020- March 31, 2021</b>	<b>Goal April 1, 2021- March 31, 2022</b>
<b>TSLED</b>		
<b>Timeliness – Citations</b>		
Mean # of days from citation date to date citation is entered into TSLED database	8.29 days	8.21 days
<b>Timeliness – Adjudication</b>		
Mean # of days from date of charge disposition to date charge disposition is entered into TSLED database	40.03 days	39.63 days
<b>AA</b>		
<b>Timeliness – Citations</b>		
Mean # of days from citation date to date citation is entered into AA database	14.08 days	13.94 days

Originally begun in FFY 2021 and being continued in FFY 2022, the project *Implementation of E-Plea System for Local Courts*, being conducted jointly by the Office of Court Administration

(OCA) and the Institute for Traffic Safety Management and Research (ITSMR) will allow the motorist to enter a plea (guilty/not guilty) electronically, have it reviewed by the appropriate court personnel, receive notification on the sentencing fine and fees imposed and pay the fine and fees on-line. Hence, this project will improve the timeliness, completeness and accuracy of the citation and adjudication data.

Conducted by the state's Office of Addiction Services and Supports (OASAS), the project entitled *Integration of UCMS Ignition Interlock and Treatment Sentence Data*, will provide detailed information to treatment providers and probation departments on drivers sentenced to an ignition interlock and/or specific treatment protocols. It will also provide feedback to the courts on the status of the sanctions imposed on impaired drivers. The *OASAS Impaired Driver Data Warehouse Integration of UCMS Data* project will continue in FFY 2022. It will make court-related data readily accessible to clinicians, court personnel and probation departments, with the data including information on the impaired drivers sentenced to an ignition interlock device and any treatment sentences imposed.

### **Driver Data System**

Important improvements in the state's driver information system were realized through projects conducted with Section 408 funding provided under previous *Traffic Safety Information Systems Strategic Plans*. For example, the *License System Relational Data Expansion* greatly improved driver client and address information, significantly reducing the number of duplicate records on the driver license file. The project also provided real-time access to the client information through enhanced search and reporting capabilities.

In addition to improving the collection and reporting of citation and adjudication data to the UCMS system, the *Implementation of E-Plea System for Local Courts* project will electronically transmit plea and sentencing-related information to the UCMS/CRP which in turn would upload the appropriate data to the DMV's TSLED system for subsequent upload to the DMV's Driver License file. This will vastly improve the timeliness with which disposition data are entered on a driver's record in the DMV license file.

Another project continuing in FFY 2022, *DMV Data and Record System Modernization*, is also expected to result in improvements to the driver license data system, since one of its objectives is to integrate the driver license file into the DMV's new singular data system.

### **Injury Surveillance Data Systems**

Improvements in the state's injury surveillance systems have occurred in recent years as a result of projects conducted with Section 408 and 405c funding under previous strategic plans. In FFY 2017, the NYS Department of Health (DOH) completed a project that allows for the inclusion of trauma registry data into CODES. Previous projects that have improved the injury surveillance data systems include the multi-year Section 408 project conducted by the DOH to develop and implement an electronic system for capturing and reporting information from pre-hospital patient care reports (PCRs). The DOH continued its efforts to capture and report information from pre-hospital patient care reports (PCRs) electronically. The DOH receives approximately 3.5 million



electronic submissions per year. Currently, in New York State there is a mix of paper and electronic PCR data collection and reporting, although there are multiple initiatives among an increasing number of ambulance services and regional EMS systems to transition to electronic pre-hospital care documentation using the National EMS Information System (NEMSIS) standards. Currently, the DOH has approximately 890 EMS agencies submitting data electronically, representing over 95% of the State's EMS call volume.

In FFY 2020, DOH completed another project that addresses some of the specific deficiencies noted by the NHTSA Assessment Team with regard to the state's injury surveillance systems. The project, *Incorporating EMS Data into CODES*, links PCR data with AIS, emergency department (ED) discharge data, hospitalization discharge data and trauma registry data. This linkage provides more information on the true impact of motor vehicle-related injuries in NYS and provides EMS NEMSIS-compliant data that is directly comparable to data from other states that are also NEMSIS compliant. This project improved the completeness, integration and accessibility of the state's injury surveillance data.

Implemented in FFY 2021 and continuing in FFY 2022, the DOH project entitled *Integrating Single and Polysubstance Impaired Driving Data into CODES* also addresses the specific deficiencies noted in the NHTSA 2016 assessment with respect to the state's injury surveillance systems. Currently, 2017 is the most recent year of CODES data available.

### **Vehicle Data System**

Completed in fall 2019, the NYS Department of Transportation's *Carrier Certification Project* addressed issues related to the accuracy of the data on intrastate carriers for hire that transport property, household goods and passengers on New York's roadways. It improves the processing of data and the management of the NYS DOT CarCert information system. One of the continuing projects for FFY 2022, *DMV Data and Record System Modernization*, will also result in improvements to state's vehicle data systems, since one of its objectives is to integrate the DMV registration, inspection and insurances files into DMV's new singular data system.

### **Roadway Data System**

The Roadway Inventory System (RIS) is an Oracle database system that stores a variety of information on all public roads in New York State. It also contains inventory and traffic data on selected private roads (such as those containing bridges) and ramps on grade-separated interchanges. The breadth of data elements collected and stored varies by the type of roadway (state highway vs. local road vs. ramp) but generally includes ownership, physical characteristics, access control, functional class, pavement condition, and traffic volumes. Some of the data captured by RIS, such as pavement condition on the state system, is required by state law or Federal regulation. State law also authorizes the NYSDOT Commissioner to collect a variety of highway-related data on all public roadways and to report annually to the Legislature on the condition of the state's roadway system. The NYS DOT's new CLEAR system will address a number of roadway-related data issues, especially regarding the location of crashes.

## State Traffic Records Strategic Plan

**Strategic Plan, approved by the TRCC, that— (i) Describes specific, quantifiable and measurable improvements that are anticipated in the State's core safety databases (ii) Includes a list of all recommendations from its most recent highway safety data and traffic records system assessment; (iii) Identifies which recommendations the State intends to address in the fiscal year, the countermeasure strategies and planned activities that implement each recommendation, and the performance measures to be used to demonstrate quantifiable and measurable progress; and (iv) Identifies which recommendations the State does not intend to address in the fiscal year and explains the reason for not implementing the recommendations:**

**See NY FY22 TSIS Strategic Plan.pdf uploaded separately**

## Quantitative and Measurable Improvement

**Supporting documentation covering a contiguous 12-month performance period starting no earlier than April 1 of the calendar year prior to the application due date, that demonstrates quantitative improvement when compared to the comparable 12-month baseline period.**

## Summary of FFY 2021 Progress (Source: NY 2022 TSIS Strategic Plan, pp. 19-22)

New York submitted an interim progress report to NHTSA in May 2021 in support of its FFY 2022 application for Section 405c funding. The interim report focused on the goal set in the FFY 2021 strategic plan for the performance measure of accuracy for AIS crash records. A copy of the report is provided in Appendix C. **(See APPENDIX C of the NY FY22 TSIS Strategic Plan, uploaded separately).**

Five goals were established in the FFY 2021 strategic plan submitted to NHTSA in June 2020: two for the AIS crash data system, two for the TSLED citation/adjudication system and one for the AA citation/adjudication system. As the year progressed, it became readily apparent that the COVID-19 pandemic was having a negative impact on traffic safety in the form of reduced enforcement and court activities, as well as both shifts and reductions in ITS resources. Although it was recognized that this would likely make it very difficult to attain the goals set for the five crash and ticket-related (TSLED and AA) performance measures, it was also recognized as an opportunity to improve the AIS in another way, by enhancing the accuracy of crash location data. As a result and in accordance with the strategic plan for FFY 2021 that allows for performance goals or measures to be revised, an accuracy-related performance measure was established for the AIS crash system. A summary of each of these six goals is presented below.

For each goal, the summary identifies the core data system involved, the performance area affected, the performance measure and the method of measurement used to assess progress. The summary also indicates whether the goal was attained.

## Core System: Crash

### Performance Area: Timeliness

**Measurement:** Mean number of days from the crash date to the date the crash report is entered into the state’s Accident Information System (AIS) database

	Baseline Period April 1, 2019 - March 31, 2020	Goal April 1, 2020 - March 31, 2021	Performance Period April 1, 2020 - March 31, 2021
Mean number of days	9.69 days	9.40 days	17.12 days

**Measurement Method:** The difference between the crash date and the date the crash report is entered into the Accident Information System (AIS) database is calculated for each police-reported crash; the mean of those differences is then determined. The processing times noted in the table above are based on crash reports entered into the database between April 1 and March 31 of the respective years, counting backward from the entry date to the date of the crash. Between April 1, 2019 and March 31, 2020, 409,602 crash reports were entered into the database; 286,763 were entered between April 1, 2020 and March 31, 2021.

The table above shows that the goal of 9.40 days set in the FFY 2021 strategic plan was not attained, with the mean number of days from the crash date to the date the crash report was entered into the AIS database increasing from 9.69 days in the baseline period to 17.12 days in the performance period.

### Performance Area: Accuracy

**Performance Measure:** Percentage of crash records in AIS with no errors in the critical data element of *Lat/Long Coordinates*

	Baseline Period April 1, 2019 - March 31, 2020	Goal April 1, 2020 - March 31, 2021	Performance Period April 1, 2020 - March 31, 2021
Percentage of crash records with no errors in Lat/Long Coordinates data element	74.36%	78.08%	91.08%

**Measurement Method:** Based on police-reported crash records that were entered into the AIS, this measure involves calculating the percentage of crash records with no errors in the critical data element of Lat/Long Coordinates. The calculation divides the number of police-reported crash records with no errors in the Lat/Long Coordinates by the total number of police-reported crash records. The percentages noted in the table above are based on crash reports that were entered into the database and had gone through a geo coordinate location verification process between April 1 and March 31 of the respective years. Between April 1, 2019 and March 31,

2020, 409,602 such crash reports were entered into the database; 286,763 were entered between April 1, 2020 and March 31, 2021.

The above table shows that the goal established with regard to accuracy was met. The percentage of crash records with no errors in critical data element of *Lat/Long Coordinates* increased from 74.36% in the baseline period to 91.08% in the performance period. This increase reflects changes/upgrades that continue to be made by both the DMV and NYSDOT in the automated location coding process. It also reflects the efforts of both the DMV and the state’s enforcement agencies in the training of officers on the importance of collecting accurate data on the location of crashes through the use of the location tools available to them in their vehicles. Documentation of the progress is provided in Appendix C.

**Performance Area:** Completeness

**Performance Measure:** Percentage of crash records in AIS with no missing data in the critical data element of *Roadway Type*

	Baseline Period April 1, 2019 - March 31, 2020	Goal April 1, 2020 - March 31, 2021	Performance Period April 1, 2020 - March 31, 2021
Percentage of crash records with Roadway Type data element	96.83%	97.80%	96.74%

**Measurement Method:** Based on police-reported crashes that have gone through the location coding process, this measure involves calculating the percentage of crash records with no missing data in the critical data field of *Roadway Type*. The calculation divides the number of police-reported crash records with missing Roadway Type by the total number of police-reported crash records. The percentages noted in the table above are based on crash reports that were entered into the database and had gone through the location coding process between April 1 and March 31 of the respective years. Between April 1, 2019 and March 31, 2020, 309,580 such crash reports were entered into the database; 271,682 were entered between April 1, 2020 and March 31, 2021.

The above table shows that the goal established with regard to completeness was not met. The percentage of crash records with no missing data in the critical data element of *Roadway Type* decreased from 96.83% in the baseline period to 96.74% in the performance period.

**Core System - Citation/Adjudication (TSLED)**

**Performance Area:** Timeliness of Citations

**Performance Measure:** Mean number of days from the date a citation is issued to the date the citation is entered into the TSLED database.

	Baseline Period April 1, 2019 - March 31, 2020	Goal April 1, 2020 - March 31, 2021	Performance Period April 1, 2020 - March 31, 2021
<b>Mean number of days</b>	7.44 days	7.22 days	8.29 days

**Measurement Method:** The difference between the date a citation is issued and the date it is entered into the TSLED database is calculated for each citation; the mean of those differences is then determined. The processing times noted in the table above were calculated for citations entered into the database between April 1 and March 31 of the respective years, counting backward from entry date to the date of the citation. For the 12-month baseline period, 2,360,628 citations were examined; 1,725,017 were examined for the 12-month performance period.

The table above shows that the goal established with regard to the timeliness of the TSLED citation data was not met. The mean number of days from the date a citation is issued to the date the citation is entered into the TSLED database increased from 7.44 days in the baseline period to 8.29 days in the performance period.

**Performance Area:** Timeliness of Adjudication

**Performance Measure:** Mean number of days from the date a citation is adjudicated until the disposition information is entered into the state’s TSLED database.

	Baseline Period April 1, 2019 - March 31, 2020	Goal April 1, 2020 - March 31, 2021	Performance Period April 1, 2020 - March 31, 2021
<b>Mean number of days</b>	22.08 days	21.42 days	40.03 days

**Measurement Method:** The difference between the date of charge disposition to the date the charge disposition is entered into the TSLED database is calculated for each charge disposition; the mean of those differences is then determined. The processing times noted in the table above were calculated for dispositions entered into the database between April 1 and March 31 of the respective years, counting backward from the entry date to the date of disposition. For the 12-month baseline period, 2,289,465 dispositions were examined; 1,101,077 were examined for the 12-month performance period.

As indicated in the table above, the goal of 21.42 was not met. The mean number of days between when the citation is adjudicated until it is entered into TSLED increased from 22.08 days in the baseline period to 40.03 days in the performance period.

## Core System - Citation/Adjudication (AA)

**Performance Area:** Timeliness of Citations

**Performance Measure:** Mean number of days from the date a citation is issued to the date the citation is entered into the AA database.

	Baseline Period April 1, 2019 - March 31, 2020	Goal April 1, 2020 - March 31, 2021	Performance Period April 1, 2020 - March 31, 2021
Mean number of days	8.84 days	8.57 days	14.08 days

**Measurement Method:** The difference between the date a citation is issued and the date the citation is entered into the AA database is calculated for each citation; the mean of those differences is then determined. The processing times noted in the table above were calculated for citations entered into the database between April 1 and March 31 of the respective years, counting backward from entry date to the date of the citation. For the 12-month baseline period, 1,026,898 citations were examined; 477,790 were examined for the 12-month performance period.

As indicated in the table above, the goal of 8.57 was not met. The mean number of days from the date a citation is issued until the date it is entered into AA increased from 8.84 days in the baseline period to 14.08 days in the performance period.

## State Highway Safety Data and Traffic Records System Assessment

**Date of the assessment of the State's highway safety data and traffic records system that was conducted or updated within the five years prior to the application due date:**

Date of Assessment: 8/15/2016

## Requirement for maintenance of effort

**ASSURANCE:** The lead State agency responsible for State traffic safety information system improvements programs shall maintain its aggregate expenditures for State traffic safety information system improvements programs at or above the average level of such expenditures in fiscal years 2014 and 2015.

## 405(d) Impaired driving countermeasures grant

Impaired driving assurances

Impaired driving qualification: **Low-Range State**

**ASSURANCE: The State shall use the funds awarded under 23 U.S.C. 405(d)(1) only for the implementation and enforcement of programs authorized in 23 C.F.R. 1300.23(j).**

**ASSURANCE: The lead State agency responsible for impaired driving programs shall maintain its aggregate expenditures for impaired driving programs at or above the average level of such expenditures in fiscal years 2014 and 2015.**

## 405(d) Alcohol-ignition Interlock Law Grant

Alcohol-ignition Interlock Laws Grant

**Legal citations to demonstrate that the State statute meets the requirement.**

Requirement Description	State citation(s) captured
The State has enacted and is enforcing a law that requires all individuals convicted of driving under the influence or of driving while intoxicated to drive only motor vehicles with alcohol-ignition interlocks for an authorized period of not less than 6 months.	Yes

### Citations

Legal Citation Requirement: **The State has enacted and is enforcing a law that requires all individuals convicted of driving under the influence or of driving while intoxicated to drive only motor vehicles with alcohol-ignition interlocks for an authorized period of not less than 6 months.**

Legal Citation: **NY VAT 1198 Installation and operation of ignition interlock devices**

Enacted Date: **11/18/2009**

Amended Date: **11/1/2013**

## 405(f) Motorcyclist Safety Grant

### Motorcycle safety information

**To qualify for a Motorcyclist Safety Grant in a fiscal year, a State shall submit as part of its HSP documentation demonstrating compliance with at least two of the following criteria:**

Motorcycle rider training course: **Yes**  
Motorcyclist awareness program: **Yes**  
Reduction of fatalities and crashes: **No**  
Impaired driving program: **No**  
Reduction of impaired fatalities and accidents: **No**  
Use of fees collected from motorcyclists: **No**

### Motorcycle rider training course

**Name and organization of the head of the designated State authority over motorcyclist safety issues:**

State authority agency: **New York State Department of Motor Vehicles**

State authority name/title: **Mark J. F. Schroeder, Commissioner**

**Introductory rider curricula that has been approved by the designated State authority and adopted by the State:**

Approved curricula: **(i) Motorcycle Safety Foundation Basic Rider Course**

Other approved curricula:

**CERTIFICATION: The head of the designated State authority over motorcyclist safety issues has approved and the State has adopted the selected introductory rider curricula.**

**Counties or political subdivisions in the State where motorcycle rider training courses will be conducted during the fiscal year of the grant and the number of registered motorcycles in each such county or political subdivision according to official State motor vehicle records, provided the State must offer at least one motorcycle rider training course in counties or political subdivisions that collectively account for a majority of the State's registered motorcycles.**



County or Political Subdivision	Number of registered motorcycles
ALLEGANY	1,861
BRONX	4,957
BROOME	5,542
CHAUTAUQUA	4,969
CLINTON	3,392
DUTCHESS	8,308
ERIE	21,132
JEFFERSON	3,956
KINGS	11,926
MONROE	16,134
NASSAU	18,181
NIAGARA	7,681
ONEIDA	7,314
ONONDAGA	11,448
ONTARIO	4,027
ORANGE	10,342
RENSSELAER	5,495
RICHMOND	6,180
SCHENECTADY	4,878
ST LAWRENCE	4,460
SUFFOLK	31,587
TOMPKINS	2,637
ULSTER	7,078
WARREN	2,987

**Total number of registered motorcycles in State.**

Total # of registered motorcycles in State: **342,811**

Total # of registered motorcycles in counties with motorcycle rider education courses: **206,472**

Percent of total: **60.2% of total**

## Motorcyclist Awareness Program

*Requires the implementation of a data-driven State awareness program (using State crash data) that targets problem areas.*

**The name and organization of the head of the designated State authority over motorcyclist safety issues is:**

State authority agency: **New York State Department of Motor Vehicles**

State authority name/title: **Mark J. F. Schroeder, Commissioner**

**CERTIFICATION:** The State’s motorcyclist awareness program was developed by or in coordination with the designated State authority having jurisdiction over motorcyclist safety issues.

### Counties in New York State with the highest number of motorcycle crashes involving a motorcycle and another motor vehicle

Based on state crash data, the counties in New York State with the highest number of fatal and personal injury crashes involving a motorcycle and another motor vehicle in 2019 are presented in the table below. Collectively, Kings, Queens, Bronx, Suffolk, New York and Nassau counties accounted for the majority (57%) of these crashes (1,263 of 2,201). A complete list of counties ranked by their involvement in motorcycle/other motor vehicle fatal and personal injury crashes is provided on pp. 95-96 of the HSSP.

*Note: Due to recent changes made to the Police Accident Report form with regard to the capture and reporting of crashes involving property damage only, these crashes were excluded from the determination of the top jurisdictions requiring additional focus.*

FATAL & PI CRASHES INVOLVING A MOTORCYCLE AND ANOTHER MOTOR VEHICLE BY COUNTY: 2019				
	F&PI Crashes	% of Total	MC Registrations	% of Total
<b>TOTAL NYS</b>	<b>2,201</b>		<b>342,811</b>	
KINGS	342	15.5%	11,926	3.5%
QUEENS	290	13.2%	14,585	4.3%
BRONX	184	8.4%	4,957	1.4%
SUFFOLK	175	8.0%	31,587	9.2%
NEW YORK	137	6.2%	7,506	2.2%
NASSAU	135	6.1%	18,181	5.3%
<b>TOTAL</b>	<b>1,263</b>	<b>57.4%</b>	<b>88,742</b>	<b>25.9%</b>

Sources: NYS AIS, Vehicle Registration File/TSSR

## Performance Measure and Target

**Performance Measure:** Number of fatal and personal injury crashes involving a motorcycle and another vehicle in high risk counties

**Target for 2022:** 1,279.9, a decrease of 1% from the 2015-2019 average of 1,292.8.

## Motorcyclist Awareness Program Strategies and Planned Activities

**The countermeasure strategies and projects demonstrating that the State will implement data driven programs in a majority of counties or political subdivisions corresponding with the majority of crashes involving at least one motorcycle and at least one motor vehicle causing a serious or fatal injury to at least one motorcyclist or motor vehicle occupant is provided below and on HSSP pp. 99-102.**

Strategy MC-2: Communications and Outreach

### Motorcycle Safety Awareness Program for Motorists

MC-2022-002

Communication strategies and outreach activities directed toward the other drivers who share the road with motorcyclists are very important for improving motorcycle safety. In addition to statewide efforts, the counties within New York State that have been identified as having the highest numbers of fatal and personal injury crashes involving a motorcycle and another motor vehicle will be the primary focus of the activities conducted under this program in FFY 2022. Based on 2019 state crash data, the counties that collectively accounted for the majority (57%) of fatal and personal injury crashes involving a motorcycle and another vehicle are all in the downstate region: Kings, Queens, New York, and Bronx counties in New York City and Suffolk and Nassau counties on Long Island.

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

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

Some specific examples of the motorist awareness communications and outreach that will be conducted in FFY 2022 include the following:

- A Motorcycle Safety Awareness Month press event will be held in a county that experiences a high rate of motorcycle crashes, injuries and fatalities.

- Variable Message Signs will be displayed during popular motorcycle-related rallies and events to alert drivers of increased motorcycle traffic.
- A geotargeting campaign featuring awareness messaging will be deployed to reach motorists in specific areas of the state that experience a high number and/or rate of motorcycle crashes.
- Motorcycle awareness messaging will be affixed to fuel pumps and nozzle toppers at a minimum of 150 fuel filling stations in high crash locations throughout the state.
- GTSC will participate in motorcycle safety and awareness outreach at the International Automobile Show and as well as the annual state fair and other relevant events throughout the state.
- GTSC will partner with the Department of Motor Vehicles (DMV) to distribute motorcycle safety and awareness messaging via mass mailings to motorists.
- New motorcycle safety and awareness materials will be distributed at a minimum of three traffic safety events as well as to county DMVs, grantees and other traffic safety partners.
- An analysis will be conducted of a survey sent by DMV to a random sample of licensed drivers of passenger vehicles to assess opinions/perceptions of the current motorcycle awareness campaigns.
- A motorcycle awareness PSA will be aired through various media channels (radio, television, and social media).
- A new motorcycle awareness PSA will be developed and filmed in partnership with the New York State Department of Health.

## 405(h) Nonmotorized safety grant

**ASSURANCE: The State shall use the funds awarded under 23 U.S.C. 405(h) only for the authorized uses identified in § 1300.27(d).**